U.S. COAST GUARD AUXILIARY

A team — United States Coast Guard Auxiliary — America's Volunteer Lifesavers

Whittier Soundings

Whittier Flotilla 02-04, District 17, Alaska

October 2005 Brad Wells FC, Sig Murphy VFC, Cathey Sterling FSO-PB **Volume XV Issue 10**

HAZWOPER

Marie Scholle at the request of Whittier Flotilla presented an eight hour Hazardous Waste (HAZWOPER) class October 15.

This class makes Auxiliarists a more productive asset in an oil spill emergency. You are prepared for an oil spill response and an important part of the Operations Program.

This class also meets part of the PQS for the Trident Program and several people were able to get a large part of the AUX-ET – Assistant Pollution Response Specialist PQS signed off at the completion of the class.

Photo courtesy of Stewart Sterling

We learned about MSDS – Material Safety Data Sheet, using the Emergency Response Guidebook to recognize dangerous goods / hazardous materials and the reactions of these items to various influences (fire, water, other chemicals, etc.)

Marie taught about the regulations restricting who may respond to what levels of emergency. We also learned about the responsibilities of various agencies and individuals during an emergency response.

Marie brought hazmat exposure suits for display and instructed us in the limits and the requirements we as first responders have in a hazardous materials emergency.

Photo courtesy of Stewart Sterling

Thanks to our member training officer Rae De Ley for getting this class set up and to the 27 auxiliary members attending.

Thank you to Marie, and to Marilyn Marsh for assisting, for providing the instruction and materials for this class.

And Thanks to DIRAUX for supporting this training.

Put Away for the Season

By Stewart Sterling

On Saturday October 8 SAFEboat 256610 made its way from Seward to the Marine Safety & Security Team complex at the Port of Anchorage for winter storage. After being pulled from the water and having some yearly maintenance done in Seward I was contacted to move the SAFEboat to Anchorage.

Since the Auxiliary does not have a government vehicle for moving the SAFEboats, I decided to take the steps to be able to do so after 256611 first arrived. I went through an extensive process of capacity checks of my truck as a tow vehicle, weights of my truck and of 256610 and 256611 done at scales to make sure the capacities were not exceeded, and a series of conversations with the chief legal lawyer officer for the Coast Guard at the Coast Guard Headquarters in Washington DC. After all this was done I was OK'd for transporting the SAFEBoats in Alaska. Later I found out that there is only one other Auxiliarist in the nation that is similarly qualified.

Knowing that a permit was needed I went to the state offices for highway permits and got the necessary permit for moving the 610. Since the Auxiliary SAFEBoats are over 8 feet wide, they need an oversize permit to move on the Alaska Highway system. They are very helpful at the state office and know me by name now!

The drive was cool and wet that Saturday morning but the lack of traffic was nice and my co-pilot, our pet Shiba Inu, Tazlina enjoyed the ride also. After arriving in Seward at the site where they had 610 stored I hooked up to the trailer and made sure everything was ready for transport. I was met by the 610 LINC (leader in charge- no $.25 due) Craig Williamson who needed to measure the boat and trailer – read why later!

After making sure all the lights were working and OVERSIZE banners and strobe light were in place I headed back to Anchorage with a big orange boat in tow. I wanted to call and ask someone if I could keep it because it followed me home but Taz didn't like the idea of less space in the backyard to run around in, so off to the Port of Anchorage we went. The drive was uneventful and I made several stops for safety checks along the way and a pit stop for the co-pilot and I at Turnagain pass. While taking a stretch break I got the camera out and took a few photos. My co-pilot got in the picture that I took looking out the driver's window!

The rest of the trip went normally and an hour out of Anchorage I called my phone contact at the MSST and notified them of my arrival time. I arrived at the port and went through all the security checkpoints now in place and arrived at the MSST warehouse. 256610 was parked outside near their new boat dock as they had to do some rearranging to fit it inside. I called the Juneau Command center and told them the 610 was now in Anchorage for winter storage and headed home as the mission was now completed.

Although I enjoy towing the SAFEboats around Alaska for the Coast Guard it would sure be nice to have heated indoor storage for them at their home ports and areas of responsibility (AOR). And this is what Craig was measuring the boat on the trailer for! Apparently the Alaska Railroad actually owns the land the Seward Coast Guard building is on and wants it back as it is prime waterfront reality. In return the railroad is going to build the Coast Guard a new building and dock away from the crowded small boat harbor with room at the dock for both the Cutter Mustang and the SAFEBoat and even better yet…. a garage on the new building big enough to store the Auxiliary SAFEBoat indoors for the winter. Now that's a good neighbor to have! Cross your fingers it goes according to the plan!

My question is ……..How do we get, and who could we contact, to get something like the new Seward building created at Whittier!

Public Education

Public Education continues strongly with another ABC class held October 22.
17 members of the public attended the 8 hour course which emphasizes safe boating. The course covers introduction to boats, boating laws, personnel safety equipment, boat handling, navigation, trailering and boating problems.
Sig Murphy, Mark Parmelee, Bob Renke, Bob Harvey & Stewart Sterling taught various sections of the course.

Member Training & Fellowship

November 19 & 20 district training is offering TCT (Team Coordination Training), Flotilla & Vice Flotilla Commander training and IS (Information Systems) training. There will be various locations for the training this year. Be sure to contact your MT or DSO MT to sign up.

After the training on Saturday November 19 is the Holiday Party. This year it will again be held at the Royal Fork on Northway Drive 6:30 to 9:00 pm. This is an opportunity for you to meet other flotilla members, some of the district staff, and members from DIRAUX. We will have a gift exchange, raffle and other fun.

Elections

The results are in from the Flotilla Commander and Vice Flotilla Commander elections!

Congratulations to Sig Murphy our 2006 Flotilla Commander.

Congratulations to Russ Lyday our 2006 Vice Flotilla Commander.

We look forward to an exciting and rewarding year with you as our leaders.

Prevention of Cold Weather Injuries

F R 241708z Oct 05 ZUI
ASN-A03297000012
FM COMCOGARD MLC LANT
NORFOLK VA/ /K/ /
TO AIG 8933 BT UNCLAS / / N05100/ /
SUBJ: PREVENTION OF COLD WEATHER INJURIES

1. Prevention of cold weather injuries should be an integral part of a unit's health and safety program. Cold weather injuries threaten the readiness of the coast guard, as well as off-duty personnel and their families. The good news is that cold weather injuries are preventable, except in the most unusual of circumstances. Specific preventative measures should be directed at conserving body heat, avoiding unnecessary exposure to cold, moisture, and activities conducive to cold injuries.

2. Cold weather injuries include hypothermia, frostbite, and trench foot. Other injuries indirectly associated with cold weather include carbon monoxide poisoning, motor vehicle accidents, and falls. Cold weather hazards can affect the most seasoned and wary outdoor person. Cold weather does not discriminate, posing a threat to anyone who is not careful. As a first step toward prevention, recognize symptoms and safety hazards associated with the cold. Apply basic first aid and safe work practices to reduce the chances of experiencing severe injuries.

3. Hypothermia literally means "loss of heat." Internal body heat steadily drops. If not reversed and treated, the results can be fatal. Hypothermia can occur without warning

unless specific symptoms are recognized. These symptoms include shivering, drowsiness, slurred speech, irritability, impaired coordination, general weakness, lethargy, diuresis (I.E., excessive urination), and puffy or cool skin. Evidence of profound hypothermia includes combativeness, diminished memory, and decreased shivering. Garments specifically designed to resist wind and rain may help to prevent hypothermia. Garments must allow the water vapor generated by perspiration to escape. It is important to replace wet garments with dry ones. Garments that are tight enough to restrict blood flow should not be worn.

4. Frostbite occurs when tissues are frozen. The most common areas of frostbite are the hands, face, feet, nose, and ears. Symptoms include redness and pain in the early stages followed by waxy, pale skin and numbness. The skin may feel stiff or brittle. Cold hands can be warmed under the armpits. Feet can be placed under clothing to access the warm areas of another person. Prevent frostbite by taking frequent brakes to warm the body, minimize exposure to cold temperatures, and shield the skin as much as possible. Send all cases of frostbite to the nearest medical facility for further treatment.

5. Trench Foot develops when blood circulation is restricted in the presence of moisture and cold (50 degrees Fahrenheit or below). The temperature does not have to be freezing to sustain this type of injury. Symptoms include stiffness with little or no pain and gradual paling of the skin. The key to prevention is maintaining dry and clean feet. Change socks frequently and exercise feet and toes by wiggling them often. If trench foot develops, dry the feed and avoid walking since this may damage tissue. Transport the person to the nearest medical facility for further treatment.

6. Carbon Monoxide is a colorless, odorless, and tasteless gas that is released during incomplete combustion of fuels from equipment such as vehicles, oil heaters, etc. Carbon Monoxide poisoning is a major killer during the cold season. Using fuel-fired heating equipment in a poorly ventilated space increases the risk of asphyxiation by carbon monoxide. Symptoms may include extreme weakness, drowsiness, headaches, nausea, vomiting, rapid breathing, chest pain, confusion, reddish skin, unconsciousness and convulsions. Persons exhibiting signs of carbon monoxide poisoning must be immediately removed from the area and given fresh air. Give CPR if necessary. Seek immediate emergency medical treatment. Preventative measures include the following:
    A. Identify fuel-fired equipment and ensure it operates outside or in a well-ventilated space.
    B. Avoid sleeping in parked vehicles with the windows closed while the engine is running
    C. Detection of car exhaust odors in the house or rooms over the garage is an indication that carbon monoxide may be present. Check for cracks in fireplace chimneys. Look for holes or loose joints in vent flue popes, including those of the furnace boiler or hot water heater. Inspect the stove pilot light for metal pieces touching the flame, causing incomplete combustion.
    D. Install smoke and/or carbon monoxide detectors / alarms for your home. These instruments must be checked at least annually to confirm good working condition.
7. The formation of ice and snow during the cold weather season is the cause of many fall injuries. Boots or shoes with good

traction may prevent falls. Avoid walking over wet icy spots on the ground. Use the banister when walking up or down steps. Obtain commercial non-skid products for slippery areas.

8. Many medicines, alcohol, and tobacco may increase the risk of cold injury. Refrain from smoking as this affects blood circulation. Seek the advice of a physician when taking medicine while working or living in cold environments.

9. Remember the word C-O-L-D-E-S-T for preventing cold injuries:
   A. C – Cleanliness and care: gloves, shoes, hats and clothing keep you warmer if clean.
   B. O – Overheating: adjust your clothing according to the job to prevent overheating.
   C. L – Loose and Layers: loose fitting clothing assured good circulation and provides an insulating layer of air that hold body heat. Furthermore, one can adjust the layers according to temperature and activity.
   D. D – Dampness: a wet garment is a cold garment.
   E. E – Exercise good judgment.
   F. S – Sufficient fluid intake.
   G. T – Training to include prevention, recognition, treatment, and control.

10. The safety and environmental health branch (KSE) of the MLCLANT Health and Safety Division (K) is available to assist unit personnel and answer questions. The MLCANT (KSE) POC is Mr. Vincent Andreone, who can be reached at (757) 628-4412 or via e-mail at: Vincent.P.Andreone@USCG.MIL

11. For additional information, see the cold stress card (low temperature + wind speed + wetness = injuries & illness), at HTTP://WWW.OSHA.GOV/PLS/PUBLICATIONS/

12. Released by Capt. M.K. Dollymore
13. Internet release authorized

http://www.uscgaux.org/~170/

http://www.uscgaux.org/~1700204/