WELCOME TO THE TWENTY-SIXTH

TRIBUTE TO THE UNITED STATES COAST GUARD SEVENTH DISTRICT

HONORING THE MEN AND WOMEN OF THE UNITED STATES COAST GUARD

FRIDAY ★ APRIL 22 ★ 2022
COAST GUARD FOUNDATION TWENTY-SIXTH
TRIBUTE TO THE COAST GUARD SEVENTH DISTRICT

PROGRAM FOR THE EVENING

WELCOME
Mr. Reggie Rivers
Master of Ceremonies

OPENING REMARKS AND PRESENTATION OF COLORS
Rear Admiral Brendan McPherson, USCG
Commander, Seventh District

INVOCATION

REMARKS AND SPONSOR RECOGNITION
Mr. Thomas Allegretti
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HONOREE
Mr. Dan Thorogood
President & Chief Executive Officer, Seabulk

DINNER
2022 COAST GUARD FOUNDATION SEVENTH DISTRICT AWARD

KEYNOTE SPEAKER
Admiral Karl Schultz, USCG
Commandant, United States Coast Guard

SERVICE MEDLEY
United States Coast Guard Band
Woodwind Quintet

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Alexandra Anagnostis-Irons

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Phil Purcell
Diego Ramirez
Graciela Yokana
Admiral Karl L. Schultz assumed the duties as the 26th Commandant of the United States Coast Guard on June 1, 2018. As Commandant, he oversees all global Coast Guard operations and 41,000 active-duty, 6,200 reserve, and 8,500 civilian personnel, as well as the support of 25,000 Coast Guard Auxiliary volunteers.

He previously served from August 2016 to May 2018 as Commander, Atlantic Area where he was the operational commander for all Coast Guard missions spanning five Coast Guard Districts and 40 states. He concurrently served as Director, DHS Joint Task Force-East, responsible for achieving the objectives of the DHS Southern Border and Approaches Campaign Plan throughout the Caribbean Sea and Eastern Pacific Region, including Central America.

Prior flag assignments include Director of Operations (J3), U.S. Southern Command in Doral, Florida; Commander, Eleventh Coast Guard District in Alameda, California; and Director of Governmental and Public Affairs at Coast Guard Headquarters in Washington, D.C. Previous operational assignments include Sector Commander in Miami, Florida, as well as command tours aboard Cutters Venturous, Acacia and Parallon. His senior staff assignments include Chief of the Office of Congressional and Governmental Affairs; Congressional Liaison to the U.S. House of Representatives; Liaison Officer to the U.S. Department of State, Bureau for International Narcotics and Law Enforcement Affairs; Assignment Officer at the Coast Guard Personnel Command; and Command Duty Officer in the Seventh Coast Guard District Operations Center in Miami.

A native of Connecticut, Admiral Schultz graduated from the Coast Guard Academy in 1983, earning a Bachelor of Science degree in Civil Engineering. In 1992, he was awarded a Master’s Degree in Public Administration from the University of Connecticut, and in 2006, completed a one year National Security Fellowship at Harvard University’s Kennedy School of Government. He and his wife, Dawn, have five children — Kelsey, Lindsey, Annaliese, Eric, and Zachary.

His personal awards include the Defense Superior Service Medal, four Legions of Merit, four Meritorious Service Medals, three Coast Guard Commendation medals, two Coast Guard Achievement Medals and various other personal and unit awards.

Master Chief Jason M. Vanderhaden assumed the duties of the 13th Master Chief Petty Officer of the Coast Guard on May 17, 2018. Master Chief Vanderhaden is the senior enlisted member of the Coast Guard and the principal advisor to the Commandant on all enlisted personnel matters.

MCPOCG Vanderhaden is a native of Tallahassee, Florida. He enlisted in the Coast Guard in May of 1988. His previous assignments include Command Master Chief, Deputy Commandant for Mission Support; Command Master Chief, Pacific Area; Command Master Chief, 13th Coast Guard District; Command Master Chief, Base Honolulu; Chief Petty Officer Academy, USCGC Reliance, Station Ponce de Leon Inlet, USCGC Active, Air Station Humboldt Bay, USCGC Cheyenne, Air Station Clearwater, LORAN Station Iwo Jima, SS “A” School, Station Jones Beach and Station Short Beach.

MCPOCG Vanderhaden’s awards include the Legion of Merit, Meritorious Service Medal, Coast Guard Commendation Medal, Coast Guard Achievement Medal, and other personal and service awards. He has earned a permanent Cutterman insignia, Boat Forces Operations insignia, and a Command Master Chief (Gold Badge) insignia.

MCPOCG Vanderhaden is a graduate of Class 114 of the Coast Guard Chief Petty Officer Academy; the Harvard Kennedy School, Leadership in Homeland Security Course; the National Defense University Keystone Joint Command Senior Enlisted Leader Course and other service-related schools. Master Chief Vanderhaden holds a Bachelor of Science Degree from Excelsior College.

MCPOCG Vanderhaden is married to the former Amy Mathers and they have two adult children who currently serve in the U.S. Coast Guard.
REAR ADMIRAL BRENDAN C. MCPherson
SEVENTH DISTRICT COMMANDER (D7)
UNITED STATES COAST GUARD

Rear Admiral McPherson serves as Commander of the Seventh Coast Guard District, headquartered in Miami, Florida. As District Commander, he is responsible for all Coast Guard operations in the Southeast United States and the Caribbean Basin, including Florida, Georgia, South Carolina, Puerto Rico and the U.S. Virgin Islands. The Seventh District encompasses an area of 1.8 million square miles and shares operational borders with 34 foreign nations and territories. A native of Bradley Beach, New Jersey, Rear Admiral McPherson graduated with Honors from the U.S. Coast Guard Academy in 1989 with a Bachelor of Science degree in Management. He also earned a Master of Arts degree in Public Relations from the University of North Carolina–Chapel Hill School of Journalism and Mass Communication and holds a Master of Arts degree in National Security and Strategic Studies from the U.S. Naval War College in Newport, Rhode Island.

Rear Admiral McPherson was promoted to flag rank in 2019. He has more than 30 years of service including nearly 12 years cumulative sea time aboard six cutters, including Commanding Officer of cutters Midgett, Vigorous and Baranof. Staff assignments included Military Advisor to the Secretary of Homeland Security in Washington D.C., Chief of Staff of the Coast Guard Thirteenth District in Seattle; Chief of the Response Division and Enforcement Branch of the Coast Guard Seventh District in Miami; Press Assistant to the Commandant of the Coast Guard in Washington, D.C.; Chief of Strategic Communications in the Headquarters Office of Governmental and Public Affairs; Public Affairs Officer for the Atlantic Area/Fifth District in Portsmouth, Virginia; and an assignment to the Seventh District Tactical Law Enforcement Team in Miami. Rear Admiral McPherson started his career as an Ensign aboard cutter Dauntless in Miami Beach in 1989.

In addition to his regular duties, Rear Admiral McPherson was assigned to several joint and interagency unified commands in response to national contingency operations. Following the terrorist attacks of September 11, 2001, he was responsible for leading public affairs efforts for all Coast Guard forces within the Atlantic Area and U.S. Maritime Defense Zone Atlantic. In 2002, Rear Admiral McPherson deployed to Joint Task Force Guantanamo Bay, Cuba (JTF GTMO) Joint Information Center in support of Global War on Terror (GWOT) detention operations there. Rear Admiral McPherson also served as Press Secretary to the Principal Federal Official for disaster response and recovery operations in the aftermath of hurricanes Katrina and Rita along the Gulf Coast in 2005.

His personal awards include one Coast Guard Distinguished Service Medal, one Legion of Merit, six Coast Guard Meritorious Service Medals, two Coast Guard Commendation Medals, one Navy Commendation Medal, two Coast Guard Achievement Medals, and various service and unit awards. Rear Admiral McPherson is married to Barbara (Aldino) McPherson, a Registered Nurse. They have four children.

COAST GUARD FOUNDATION TWENTY-SIXTH TRIBUTE TO THE COAST GUARD SEVENTH DISTRICT

HONOREE

DANIEL THOROGOOD
PRESIDENT & CHIEF EXECUTIVE OFFICER, SEABULK

Dan Thorogood is the President and CEO of Seabulk and a Vice President of SEACOR Holdings Inc, Seabulk’s parent company. Seabulk is a leading Jones Act tanker and harbor towing owner/operator and a provider of U.S. flag ship management services headquartered in Fort Lauderdale, Florida. He is also responsible for SEACOR’s short-sea shipping, and logistics investments and serves as the Chairman of Trailer Bridge Inc. Prior to commencing his current role in 2009, Mr. Thorogood served in SEACOR’S international offshore marine services division on operational and commercial assignments before moving to SEACOR’s corporate group in a business development capacity. He has experience supporting company re-organizations and M&A activities. Mr. Thorogood is a graduate of University College, London.
TWENTY-SIXTH TRIBUTE TO THE COAST GUARD SEVENTH DISTRICT

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In early 2019, the COVID-19 Coronavirus Pandemic took the world by storm. Perhaps no industry was hit harder or more visibly than the cruise industry. The Coast Guard Seventh District proudly claims the unofficial title as the cruise ship capital of the world with nine major cruise ship ports, three of which are the world’s largest multi-day cruise ports. Those include the ports of San Juan, Tampa, Charleston, Savannah, Jacksonville, Port Canaveral, Port Everglades, Miami and Key West. Collectively, these ports welcome more than 16.3 million passengers per year and serve as a vital economic engine for the local economies. Within the Seventh District, seven Captains of the Port, with a variety regulatory and legal authorities, are responsible for working with their industry partners and local governmental and port authorities to facilitate the safe, secure, and efficient use of our vital marine transportation system.

As community leaders and public health experts began to fully assess the impacts of COVID-19, passenger vessel operators and regulators began to realize the acute impacts the pandemic presented within the maritime domain, most notably aboard cruise ships operating across the globe. With a bias for action and a laser-focus on safety, the cruise industry joined forces with the Coast Guard to implement an orderly suspension of cruise line operations — the first of its kind — to protect the health and safety of passengers and crews aboard these cruise ships, as well as the ports that handled them.

Working hand-in-hand with the cruise industry, the Captains of the Port established Unified Commands within each of their respective areas of responsibility to develop and implement plans to safely disembark nearly 250,000 passengers from 120 cruise ships in less than three weeks. Each Unified Command worked integrally with local health officials, ports authorities, first responders, and community leaders to address the emerging concerns associated with the COVID-19 pandemic.

These Unified Commands, represented by the Coast Guard men and women who have joined us on stage tonight, harnessed the authorities and capabilities of the federal, state, local, territory, and industry partners to address a rapidly changing situation. This positioned these Unified Commands to broker decisions that fully accounted for the broad spectrum of stakeholder equities and make the best decisions possible for each and every challenging situation they faced at the start of this pandemic.

After completing the monumental task of disembarking thousands of crew ship passengers, these Unified Commands continued to work with the Centers for Disease Control and Prevention (CDC) to monitor individual cruise industry vessels and the nearly 77,000 crew members who remained on them offshore during the height of the pandemic. As the COVID-19 situation improved due to vaccinations, improved treatments, and public awareness, and the CDC began issuing guidelines to safely resume cruising, the Coast Guard surged its marine inspectors to complete Certificate of Compliance (COC) examinations to enable these ships, many of whom had not carried passengers for nearly a year, to resume passenger operations. By completing over 80 COC examinations across the Seventh District within six months, the cruise industry was able to resume passenger operations. Today, there are more than 100 cruise ship arrivals to ports throughout the Seventh District on an average week, so it is safe to say the cruise industry is nearly back to its pre-COVID levels.

This recognition truly reflects the power of cooperation and coordination through the Unified Command process. Working together, the Coast Guard and the cruise industry were able to protect the health of passengers and crew at the start of the pandemic, and safely resume operations earlier this year.
On the afternoon of June 24, 2021, intense rain and thunderstorms erupted near Cedar Key, Florida. Shortly after the storms began, a 25-foot center console recreational vessel made a distress call to the Sector St. Petersburg Command Center on the radio. The intense winds and seas were causing the vessel to pitch and roll, and the four-person crew was concerned about capsizing. Shortly after receiving the distress call, the Sector St. Petersburg Command Center lost all communications with the vessel. An Air Station Clearwater HC-130 and MH-60 were immediately launched to navigate the storms and locate the vessel. Two separate Coast Guard air assets searched throughout the night but were unable to locate the vessel or any signs of distress.

Early the following morning, a new MH-60 crew was called in to relieve the overnight crews and conduct a first-light search. After completing one assigned search pattern without locating the vessel in distress, the crew of CG-6050 observed the strong offshore winds and took the initiative to begin searching further downwind from the assigned search area. While conducting an impromptu search, the crew of CG-6050 spotted a white piece of floating debris in the water, and shortly afterwards, a cooler was located and found open and still full of fresh fish. Realizing this was likely debris from the vessel they were searching for, the crew of CG-6050 adjusted their search center point over the cooler’s location and began a new search. Within minutes, the now-capsized vessel was located, with four persons in life jackets sitting atop the hull. The rescue swimmer from CG-6050 was immediately deployed and worked with the flight mechanic and pilots to quickly recover all four individuals. This marked the rescue swimmer’s first operational hoist in the Coast Guard.

After all four survivors and the rescue swimmer were successfully recovered, the crew of CG-6050 transported the survivors to emergency medical technicians at the Crystal River airport. During transit to the airport, the rescue swimmer and flight mechanic continued to provide medical care and tend to the minor injuries the survivors sustained during their long overnight ordeal. After spending a harrowing night at sea clinging to a capsized vessel, the four men were safely delivered to an awaiting ambulance and were happy to be on dry land.

The actions of the CG-6050 crew embody the highest ideals of the Coast Guard, and these heroes are deserving of our recognition and gratitude.
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President and CEO of Seabulk and The Seventh Coast Guard District
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FOR 30+ YEARS OF DEDICATED SUPPORT TO THE
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Coast Guard District
AND SALUTES
Coast Guard Air Station Clearwater
FOR THEIR HEROIC RESCUE EFFORTS

AND

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PRESIDENT AND CEO OF SEABULK
FOR 30+ YEARS OF DEDICATED SUPPORT TO THE
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