



WET GAZETTE



USCG AUXILIARY DUNEDIN FLOTILLA Seventh Coast Guard District

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Commander's Corner

Sam Walker, FC

The November flotilla elections are right around the corner. In August, an election screening committee of three members was assembled to assure that anyone running for flotilla commander or vice commander is qualified. They check to make sure each candidate has completed all core training and leadership classes and are current members. They will also vet any nominations made off the floor at the time of elections and confirm that anyone nominated is actually willing to accept the nomination. These offices are a one year position with a maximum of two consecutive terms. The health of the flotilla depends on the leadership the flotilla has chosen. So, please come to the November flotilla meeting to show your support for our leadership and cast your vote.

Dues are Now Past Due

Until October 31, dues will be \$70. Beginning November 1, they become \$85. Submit a check or money order made out to USCG Auxiliary Flotilla 11-10 and mail to:

Jim Ryder, FSO-FN
953 Bayshore Blvd S.
Safety Harbor, FL 34695.

If you have 15 or more years in the Auxiliary and wish to retire or if you would like to disenroll, please send form ANSC 7035 and your membership card to Sam Walker, FC.

Coming Events

October 4	Flotilla Staff Meeting
October 11	Flotilla Meeting
October 18	AUXAIR Staff Meeting
October 20	One Hour TCT at Air Station Clearwater
October 31	Halloween
November 10	Dunedin Touch a Truck

Welcome



National Commodore Rick Washburn signs paperwork to transfer to Dunedin Flotilla 11-10 while at D-Train.



Smile and Enjoy

By Harvey Prior, FSO-MT

I am homeward bound after twenty days of travel and writing this article is helping me remember that life is better when you smile and enjoy. This article was first written about how rude some people were. Then, I realized that the trip was wonderful because of the people who smiled and enjoyed being nice.

If you smile when you approach someone, they tend to smile and relax. Giving someone a pleasant “Good afternoon” sets a calmer tone to the conversation while acknowledging them.

As the Coast Guard Auxiliary, we need to remember that our image is important to us and to the Coast Guard. Are we viewed as rude or as caring? Did we make someone’s day or did we give them a sour opinion of us?

When you put your uniform on, remember to include a smile and prepare your happy voice. We have a good flotilla. Smile and let people know that the Coast Guard Auxiliary is a polite, professional, caring group of individuals. Smile to EVERYONE.

Labor Day Boat Patrol

By Joan Gutek

On September 3, B4IV with coxswain Harvey Prior and crew members, Jon Nicholls, Kristi Mackey and Joan Gutek set sail for a B0 patrol to keep boaters safe on the holiday waters. The day started out calm and sunny and Kristi took these pictures of boats as we passed.

As the day progressed, we heard over the radio that a small craft warning had been issued. It wasn't long before we heard that the small craft warning had been cancelled and we were now under a tropical storm warning. We kept a close watch as we saw the clouds darken and build. We made a trip around Three Rooker Bar to make sure the holiday boaters were safely on their way home before we also headed back to our home port. We did experience some showers but luckily it didn't seem much worse than Florida's normal afternoon storms.



Photos by Kristi Mackey



In Memoriam



Henry Loscher

December 28, 1932 - September 12, 2018

My Mom subscribed to Reader's Digest and as a kid I looked forward to reading the monthly issue, especially the article describing someone's most unforgettable character. Mine is Henry. He came upon our scene in April of 2008 and immediately became the flotilla's favorite member. He served as recording secretary, boat crew trainee (he loved coming aboard Suzy2), but especially he was our "weatherman".

Henry was the instructor for the Division Weather Course. He was invited to speak at the flotilla's Public Education Program where he conducted seminars concentrating on flotilla weather concerns. He was always a favorite with the students. He complained when I introduced him as our meteorologist and humbly maintained he was not, but he was ours. He published daily weather forecasts which were important for our patrols and predicted storms and hurricanes. His predictions were ALWAYS BETTER than the professionals. Thank you Henry.

In 1956, he joined the Naval Reserve Officers Training Corp, (NROTC) but later joined the United States Air Force, (USAF) and served in England during the Korean War as a meteorologist for four years.

Henry was president of the Mease Hospital Volunteers three times and volunteered over 15,000 hours.



Henry was an expert on weather and had incredible knowledge of the history of the sinking of the Titanic which he shared at many presentations. He loved baseball and classical music. Henry was the true definition of a gentleman.

Henry lost his beloved Adreen and is survived by two sons, Maury and Bradley and their mom, Beryl, his step-daughter, Karen, and step-granddaughter, Natalie.

By Buddy Casale



Friday, September 21, 2018.

Flotilla 11-10 intends, within 30 days, to dedicate the classroom podium in memory of Henry Loscher. The plaque will either be affixed to the front of the podium, or on the wall adjacent to it. This is in consideration of the valuable contribution that Mr. Loscher made in instructing and mentoring members of this Flotilla and this Division in the art and science of reading weather patterns.

The plaque will read:

In Memoriam
Henry Loscher
Flotilla 11-10's "Weatherman".



Henry and wife, Adreen



Henry's son, Maury, at Memorial



Buddy Casale's presentation at Memorial



Henry at his best giving a presentation

Photo by Gordon Thomas



The cake from Henry's Memorial



Photos provided by Maury Loscher and Walt Murray

Girl Scout Presentation to Dunedin Flotilla Staff

By Scott Birdwell

The Girl Scouts Cadets of Troop 718 from the Beautiful Waters Service Unit made a presentation to the Dunedin Flotilla staff about their boater education project on marine life. The presentation included video projection slides illustrating the talking points on animal injury awareness, health guidelines, laminated boater education hand-out cards and an informative website.

The Girl Scouts researched marine animal injury types, causes, and prevention plus various actions that boaters may take for rescue. The laminated, waterproof information cards have contact phone numbers for maimed or injured animal reporting and rescue. The cards have been placed in boaters' hands at Three Rooker and at marinas in the New Port Richey area. Also, boat rental liveries have these cards as part of the documentation packages with rental boats. The Flotilla was presented with additional cards that may be handed out when concluding vessel inspections and boating safety classes. The website created for this project, www.silveroceanwildlife.com, conveys additional background on marine animal well-being, zoonotic diseases, safety guidelines, additional rescue resources and phone numbers.

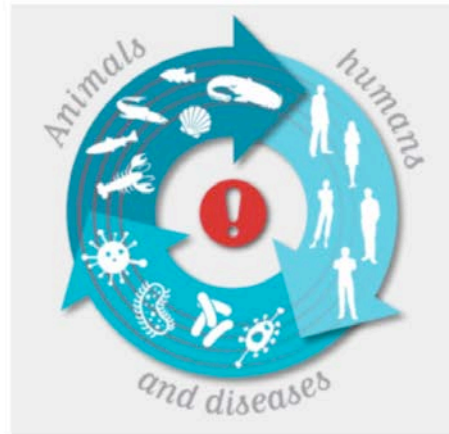
The marine animal protection presentation, information cards and website is a worthy public education project and part of the Girl Scouts larger initiative to complete a Silver Award, the highest award a Girl Scout Cadet may accomplish.

Photo by Scott Birdwell



Pictured from left to right are Girl Scouts Samantha McMillan, Trinity LaGrand and Emma Zervas making their presentation to the Dunedin Flotilla Staff.

- Marine Mammal Protection Act
- Zoonotic diseases



- Important Health Guidelines

Who to call



You can contact any of the following to report the injured animal

- Clearwater Marine Aquarium (CMA)
24 hour hotline (727) 441-1790 Ext. 1
- MOTE Marine Laboratory and Aquarium
24 hour pager (941) 988-0212
- Florida Fish and Wildlife Conservation Commission (FWC)
1-888-404-3922
- National Oceanic and Atmospheric Administration (NOAA)
24 hour hotline 1-866-767-6114
- Coast Guard Station
Channel 16
- Dolphin and Whale 911
Downloadable smartphone application



The following article was written by our own Dr. Steven Henkind and published in the National Recreational Boating Safety News for the Coast Guard Auxiliary in the May/June issue. Although it addresses hyperthermia and its effects on boat crew members, it is pertinent to all of us who work or play outdoors in Florida.

Hyperthermia: A Clear and Present Danger To Us

Preventing and treating hyperthermia while on patrol

Steven J. Henkind, M.D.
United States Coast Guard Auxiliary
September 7, 2018

Introduction

Twice, in the past several years, I have had to put on my doctor hat and treat casualties for hyperthermia. In both of these cases, we were out on patrol and happened upon a casualty who had clear signs and symptoms of hyperthermia. Since I am familiar with how to recognize hyperthermia, as well as how to treat it, I was able to prevent a serious situation from becoming even worse. The casualties were not individuals on other boats, they were, in fact, the very same Coast Guard Auxiliarists with whom I was on patrol.

Hyperthermia is a common medical condition which is uncomfortable and debilitating. If left untreated, it can become fatal. Because of a variety of factors, it is also a condition which many Auxiliarists are at risk for. The good news is that hyperthermia can be prevented, is easy to recognize, and can be readily

treated in the field if it has not progressed too far. This article provides a description of hyperthermia, a summary of the contributing factors, techniques to prevent it, how to recognize it, and how to treat it.

The Spectrum of Hyperthermia

Although most of us learned, at some point, that 98.6°F is a normal temperature, there is, in fact, variability in the actual number with various sources listing different cutoff numbers for an above-normal temperature. Depending on the information source, this could be anywhere from 99.5°F to 100.9°F. Whatever the exact number is, the temperature for an individual will vary over the course of a day due to activity levels and other factors. If your “normal” temperature is 98.6°F, your measured temperature in the afternoon may be 99.9°F.

Deep within a portion of our brain called the hypothalamus is a thermostat. Just like the thermostat in your house, the hypothalamus has a “set point”, the target temperature for your body. By controlling a number of body functions like sweating, shivering, and so forth, the body is usually able to maintain a temperature at, or close to, the set point. A number of things can raise our body temperature. For example, if you acquire a systemic infection, the hypothalamus will raise the set point in an effort to combat the infection.

Hyperthermia, on the other hand, is an entirely different phenomenon. In hyperthermia, the body’s set point remains the same, but the ability to lose heat by sweating, for example, is overwhelmed by heat that is either internally generated, by exercise for example, or by external heat such as the high temperatures boaters and boat crews experience on a hot summer day. This distinction, the set point remaining the same, is critical because it guides our choice of therapies. For example, Tylenol and Aspirin will lower the set point and thus lower a fever caused by infection, but these medications are of no benefit, and may even be harmful, in the case of hyperthermia.

Given that there is variability in numerical thresholds, it will be useful for us to describe hyperthermia in two broad clinical constellations: heat exhaustion and heat stroke. In heat exhaustion, the body has become overheated, and the means by which the body compensates are still in effect. For example, these patients will generally be sweating. Evaporation of sweat has a cooling effect.

In heat stroke, the body becomes so hot that, to put it in fairly graphic terms, your brain is cooking, including your hypothalamus, and the compensatory mechanisms are no longer in effect. These patients generally don’t sweat. Although we are not emphasizing numerical thresholds, it is generally accepted that a core temperature of 104°F, in combination with a severely altered mental status, and lack of sweating is highly suggestive of heat stroke. Heat stroke is a critical medical emergency that must be dealt with in a hospital.

Factors Contributing to Hyperthermia

Factors which can contribute to hyperthermia include external sources of heat such as atmospheric temperature and sun exposure, as well as internal sources of heat such as that caused by physical

exertion. Other factors contribute to hyperthermia by preventing the body's cooling mechanisms from being effective. For instance, atmospheric humidity can impede, or totally prevent, evaporative cooling while certain types of clothing can seal heat in.

Older individuals, such as those over 50, and those who are overweight are more pre-disposed to hyperthermia. This is a familiar demographic profile for many in the Auxiliary. In addition, those individuals who have already had hyperthermic episodes may be predisposed to additional occurrences.

Another insidious contributing factor is dehydration. Many Auxiliary facilities are small boats with limited or non-existent bathroom facilities. How many Auxiliarists avoid drinking while underway in order to avoid needing to urinate? Does this sound familiar to you? At a recent flotilla meeting, I asked how many in the group don't drink a lot, or at all, while underway, in order to avoid the need for "bathroom breaks"? More than half of the people in the room raised their hands!

In addition to lack of fluid intake, there are a number of other common causes of dehydration. Many prescription medications have a diuretic effect. Vomiting, diarrhea, and alcohol intake (presumably the night before) can cause dehydration. Therefore, if you have recently changed or adjusted your medications, have a GI illness, or previously consumed a significant amount of alcohol, you should be very cautious about getting underway.

Prevention of Hyperthermia

By understanding the causes of hyperthermia, it is possible to mitigate some of the contributing factors. For example, try to stay out of the direct sun and minimize, as possible, physical exertion when it is very hot. Certain preventative strategies deserve additional comments.

Crew Rotation: On most small boats, certain parts are warmer than others due to differing amounts of shade, shielding from the wind, proximity to the engine, and so forth. Accordingly, it can be advantageous to keep rotating crew positions in order to "share the heat." There are other advantages to crew rotation such as keeping different skills current and increasing alertness.

Hydration: You *must* stay hydrated. The key is to stay ahead of the game. By the time you are thirsty, you have already lost significant fluid. If you are urinating regularly, and the urine is clear or very lightly colored, then you are probably hydrating sufficiently. On the other hand, if you haven't urinated for many hours and/or your urine is dark, then you probably haven't been drinking enough. Sports drinks work well for rehydration, but if you don't have them, water will do.

Clothing: Clothing does help to keep the sun off you, but can be a bit of a double-edged sword. Some types of clothing can seal heat in, while others reflect it away. Given the Auxiliary's uniform requirements, there isn't a lot of flexibility here. However, even within the bounds of authorized uniforms, smart choices can be made. On a hot day, if at all possible, the coxswain should specify that the hot weather uniform will be worn on patrol. As another example, Tilley hats provide more shade from the sun than do ball caps.

Evaporative Cooling: Sweating is a critical mechanism for dissipating heat. On most days (except when the atmospheric humidity is 100%), it is possible to create additional evaporative cooling. For example, applying water to your clothing, including your hat, will lead to additional cooling. Although not a required piece of equipment, a plant mister filled with water serves admirably in this role. Increasing air flow will also assist with evaporative cooling. Some boats have fans which can be turned on. But, all of our boats can create their own wind by moving. So, on a hot day, the coxswain should strongly consider cooling the crew by bringing the boat up to speed.

Avoidance: Although we can't control the atmospheric temperature, we can try to avoid the sun by staying under an enclosed/shaded area in the boat. Ultimately, at a certain level, however, the heat can become so intense that hyperthermia becomes a major risk. These are days when a decision may need to be made to postpone or cancel the mission due to excessive heat. In particular, on any day when the heat index exceeds 94°, extreme caution should be exercised and, if the heat index exceeds 104°, the mission should probably be scrubbed.

Recognizing Hyperthermia

You don't need to be a medical professional to recognize hyperthermia, nor do you need to carry a medical thermometer (although it's not a bad idea). Hyperthermia can, in fact, be easily recognized, if you know the signs and symptoms.

Heat Exhaustion: Typically, a patient with heat exhaustion will complain of being weak and may have a headache or feel nauseated. They will generally be sweaty, have a fast/weak pulse, and be breathing rapidly. Due to evaporative cooling, even though they are overheated, their skin may feel cool. Of note: Many of these signs and symptoms are also typical for a heart attack (also not uncommon in our Auxiliary demographic) but a typical cardiac patient will also have chest pain. Chest pain is *not* a typical symptom for hyperthermia and, thus, lack of chest pain is a critical differentiating clue.

Heat Stroke: The big clues for heat stroke are lack of sweating and an altered mental status. A typical heat stroke patient will be red, their skin will feel hot and dry, and they will have a significantly altered mental status. They may be confused, hostile, or acting as if they are intoxicated. Some patients with heat stroke will, in fact, have damp skin, although it is less common than dry skin. But if there is an altered mental status, it is much more likely to be heat stroke.

Note: When gauging a patient's skin temperature, use the back of your hand. It has more heat-sensitive receptors than the front of your hand.

Treatment of Hyperthermia

As noted previously, heat stroke is a major medical emergency. If you suspect it, you should call EMS. The patient *must* be evacuated immediately. Before help arrives, strip the victim's clothing, and use water or ice and airflow to cool them.

Heat exhaustion, on the other hand, is easy to treat in the field. Just as the contributing causes are multi-factorial, the treatment should be as well. Key interventions include:

The casualty should cease all physical activity.

Administer cool liquids to drink and have the casualty keep drinking.

Accentuate evaporative cooling by wetting clothing (including the hat) with cool water. I have found that putting ice cubes in a hat is very effective, and ice under the armpits may help as well, but the use of ice is a bit controversial. If you are going to use ice, be careful about freezing the skin. Consider wrapping the ice in a thin towel or putting it in a baggie with a few paper towels. This provides a slight degree of insulation and avoids direct skin-to-ice contact.

If possible, move the casualty out of the direct sun.

Although not in compliance with uniform regulations, it may be advisable to remove the casualty's hat if they are not in the sun, since a hat can seal the heat in.

If the casualty is in full ODUs, then a decision must be made. In particular, I would recommend removing some, or much, of the clothing to allow for cooling. Although only partial ODUs, or even underwear, is not an authorized uniform, once an individual is hyperthermic, they are not an effective crew member and they must be treated as a medical casualty.

Case Report

Three of us were on patrol on a very hot summer day as is typical in Florida. I was a crew member as was an Auxiliarist in his mid-fifties. He was a big guy, a former college football lineman. Part way through the patrol, he stated that he wasn't feeling well. He felt weak and nauseated. I did a quick exam and noted that he was sweaty and had a rapid pulse. The diagnosis was obvious: heat exhaustion.

I told him to start drinking and kept handing him bottles of cold water to down. We didn't have any sports drinks with us. I filled his hat with ice cubes from the cooler and poured cool water on his clothing. It was a windless day, and we were at idle. Accordingly, I asked the coxswain to come up to speed in order to create some wind. There was no shade in the cockpit and the small cabin in the boat was stifling hot so I had him stay in his seat. We were wearing the hot weather uniform (shorts and t-shirt) but, if we had been in full ODUs I would have stripped some of the clothing from him. Our fellow crew member recovered rapidly to this series of interventions. Within fifteen minutes, he began to feel better and in a half hour, he was back to normal.

Later, I asked whether he had anything to drink while underway prior to becoming ill. His answer: He did not because he didn't want to have to go to the bathroom on the boat. Lesson learned!

Jon Nicholls has greeted veterans at the Tampa International Airport as they return from an Honors Flight to Washington. As the veterans depart the aircraft, they are entertained by The Victory Belles. We have an opportunity to see them perform as they salute veterans at the Pasco-Hernando State College in November.

2018 Salute to Veterans Performance



The **Victory Belles** are a delightful vocal trio performing the music of the 1940s, serenading audiences at The National WWII Museum and across the globe. The music of the 1940s brought hope and joy to our GIs and those on the Home Front alike—and the **Victory Belles** keep that tradition alive in rich, three-part harmony. Their repertoire includes all the treasured gems of the WWII era plus patriotic classics including a musical salute to each branch of the US armed force.

All proceeds benefit The PHSC Veterans Assistance Fund. Discounts available for U.S. Military veterans

Date: Friday, November 9, 2018

Time: 2:00 PM

Pasco-Hernando State College Performing Arts Center

10230 Ridge Road

New Port Richey, FL 34654

Map & Directions

Phone: (772) 816-3707 Email: tickets@phsc.edu

Website: <http://phsc.tix.com>