



On Deck There



Peoria, Ill – Congratulations and thank you very much Butch Luhrsen, DCDR for the leadership you have provided Division 8 through this boating season! From the Change of Watch through today, the division is doing good things and setting new trends under your watch. From division wide CPR certification to new crew members and adding a number of new facilities, we keep going forward. Thank you for your efforts and guidance and best of luck going forward! Photo by Anna Poundstone.

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



I'd like to start this month's column with a "Get Well" wish to my friend Smitty. If you haven't heard, Smitty was putting his boat in at the Lacon Marina, where he has put in thousands of times, but this time he slipped on some loose gravel, fell, and broke his hip.

His wife, Patsy, let us know that he has moved from the hospital in Peoria to a rehab facility in Lacon, St. Joseph's Nursing Home. If you get a chance, I'll bet he would love to chat. Why not give him a call or better yet, if you are anywhere near Lacon, stop by and visit.

I'd also like to say "Welcome Home" to Don Ackerman. Every year Don goes north to serve as a ranger at the Peoria Boy Scout Council's camp at Cash Lake in Canada. Welcome home and thank you Don. That is certainly a worthy mission!

I'd also like to give a "Welcome Home" to John Davison who was in the outback of Alaska during the first couple weeks of August on a mission for his church. Welcome home!

I would really like to give a "Welcome Home" to Eric Dolbeare who has been in Afghanistan working for the Department of Agriculture. Godspeed.

At Clinton Lake, we were involved in our third annual Exelon Merit Badge Day event. We started out three summers ago, with Poundstone and I counseling several boys on the Motor Boating Merit Badge. This year, Jim and Debbie Dunne brought their facility in and also counseled the Motor Boating Merit Badge, while their son AJ was in the training center racking up a couple of badges. Jeff Wilson from East

Peoria joined our crew for the day. Chad Wiehe, also from the East Peoria flotilla, joined Tom Keagle in presenting the Emergency Preparedness Merit Badge as Auxiliary Weather Specialist Rich Wynne presented the Weather Merit Badge. Anna Poundstone should have done Cooking Merit Badge, but instead prepared bratwursts on our dock afterwards.

Congratulations to Flotilla 88's Calen Edgar who has earned the vessel examination performance award by completing a minimum of 60 VEs. Congratulations are also in order for Tom Keagle and Richard Wynne for successfully passing their dockside and underway check rides and becoming boat crew qualified. Rich, who transferred in from Amarillo, TX, at the beginning of the year, was previously crew qualified and only had to do the equivalent of a 3-year check ride to become qualified in our district.

Congratulations also go out to Doug Keller, of our Hannibal flotilla for earning his coxswain qualification. Doug didn't delay getting involved. He and his facility got out on the Mississippi with crew from St. Louis and performed ATON verifications. He then traveled across Missouri to Lake of the Ozarks and worked with Division 30 on a weekend long regatta patrol. Nice work Doug!

Chris Ware of Flotilla 88, spent several weeks at the Coast Guard Academy in New London, Conn assisting with the Academy's AIM program. AIM (Academy Induction Mission) is a weeklong introduction to the Coast Guard, the Coast Guard Academy and the rigors and reward of a USCG career presented to high schoolers between their junior and senior years who may be interested in attending.

The District D-Train is being held in LaCrosse, Wis, next weekend. I have sent my notice to COMO Lawrence that I intend to run for the office of DCAPT-E. Hopefully, there I'll earn the votes which will allow me to serve a greater number of fellow Auxiliarists. Regardless, Pam and I hope to see many of you there participating in the training, social events, and meeting new friends.

Servant Leadership – The only style for a volunteer organization!

By Alexander Martin, Captain, USMCR

How does a leader best organize people to achieve a common goal?

What is it he or she possesses – certain intelligence, behavior, vision, values, power, or charisma – that inspires progress in fellow men? What is it in a force of personality that creates a solution? We know we can't go at it alone – how do we succeed, together?

Is leadership innate? Can it be taught? Better yet, can it be learned? What leadership style works best? In which profession? And in which situation?

Do those that follow you appreciate consistency or appreciate your ability to adapt your leadership style to the situation?

Does it all depend?

I'm confused.

No matter the type of leader you are now, or your answers to the above, a nod must be given to the immutable law of learning...that is to say, it never stops. A leader never stops learning. This much I know.

My first rule of leadership was simple: never say 'never', never say 'always.'

Or, better put by Everett Dirksen: "I am a man of fixed and unbending principles, the first of which is to be flexible at all times."

We had something we use to say in my last platoon that went beyond being flexible. We asked ourselves three questions from time to time and when we could and as often as we remembered – three simple questions meant to inspire us to live each day to our maximum potential and to remind ourselves we were leaders of men in austere conditions: Did I get stronger? Did I get smarter? Did I help someone?

Recently I realized I have not been asking myself those questions often enough and so I started on the second question – did I get smarter? – specifically as it relates to leadership.

I spent the weekend pouring over old notes from Annapolis, from lectures of the likes of Captain Bob Schoultz and others of his pedigree, and next thinking of scenarios from deployments or stories told by other mentors, teachers, fellow Marines and friends that I've known in my life. It was a brief exercise in an attempt to, well, get smarter.

While rummaging through an old box of notes and papers and books I found a fascinating article from two professors at the University of Nebraska, John Barbuto and Daniel Wheeler. Their essay was entitled: "Becoming a Servant

Leader: Do you Have What it Takes?"

The essay began with a series of questions that aimed to determine if you were a servant leader or not and went on to explain the composition of a such a leader...

-Calling. Do you believe that you are willing to sacrifice self-interest for the good of the group?

-Listening. Do you believe that you want to hear their ideas and will value them?

-Empathy. Do you believe that you will understand what is happening in their lives and how it affects them?

-Healing. Do people come to you when the chips are down or when something traumatic has happened in their lives?

-Awareness. Do others believe you have a strong awareness for what is going on?

-Persuasion. Do others follow your requests because they want to or because they believe they "have to?"

-Conceptualization. Do others communicate their ideas and vision for the organization when you are around?

-Foresight. Do others have confidence in your ability to anticipate the future and its consequences?

-Stewardship. Do others believe you are preparing the organization to make a positive difference in the world?

-Growth. Do people believe that you are committed to helping them develop and grow?

-Building community. Do people feel a strong sense of community in the organization you lead?

The ethics behind the 'servant leader' appeals to me. So much so that on the corner of the white board in my office I've written Dr. Albert Pierce's points for "moral leadership" which are based on the leadership example of Admiral Stockdale. 1.) Set noble goals. 2.) Take active steps to pursue them. 3.) Pay a price yourself. 4.) Ask or order others to a pay a price as well.

I was taught that at Annapolis. They still teach that. It's taught because it matters a great deal. More than anything else, I think.

Yes. This was the sort of leader I want to emulate. But can I? Am I capable of such a thing? I'm not sure. And I ended the weekend with the same two questions that I started with: Can I finish this move in two days? Perhaps. What is the best way to lead? I'm not sure. Not sure at all. But then again, as it goes with leadership, so it goes with life itself, if you're not confused, you're not paying attention.

VE Day at the Pekin Boat Club

By Jeff Wilson, VFC-81



Thanks to a contact by Fred Peterson, there was a VSC day at Pekin Boat Club on August 3. The club emailed its members, and it was obviously well-received.

When we (Fred, Langie Radeke, Mike Christman, and Jeff Wilson) arrived at 9 AM, there were already boaters ready to have their vessels examined. By 2:00 PM, the four of us had examined 21 boats, with all of them passing inspection! There were at least a couple of instances where the inspections turned out to be fortuitous for the owners. In one case, the owner didn't realize that his bulb was burned out in a navigation light. He replaced the

bulb and passed inspection. In another instance, the person had just bought the boat and wasn't even sure how to turn the lights on. Better to learn during the day than at night!

The club was very welcoming and accommodating. Drinks were provided as was pizza for lunch. They're looking forward to having another VSC event next year, but earlier in the season, assuming the river cooperates. There are also talks of having a boating safety class there.

Christman Completes ICS-300

East Peoria's Flotilla 81 Mike Christman travelled to the Sector Upper Mississippi Training Center in St. Louis where he completed the ICS-300 course offered by the Coast Guard.

ICS-300 is the Intermediate ICS Course concentrating on expanding incidents. Nice job Mike!

Keagles Completes ICS-400



Flotilla 84's Tom Keagle successfully completed ICS-400 which was offered by the US Coast Guard at Sector Upper Mississippi's training center in St. Louis.

ICS-400 is Advanced Incident Command System for Command and General Staff officers and concentrates on complex incidents.

Tom had previously completed the ICS-300 course through the Illinois Fire Service. Tom is a full time crappie fisherman at Clinton Lake. To support his fishing and boating he works long hours as a senior paramedic with Kirby Ambulance based in Champaign.

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.

Wynne and Keagle Successfully Complete Crew Qualification

By Jeff Poundstone, SO-PB



Thomas Keagle (center) prepares the towing gear during his boat crew qualification check ride as Jim Dunne (right) waits patiently to be rescued. Photo by Debbie Dunne.

The weather was very cooperative. The temperature might have reached a high of 81, the sun was shining and a nice breeze blew over Clinton Lake for Rich Wynne's and Tom Keagle's boat crew qualification check ride. Butch Luhrsen was QE. Dock 3 was a flurry of activity all morning as the crew got the facility ready for a day on the water and the FC accomplished his main task, cooking breakfast. Jeff Wilson, from the East Peoria flotilla, arrived. He was crewing aboard *Illini*.

Jim and Debbie Dunne arrived wearing their sharp looking operational polo shirts and shortly thereafter left to put their facility, a 16 foot Boston Whaler Montauk, in the lake and get her ready for patrol. Dunne and Poundstone exchanged details about the location of our rendezvous, sequence of events, and radio frequencies. This check ride was the first time that we didn't need to import a crew and facility from another flotilla to complete a check ride. It took a while, but we finally have the coxswains, facilities, and crew to field a QE evolution.

Rich transferred in from Amarillo at the beginning of the year. He's already a seasoned Auxiliarist. Rich was a qualified boat crew member in the Auxiliary's 8th Coastal District. For him to become qualified in 8th Western Rivers, we were told he needed to complete a 3-year check ride. Tom on the other hand, was taking his initial check ride and having to complete the dockside exam. As Tom came down the dock, after his hour-long dockside exam, he snuck me a thumbs up letting me know he passed the dockside exam. I was fairly

confident that he had prepared and was ready for the exam.

After Rich and Tom helped with the pre-underway checks, checked gear and systems, assisted in conducting the GAR risk assessment, informed Sector Upper we were beginning our training patrol, and out on Clinton Lake the patrol headed. To the west of Clinton Marina is the area called South Big Bay, that's where most of the day's evolutions occurred. Rich and Tom were put through their paces. They were tying lines, hanging fenders, recovering that guy Oscar who kept falling overboard, they got to help tow the Dunne's around South Big Bay, use the radio, keep the big Rinker on a course, and stand watches all morning. The distressed vessel tried to throw a monkey wrench in as their crew member suddenly became ill with seasickness. Our crew was well versed in the first aid tasks and acted quickly in performing the necessary first aid. Can it get any better than this?

Congratulations go out to both Richard Wynne and Thomas Keagle of Flotilla 84 for successfully passing the check ride. We all have great confidence in your capabilities and competence as crew members, the qualifying check ride just confirmed it and made it official. We're very glad to have the two of you aboard and look forward to many more missions in the future.



Auxiliary 801 "The Floating Illini" hails a distressed vessel during a crew check ride earlier this month. Photo courtesy of Debbie Dunne.

Merit Badge Day at Clinton Lake – A Worthy Mission

By Jeff Poundstone, SO-PB



Auxiliary 801 and Auxiliary 802 are docked and waiting for the arrival of their Motor Boating Merit Badge students during the 2013 Exelon Power Station Annual Merit Badge Fair. Photo by Debbie Dunne.

Flotilla 84 “The Floating Illini” has been participating in the Exelon Power Station’s annual Merit Badge Fair for the third year in a row. Butch Luhrsen and Jeff Poundstone began by becoming counselors for the Motor Boating Merit Badge and had the Scouts aboard for a day of learning about motor boating.

It all began several years prior to that. Matt and Sam Poundstone attended the Merit Badge Fair earning their First Aid Merit Badge. I found that driving to Clinton Lake was a few minutes farther than driving to Peoria was for us. We used to keep our sailboat at the Ivy Club in Peoria Heights and the last year there, we kept it at Seaway Marina. The shallow water was getting the best of me. I kept getting stuck in the mud and silt. I got stuck near Wharf Harbor, I ran aground going into Dolphin Cove, and I got stuck going into and out of my own marina. When I found out that there wasn’t any barge traffic at Clinton Lake, and there wasn’t any Asian Carp, and the average depth was 14 feet, and best of all, the price was a fraction of what it was to belong to the Ivy Club, I called Clinton Marina and got on a list for a mooring ball. We met Butch and Pam on our second trip to Clinton Marina and signed up for the Auxiliary and off we went.

The Merit Badge Fair coordinators emailed me about the boys attending again. I mentioned being a counselor and they said they’d take all the help we could give. Butch readily agreed. Remembering what my sons said about

hating sitting in class we devised a plan to make our Motor Boating Merit Badge the top draw at the fair. The first year, Butch and I took six Scouts out and called it a success because half of them were dead asleep on the cruise back to the Exelon dock. The second year, Debbie Dunne joined us as crew. We took five boys out for the morning session, five in the afternoon. We decided that was too many to effectively teach anything to. This year, we had two in each session. Jeff Wilson crewed with us and we had the Dunes and their facility as a second set of counselors. We covered all the requirements in the merit badge book and then covered many boating and safety related tasks and issues we deal with on the water. Lights, sound signals, rules of the road, man overboard drills, using the radio, types of fires and fire extinguishers, knots and hitches, anchoring, navigating, operating the boat, and more.

In addition to the Motor Boating Merit Badge, we deployed other members of the Auxiliary as well. Tom Keagle and Flotilla 81’s Chad Wiehe presented the Emergency Preparedness Merit Badge to 15 Scouts in an all-day session. Emergency Preparedness is an Eagle Required Merit Badge and was immediately filled when it was added to the offerings. Rich Wynne, who professionally is a retired meteorologist with the National Weather Service, presented the Weather Merit Badge. Rich was able to present two 4 hour sessions to 12 Scouts at a time, familiarizing 24 boys with weather issues and exposing them to meteorology as a profession. Flotilla 84 signed off on 39 merit badges during this year’s merit badge day.

We were informed that this was the last Exelon Merit Badge Day. The coordinators’ sons had left scouting several years before, yet these two people kept organizing for 5 years after. A full day did not pass before we were notified that an Exelon employee and retired Navy Master Chief had picked up the reins organizing next year’s event which touches over 200 young men each year. It is definitely a worthy mission.

I would like to see us do the new Search and Rescue Merit Badge next year. If you would like to join us next year, please contact me. If you have any comments, questions, concerns, or ideas, we’d love to hear them.

We look forward to making this a big day of volunteerism for our flotilla and would love the rest of Division 8 to come onboard.

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

Sept 27-29
Flying Scot Sailing Regatta
Clinton Lake

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

Division 8 Shepherds Kayakers

By Jeff Poundstone

Four years ago, we didn't have any wind, the river was low, and the heat index was well over 100 degrees. The last three years, including this year, we have been so lucky as far as weather is concerned. This year was no different. With a nice breeze blowing from the north, and the high never going over 82, we had a beautiful day to escort a record number of canoes and kayaks down the Illinois River.

Sunday, August 11, was the annual Henry to Chillicothe Canoe and Kayak float. The weather may have been good, but the day just started out bad. Really bad. In Lacon, Merwon "Smitty" Smith was putting his facility in like he's done a thousand times before. This time Smitty slipped on some loose gravel, twisted as he fell, and broke his leg. Several crew members had also just arrived and were able to help the paramedics secure his leg and get him into the ambulance and then get his Sea Ray back on the trailer. Smitty is recovering at St. Joseph Rehab and Nursing Facility in Lacon. Look up his cell number in Aux Directory and give him a call.



Jim Dunne leads over 100 canoeists and kayakers on a 14 mile paddle trek down the Illinois River. Photo courtesy of Debbie Dunne.

Jim Konieczki in Auxiliary 805 arrived in Henry from the Spring Valley Boat Club meeting with Jim Dunne in Auxiliary 802 and Butch Luhrsen in Auxiliary 801 at 0900. There was record setting number of canoes and kayakers ready to get underway. The participants paddled

from Henry to Lacon, arriving around noon, taking in a lunch and then preceded down river to Chillicothe. The total trip is approximately 14 miles down the Illinois River.



Jim Konieczki tied up at Henry Marina as the kayakers get ready to start paddling downbound. Photo by Debbie Dunne.

The Auxiliary facilities provided a safety over watch. The Dunnes led the way letting bigger boats they passed know there were a lot of paddlers behind them. Luhrsen in 801 kept the radio guard and positioned his boat in the middle of the pack. Konieczki brought up the rear. There were a few tail end Charlies that struggled all day and needed a closer watch kept on them. They all eventually made the day's journey. The flying Asian Carp weren't that bad. There was one moment where a lone kayak traveled through a shallow area near Lacon when all of a sudden, what seemed like hundreds of Asian Carp came leaping out of the water from all sides of the kayaker. Did I ever mention that I am so glad that we moved marinas from Peoria to Clinton Lake? We're so glad.

On Deck There

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