



UNITED STATES
COAST GUARD
AUXILIARY

On Deck There



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

BLOOMINGTON, III - Jim Konieczki, VCDR, (above) and Scott Lamberes, FC-85, responded to a "I Want a VSC" request from a recreational boater who used the VE Department website. They set a great example by securing the appointment and conducting Division 8's first vessel exam of the year in January. Photo by Scott Lamberes.



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- Jim Konieczki,
VCDR
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Konieczki Scores the first VSC in '13!

By Jeff Poundstone, SO-PB

"Quick's the word and sharp's the action!" said Captain Lucky Jack Aubrey to his crew in Patrick O'Brian's novel *Master and Commander*. Jim Konieczki and Scott Lamberes, both of Peoria's Flotilla 5 must have been thinking the same way as they quickly responded to a request for a vessel safety check. Konieczki received the request over the national V-Department vessel check website. That site includes a section where a boater can request a nearby examiner inspect his vessel called "I Want a VSC." Quickly making contact with the boater, he and Lamberes, made an appointment and arrived on a blustery twenty four degree January morning.

"They do vessel exams in Alaska," mentioned Konieczki, who spent part of his Coast Guard service there, "If a local boater is ready for a vessel exam in January, I would rather do the

inspection now than have them missing something important out on the water during boating season."

Konieczki, a former Coast Guard petty officer turned Auxiliarist, is the division VE staff officer. He earned the RBS device last year. Lamberes is Flotilla 5's flotilla commander and mentoring under Jim to complete his five supervised exams and become a vessel examiner. Luckily, the vessel they examined was in a heated garage. They conducted their exam looking at the boats' registration, inspecting lifejackets, checking fire extinguishers, and went through all the required items and then discussed the optional recommendations. They then awarded their first VSC decal of the year for successfully passing the vessel exam.

Division Sitrep

By Butch Luhrsen, DCDR

I'd like to take a moment and share with you several highlights from Division 8 flotillas and members that have occurred recently. Fred Peterson, of Flotilla 8-1, has been appointed to serve as liaison to the Marina Safety Detachment Peoria as well as the USCGC Sangamon. Fred has replaced Don Ackerman who has successfully liaised with the active duty for many years. Flotilla 8-3's Doug Keller will serve as liaison to the USCGC Scioto, whose home port is Keokuk, Ia.

We have received four prospective member leads from the national flotilla finder website recently. One prospective member turned out to be 16 and all others were contacted immediately by a member. On the other hand, personal contact has Flotilla 8-3 with over a dozen prospective members, Flotilla 8-1 has three members with applications turned in, Flotilla 8-5 has two prospective members, and Flotilla 8-4 has one member moving in as Scott and Heather Hozie move away.

The Mayor of Hannibal, Mo. attended Flotilla 8-3's last meeting as they prepared for the upcoming Hannibal Boat Show, which is held every March. Flotilla 8-5 has invited all Division 8 members to their 50th Anniversary celebration that will be held at the MSD in Peoria on April 5th. Flotilla 8-8 has a PE course in the works. Flotilla 8-1 has created a "4th Cornerstone Committee" to increase fellowship and spirit d corps in East Peoria. I wish all of you great success throughout the year and for this coming boating season.

Take a Look at Yourself

By Frank Amato, DCAPT-E

When future prospects are surfing the web for information on joining the Auxiliary, we want the flow of information to keep their interest from national all the way to the flotilla level.!"
 ~ Frank Amato, DCAPT-E

By this I hope all of us at all levels from National to Flotilla's that we look at what we are projecting to the public. It has been brought to my attention that many of our websites from top to bottom need to be revisited. As new CS officers are appointed quite often the different level websites are not scrutinized or updated with correct information for new prospective members to follow. Sometimes incorrect and obsolete dates, occasions, flotillas and activities are still in publication.

When future prospects are surfing the web for information on joining the Auxiliary, we want the flow of information to keep their interest from national all the way to the flotilla level. For instance recent photos of events and missions that would create interest and excitement enough to continue reading further until we can make it easy to contact someone to inquire about membership.

The only way to keep this professional is to take a look at our own house, as if it

needed a good Spring cleaning. Revisit your website and look at it as if you were surfing the web and what information about our organization would you like to gain. The basics should be flotilla websites with current promotions, activities, fellowship and training possibilities. Try some bragging about your accomplishments and all of the things you have to offer a new member. Refresh the site with current photos along with milestone accomplishments. Pictures of your contacts and leaders with easy to contact phone numbers and e-mail addresses should be a must.

It is the old cliché; the first impression is the most important. Take pride in bringing your information up to date and keep in mind that it is part of your commitment to refresh our membership and obligation to train and grow our new members to keep us strong and our future steady as she goes. Thanks in advance to all CS officers for your great efforts.



Division 8 rafted up at the Moorings in preparation for some high-speed, low-drag Opex training. Photo courtesy of Scott Lamberes.

OPEX Training Team – Working hard at planning!

By Jeff Poundstone, SO-PB

The Opex 2013 Incident Planning Staff held its second planning meeting on February 9 in Clinton.

Jeff Poundstone reported that the Clinton Lake Sailors have offered us their facilities for camping and cooking.

"We hope members plan to stay for the weekend." Said Poundstone, "There are a lot of choices.

Clinton has three hotels, there's a full-service campground across the lake from the marina, and we are looking into the use of a couple houseboats to billet members in."

Chad Wiehe, planning chief, spoke on SAR scenarios, "Participants should plan for the weekend of training, things kick off Friday

night."

"We have a full plate of reality based training," said Butch Luhrsen, DCDR, who is also the operations staff officer. He continued, "We've changed gears and decided that we will not be doing check rides that weekend, concentrating solely on the Operational Exercise instead."

Simplified towing for Inland Operations

By Chad Wiehe, SO-MT

Ok, so we all know we train to operate anywhere in the United States, and her 6 foreign territories. That's all well and good, but sometimes, we need it broken down to how it applies to us. So here it is. Reference: The Boat Crew Seamanship Manual Chapter 17.

Let's start with risk assessment. We all know the risks with every mission, but once you start putting lines under tension, and increase the risk of equipment failure, lines breaking, hardware coming loose, or just the fact that you're dragging something behind you some 30-40 feet away, everything changes.

Now, did you increase your GAR score? You should have. This is no longer a routine patrol; you have added another level of risk that wasn't there when you left the dock. Honestly, in my opinion, there should never be a towing evolution that doesn't put you into at least the lower level of the amber spectrum. It is even higher for side by side towing, due to increased risks of collisions, or personnel being injured.

Ok, so you decided that it's worth the risk to take the tow. For the purposes of this article we are going to make some presumptions. First, we will presume that the distressed vessel has an intact trawling eye for you to hook to. Second we are going to presume that there are no injuries, or persons in the water. We are also presuming that the facility has a proper towing setup, since that could be an article all by itself.

NOTE TO CREW MEMBERS...It's OK to ask questions before you start towing. If you don't understand, the time to ask is before you put yourself and the rest of your crew in danger. If you don't understand what the Coxswain has said... Ask again, and keep asking until you fully understand.

Step 1. Get there, and get there safely. No mission is worth injuring yourself. If you're injured, who is going to help you? Who is going to help the people in distress? I know I have been asked by different crews over the years to slow down. I have no problem with that. Not everyone has the same level of experience as everyone else on board. Some might feel uncomfortable when you're clipping along at 25 knots. It is up to the helmsman to listen to these concerns and adjust their operations for everyone's comfort and safety. NO ONE should ever criticize another member for feeling uncomfortable.

Step 2. Now you're on scene. The Coxswain shouldn't be the only one assessing the condition and surroundings of the distressed vessel. Everyone should be eyes on target. If you see something, say something, plan out how to address it. Are there obstructions in the water? Is it riding oddly, listing to one side, or otherwise just not looking right? Is the trawling eye there? Is it damaged? How will you hook up?

Step 3. This one isn't in the manual, but it's my preferred method. Make a dry run at connecting. This will show you how your boat will affect the distressed boat. The wind bouncing off your boat might create a high or low pressure area, and cause the distressed boat to turn; it might push it away or draw it in. IF, and that's a big IF, everything is looking really good let the coxswain know you intend to hook up. If not, there is no harm in it. Maybe the way that you approached was not right for the conditions. Maybe you need a back down approach instead of a crossing the tee. Maybe neither is right and you need to think about heaving a messenger line, and hooking to the bow cleat. Remember this part of the evolution is the most complicated and



Chad Wiehe, SO-MT
Photo courtesy of Anna Poundstone.

also the most dangerous.

Step 4. Ok you decided that you can get a good hook up with the skiff hook to the trawling eye. Ideally the helmsman will take the same approach as you just did, and you're on the hook. Whenever possible, the helmsman will prefer to take the tow on their starboard side, simply because it's easier for them to see and judge distance between you and the distressed vessel. On this pass, start off with the hook forward. What I mean is, be reaching forward of your position toward the distressed vessel. This way if you miss the hook up, you can switch position quickly and get a second try by coming at it by reaching aft. So you get two tries per pass this way.

Step 5. You did it!! You're hooked up....What's next? Well how about telling the helmsman you're hooked up and paying line over the side? It is usually best to let them know. They might know already, but why run that risk?

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Photo courtesy of Carol Lamberes.



US Coast Guard Auxiliary photo.

In the Galley with Scott

By Scott Lamberes, AUXCHEF

Welcome to the galley!

We're not just talking PB&J. Peanut butter's the key to delicious smoothies, dips, brownies—even frosting and pasta. This month, we'll explore peanut butter that's perfect for sandwiches and beyond. I have included 10-minute recipes that will satisfy your nuttiest cravings, including super-easy peanut butter brownies. Peanut butter comes in many different types and textures. After trying many different types, I prefer to use extra chunky peanut butter. This textured

peanut butter makes a great bar or drop cookie; it also works well in wraps or seasoned and tossed with hot linguine. For brownies, mix brownies according to package directions and spread in a pan. Spoon a few dollops of peanut butter into the batter and swirl with a knife for a marbled effect. Bake as usual. Cut into squares. For Turnovers, unwrap a 10-oz can of refrigerated pizza dough and cut it into 4 rectangular pieces. Spread each with 2 Tbsp peanut butter and 1 Tbsp grape jelly, leaving an inch of space at the edges. Fold

them in half and pinch the edges together with a fork. Brush with milk and sprinkle with sugar. Bake at 400°F for 10 to 12 minutes. For shakes, in a blender, whirl ½ cup milk, ¼ cup peanut butter, and 3 scoops of vanilla ice cream until smooth. Toss in a banana for extra creaminess. For frosting, with an electric mixer, beat ½ cup peanut butter with ½ cup softened butter and 1 tsp vanilla. Add a 1-lb box of confectioners' sugar and beat until creamy. Mix in a little milk if the frosting is too dry.

Enjoy! ~Scott

An Auxiliary Member in Action – Hunters Rescued!

By Jeff Poundstone, SO-PB



Pawnee, III – Flotilla 84 VFC and Pawnee Fire Chief Shawn Burnley poses beside his baby. Photo courtesy of Cara Burnley.

"Because we knew the blind number, we didn't have a search and rescue, only a rescue," said Burnley.

The Pawnee Fire Department launched their War Eagle 2072 rescue boat Saturday to come to the aid of two distressed duck hunters on Lake Sanchris. At the helm was Pawnee Fire Chief and USCG Auxiliary member Shawn Burnley. Shawn is the VFC of Flotilla 84. Also aboard Pawnee Rescue were Firemen Zach Puckett and former Coast Guard BM2 Hank Barrington. The duck hunters were left at their blind as their Yellow Lab drifted off in their boat. A combination of wind, waves and improper anchoring saw the boat drift away in the current. The situation acquired a sense of urgency when

one of the hunters entered the 34 degree water attempting to reach the boat by swimming. Symptoms of pre-hypothermia set in quickly. The stranded hunters were able to give the 911 operators their duck blind number. Chief Burnley fortunately programmed all the duck blind numbers into their side scan sonar device last year.

"Because we knew the blind number, we didn't have a search and rescue, only a rescue," said Burnley.

The Pawnee crew was able to corral the runaway boat and reunite the retriever with its owner and towed the vessel to

an awaiting ambulance where they were warmed up and released.

"Hank's a former Coast Guard BM2," mentioned Chief Burnley, "We ran through a risk assessment using the GAR worksheet before we launched. We posted a bow and stern watch and also used docking and towing techniques I learned from my Auxiliary boat crew." He also mentioned that he has arranged for the Pawnee Fire Department to attend a safe boating class from Flotilla 84 in the fall. "The crew training I've had in the Auxiliary definitely helped during this water rescue," concluded Burnley.

New Search and Rescue Merit Badge is just up our alley!

By Jeff Poundstone, SO-PB

Exelon Nuclear Corporation hosts a Boy Scout Merit Badge Day every year at their Clinton Station. Last year Butch Luhrsen, Debbie Dunne, and I signed off on ten Motorboating Merit Badges for the scouts. We did six the year before. Inside the training area of the station dozens of other merit badges are being presented. The coordinators are always looking for more counselors and more presentation ideas.

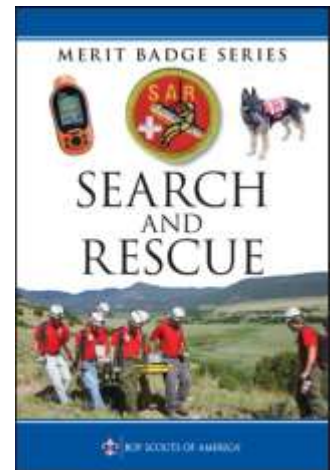
The BSA has created a new Search and Rescue

Merit Badge. Along with Motorboating, the new SAR Merit Badge is just up our alley.

Completing the nine requirements to earn the new badge will familiarize the scouts with the fundamentals of SAR. The will become familiar with topics such as the process and safety methods of working around specialized teams such as aircraft, canine, and aquatic rescue teams. They will then be able to identify differences between search and rescue environments,

such as coastal, wilderness, rural, and urban landscapes. The SAR Merit Badge will also include the scouts determining when Universal Transverse Mercator (UTM) and latitude and longitude (Lat/Long) should be used.

If you would like to join us in presenting the SAR or any merit badges you have a keen interest in this August, let us know.



Search and Rescue Merit Badge pamphlet cover.

Sharpening Your PE Skills Benefits Everyone

By Thomas Keagle, SO-PE

Abraham Lincoln once said, "If I had six hours to chop down a tree I would spend the first four hours sharpening the ax." Preparation is the key to everything we do, especially in public education. The Coast Guard Auxiliary has set a specific mission and specific goals in public education especially in targeting high risk boaters. It is our duty to complete this mission. I have a copy of the Illinois Department of Natural Resources boating Accident Report for 2011 (the 2012 report will not be available until April). The information from this report can be used to identify problematic bodies of

water, areas of numerous injuries and fatalities. This report can be a tool used in identifying the age group most at risk and the types of boats that are most at risk for boating accidents. By utilizing this information, we can target the specific lakes and rivers that have the most accidents and injuries.

Another Auxiliary goal is to utilize e-learning to challenge and grow the Instructor Corps and to utilize e-learning as a viable way to reach boaters. The Auxiliary is asking for measurable goals in public education. Utilizing e-learning as a tool in our public education tool box we will be able to

track our progress. By using the Annual Accident/Fatality report from the Department of Natural Resource we will be able to see if our Public Education is making a difference.

As we begin 2013, it is my goal to see all of the flotillas in our division work together as a team in public education, organize and prepare "Educational Assaults" on accident blighted areas and provide training to the boating community. Following the advice of our former president now is the time to sharpen the ax of education in preparation for the task at hand.



Thomas Keagle, SO-PE, encourages Auxiliary instructors to spend the time and really know their subject. USCGAUX photo.

2013 Coming Events

March 2
Division Training Day. CPR &
First Aid. 10:00 a.m. at the
MSD in East Peoria.

March 15-16
8WR Spring D-Train. Denver,
Co.

April
Division 8 Meeting, Ops and
TCT Refresher. TBD

June 8-9
Division 8 Operational Exercise
(OPEX). Clinton Lake Marina.

August TBD
NACON 2013. USCG Auxiliary
National Conference. San
Diego, Ca.

September
TBD. 8WR Fall D-Train.
Lacrosse, Wi.

October
Division 8 Meeting and Election.
TBD

Drowning Doesn't Look Like Drowning

By Mario Vittone, CWO USCG (Ret.)

Boating and Water Safety – Writer and Speaker

The new captain jumped from the deck, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim as he headed straight for the couple swimming between their anchored sportfisher and the beach. "I think he thinks you're drowning," the husband said to his wife. They had been splashing each other and she had screamed but now they were just standing, neck-deep on the sand bar. "We're fine, what is he doing?" she asked, a little annoyed. "We're fine!" the husband yelled, waving him off, but his captain kept swimming hard. "Move!" he barked as he sprinted between the stunned owners. Directly behind them, not ten feet away, their nine-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears, "Daddy!"

How did this captain know – from fifty feet away – what the father couldn't recognize from just ten?

Drowning is not the violent, splashing, call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, had learned what drowning looks like by watching television. If you spend time on or near the water (hint: that's all of us) then you should make sure that you and your crew knows what to look for whenever people enter the water. Until she cried a tearful, "Daddy," she hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television) prepares us to look for, is rarely seen in real life.

The Instinctive Drowning Response – so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water.

And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get an idea of just how quiet and undramatic from the surface drowning can be, consider this: It is the number two cause of accidental death in children, age 15 and under (just behind vehicle accidents) – of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In ten percent of those drownings, the adult will actually watch them do it, having no idea it is happening (source: CDC). Drowning does not look like drowning – Dr. Pia, in an article in the Coast Guard's On Scene Magazine, described the instinctive drowning response like this:

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On Deck There

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April Division Meeting Announced

By Jeff Poundstone

The next division meeting will be held on Saturday, April 6 beginning at 10:00 a.m. Flotilla 88, led by Penny Clay, FC and Brandon Helm, VFC will be hosting this meeting. The exact location will be broadcast to members in the very near future.

If you are a boat crew member or coxswain this is the annual meeting where the mandatory Operations

briefing and the mandatory one-hour Team Coordination Training (TCT) refresher is given. Even if you do not participate in surface operations or are a trainee, this training is interesting and of value.

The meeting is open to all members in Division 8, so even if you don't make it a habit of going to division meetings, please consider attending.

(drowning continued)

1. Except in rare circumstances, drowning people are physiologically unable to call out for help. The respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled, before speech occurs.
2. Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.



3. Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water, permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.
4. Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.
5. From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs.

aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long – but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, throw rings, etc. Look for these other signs of drowning when persons are in the water:

- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs – Vertical
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to roll over on the back
- Appear to be climbing an invisible ladder.

So if a crew member falls overboard and everything looks OK – don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look like they're drowning. They may just look like they are treading water and looking up at the deck. One way to be sure? Ask them, "Are you alright?" If they can answer at all – they probably are. If they return a blank stare, you may have less than 30 seconds to get to them. And parents – children playing in the water make noise. *When they get quiet, you get to them and find out why.*

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble – they are experiencing

towing (continued from page 3).

Step 6. Watch your line going over, and how much line is left. Again, let the helmsman know how much line is left, and let him know often. 15 feet left, 10 feet left, 5 feet, line out!!! The coxswain, if not at the helm, should be giving maneuvering instructions to the helm. The helm should respond immediately and acknowledge every command verbally.

Step 7. Now you're hooked up and the lines are coming taut. You start off SLOWLY, and your speed should be gradually increased. But how fast should you tow? I really don't know why this is debated so much, the manual is clear on this. There is a long mathematical equation, but there is also a wonderful chart. (see page 17-44) Basically a boat with a waterline length of 20 feet can safely be towed at 6 knots; 30 feet of waterline, about 7.4 knots.

NOTE: This is waterline length, not boat length; your water line length is shorter! The shorter the boat, the slower you go!! Also, this is not the speed you're traveling or Speed Over Ground, this is your forward speed. If you have a strong head current of 4 knots, your Speed Over Ground would only be 2 knots.

I will not get into keeping the boats in step with the waves since with inland operations, there is no true frequency for the waves. (there are during high winds, but generally not of sufficient height to warrant that kind of detail) If you're planning on operations in the great lakes, or the coastal areas, you might want to get very familiar with keeping

boats in step during tows.

Step 8. While you're towing, someone should be watching the towed vessel at all times. Did someone just jump or fall off the towed boat? Is it tracking to one side? Did it just capsize? Is the tow line straight out, or does it have some slack in it? (this is called catenary, which you should have to prevent damage to both boats) All of this is kind of important for the helmsman to know.

Step 9. Slowing down or turning. ALWAYS slow down slowly. There is a pesky little thing that comes into play here called physics. You sped up slowly because of it: an object at rest tends to stay at rest.

Well now the opposite is true. An object in motion tends to stay in motion. So this means the boat behind you might not slow down as fast as you. You need to pull the line in as the distressed vessel is coming closer so it doesn't foul your prop. Also, when turning, a shorter tow line will make the distressed vessel more responsive to direction changes.

Last Step! OK this is either easy or difficult depending on a lot of factors. Let's presume you have a nice easy shot in to a dock to drop off the boat. You can take the tow line loose from your boat, and be ready to heave it to someone standing on the dock so they can bring it in and secure it for you.

From here, it's debriefing for both your crew and the distressed vessel's crew.