



On Deck There



Peoria, Ill – Congratulations to Flotilla 85's Julie Harris for qualifying and earning her US Coast Guard Auxiliary Vessel Examiner Qualification. To become a vessel examiner (VE) Julie studied and passed the vessel examiner course on the National Test Center and then completed five mentored vessel exams. She completed her mentored exams at the Spring Valley Boat Club with Merwon "Smitty" Smith, Jim Konieczki, and Jeff Poundstone. Photo by Jim Konieczki.

Newsletter of Division 8 of the USCG Auxiliary's 8th Western Rivers District. Division 8's area of responsibility includes Central Illinois, Northeast Missouri (NEMO), and Southeast Iowa.



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Commander's Comments

By Butch Luhrsen, DCDR



It's good to be home. Pam and I just returned home after convoying to Hudson, New York and back with both my parents and our oldest son and his family. In New York, our son Brad and his wife Jodie were married last week.

Flotilla 8-1. We had a lot of great activity last month, even with it being monsoon season. 8-1 presented an 8 hour ABS course at Oak Run Lake and conducted a number of vessel exams at the dock there as well. They are also again in communication with the Bass Pro Shop in Peoria regarding Auxiliary participation in future Bass Pro expos and other activities. Members took part in 4th of July activities on the river. Chad Wiehe once again served as PATCOM for the Chillicothe event. Jeff Wilson and Fred Peterson served as crew aboard facilities on the Illinois River during the Peoria fireworks display.

Flotilla 8-3. Congratulations to Jessica Dawson for being appointed by Commodore Lawrence to serve as an ADSO-DV on his diversity staff. 8-3 members are also trying their best and succeeding in keeping in touch with Eric Dolbeare, who is currently serving in Afghanistan with the Department of Agriculture. They as we also do, wish Eric Godspeed in a swift and safe return home. Klaus Stendebach conducted vessel examinations in Hannibal, where he is the harbor master and also in LaGrange and Quincy, Illinois. Doug Keller and John Davison conducted several marine dealer visitor visits while at Clinton Lake for OPEX

2013. Doug Keller was on call to the cutter Scioto last week as it headed downbound on the Mississippi River. He was going to be driven to Dubuque and relieve the FS1 for the return to Keokuk. That was stood down as the high water caused several locks to malfunction and they moored the cutter there for several weeks.

Flotilla 8-4. Shawn Burnley completed and successfully passed the Fingerprint Technician Course. Jeff Poundstone and Shawn Burnley were involved in a SAR incident, along with 8-3's Doug Keller, where they assisted a mother and three small kids who ran out of gas and were heading dangerously close to the rocks on the north shore of Clinton Lake. Nice job guys! Pam Luhrsen and myself participated in Peoria's 4th of July fireworks celebration. I crewed for Bill Slusser and Pam went aboard with Smitty. Rich Wynne was closely involved in the latest revision of the AUXOP Weather Specialist Course. Lastly, Shawn Burnley and Tom Keagle, taught CPR and Lifesaver First Aid to the crew of the USCGC Sangamon at the Coast Guard Station in Peoria.

Flotilla 8-5. Bill Slusser, Don Ackerman, and Merwon Smith all had their facilities deployed on the Illinois River to assist with the city's 4th of July Fireworks display. Wanda Ackerman and Jeff Danford (88) as well as members of other flotillas were aboard the Auxiliary vessels. Flotilla 8-5 presented a boating safety course in Havana. On the 13th, the flotilla as well as members from East Peoria's Flotilla 8-1 had a picnic in Lacon. Good food and good fellowship were had by all.

Flotilla 8-8. Flotilla 8-8 reports that they conducted vessel exams at Lake Shelbyville over the course of several days. They conducted CPR training. Ethan Brewer completed the qualification and is now a Fingerprint Technician. Penny Clay conducted member training in emergency Spanish. Calen Edgar is now working on completing several of the public affairs courses.

~Butch

What is an “After Action Report”? - - Why are they Written?

By Chuck Woodward, ADSO-Planning

Most of us have heard members talking about After Action Reports, from time to time and I suppose everyone has some idea of just what they are. After reading many of the ones that have been prepared over the past few years I have learned that even though people write them, or at least what they believe are After Action Reports, (hereafter AARs), most people do not know why they are written or just what purpose they serve.

An AAR is not only a historical document showing the final outcome of a project, whether it is a Public Affairs event, an Operational Training Exercise or a deployment to a disaster area, either natural or man-made, it is also a blue print for others to follow in subsequent operations that may occur for the same, or similar issues.

In our organization, the personnel working the various events often change over the years and while one person may work the same event for five, ten or more years in a row - eventually they are going to step aside and someone else will need to come along and pick up the reins and do the setup for the next period. Without a good AAR, the new individual must begin from scratch and try to figure out what to do and who the needed contacts are for that event. In other words the new person needs to reinvent the wheel, and with no guidelines to go by, and lacking any historical data as to what has been tried in the past, either successfully or unsuccessfully. Not knowing what worked and what did not - makes both the planning of and a successful completion of subsequent events far more difficult to accomplish.

Seldom will any AAR be one that shows only “GOOD/Successful” items. We try new things which do not always work out, and actually become a hindrance to the overall project. That information too, needs to be included in an AAR for the new planner. We all make mistakes but hiding them does no good in helping others learn to avoid making the same ones again. AARs help others to learn from past mistakes and including them in the AAR gives no embarrassment to the one who committed the faux pas.

Often there are certain agencies or people that need to be contacted in planning or conducting an event, these names and contact numbers should be included in the AAR and a very brief (usually) description of their function within the process. This will save time and help ensure that no-one, or vital step is left out of the planning/operating process at the next event.

In the event that certain materials and/or supplies will be needed, these should likewise be commented on as well

as the source of supply, also include quantity estimates. Again this does not need to be a lengthy discussion in most cases but it should be included within the body of the report.

If the event in question will need a certain amount of staffing or other assets, this should also be included in the AAR, did you need three operational facilities, sheriff's department assets etc., and whom did you need to call to touch base with and for acquiring these assets, and were they sufficient to accomplish the tasks.

Consider what you would like to know and what would you need to know if you were going out to handle a project for the first time. The more complicated the event the more detailed the report should be. This being said, all AARs should be able to have a one or two page summary report as the first part of the AAR which will suffice for most people - but will not for those who will be doing the next planning operation. “Full disclosure” is great for someone having to set up the next time around, sometimes this will include some local information if specific problems arose during an event – especially in disasters which may reoccur.

A good and complete AAR will save time, trouble and perhaps lives - especially when working on deployments for disasters. It may not be quite as important for the Flotilla Holiday party, but if last year's cake was especially good - ...just where did we order that from, anyway?

Remember the old adage - *“No job is ever complete until the paperwork is done!”*



Clinton Lake, IL – The Tactical Operation Center (TOC) which served as the Incident Command Center for Division 8's Operational Exercise. Photo by Debbie Dunne.

4th of July – Red, White, and Boom

By Jeff Wilson, VFC-81



It was a nice warm day, which in July is to be expected. Fortunately, it wasn't in the 90's like last year. Don Ackerman and his wife Wanda got Don's boat ready to launch. When Smitty showed up, Don, Fred Peterson, and Jeff Wilson all helped get the Golden Times ready to hit the river.

Both boats launched from the Detweiller Marina. Kurt Ayres' facility was already in a slip in the marina, and he went back out on patrol from there.

Don and his crew (Don, Wanda, Fred, and Jeff Danford (from 8-8) were busy almost immediately. Even before they reached the I-74 bridge, they came across a boat

that needed a tow. They hooked up using a stern tow and took the vessel to Eastport Marina before heading back on patrol.

Meanwhile, Smitty's boat had made it to the Coast Guard Station. The original plan was for Smitty to have a couple of Coast Guard resources on his boat: one boat crew qualified, and one trainee. What is that saying about the best laid plans?

It seems that the Coast Guard did not have as many resources present as expected. So there were no extra boat crew qualified resources available. That left Smitty one crew member short. Fortunately, both Butch and Pam Luhrsens were on Bill Slusser's boat. After a rendezvous and a nice little boat switch by Pam, all boats were crewed.

The rest of the evening went smoothly. There were no problems with boaters, nor did we hear any calls for assistance. At the end of the night, Don discovered a sizable log near the marina which he handled.

As usual, the fireworks were spectacular, and we had a safe and successful mission.

Becoming a VE

By Jim Konieczki, SO-VE



Courtesy vessel examination provided to the boating public is one of the hallmarks that the Auxiliary is known for. Becoming qualified to conduct vessel exams is not that difficult, especially with the amount and quality of study material available. You can order the manual through your flotilla's materials officer, the FSO-MA.

The Auxiliary's online virtual classroom has an entire course to prepare a member to take the qualifying exam. <http://classroom.cgaux.org/moodle/course/view.php?id=30> is the link I used. The manuals are also there at the virtual classroom. Use your Auxiliary number and password.

Vessel Exams are the Auxiliary's bread and butter. Help us to help boaters by becoming a VE today.

Make Plans to Attend the Fall D-Train

The Fall 8 Western Rivers District D-Train is being hosted by La Crosse, WI based Division 2. The Fall D-Train will be held over the weekend of September 6-8 at the Holiday Inn in La Crosse.

Auxiliarists have until August 5th to make their hotel reservations at the government rate.



Each year a different division hosts either the Spring or Fall D-Trains. It was last held in Peoria in 2010. There will be social activities, training seminars, qualification activities, meetings, elections, and more. This is the first D-Train that is back within driving distance in the last several years, so if you can, please make plans to attend.

Die Freitag Nacht Theme ist Oktoberfest. Hoffen wir auf einem Tisch voller Wisconsin Bratwurst, Jaeger Schnitzel, Sauerbraten, Kartoffelsalat, und viele weitere traditionelle deutsche



La Crosse, Wisconsin's Holiday Inn is the perfect destination for a fall training conference. Reserve your room before August 5 and receive the government rate.

Are you a Leader, a Manager, or Both?

By CAPT Mikeal S. Staier, USCG



For the sports enthusiasts out there, we often hear of a player being a “student of the game.” That’s how I feel difference between a leader and a manager. Metaphorically speaking, raise your hand if you know the difference. We’ve all got things to manage, right? People, budgets, processes, programs; all of these need to be managed....right?

“For the sports enthusiasts out there, we often hear of a player being a, ‘student of the game.’ That’s how I feel about the Coast Guard and about the topic of leadership.”

What’s the difference between position power and personal power? Succinctly, position power is given and personal power is earned. That’s not to say that if you are assigned as an OIC or CO, it wasn’t earned. A manager has position power based on a supervisory role, signature authority, and process expertise. Leaders combine the position power of a manager with personal power that enables the leader to get more out of a workforce inspired to a higher level of performance. Leadership processes are those that generally enable groups of people to work together in meaningful ways, whereas management

processes are considered to be position and organization specific¹. The relevance in the distinction between a manager and a leader lies in the ability of the leader to inspire commitment vice mere compliance. Managers provide a skill set that leaders then take to the next level of performance. Citing Mintzberg’s seminal 1973 research, Hunt indicated that leadership involves motivating subordinates as well as taking their needs and the needs of the organization into account². I would argue that a “leader” who is not competent, who does not take risks for the good of the organization or for the good of her people, or who does not show loyalty to the organization, her subordinates, and the leader’s own ideals is not a “leader” at all.

Now, substitute the word “organization” with “Coast Guard,” are you leading or managing? Murray³ described the modern business environment as a new model that will resemble the marketplace demanding that it be flexible, agile, able to quickly adjust to market developments, and ruthless in reallocating resources to new opportunities. This model provides an opportunity for the roles of leadership and management to be mutually beneficial. The two roles in concert must be able to create structures that motivate and inspire employees and instill the kind of drive, creativity, and innovative spirit more commonly found among entrepreneurs³.

Are you in a leadership position, yet find yourself managing the mail? Step back, re-access and put your trust in your people. Power and decision-making should [sic] be driven down the organization rather than being concentrated at the top³. Bedeian & Hunt² indicated while management complements leadership, it cannot replace it. If the Coast Guard was your business, your baby, the nest egg you dumped your life savings into just to get it started, what would be different about how you manage; about how you lead?

- (1) Day, D. (2000). Leadership development: A review in context. *The Leadership Quarterly*, 11(4), 581–613. doi:10.1016/S1048-9843(00)00061-8
- (2) Bedeian, A. & Hunt, J. (2006). Academic amnesia and vestigial assumptions of our forefathers. *Leadership Quarterly*, 17(2), 190–205. doi:10.1016/j.leaqua.2005.12.006
- (3) Murray, A. (2010, August 21). The end of management. *Wall Street Journal* (Eastern Edition), pp. D1-D4. Retrieved from <http://online.wsj.com>

Uniform – Hints, Tips, Tricks...and Opinion

By Anna Poundstone, SO-HR



The wearing of the uniform identifies us to the public as members of the Coast Guard Auxiliary. To many of them we are the only Coast Guard that they'll ever see. We should do our best to represent the service as best we can. Part of the human resources officer's (HR) responsibilities is uniform acquisition and distributing information when items may change. I would just like to mention a few items about purchasing uniform items and some helpful hints about wearing it.

In our Auxiliary uniform kit, we'll have two different types of undershirts or tee shirts. We'll have a white vee neck undershirt to be worn with the tropical blue uniform and we'll also have a blue crew neck undershirt that is worn with the ODU. While wearing the tropical blue uniform your tee shirt is not to be seen. They are not interchangeable. With the recent announcement that the Auxiliary may shop at the Coast Guard Exchange online, I noticed that they offer a new style of Auxiliary crew neck for a good price.

One of the greatest bargains that we have available to us in the 8 Western Rivers District is our Used Uniform Exchange managed by Virginia Stanek in Colorado. It is managed similar to a consignment shop. The link to the Used Uniform Exchange can be found on the district website under "members" and when you then select "uniforms," it should appear below it. There are many uniform items to choose from: belts, insignia, combination covers, ODUs, and both service dress and dinner dress uniform items. Some items are discounted down to 20% of their original price and all the items are serviceable.

Since the services began wearing the web belts that are worn with both the ODU and the tropical blue, the belts are worn in what is called "brass on brass." The web belts are not to wrap around your waist. For example, on the tropical blues, the silver tip of the belt would extend to or just slightly past the silver buckle. There is no need to extend the belt through the next belt loop and portrays a

nice, military appearance. If you are wearing ODUs, the black tip extends just past the black buckle.

The riggers belt can be worn with the ODU uniform. To give it a professional, military look, without the excess end wrapped around your waist, consider wearing the riggers belt in the opposite direction. Run it around your waist from the opposite side which will result in the excess at the end being on the inside of the belt and hidden from view and your trousers still stay up.

I'd like to offer a way to improve the appearance while wearing the tropical blue uniform. Most of us have purchased the corafram (permashine) black Oxford dress shoe. I'd like to suggest that you purchase a set of shoe trees to place inside your dress Oxfords when you aren't wearing them. They will keep the shape of the shoe and prevent the corafram from being torn and ruined. In addition to the shoe trees, if you rub a very light coat of vaseline on them, they will maintain their luster. One last hint regarding dress shoes, and that is edge dressing. If your Oxfords have been in your closet all year and collected a little dust, apply some "edge dressing" to the outsides of the soles and give them a parade ground look, instead of them looking like you were bailing hay with them on.

The ODU uniform has two options: black boots or brown deck shoes. The brown deck shoes are chosen by those who participate aboard facilities whose decks would become lousy with black marks made by combat boots on their gel coat. An Auxiliarist should be wearing the black combat style lace up boots while not aboard a facility. From the Coast Guard's Uniform Distribution Center (UDC) there is an item called "blousing bands" which are used to "blouse" the ODU trousers around your boot. It gives it the tucked in appearance. Using the blousing bands between the second or third eyelet and blousing the trousers there give a good solid military look. Tucking the trousers into the boots is a second option. Please tuck the laces in. Boot laces hanging out just looks terrible. Please tuck those laces in. If you have any questions about blousing boots, ask one of our veterans.

It is understood that we are civilian volunteers, but we should do the best we can to abide by the uniform and grooming standards. Wear your uniform with a sense of pride. It isn't a work uniform, it is a military uniform. A bit of military bearing should go with it. You are representing yourself, your flotilla, the Auxiliary and the Coast Guard. Represent them well.

August 10
Clinton Power Station
Merit Badge Fair

August 18-25
NACON 2013. USCG Auxiliary
National Conference. San
Diego, Ca.

August 18
Henry-Chillicothe
Canoe Float

September 6-7
8WR Fall D-Train. Lacrosse,
Wi.

October 5
Division 8 Meeting and Election.
1000 am at Coast Guard
Station in East Peoria

Being in the Right Place at the Right Time

By Jeff Poundstone

"I think we may have a distressed vessel," said Shawn Burney as he pointed off to his left, "that lady is paddling like mad." The three of us; myself, Doug Keller and Shawn could instantly see that something was wrong, very out of the ordinary. A young lady and her children were occupying a 17 foot Thompson Cutlass 175 runabout on Clinton Lake. The kids were really young and couldn't have helped paddle anyway. When we pulled alongside and asked if she could use a hand, she instantly accepted and relief swept over her face. The wind was blowing 8-9 mph and gusting to 13. It was blowing the young family into the riprap rocks that the DNR had placed along that shore several years ago to prevent erosion.

Doug Keller, who had brought his facility, Auxiliary 806, up from Center, Mo. to spend the weekend with us, quickly dug through his highly organized compartments and came up with the perfect sized lines and towing rig that allowed Shawn to connect to the bow eye. Shawn did a great job assuring the mother that everything was going to be alright. I thought to myself that yes, everything was going to be alright, we just better do it very quickly.

With the little runabout in tow, Keller maneuvered his 20' Champion with surgeon like precision. In an instant, the rocks and lee shore were no longer in play as we towed them safely back out into deeper water.

It was just about a perfect day. This was probably the best day of summer yet. It was sunny with a high of 82, with a light wind out of the southwest at 8. We had been out since 10:00 a.m. We had pulled into Clinton Marina for a lunch break and to drop off Tom Keagle. We moored Doug's boat and had lunch on mine. Anna had lunch ready. What a trooper! Tom left our boat after several hours on patrol and went home. You may think he went home to rest after a night at work. Not. He went home to get his boat, wife, and a couple grandkids and was back on the water. Booyah!

Shawn, Doug, and I went back out. The previous evening, Doug and I could have been the only two people on the lake. By Saturday afternoon, there were boaters galore. Skiing, tubing, jet skis, wakeboarding, fishing, and just boating, everybody was out. We headed east after lunch. We took a spin into the Mascoutin State Park harbor, where Boondocks Restaurant is located. Doug wanted to mark it on his GPS. It was a few minutes after leaving Boondocks that Shawn identified the distressed Cutlass with a crew of toddlers.

The three of us took a collective sigh of relief after we got their boat turned around and towed away from the shore. She pointed us to a nearby cove, Park Cove and told us that's where her family was camping. We decided how we were going to tow her in. We let her know we'd take her right in and make sure she and the kids got ashore. We discussed how the wind would play on the tow and how we'd take her in. Doug executed perfectly. We were able to disconnect her easy enough and gently put the boat onto the shore with the help of some nearby good Samaritans.

I couldn't be more proud of the way that Doug and Shawn responded to a potential disaster. Cool as cucumbers. A sense of urgency arose and the cooperation, team work, coordination, and execution was superb and resulted in bringing the distressed vessel back into its safe world. Shawn, Doug.... Outstanding!

The kids were ready to get off the boat and back to camping and swimming. Mom looked relieved. She had been crying and looked over to us and mouthed the words, "Thank you."

Yessir. That's all it took. Those 10,000 hours studying the AUXOP courses, all the hours taking practice NAVRULES tests, studying the 1,000 page Seamanship Manual, and all it took was this crying mother of three little kids to mouth "Thank you" to us, and it made it all worth it.

On Deck There

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