

Breeze

SOUTHEAST DISTRICT
UNITED STATES COAST GUARD AUXILIARY

Issue 2 2025



America's Last Square-Rigger:
From Enemy Prize to Sail Training Icon...page 10

CONTENTS

DISTRICT LEADERSHIP UPDATES

Words from RADM Douglas Schofield	4
Promotion of BOSN Brook Blount	5
Southeast District Change of Command	5
Bridge Notes	6
Staff Briefings	8

NATIONAL NEWS & UPDATES

District Name Change	37
CGMA	41

DISTRICT NEWS

America's Last Square-Rigger	10
The Emergency Management Journey of Dan Jacquish	14
Significance of the Emergency Management Credential	15
COMO Mary E. Larsen Award for Excellence in Education.....	16
2025 Inspirational Leadership Award	17
Cyberstorm 25	18
View from the Deckplate	22
The Importance of Well-Trained Public Affairs Specialists	26
Emergency Management Test for Martin County	28
Rescue in Sarasota Bay	29
Zory Sorrentino: Celebrating 50 Years of Service	30
Crafting Great Paddlecrafters	32
2025 Sun-N-Fun Air Show	36
Division 11 Auxiliary Members Celebrate Coast Guard Day.....	39
D-TRAIN '25	40
Southeast District Organizational Chart (2025-2026)	42

Cover: The Barque Eagle sails into San Francisco Bay June 25, 2025. USCG Auxiliary photo by Pablo Fernicola, Southwest District.

DISTRICT BRIDGE

District Commodore (DCO)
Commodore Martin Goodwin

District Chief of Staff (DCOS)
Murray D. Price

Director of Auxiliary (DIRAUX)
LCDR Benjamin Tuxhorn

District Captains (DCAPT)
Jeffery Barnes (East)
Charles Leroux III (North)
W. Tom Sawyer, Jr. (West)

Immediate Past District Commodore (IPDCO)
Commodore John Holmes

DISTRICT DIRECTORATE CHIEFS

Logistics Nichole Betterson
Prevention Daniel J. Helou
Response..... Douglas Armstrong

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Color Guard (D-AD-CG) Daniel Oliveras
Conference Coordinator (D-AD-CC) Jim Nickles
Force Augmentation (D-AD-FA) Gary Gray
Letters (D-AD-LT) Donna Saunders
Marine Safety (D-AD-MS) Mark Wronowski
Member Development (D-AD-MD) Sean Flynn
Member Outreach (D-AD-MO) Randy Patton
Performance Measurement (D-AD-PM) .. Susan Hastings
RBS Outreach (D-AD-(D-AD-RBS) Natalie Bunting
Safety (D-AD-SAF) Noah Kalemkiewicz
Special Advisor (D-AD-SA) Dr. Phillip Poole
Special Projects (D-AD-SP) .. Dr. Dennis McBride
Statistician (D-AD-ST) ... COMO Robert Weskerna
Strategic Planning (D-AD-STP) ...Dr. Johathan Javitt

SECTOR COORDINATORS

Charleston (CHA) William Hayes
Jacksonville (JAX) Gregory Hendricks
Key West (KW) Ed Pratt
Miami (MIA) Natalie Bunting
San Juan (SJ) Ramses M. Rodriguez
St. Petersburg (SP) Chris Juall

DIVISION COMMANDERS

Division 1 Aracelis Mass
Division 2 Pat McMenamin
Division 3 Harry Silverman
Division 4 Kaivan Rahbari
Division 5 Marcus Kiriakow
Division 6 Ronald J. Kaplan
Division 7 Anthony Hooper
Division 8 Trevor Evans
Division 9 John Montville
Division 10 David Bird
Division 11 Matthew Copeland
Division 12 John Swink
Division 13 David Green
Division 14 Sean Flynn
Division 15 Chester Bowman
Division 16 Karl Peterson
Division 17 Paul Thompson

DEADLINE FOR ISSUE 3: Sept. 10, 2025

Commander, Southeast District



RDM Douglas Schofield

Today, I am proud to recognize the 86th anniversary of the United States Coast Guard Auxiliary.

Since 1939, the Coast Guard Auxiliary stood the watch, providing unwavering support and whose service became an integral part of operations across the U.S. Coast Guard Southeast District. Whether patrolling our waterways, educating the public, conducting vessel safety checks, or supporting emergency management and response efforts, the men and women of the Auxiliary demonstrate an extraordinary commitment to the Coast Guard's missions and to the communities we serve.

The Southeast District continues to be a leader in Auxiliary efforts across the country. With 3,650 active members, they comprise 19 percent of the total Auxiliary membership and complete nearly 25 percent of all mission hours, averaging over 41 mission hours per member, well above the national average and the highest rate among all districts. This impressive level of integration greatly extends Coast Guard capabilities and embodies the very best of our service's core values of Honor, Respect, and Devotion to Duty.

As we celebrate this important milestone, I encourage all hands to take a moment to recognize and thank the Auxiliarists serving alongside you. Their dedication, professionalism, and patriotism are a true force multiplier that the Coast Guard has come to depend on when it matters most.

Happy 86th Birthday, Team Auxiliary! Thank you for everything you've done and continue to do for the Southeast District and the Nation! You enable Semper Paratus!

V/R,

RADM Douglas M. Schofield

Commander, Coast Guard Southeast District
Director, DHS Operation VIGILANT SENTRY (OVS)



USCG Auxiliary 1939-2025



Promotion of BOSN Brook Blount

LCDR Benjamin Tuxhorn, Director of Auxiliary, Southeast District, congratulates BOSN Brook Blount on his promotion to Chief Warrant Officer 3. The ceremony took place June 5, 2025, at Fernandina Beach.

This promotion marks a milestone of exceptional achievement in the U.S. Coast Guard. It recognizes a member's mastery of their specialty, proven leadership, and unwavering commitment to service. As a senior technical expert and trusted advisor, the CWO3 bridges enlisted experience and commissioned leadership, guiding missions, shaping policy, and mentoring the next generation. This advancement affirms not only professional excellence but also the honor and trust placed in the member to lead with integrity at the highest standards of the Coast Guard. USCG Auxiliary photo by COMO Martin Goodwin.

Auxiliary Members Attend Coast Guard Southeast District Change of Command

By Natalie Bunting



Coast Guard Southeast District held a change of command ceremony on July 11 at Wolfe International University Center in Miami. Vice Admiral Nathan Moore presided over the ceremony, overseeing the transfer of command from Rear Admiral Douglas M. Schofield to Rear Admiral Adam Chamie.

U.S. Coast Guard Southeast District Change of Command Ceremony. From left, Rear Admiral Adam A. Chamie, Southeast District Commander, Vice Admiral Nathan A. Moore, presiding official, and Rear Admiral Douglas M. Schofield, Outgoing District Commander. USCG Auxiliary photo by R. Michael Stringer.



BRIDGE NOTES



COMO Martin Goodwin, CGD-SE

Charting Progress and Strengthening Integration: Southeast District's Vision Forward

As we move into the heart of the operational season, Southeast District remains focused on reinforcing our partnerships, strengthening our mission readiness, and preparing for

the challenges that lie ahead. Recent developments across our area of responsibility are not only shaping how we support the Coast Guard but are also demonstrating our adaptability and enduring value to maritime safety and national preparedness.

Navigating Change: Florida's New Boater Safety Law

One of the most significant policy shifts impacting our region is the recent passage of the Florida Boater Freedom initiative. This new law introduces the Florida Freedom Boater safety decal, which will be issued upon vessel registration or renewal and remain valid for five years. While the goal is to enhance recreational boater safety, the implications for our Vessel Safety Check (VSC) program in Florida are substantial.

With the decal potentially reducing the perceived need for traditional VSCs, our program may see a decline in demand. However, this shift presents an opportunity to reassess and reinvigorate how

we engage with the boating public. We must now explore new avenues for outreach, emphasizing education, local engagement, and the personal connection that only an Auxiliarist can offer. By highlighting the added value of a VSC, beyond just compliance, we can continue to be a trusted resource for safe boating practices.



Florida Boater Freedom decal. Photo: FWC

Strengthening Ties with Coast Guard Leadership

Our commitment to integration and collaboration with Coast Guard units remains steadfast. Recent meetings with the incoming Sector Miami Commander and Southeast District command staff were exceptionally productive. We now have a clearer and more defined path forward for Auxiliary integration within Sector operations. Additional meetings are scheduled with incoming commanders across the district to reinforce the

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message that the Auxiliary is ready, capable, and mission-focused.

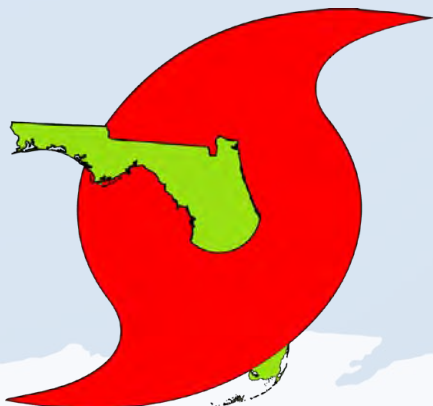
These engagements allow us to showcase our capabilities, reaffirm our role as a force multiplier, and ensure that we remain fully aligned with the evolving operational priorities of the Coast Guard.

Aviation Alignment: Enhancing Mission Support from the Skies

In a major step forward for our aviation program, Southeast District is establishing dedicated Auxiliary aviation units aligned with each Coast Guard Air Station in our AOR. These units will provide better integration with active-duty staffing models. This alignment is more than organizational, it's operational. It will enable improved coordination, streamlined tasking, and enhanced mission effectiveness. Our ultimate goal is to mirror the staffing, training, and operational tempo of the Air Stations we support. In doing so, we not only increase our relevance and reliability, but also ensure that our aviation crews are seamlessly integrated into Coast Guard operations.

Hurricane Season Preparedness: Proactive and Ready

As hurricane season begins, our units across Southeast District are leaning forward. Marina checks have been conducted or are underway in close coordination with our Sectors to enhance maritime safety and bolster the resilience of our local boating communities. These inspections are a critical part of our hurricane preparedness strategy, ensuring vessels are secure and ready to withstand severe weather.



Our participation in the recent HURREX (Hurricane Exercise) from May 12-15 was instrumental in validating our heavy weather plans and communications systems. Exercises like this ensure we are not just responsive, but proactive, and that our readiness posture is both real and reliable.

Innovation on the Horizon: Artificial Intelligence Enters Beta Testing

Southeast District continues to lead in innovation with the development of an AI-driven operational tool now entering initial beta testing. This system is designed to assist with procedural guidance, mission tracking, and member support. Operational readiness testing is scheduled for July, with an anticipated launch later this summer.

This initiative underscores our commitment to leveraging technology to improve efficiency, enhance mission execution, and support our members. AI holds promise not just for automation, but for empowering our workforce with smarter, faster access to information and support.

A Future Built on Partnership and Purpose

Southeast District is at a pivotal moment. We are facing challenges, but we're also energized by opportunity. Through our commitment to innovation, integration, and operational excellence, we are forging a path forward that not only sustains but strengthens our service to the Coast Guard and the boating public.

To our members: thank you. Your dedication, professionalism, and volunteer spirit continue to inspire. Whether you're on patrol, providing public education, supporting aviation, interpreting for partner agencies, or innovating from behind the scenes, you are making a difference. Together, we are building a stronger, smarter, more responsive Southeast District for the missions ahead. Ω

Semper Paratus.

Martin Goodwin, District Commodore

STAFF BRIEFINGS



Murray Price, DCOS, CGD-SE

Leadership Development at the Coast Guard Academy

By Murray Price, DCOS

U.S. Coast Guard Academy in New London, Connecticut. This opportunity marks a significant step forward in the Auxiliary's approach to leadership development, and I was honored to be among those selected to participate.

A Warm Welcome at Yeaton Hall

When we settled into our classroom inside Yeaton Hall, our group was met with genuine warmth and professionalism. The Academy grounds are immaculate, with manicured lawns, stately buildings, and the tranquil Thames River flowing along its edge. Tradition and a sense of purpose are woven into every campus detail.

Building Leadership Skills for the Auxiliary

The LDC program is designed to equip National Directorate leaders, including District Chiefs of Staff, with the tools and knowledge necessary to manage their responsibilities effectively and contribute to building a more cohesive and capable organization.

Our class days were tightly choreographed and began with Captain Josh Fant, the Acting Academy Superintendent, who outlined the three core goals

of the Leadership Development Center: Leadership Responsibility, Professionalism, and Character. This was followed by insightful discussions on Leading Self, Accountability, and Leading Teams and Others.



Front gate to the United States Coast Guard Academy. USCG Auxiliary photo by Murray Price

Real-World Training: From Near Miss to Bridge Simulator

One of the most impactful sessions featured Com-
(Continued on page 9)

(Continued from page 8)



Auxiliary Senior Officer Course (ASOC) instructors introduce themselves to the ASOC class of Chiefs of Staff. From left, COMO Mary Kirkwood, National Commodore (NACO), LT Miranda Anderson, COMO Wally Smith, COMO Susan Thurlow, and COMO Marion Parrish. USCG Auxiliary photo by Murray Price, DCOS, Southeast District.

mander Justin Vanden Heuvel, who shared leadership lessons drawn from his 30-year career, including 19 years at sea aboard various cutters.

Before transitioning to a hands-on exercise, we viewed a computer-generated recreation of a near-miss incident in San Francisco Harbor. The presentation included a timeline showing vessel movements leading to the close-call mishap.

We then moved to one of the highlights of the week: the Academy's \$3.5 million Ship Bridge Simulator. This state-of-the-art training tool surrounds participants with more than a dozen large monitors disguised as bridge windows, providing a fully immersive experience of being underway in challenging sea conditions. As the scenario played out, the motion cues were so convincing that I nearly felt seasick—my eyes tricked by the sensation of movement.



Alexander Hamilton is widely recognized as the "father of the U.S. Coast Guard." In 1790, as the first Secretary of the Treasury, he established the Revenue Cutter Service to enforce customs laws, prevent smuggling, and protect the new nation's maritime interests. This service later merged with others to become today's Coast Guard. USCG Auxiliary photo by Murray Price, DCOS, Southeast District

Service, Reflection, and Emotional Intelligence

A recurring theme throughout the week was the Academy's unwavering commitment to service. Every aspect of the cadet experience is designed to instill the Coast Guard's core values of Honor, Respect, and Devotion to Duty.

I was especially inspired by candid conversations with cadets, chief warrant officers, and both junior and senior officers, all of whom generously shared their leadership perspectives and management insights.

Our final day was a packed schedule. COMO Mary Kirkwood, National Commodore (NACO), was with us for the full classroom day and shared her background, her reason for joining the Auxiliary, and why she decided to offer even more personal time as she moved up in senior leadership culminating with her serving as our current NACO.

Our Auxiliary Senior Officer Course (ASOC) instructors—COMO Wally Smith, former Deputy National Commodore for Operations and the Pacific Area; COMO Susan Thurlow, former District Commodore of the Ninth Central Region; and COMO Marion Parrish, former District Commodore of the Seventeenth District Arctic Region—each led final leadership sessions that were both insightful and forward-looking. One key takeaway was the expectation that every current Chief of Staff must submit a comprehensive Transition Plan, including a Gantt chart (a time-line based graphic), outlining how they intend to build and lead a team while preparing to seek election as District Commodore. COMO Kirkwood emphasized that aspiring to this role is not presumptuous; in fact, the very reason many of us sought the position of Chief of Staff in the first place.

We concluded the program with a reflective exercise focused on evaluating our own Emotional Intelligence and considering how these insights could help us grow as leaders—both within our districts and in future assignments. Ω

America's Last Square-Rigger:

From Enemy Prize to Sail Training Icon

Arnold Gelb, SO-PE, DVC-TC, Northwest District



The U.S. Coast Guard Cutter Barque Eagle (WIX-327) sails under the Golden Gate Bridge in the San Francisco Bay, June 25, 2025. The Barque Eagle last visited the San Francisco Bay in 2008. (U.S. Coast Guard photo by Petty Officer 3rd Class Hunter Schnabel.

The USCGC Eagle (WIX 327), originally the German SSS Horst Wessel, was built in 1936 and later seized as a war prize by the United States after WWII. Recommissioned as Eagle in 1946, the ship became the Coast Guard's primary sail training vessel, operating from New London, Connecticut.

Eagle features three masts, a barque rig, and carries 23 sails with a total area of over 21,000 sq ft. Combining history with hands-on seamanship, the ship trains thousands of cadets and represents Coast Guard heritage around the world.

Specifications:

- Length: 295 ft
- Gross Tonnage: 1,390 GRT

- Height: 150 ft
- Draft: 17 ft
- Propulsion: 23 sails + twin 600 HP engines

Components of Running Rigging

- Sheets: Control sail angle relative to the wind.
- Halyards: Raise and lower yards and sails.
- Braces: Pivot yards to optimize wind angle and sail trim.
- Clewlines and buntlines: Gather and secure sails to yards during furling.
- Stoppers and belaying Pins: Anchor lines to pinrails for safe handling.

(Continued on page 11)

(Continued from page 10)

Sail Inventory

The foremast and mainmast each carry a course sail, topsail, topgallant sail, and royal sail. In light-air conditions, studding sails extend beyond the edges of the square sails to capture additional wind. The mizzenmast supports a gaff-rigged spanker and staysails, while jibs and staysails span the fore-triangle and between masts. A storm canvas inventory provides robust options for reducing sail area in heavy weather.

Preservation and Modern Integration

Maintenance and Upkeep

Traditional materials—such as teak decks, oak masts, and hemp line—require regular inspections, caulking, sanding, and treatment with marine preservatives. Hull rivets and steel plating undergo ultrasonic thickness checks to detect corrosion. Annual dry-dock periods enable a thorough overhaul of propulsion systems and the renewal of rigging.

Modern Technology

While Eagle's spirit is anchored in tradition, modern tech enhances safety and training:

- **Navigation:** GPS, Electronic Chart Display and Information System (ECDIS) as backups to sextant and lead line.
- **Weather Routing:** Forecast integration for optimized sail plans.
- **Communications:** Satellite, VHF, and secure Coast Guard networks coordinate with shore commands and Auxiliary units.

Auxiliarists with expertise in electronics, weather forecasting, and small craft navigation bolster Eagle's operational readiness and training efficacy.

Seamanship and Deck Operations

Sail Deployment and Furling

Setting square sails is a coordinated evolution: halyards raise them, braces square the yards, and clewlines/buntlines secure the sail when fully hoisted. Furling reverses that order. Fore-and-aft sails rely mainly on sheets and halyards, simplifying reefing and furling during sudden wind shifts.



An Auxiliary vessel from the Southwest District and a gulp of cormorants escort the CGC Eagle as the barque departs San Francisco on June 25, 2025. The gold eagle gracing its bow is a prominent feature of this square rigger. USCG Auxiliary photo by Tiffany Townsend, Southwest District.

Classic Points of Sail

Point of Sail Description

Into the Wind: Dead ahead; sails slack (no-go zone)

Close-hauled: Sails trimmed in tight; best upwind angle

Beam Reach: Wind abeam; fastest point under square sails

Broad Reach: Wind aft of beam; comfortable sail angle

Running: Wind directly aft; maximum sail spread

Sail Handling Sequences

Leaving Port: Fore-and-aft sails set for control; square sails stay furled until clear of harbor.

Tacking: Square sails furled, fore-and-aft sails guide the vessel.

Running: Lower square sails set first, then topgallants and royals as wind permits.

Port Operations: Tug assists during docking, with Auxiliarists helping as line handlers and safety

(Continued on page 12)

(Continued from page 11)

observers.

Safety Protocols

Working Aloft: Harnesses and safety lines required; no aloft work above Beaufort Force 6.

Emergency Drills: Life rafts ready; CO₂ systems and extinguishers for fire safety; emergency steering stations in place.

Man Overboard: Lookouts assigned; boat crews launched for rescue.

Medical: A ship's medical officer provides trauma care.

Training and Professional Development

Cadet Training Program: Over a 21-day cruise, cadets rotate as-signments—helm, lookout, sail handling, navigation, and engine basics—gaining experience in both tradition and modern maritime practices.

Auxiliary Opportunities

Auxiliarists enrich Eagle's missions through:

- **Escort Vessel Operations:** Providing safety observers during sail evolutions.
- **Public Education:** Conducting heritage presentations during port visits.
- **Mentorship:** Coaching cadets and Sea Scouts in seaman-ship fundamentals.
- **Recruitment Outreach:** Highlighting the Auxiliary's role in coastal safety and tradition preservation.

Public Tours and Outreach

With over 100,000 annual visitors, Eagle is America's most-visited tall ship. Tours emphasize:

- **Heritage Exhibits:** Horst Wessel memorabilia, cadet journals.
- **Hands-On Demonstrations:** Basic knot tying, capstan operation.
- **Safety Briefs:** Introductions to life jackets and muster stations.
- **Photo Displays:** Historic voyages and circumnavigations.

Auxiliarists may augment tours by sharing Auxiliary missions—such as search and rescue, marine safety inspections, and coastal patrols—and recruiting new members.



PETALUMA, Calif., Sept. 28, 2022: Against a brilliant sunrise, Coast Guard cadets and officer candidates climb the rigging of the Barque Eagle at the U.S. Coast Guard Training Center. USCG photograph by LT Ron Elliott, PAO.

Visit Preparation and Protocol

Observe uniform standards, grooming, and proper wear of uniform of the day. When embarking as a USCG Auxiliary contingent, fall into single file on

(Continued on page 13)

(Continued from page 12)

the starboard pier:

1. As you board the gangway, salute the National Ensign at the stern. Stand at attention for a moment.
2. Then turn to the Officer of the Deck (OOD) or representative, salute, and say "Request permission to come aboard, sir (ma'am).
3. Upon receiving permission, step aboard.
4. Place hands on rails, eyes forward. Maintain three points of contact on ladders.

During tours, stay with your group, respect all "NO PHOTOS" areas, yield the way to the crew, use the correct ship nomenclature when asking questions, and thank your guide.

When disembarking, the order is essentially reversed:

1. Regroup on the quarterdeck.
2. Salute the OOD and say, "Request permission to leave the ship, sir (ma'am)."
3. Upon receiving permission, step onto the gangway, and as you cross the gunwale, turn and salute the National Ensign.
4. Proceed ashore. If you are with a group, it is courteous to wait until everyone is ashore and the senior Auxiliarist has dismissed you.



SAN FRANCISCO, Calif.: Tiffany Townsend, AUXPA2, Southwest District, poses with the Coast Guard Cutter Eagle in the background. Townsend secured permission to print the article from the author, Auxiliarist Arnold Gelb, and submitted photographs she took for publication in *Breeze*. USCG Auxiliary photo.

Inspiring the Next Generation

USCGC Eagle's evolution from the German Horst Wessel to America's premier sail training vessel encapsulates resilience, adaptability, and a living heritage. For the USCG Auxiliary community, the Eagle offers numerous avenues to engage, including seamanship mentorship, port-visit outreach, safety observer duties, and preservation advocacy. By anchoring Auxiliary efforts to Eagle's storied decks, we honor maritime traditions while empowering future mariners. As Eagle's sails catch the wind of a new generation, the Auxiliary stands ready to keep her legacy afloat. Ω

Resources

- Eagle Seamanship: A Manual for Square-Rigger Sailing, 4th Ed.
- USCGC Eagle Official Page: <https://www.atlanticarea.uscg.mil/Area-Cutters/CGCEAGLE/>
- Coast Guard Academy Eagle Program: <https://uscga.edu/mission/eagle/>
- Auxiliary Manual COMDTINST M16790.1(G)
- Press Releases and Photos: USCG Newsroom and CGC Eagle Facebook

The Front Lines of Readiness: The Emergency Management Journey of Dan Jacquish

By R. Michael Stringer, AUXPA3



day unfolded, Dan served as crew aboard a Coast Guard Auxiliary facility out of Coast Guard Station Sandy Hook, conducting night patrols in the busy, high-threat waters of New York Harbor. With more than 200 maritime targets considered potential risks, the Auxiliary maintained continuous patrols, providing critical support for maritime security and situational awareness during those tense and uncertain days.

On the first anniversary of 9/11, the Coast Guard increased patrols throughout the region, including the use

of Auxiliary facilities to bolster maritime security. While reflecting on that experience, Dan made the decision to formally pursue a career in emergency management, driven by the same sense of service and commitment to response that had defined those critical early days on the water.

Today, Dan continues to apply his expertise and dedication to strengthening emergency preparedness and response efforts, both within the Coast Guard Auxiliary and the broader emergency management community. His journey from volunteer service on the water to nationally recognized credentials reflect a lasting commitment to protecting others in times of crisis. Ω

Auxiliarist Dan Jacquish recently earned the prestigious Certified Emergency Manager (CEM) designation, widely recognized in the civilian sector as the gold standard in the emergency management profession. In addition, he is a recipient of the Coast Guard Emergency Management Credential (CGEMC), further demonstrating his expertise and commitment to advancing emergency management capabilities within the maritime and Auxiliary community.

It was the tragic events of September 11, 2001, that was a turning point for Auxiliarist Jacquish, setting him on the path toward a career in emergency management. As the horrific events of that



Photo: The calm before the storm, Dan Jacquish relaxes with a cup of coffee, waiting to teach a class on Emergency Management at 2022 D-TRAIN. USCG Auxiliary photo by R. Michael Stringer.

Significance of the Coast Guard Emergency Management Credential (CGEMC)

By R. Michael Stringer, AUXPA3

The **Coast Guard Emergency Management Credential (CGEMC)** is a formal recognition of an individual's qualifications, training, and experience in emergency management within the Coast Guard framework. It is awarded to members who demonstrate a high level of competency in preparing for, responding to, and recovering from all-hazard incidents and emergencies.

Key Significance:

1. Validated Competency

The CGEMC confirms that the credential holder has mastered Coast Guard emergency management policies, procedures, and doctrine, as well as national emergency management standards like the **National Incident Management System (NIMS)** and **FEMA ICS** training.

2. Operational Readiness

CGEMC holders are trained and qualified to support Coast Guard operational units, **Sector Command Centers**, and **Incident Management Teams (IMTs)** during real-world incidents like hurricanes, oil spills, mass casualty events, and other major disasters.

3. Interagency Integration

The credential ensures that Coast Guard personnel, including Auxiliary members, can seamlessly integrate with **federal, state, local, tribal, and territorial emergency management agencies**, enhancing joint response efforts during national emergencies.



4. Professional Development

For Coast Guard Auxiliary members, earning the CGEMC is a mark of professionalism and dedication. It allows them to take on advanced assignments and leadership roles within the Coast Guard's emergency management structure.

5. Support for the Coast Guard's All-Hazards Mission

CGEMC-qualified personnel are a key component of the Coast Guard's ability to manage all-hazards incidents, helping

to ensure **continuity of operations, effective resource management, and timely situational awareness during crises.**

Summary Statement:

The Coast Guard Emergency Management Credential (CGEMC) is more than a certification—it's a nationally recognized indicator of readiness, leadership, and expertise in emergency management. Holders of this credential stand ready to serve at the front lines of the Coast Guard's emergency response mission.

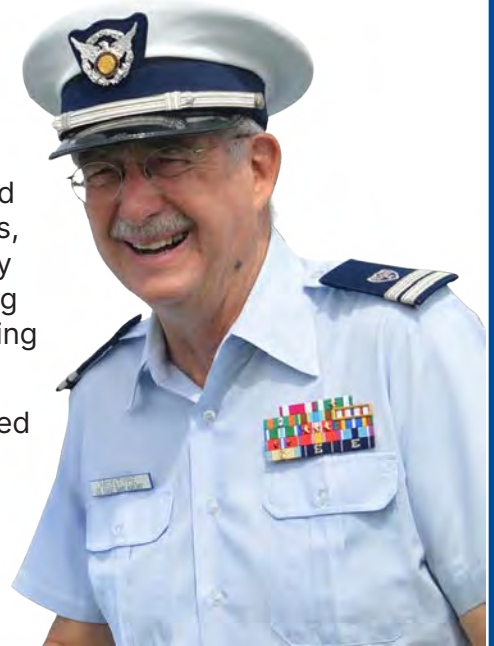
Civilian

The Certified Emergency Manager (CEM) certification, offered by the International Association of Emergency Managers (IAEM), is a prestigious credential recognizing expertise in emergency management. It signifies a professional's knowledge, skills, and abilities to effectively manage comprehensive emergency management programs across various environments, including planning and coordinating with other agencies and community members. Ω

COMO Mary E. Larsen Award for Excellence in Education

I am delighted to announce that Dan McIntyre from Flotilla 17-6, Central Brevard, has been selected as the 2025 recipient of the Southeast District Commodore Mary Larsen Award for Excellence in Education. Dan's four decades of service—42 years in the Coast Guard and Reserve, followed by dedicated leadership in Auxiliary public education—have had a profound and far-reaching impact on boating safety awareness throughout his area of responsibility and well beyond. Last year alone, the youth education team he leads reached 1,206 elementary and middle-school students through Water N' Kids, Waypoints, Paddlecraft for Kids, and summer-camp programs nearly tripling the previous year's total. His innovative "tool kit" for engaging school districts and JROTC programs is now shared nationally, helping flotillas everywhere launch their own youth initiatives.

Because of these accomplishments, Southeast District has forwarded Dan McIntyre's name and submission package as our official candidate for the 2025 National Commodore Daniel Maxim Award for Excellence in Education. We are confident his record of saving lives through education will represent our district exceptionally well at the national level.



Dan McIntyre

I would also like to recognize Glenn A. Wiltshire, Flotilla 38, Plantation, for his nomination for the COMO Mary

Larsen Award. Glenn's decades-long commitment to public education—spearheading "Operation Clear Channel" in Port Everglades, pioneering Spanish-language Boat America classes, and mentoring a team of instructors who engage boaters from middle school students to port-industry professionals—exemplifies the very best of Auxiliary service.

Dan will be formally recognized at the upcoming Southeast District Training Conference (D-TRAIN); details will follow under separate cover. National award selections are expected later this summer. We will share the results as soon as they are announced.

To every instructor, staff officer, and unit leader who supported these nominations: thank you for sustaining a culture of educational excellence in Southeast District. Your unwavering commitment helps safeguard our waterways for all who navigate and enjoy them.

I invite you to extend your congratulations to Dan McIntyre for his exceptional contributions to Recreational Boating Safety and for serving as an inspiration to us all.

Very Respectfully,
COMO Martin Goodwin, DCO



2025 Inspirational Leadership Award

Source: ALCOAST 230/25



Robert Carew, Flotilla 13-2, Marathon

The Coast Guard has announced the winners of the 2025 Coast Guard Inspirational Leadership Awards (ILA) and the Navy League Leadership Awards. These awards celebrate Coast Guard personnel who have demonstrated exceptional leadership, mentorship, and exemplary service, making a significant impact and inspiring their colleagues throughout the year 2024. Embodying the Coast Guard's Core Values of Honor, Respect, and Devotion to Duty, seven winners and seven honorable mentions were selected from an impressive pool of 45 nominees.

Both the winner and honorable mention for the COMO Charles S. Greanoff Award (Auxiliary Flotilla Commander) are from the Southeast District:

Winner: **Robert Carew**, Flotilla 13-2, Marathon, Southeast District

Honorable Mention: **Barry Woods**, Flotilla 10-11, Hilton Head Island/Bluffton, Southeast District

CYBERSTORM 25

By R. Michael Stringer, AUXPA3



Florida: Sunshine State turned battleground.

"Without warning, a freak supercell system explodes across the Florida peninsula—tornadoes rip through cities and towns like guided missiles. Power grids are fried, roads vanish under debris, and emergency services buckle under the strain.

But Mother Nature's fury is only the beginning.

Just as responders mobilize, a second strike hits: a coordinated cyber-attack detonates across the digital landscape. Cellular networks go dark. Internet dies. The GPS signal is unavailable or disrupted. Florida is cut off from the world—isolated, blind, and bleeding.

Panic spreads, police scatter, rescues halt, and time runs out.

In the heart of the chaos, a team of emergency responders and unlikely heroes—volunteer radio operators—dust off analog gear and fire up old frequencies. They're the last line of communication. The only hope of holding the state together.

Now, racing against the storm and an invisible enemy, they must relay critical intel, guide survivors to safety, and outmaneuver the shadowy forces behind the digital blackout—before Florida is lost forever. When everything else fails, the signal survives."

The Cyberstorm 25 exercise is designed to evaluate the performance of Florida amateur and SHARES (SHARED RESources) High Frequency Radio Program networks during a simulated communications emergency. The SHARES Radio Network is a U.S. national emergency communication system managed by the Cybersecurity and Infrastructure Security Agency (CISA) under the Department of Homeland Security. This is a state-wide multi-county exercise with Amateur Radio Emergency Service® (ARES®), Auxiliary Communications Service (ACS), and SHARES teams participating. The exercise is sponsored by the State of Florida and various Florida County/Divisions of Emergency Management.

The Exercise Plan (ExPlan) outlines the exercise overview, objectives with corresponding capabilities, assigned roles and responsibilities, logistics, schedule, and communications strategy. While certain materials are reserved exclusively for exercise planners, controllers, and evaluators, participants may access the portions relevant to their roles. The full ExPlan is available for review by all exercise participants.

The U.S. Coast Guard Auxiliary actively participated in the Cyberstorm 25 statewide emergency communications exercise held on April 12, 2025. The exercise simulated a dual disaster scenario involving severe tornado outbreaks and a coordinated cyber-attack that disrupted internet and cellular services across Florida. The Auxiliary's involvement was part of a broader effort to test and enhance communication capabilities during such emergencies.

While specific details of the Coast Guard Auxiliary's activities during the exercise are not publicly detailed, the exercise included various volunteer and agency communications teams, such as ARES and AUXCOMM volunteer teams. Given the Auxiliary's expertise in maritime operations and emergency communications, their participation is likely focused on supporting communication efforts in affected areas.

Expectations

1. Ability to activate communication resources without traditional methods such as phone, text, or email.
2. Ability to communicate with state and other agency Departments of Emergency Management using only amateur or SHARES radio.
3. Ability to send structured messages by one or more techniques
 - a. To correctly utilize ICS forms for official messaging.
 - b. To provide health and welfare messaging to the public.
4. Ability to gather and transmit situational utility reports from both agencies and individuals.
5. Ability to withstand loss of commercial electricity.
6. Interoperability, the ability of different systems, organizations, or units to work together effectively—sharing information, coordinating actions, and achieving common goals—without requiring significant adaptation.
7. Ability to withstand damage to radio assets such as antennas.

(Continued on page 20)

(Continued from page 19)

A Narrative of Operations at Ft. Lauderdale and Flotilla 58, Ft. Pierce

At dawn, the first rays of sunlight crept across the docks and buildings of Flotilla 58 in Ft. Pierce. Across the expanse of Florida's eastern coastline, teams from Sector Miami were assembling, their mission clear: to participate in a communications exercise designed to test and expand their ability to keep the lines of communication open and the information flowing under extreme conditions.

By 1000, operation Cyberstorm 25 was fully underway. Units at Flotilla 58 were already bustling with focused energy, their members coordinating checklists and running the last-minute diagnostics on radios and transmission equipment. These were not mere tests of hardware, but a living rehearsal for the unpredictable—hurricanes, disruptions, or large-scale emergencies. The goal: to ensure that when the unexpected strikes, lines of communication remain strong, bringing together teams into a unified and coordinated front. The command center there was a hive of organized chaos, as personnel navigated maps spread across tables, their fingers tracing routes and coverage zones. The city, known for its historic waterfront and strategic position along the Intracoastal Waterway, was a natural anchor for such operations.

Farther south, Ft. Lauderdale came alive with its own brand of urgency. As the clock struck ten, the appointed start time, both locations made their first attempts to reach out. The radios hissed to life—static at first, then the clear, clipped voices of operators identifying themselves by call signs, checking frequencies, and confirming protocols. At

Flotilla 58, a seasoned radio operator leaned into the mic, transmitting the first contact message, Inject #1. After a brief pause, a response crackled through—not from within Florida, but from a communications node hundreds of miles away in neighboring Georgia. The message was then relayed back to a specific Emergency Operations Center (EOC) in

Florida, completing the communication loop.

This was the moment everyone had prepared for. The exercise's true value lies not in rehearsing for what was easy or familiar, but in pushing the boundaries of what could be accomplished under pressure. The teams switched frequencies, adjusting for interference and rerouting signals when weather or obstacles threatened clarity as redundant systems were brought online.

In Ft. Pierce, the team's efforts paid off as they now managed to patch through to a remote node in Virginia and transmit Inject #2. The connection, though faint at first, stabilized as operators fine-tuned their gear. Messages were sent and relayed, each

one a thread in the growing web of communication stretching beyond the state. Operators logged every detail: signal strengths, time stamps, any latency or garbled transmissions. The information would be invaluable for after-action reviews, revealing both strengths and areas for improvement.

Meanwhile, in Ft. Lauderdale, the combined efforts of experienced technicians and eager volunteers created an environment of learning and mentorship. Younger members shadowed veteran communicators, absorbing techniques for rapid troubleshooting and creative signal boosting. When a burst of static indicated an incoming message from a node in Alabama, the entire room cheered—a testament

(Continued on page 21)



CoPilot AI generated image.

(Continued from page 20)

to the thrill of connection and the dedication behind it.

The aim was to demonstrate the reliability of our Auxiliary communications capabilities—not only to the U.S. Coast Guard, but also to the State of Florida. The successful participation of the U.S. Coast Guard Auxiliary in this training mission underscores the critical role our communications systems play in supporting both state and federal response efforts.

The Coast Guard Auxiliary has been expanding its role in cybersecurity through initiatives like the AUXCYBER program, which allows qualified Auxiliarists to augment the Coast Guard's cyberspace workforce. This focus on cybersecurity aligns with the themes of the Cyberstorm 25 exercise, emphasizing the importance of resilient communication systems during cyber-related emergencies. Ω

To learn more about Auxiliary Cyber Augmentation visit: <https://wow.uscgaux.info/content.php?unit=Y-DEPT&category=cyber-ecosystem>



Above: Mark Gaisford, Assistant District Staff Officer-Communications (Southeast District), coordinates the Cyberstorm 25 exercise from Station Fort Lauderdale to include all of Sector Miami. USCG Auxiliary photo.

Below: John Froehler, Division 5 Staff Officer-Communications, participates in the Cyberstorm 25 exercise as an Auxiliary volunteer, demonstrating techniques for rapid troubleshooting and innovative signal boosting. USCG Auxiliary photo.





VIEW FROM THE DECKPLATE

DIVISION 5

Flotilla 59, Stuart, conducted an impressive number of activities for National Safe Boating Week. These include, but are not limited to, Vessel Safety Check blitzes, eight Public Affairs events, social media posts, two proclamations, Public Education classes, news releases, and a list of other activities. The flotilla treats National Safe Boating Week as a celebration rather than an obligation. Ω



Top: U.S. Coast Guard Auxiliary Division 5 on the Treasure Coast held a flare demonstration hosted by Flotilla 58, Ft. Pierce. Karl Hontz, Flotilla Commander, demonstrates the proper deployment of a smoke flare. U.S. Coast Guard Auxiliary photo by John Froehler.



Bottom: Auxiliarists from Flotilla 59, Stuart, Florida, met with the Martin County Board of Commissioners for the 2025 NSBW proclamation and demonstrated how easy it is to wear a life jacket. USCG Auxiliary photo.

DIVISION 7

Flotillas 79, Tampa, and 74, Brandon, collaborated on their National Safe Boating Week activities. They secured proclamations from the city of Tampa and Hillsborough County. The flotillas conducted a Vessel Safety Check blitz at the Salty Sol Boat ramp on May 19 and coordinated news releases, social media posts, and the creation of flyers. Ω

Photos: George Bartuska from Flotilla 79, Tampa cooks hot dogs outside the flotilla for member participants and guests.

Earl Abbott from Flotilla 74, Brandon conducts a Vessel Safety Check in the parking lot at the Salty Sol boat ramp. USCG Auxiliary photos by Dorothy Riley



VIEW FROM THE DECKPLATE

DIVISION 6



In addition to Vessel Safety Check and Public Affairs events, Division 6 members promoted boating safety during a Marlins game on May 18, which attracted thousands of attendees. Pictured are Natalie Bunting and Gustavo Montano. This event provided an excellent opportunity to raise awareness about boating safety and to encourage recruitment for the Auxiliary. USCG Auxiliary photo.



From left: Don Andersen, Flotilla Vice Commander, Buddy Altman, Kristi Mackey, JC Anson, and members of Station 52 Fire Department. USCG Auxiliary photo.

DIVISION 11

Flotilla 11-10 Safety Harbor Fire Department and "Third Friday" Event.

By: Kristi Mackey

In conjunction with National Safe Boating Week and Safety Harbor's "Third Friday" event, members of Flotilla 11-10, Dunedin, partnered with the Safety Harbor Fire Department Station 52.

The event was a huge success. Two students asked for information about joining the Coast Guard, two people asked about joining the Auxiliary, and several people were interested in taking our monthly boat safety course. The Fire Department handed out plastic fire hats to the kids.

This was one of many National Safe Boating Week events conducted by Division 11 members. Ω

VIEW FROM THE DECKPLATE

DIVISION 11

Division 11 Members Assist at Sun-n-Fun Air Show.

By Kristi Mackey

Auxiliarists from three divisions assisted at the annual Fun-n-Sun Airshow in Lakeland, April 1-6, 2025.

With approximately 200,000 visitors, this airshow is the second largest in the USA. The Blue Angels performed their famous formation flying.

Watchstanders at the 2025 Sun-n-Fun Airshow included Gordon Thomas, Flotilla 11-10, Dunedin; Todd Thuma, Flotilla 77, Polk County; Murray Price,



(District Chief of Staff), Flotilla 84, Sarasota; Anthony Wong, Flotilla 17-10, Osceola; and Ronald Ramos, Flotilla 77, Polk County. USCG Auxiliary photos by Gilbert Thomas. Ω

VIEW FROM THE DECKPLATE

DIVISION 11



Officer Gonzales from FWC flanked by Don Anderson, Flotilla Vice Commander, and Dave McGee, Flotilla Commander at the April meeting of Flotilla 11-10, Dunedin. USCG Auxiliary photo .

Florida Fish and Wildlife Conservation Commission Officer Is Guest Speaker at Dunedin Flotilla Meeting.

By Kristi Mackey

Officer Gonzales was a guest speaker at a meeting of Flotilla 11-10, Dunedin. He talked to the flotilla about the Florida Fish and Wildlife Conservation Commission (FWC), explained the various divisions within the FWC, and the responsibilities of his team in the law enforcement division.

The Division of Law Enforcement is a significant part of the FWC, with over 1,000 employees, including 890 sworn officers. Their duties include educating the public and enforcing state and federal fisheries and wildlife laws, protecting threatened and endangered species and habitats, managing captive and nonnative wildlife, investigating fish and wildlife crimes, and participating in youth projects to foster the next generation of conservationists.

Additionally, they enforce boating rules and regulations, coordinate boating safety campaigns and education, manage public waters and access, conduct boating accident investigations, identify and remove derelict

vessels, and investigate vessel theft and title fraud.

FWC officers also respond to natural and manmade disasters and participate in search and rescue missions. Specialized response units are equipped to operate by air, land, and sea. The Division is a partner in Florida's Mutual Aid Plan, administered by the Florida Division of Emergency Management.

The FWC collaborates with other law enforcement agencies to provide intelligence and security support, general law enforcement services, and critical incident investigations.

Guest speakers likely increase interest and contribute to higher meeting attendance by members. Ω



The Importance of Well-Trained Public Affairs Specialists in the U.S. Coast Guard Auxiliary

Mary Patton, DSO-PA

In an era where effective communication is as vital as operational readiness, the role of Public Affairs (PA) officers in the U.S. Coast Guard Auxiliary can't be overstated. These volunteers serve as the vital link between the Auxiliary and the public, translating complex missions and values into accessible messages that foster trust, transparency, and support for the organization.

Enhancing Public Understanding and Trust

Despite its critical contributions, public awareness of the Auxiliary's role is often limited. Skilled PA officers play a crucial role in bridging this gap. Press releases, social media campaigns, community outreach, and local media engagement ensure the public remains informed about the Auxiliary's impact and services. This outreach builds understanding and cultivates the public trust necessary for effective maritime safety.

Supporting Recruitment and Retention

A well-executed PA strategy is integral to attracting new members and retaining experienced volunteers. By showcasing the many opportunities and meaningful contributions available within the Auxiliary, PA officers can help to convey a compelling narrative that draws in individuals looking to serve their communities. Highlighting member stories, mission successes, and training opportunities helps foster a sense of pride and purpose, strengthening morale and commitment within the organization.

Crisis Communication and Public Safety Messaging

During emergencies—such as natural disasters, search and rescue missions, or maritime accidents, PA officers are often on the front lines of communication. Their ability to deliver timely, accurate, and empathetic information is crucial to maintaining public calm, dispelling misinformation, and supporting operational efforts. Well-trained PA officers understand how to navigate sensitive situations, work with the media, and align their messaging

with the larger goals of the Coast Guard.

Professionalism and Consistency Across the Organization

A standardized and comprehensive training program for PA officers, such as AUX-12 classes, ensures consistency in messaging, tone, and branding across all levels of the Auxiliary. This cohesion enhances the professionalism of the organization and ensures that all public-facing communications reflect the Coast Guard's values of honor, respect, and devotion to duty. Well-trained PA officers are also better equipped to use modern communication tools and platforms, from social media to digital content creation, making the Auxiliary's outreach efforts more effective and wide-reaching.

Public Affairs Specialist Program

There are three levels of Public Affairs Specialist. At the PA3 entry level, members will have experience in writing for the media, making public appearances, setting up static displays, taking digital photographs, and publicizing the National Safe Boating campaign. These are the minimum skills expected of a flotilla public affairs officer. When you are certified at this level, you are authorized to wear the distinctive red and white "candy cane" ribbon.

Intermediate Level, PA2: This level requires a higher level of expertise. PA2s are expected to demonstrate first-rate public relations skills and assist others in developing their skills. Mentoring interested members is necessary to develop the next cohort of qualified Public Affairs officers. At this level, you might be appointed as a district or division Public Affairs officer. Once you are certified as a PA2, you are authorized to wear a star on your PA ribbon.

Senior Level, PA1: When you reach this advanced level, you are qualified to assist a Coast Guard unit with their public affairs program. As such, you may be requested to take photos at a Coast

(Continued on page 27)



(Continued from page 27)



Well-trained Public Affairs officers are better equipped to use modern communication tools and platforms, from social media to digital content creation, making the Auxiliary's outreach efforts more effective and wide-reaching. Photo by Nick Morrison on Unsplash, edited

Guard Change of Command or awards ceremony. During disasters, you may be asked to assist in a Joint Information Center (JIC) operation assisting the Coast Guard. When you are certified as a PA1, you are authorized to wear two stars on your PA ribbon.

Public Affairs is an exciting competency. You are the life force of the Auxiliary. It is the Public Affairs officer who tells the Auxiliary story and who writes and speaks about the missions of the Auxiliary.

Conclusion

The importance of a well-trained cadre of Public Affairs officers in the U.S. Coast Guard Auxiliary lies not just in what they communicate, but in how and why they do so. They are storytellers, educators, crisis managers, and ambassadors, all rolled into one. Their work strengthens the Auxiliary's public image, supports its mission, and ensures the public remains informed, engaged, and supportive. Investing in the training and development of these

officers is not just beneficial - it is essential to the continued success and growth of the Coast Guard Auxiliary. Ω



Interested in exploring Public Affairs credentials? Go to: <https://wow.uscgaux.info/content.php?unit=A-DEPT&category=training-division>



EMERGENCY OPERATIONS CENTER

Hurricane Martin: Emergency Management Test for Martin County

By R. Michael Stringer, AUXPA3

On July 1, 2025, a team of three members of Flotilla 59, Stuart, Florida, participated as Agency Representatives for Sector Miami during Martin County's first emergency management training exercise of the 2025 hurricane season.

The exercise, designed around a simulated storm called Hurricane Martin, began with a scenario projecting the hurricane making landfall near West Palm Beach, packing sustained winds of 130 mph and producing an eight to twelve-foot storm surge along the Treasure Coast.

The simulation unfolded over two four-hour sessions, from 8 a.m. to 12 p.m. and 1 to 5 p.m., totaling eight hours of active participation. Local agencies, including the Martin County Sheriff's Office, police, fire rescue, public works, schools, and health and welfare departments, worked collaboratively to implement a coordinated countywide emergency response plan.

Fred Ginsburg, Lindsey Bond, and COMO David Elliot (serving as Team Lead) represented the Auxiliary. Before the exercise, the team completed standard Incident Command System (ICS) training for Emergency Operations Center (EOC) representatives. Communication during the event was conducted through the EOC's special web-based network, with computers provided on-site. In true flexibility, participants also used face-to-face communication. They even resorted to pencil and paper when necessary, demonstrating the importance of adapting to whatever tools are available in an emergency. Ω



COMO David Elliot



Lindsey Bond



Fred Ginsburg



Rescue in Sarasota Bay

By COMO Martin Goodwin

On Monday, April 28th, at approximately 11:49 a.m., the crews of Auxiliary vessels 82090 and 84658, along with our telecommunications operators supporting Station Cortez, answered the call during a life-threatening emergency in Sarasota Bay. While conducting telecommunications operations and a two-boat qualification examination patrol, they responded immediately to a report of an unmanned vessel running uncontrolled, with a person observed struggling in the water. The person in the water was rescued, received first aid, and was transferred for emergency medical care. Their efforts also played a critical role in securing the scene and safeguarding recreational boaters from further danger until law enforcement and Sea-Tow assets could bring the situation under full control.

The following Auxiliarists distinguished themselves through exceptional skill, composure, and devotion to duty:

Vessel 82090

- Chris Juall – Qualification Examiner
- Peggy Minor – Coxswain
- Angie Bibler – Crew
- Peter Bailey – Crew (completed coxswain qualification examination mission mission)

Vessel 84658

- Patrick Canavan – Coxswain
- Thomas Alvord – Crew
- Floyd “Jay” Winters – Crew Trainee

Telecommunications (TCO) Operations

- Murray Price – Lead TCO
- Robert Krieg – TCO Trainee (certified during the incident)
- Thomas McDonald – TCO Trainee (certified during the incident)

Their calm execution, seamless communications, and commitment to safety during a high-risk, rapidly evolving situation are a credit to themselves, the Auxiliary, and the Coast Guard. Their disciplined response is a powerful testament to the value of rigorous training, teamwork, and an enduring dedication to safeguarding life at sea.

Please join me in extending a heartfelt Bravo Zulu to each of these outstanding Auxiliarists. Their actions exemplify the very best of the Coast Guard Auxiliary and are an inspiring reminder of the critical role we play in protecting life and promoting safety on the water. Ω

(Photo from Pixabay)

Celebrating 50 Years of Service:

Zory Sorrentino: A Life of Dedication to Family and the Coast Guard Auxiliary

Zory Sorrentino's journey with the Coast Guard Auxiliary began in 1974, when a chance encounter with Bill Sorrentino, a New York City police officer and Auxiliarist, led to a lifelong partnership. They met at a restaurant in Bayshore, Long Island, after both visited Fire Island. A last-minute change in plans placed them on the same ferry, and a shared dinner table sparked a connection. Bill offered Zoreida (Zory) and her roommate a ride home, during which he explained the Auxiliary's mission. They began dating and were engaged three months later.

During their engagement, Zory attended flotilla meetings at Coast Guard Station Rockaway, where Bill served with Flotilla 11-1, Jamaica Bay. At her first meeting, she noticed they were the youngest attendees—most members were veterans from World Wars I and II. Many had joined the Auxiliary to patrol U.S. waters and later became Temporary Members of the Coast Guard Reserve.

After marrying on May 31, 1975, Zory joined the Auxiliary, co-owning a 32-foot Pacemaker boat with Bill. She had already attended meetings and training sessions, so on September 26, 1975, she officially enrolled. She completed the Boating Skills and Seamanship course and Basic Qualification training, earning BQ status on October 29, 1975. This qualified her for boat crew service, and she participated in surface patrols until the birth of her first child in 1976.

In 1977, while Bill was on patrol, Zory went into labor with their second child. She contacted Station

Rockaway, and a 41-foot boat was dispatched to bring Bill ashore. With a police escort, they reached the hospital in time. That same year, Zory became a certified instructor and later a Courtesy Examiner (now Vessel Examiner). She served as flotilla vice commander from 1979 to 1980 but stepped back from elected office after the birth of her third child and a new teaching role in special education Spanish.

Throughout the 1980s, Zory remained active in staff roles. Before AUXDATA, members submitted handwritten or typed AUXMIS reports, and all communications were sent via mail. Division Commanders were called Division Captains, and District Captains were Rear Commodores.

After Bill's retirement from the NYPD in 1990, they moved to Florida and joined Flotilla 44 in Daytona Beach, a WWII-era flotilla. With more time, Zory regained her instructor qualification, became an Aids to Navigation Verifier, joined the Interpreter Corps, and held various staff positions. She served as division secretary, branch chief in multiple directorates, and ADSO-OPS (Interpreter) in District 7. Eventually, she became flotilla commander and later division commander of Division 4.

Among her most memorable experiences was serving on a boat crew during a 1998 space shuttle



Zory Sorrentino

(Continued on page 31)

(Continued from page 30)

security operation. A Coast Guard officer aboard allowed the Auxiliary vessel to fly the Coast Guard ensign, and watching the launch from the water was unforgettable.

In 2010, following the Deepwater Horizon disaster, Zory helped translate Spanish-language press releases. After weeks of work, she learned the CIA would take over the task—an unexpected twist she didn't question further.

During Hurricane Matthew in 2016, as Flotilla Commander, she received a call about a Coast Guard radio left on the floor of the flotilla building. Despite the approaching storm, she and Bill assessed the risk and retrieved the radio safely, navigating debris-filled roads under curfew.

Zory and Bill also supported the Southeast District Director's Office in Miami, with Zory handling administrative tasks and Bill managing security. During the COVID-19 pandemic, Zory coordinated a division-wide effort to produce 310 face masks for Coast Guard personnel. She also encouraged blood donations, resulting in 16 members contributing. Later, she helped lead Operation "Fill the Boat," a holiday food drive that exceeded expectations, filling nearly two boats with donations.

Today, Zory continues her service through program visitations and mentoring Spanish-speaking members. She recently helped translate a public education course into Spanish.

The year 2025 marks three major milestones: 50 years in the Coast Guard Auxiliary, 50 years of marriage, and 50 years as the spouse of a dedicated police officer. Bill remains active in law enforcement, and Zory finds purpose and relief in her Auxiliary duties, which help ease the daily concerns of being a police officer's spouse.

She cherishes the camaraderie of flotilla meetings and conferences and fondly remembers the flotilla and division rendezvous of the 1970s and '80s—fellowship events where members rafted up their boats and visited one another. It's a tradition she hopes will return. Ω

(Note: This is a condensed version of the original article submitted by Bill Sorrentino.)

Right: Zoraida Sorrentino, on special assignment within the Southeast District's area of responsibility, prepares to board a Coast Guard Auxiliary aircraft. USCG Auxiliary photo.



Zoraida Sorrentino with her two-year-old grandson, Dalton Mason, during a public affairs event in 2006 at Daytona Beach aboard a World War II Motor Torpedo Boat. Dalton is now 21 years old. USCG Auxiliary photo.



Bill and Zoraida Sorrentino at the Western Theme Fun Night during the Southeast District's 2008 D-TRAIN conference. U.S. Coast Guard Auxiliary photo.



Crafting Great Paddlecrafterers: Sunshine, laughter, and lifesaving skills on the water.

Submitted by William Garvey



A Week to Remember

Imagine a sea of brilliant orange shirts, echoing laughter, and the splash of wet exits followed by triumphant reentries. Add a dash of alligator anxiety, a clever license plate game, and a shared mission to make paddle sports safer—and you've got SAT2025.

Held April 29–May 2 at Charleston's scenic James Island County Park, the second annual Spring Auxiliary Training (SAT2025) brought together paddlers from across the country. Hosted by the U.S. Coast Guard Auxiliary, this event focused on safety, skill-building, and camaraderie for kayakers, canoeists, and stand-up paddleboarders.

Beginning with that last item first. When you spot a parked pickup from New York with a "KYAKR" tag, close by a Virginian's SUV sporting a "MOBIDK" license, which is next to another pickup with an "AUXPAD" plate, you know wet setters have assembled. And they had, with good intention.

The gathering place: James Island County Park, a 643-acre green haven featuring 16 lake acres in Charleston, South Carolina; the dates: April 29 – May 2; and the event: SAT2025 (Spring Auxiliary Training 2025), that's an abbreviation for the Spring 2025 USCG Auxiliary Paddlecraft (AUXPAD) Training event.

This, the USCG Auxiliary's second annual instructional gathering for paddlers of kayaks, canoes, and stand-up paddleboards, SAT2025 drew participants from across the country, with the Auxiliary Association defraying a portion of the expense. Newcomers were there to learn paddling basics while paddle veterans came to hone their skills, and some hoped to qualify as instructors in the fast-growing segment of recreational boating.

The appeal, the problem, the program

Low entry, operating and maintenance costs, easy storage and transport, and ready access to lakes, ponds, rivers, and coastlines are some of the reasons behind paddle sports' popularity.

However, those same factors, combined with a general lack of regulation, oversight, and training, have a downside. Paddlers now make up about one-third of U.S. boating fatalities, and the trend is increasing. Indeed, a month before SAT2025, a lone kayaker drowned in a lake 50 miles north; his life jacket was found in his

Photo facing page: The second annual Spring Auxiliary Training (SAT2025) recently took place, bringing together paddlers from across the country. This event was held from April 29 to May 2 at the picturesque James Island County Park in Charleston. Hosted by the U.S. Coast Guard Auxiliary, the training focused on safety, skill-building, and fostering camaraderie among kayakers, canoeists, and stand-up paddleboarders. USCG Auxiliary photo.

swamped vessel and secured beneath fishing gear.

The purpose of SAT2025 was to prevent such tragedies by helping attendees gain the knowledge and skills to paddle safely and then influence similar behavior by others through example and sharing experiences and knowledge. Equally significant was their constant enthusiasm for enjoying the process of learning and doing, and that was very noticeable throughout the week.

The three dozen trainees were divided into four groups, or "tracks." Track 1 contained beginners; Track 1.5 advanced beginners; Track 2 comprised skilled paddlers interested in becoming instructors; and Track 3 was populated by instructors attaining advanced skills and updating their currency.

All the instruction complied with course curricula formulated by the American Canoe Association (ACA), an Auxiliary partner in promoting safe paddlecrafting. Each of the tracks had at least one advanced ACA Instructor Trainer providing the information, demonstrating on-water techniques, and then assessing the trainees' knowledge; that is to say, they really knew their stuff and how best to share it to make it stick.

Wet work and beach briefings

On most days, the instruction began with onshore briefings at 0800, followed by on-water activities, a lunch break, more "beach talk" and water work until late afternoon. Although most of that took place in the park, Track 2 also spent time on the nearby Folly River. Meanwhile, Track 3's first two training days were conducted at and on Charleston Harbor, and included a simulated rescue of two in-water kayakers, both instructor/trainees, and their transfer to a pair of 27-ft utility boats and crews from USCG Station Charleston.

Irrespective of their Track or location, everyone involved stood out from the masses and the surroundings thanks to being uniformly attired in screaming orange long-sleeved "rashguard" T-shirts. As the instructors explained, kayaks are small and low so it's important to be seen by those in larger, faster vessels. Being bright orange helps.

Once a day's waterwork was done, most of the trainees and some out-of-town instructors retired to the park's village of top quality, 3-bedroom, air-conditioned cottages, complete with front porches, living rooms, full kitchens, and baths. Group dinners in local eateries were impromptu and casual, the table conversations predictably noisy, animated and often hilarious.

While the training was tailored to the respective groups, several skills kept repeating, albeit with greater complexity and scrutiny as the exercises advanced up the tracks. High among these were the ability to exit a cap-sized kayak, then right and reenter it. Turning turtle and escaping while submerged – aka, a "wet exit" – was part

(Continued on page 34)

(Continued from page 33)



Charleston, SC, April 30, 2025 – Coast Guard crew reach to haul a simulated capsized paddler onto their utility boat during SAT2025. Photo by Brad Lockhart, USCG Auxiliary.



Charleston, SC, April 28, 2025 – Scott Szczepaniak welcomes Auxiliarists Sandy Goldberg and Jorge Ramirez to SAT2025. Photo by Chris Nubel, USCG Auxiliary.

of the Track 1 curriculum. Righting and reentering while in deep water were critical skills learned by advanced beginners.

When a capsized kayak has an unresponsive paddler within, the training had a second paddler come alongside, reach across the overturned hull, grab hold of the cockpit coaming and use leverage to pull and rotate the vessel and occupant right-side up. That potentially

lifesaving maneuver is referred to by some as the “Hand of God” at work.

These and other on-water skills, including launching, towing, docking, maneuvering, signaling, various reentry methods and paddle strokes, maintaining posture and balance, and more, were complemented by instruction on an extensive array of onshore considerations. Among these were evaluating the weather, water conditions, and the capabilities of each member of the paddle group, selection, and proper fastening of life jackets, confirming vessel integrity along with placement and functioning of safety equipment, route planning, and emergency procedures.

GAR gulp!

As for “Francine,” a GAR (green-amber-red) pre-launch risk assessment exercise by Track 1.5 members produced the following list of potential hazards: heatstroke, dehydration, fire ants, drowning, poison ivy, and alligators.

Yes, the park has a small, permanent congregation of resident alligators. Foremost among these is Francine, measuring 5-feet, 11-inches from her protruding snout to the tip of her well-muscled tail. Out-of-state visitors are often and understandably unsettled by the prospect of sharing the water with wild, toothy carnivores in waiting.

But the practical fact is ‘gators don’t like crowds of people, loud noises or lakes teeming with flotillas of paddle-pumping kayakers. And if any indicate otherwise, they are quickly relocated to remote locations well beyond the park. Fire ants and poison ivy pose a far greater threat than Francine and family.

Most of the last day was spent practicing stand-up paddleboarding, a popular new water sport. Since many participants have little or no paddling experience, they

(Continued on page 35)

(Continued from page 34)

comprise a ripe audience to see and hear the right and safe way to enjoy themselves. And by the time SAT2025's final session ended, every trainee had advanced in paddle skills, planning, assessing, and the ability to share all of that with others. Notably, all nine of the Track 2 trainees earned ACA instructor credentials, six as Level 1 and three as Level 2. Acquiring this expertise can save lives, the main purpose of the gathering.

Charleston's James Island County Park will also be the host site for SAT2026, which is set for May 4-8, 2026. The week promises to be full of wise insights, wet workouts and fun, a perfect package for paddlers with good purpose. Ω



Charleston, SC April 28, 2025 – (left to right) Auxiliarists Roland McDevitt, Elizabeth Eynon, Chris Howe, and Dan Miller arriving for the start of SAT2025. Photo by Chris Nubel, USCG Auxiliary



Charleston, SC April 30, 2025 – Members of Track 3 cruise their kayaks across Charleston Harbor during SAT2025. Photo by Brad Lockhart, USCG Auxiliary.

What paddlers say about SAT25

"The inaugural event was good, but this was better. People liked the park, the cottages, and the pond. Groups did the basics there but there were options to also go to the river or Charleston Harbor. The people in my Track participated in a unique training event on the harbor with the Coast Guard, and some also instructed students and staff from the College of Charleston. Overall, it was great, and I look forward to seeing the folks again in Charleston in 2026. – Jim Walsh, Barnstable MA, Flotilla 013-11-06, SAT2025 Track 3.

"A raging success and near perfect. One of the best Auxiliary events I've ever been to. Much credit is due to Roland McDevitt, Division Chief, Paddlecraft Safety, and Scott Szczepaniak, Recreational Boating Program Specialist, USCG, Southeast District, who started the planning cycle last fall and covered all the bases including location, instructors, finance, logistics, fellowship and public affairs. Then they got on the water and served as first-rate instructors all week. Congratulations on a job well done." -- Walter Runck, Flotilla 12-6, East Cooper, S.C. SAT2025 Track 2.

"An amazing time. There was so much positive energy and encouragement. The Facilitators and Instructors were fantastic and extremely experienced. The students gained valuable knowledge and strengthened skills through hands-on, on-the-water instruction. They left feeling extremely excited, empowered, and eager to help grow the AUXPAD program. I received my ACA instructor rating, which is exciting. We want to promote safety and help save lives through education, training, and positive examples. I was the first person to register for SAT2025 and plan to be the first for SAT2026. It's great to be part of such an important program." – Natalie Bunting, Flotilla 39, Dania Beach, Auxiliarist of the Year 2023, SAT2025 Track 2.

And the host's comment

Spring AUXPAD Training was about saving lives. The national Recreational Boating Safety (RBS) mission is to reduce fatalities. The strategy is "to influence recreational boaters' (paddlers') behaviors." Attendees learned to be more effective paddling influencers – focusing on life jacket wear, weather awareness, paddling sober, and the dangers of chilly water as some of the primary themes. It was an honor to be part of SAT2025. I am super impressed by the time, hard work, and commitment that the Auxiliarist planning team put into the event to ensure its "raging success." -- Scott Szczepaniak

Many of the Auxiliarists who attended SAT2025 in early May promoted paddlecraft safety later that same month as part of National Safe Boating Week. Several of the instructors taught Kayaking 101 classes to the public in their capacity as ACA Instructors, and others spoke to paddlers about life jacket wear, trip planning and the importance of skills training for paddlers. We continue to strengthen our partnership with ACA through such outreach to novice paddlers. -- Roland McDevitt

Flotilla 77, Polk County, Coordinates Participation at the 2025 Sun-N-Fun Air Show

By Dorothy Riley

The Sun-N-Fun Aerospace Expo and Fly-in took place from April 1 to April 6, 2025, in Lakeland, Florida, and from April 3 to April 14, 2025, at Lakeland Linder Airport. This air show is the second largest in the country, attracting between 150,000 and 200,000 visitors each year.

In 2025, the United States Coast Guard Auxiliary Flotilla 77 from Polk County, Florida, represented the USCG at Sun-N-Fun. The display assets from the United States Coast Guard included a 27-foot patrol boat, aircraft from USCG Air Stations Clearwater and Miami, a USCG Auxiliary Radio Communications Trailer, as well as USCG and Auxiliary recruiters.

Parking and admission were free for watchstanders who parked in designated areas. Military volunteers provided meals and water for the watchstanders, who welcomed guests and explained the missions of the USCG and USCG Auxiliary at their display units. The watch shifts occurred from April 3 to April 6, with two shifts scheduled daily.

The Navy's Blue Angels performed in the afternoon air shows on Friday, Saturday, and Sunday.

Gilbert F. Thomas, Immediate Past Flotilla Commander, Flotilla 77, Polk County, was in charge of the Sun-N-Fun Fly-in and Expo. As in previous years, he coordinated the Auxiliary's participation and watchstander calendar for the five-day event with members from three divisions standing watch at the Auxiliary Public Affairs booth.

Sun-N-Fun is popular among those who enjoy viewing aircraft representing decades of American aviation history.

Want to see the airshow free next year? Contact Gilbert Thomas late March to early April in 2026 to sign up for a watchstanding shift. Ω

Top: The Navy's Blue Angels are the stars of the 2025 Sun-N-Fun air show. (U.S. Coast Guard photo by Petty Officer 2nd Class Briana Carter)

Bottom: Gilbert Thomas looks up information for visitors at the 2025 Sun-N-Fun Air Show held April 1-6 in Lakeland. USCG Auxiliary photo by Dorothy Riley



District Name Change:

A structured checklist to guide the transition

By Doug Armstrong, District Directorate Chief-Response

Changing the name from Coast Guard District 7 to Southeast District is a significant branding and administrative shift. To fully implement the name change, you'll need a comprehensive review across uniform elements, communications, digital assets, and institutional materials. Here's a structured checklist to guide the transition:

1. Official Communications and Documents

- All SOPs, instructions, and policy letters
- Update headers, footers, cover pages, document titles, and references.
- Qualification guides, handbooks, and checklists
- Letterhead, memos, and templates
- Microsoft Word / Google Docs templates
- Email signatures and business cards
- Presentation templates
- PowerPoint and Google Slides decks
- Forms and applications
- Any form bearing "District 7" needs review, including auxiliary air (AUXAIR) mission forms.

2. Uniforms & Insignia

- Unit patches
- Ball caps
- T-shirts, polo shirts, jackets
- Flight suits / crew gear (if marked)
- Coordinate with Auxiliary Center if Auxiliary uniforms or logos are involved.

3. Branding and Visual Identity

- Logos (including embroidered and digital versions)

- Update "District 7" references to "Southeast District"
- Consider a new visual identity if the name change represents a rebranding
- Challenge Coins
- Redesign and reorder
- Banners, Flags, Posters
- Signage



Preparing to replace 'Seventh' with 'Southeast' on our district emblem. (Illustration created with AI assistance.)

- Air stations, surface units, HQ offices, training facilities

4. Digital Infrastructure

Website

- Change domain name/ URL if needed (e.g., from d7.uscgauz.info to south-east.uscgauz.info)
- Update all logos, footers, and references across pages
- Email distribution lists
- Rename lists (e.g., d7-surfaceops@ → se-surfaceops@)
- SharePoint / Google Drive folder structures
- Forms URLs or embedded documents

5. Outreach and Public Affairs

- Press releases / media kits
- Social media accounts
- Update bios, banners, hashtags
- Event materials
- Brochures, handouts, signage, presentations
- Auxiliary Public Education course materials

6. Training and SOP Systems

- Auxiliary classroom course titles

(Continued on page 38)

(Continued from page 37)

- Training records and reports
- PowerPoint decks or scenario materials referencing D7

7. Financial & Administrative

- MOUs or interagency agreements
- Verify legal/official documents for affected parties
- Grant applications or funding documents referencing "District 7"
- Procurement systems
- For swag, uniforms, training materials, etc.

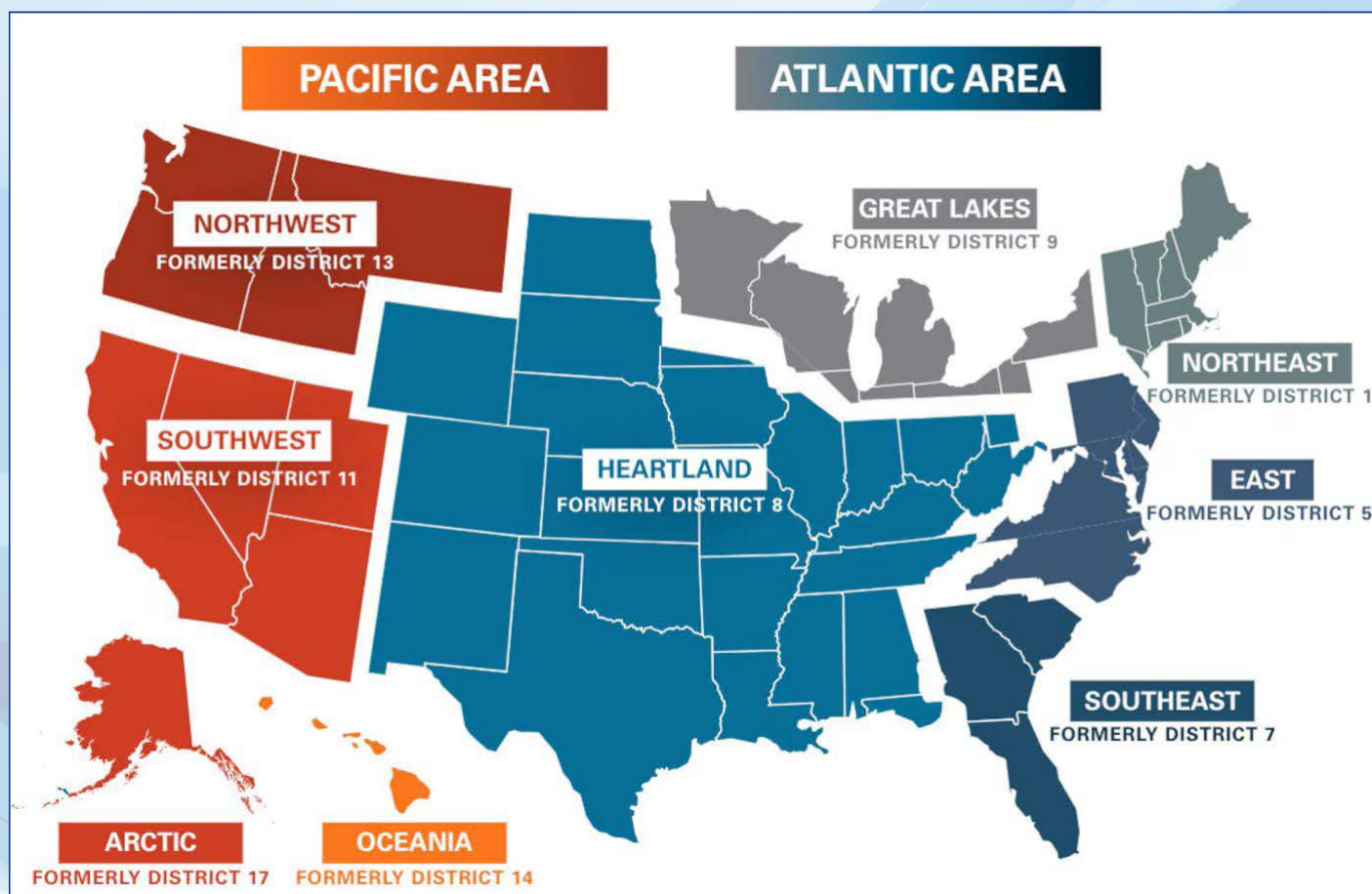
8. Legacy and Archiving

- Document retention guidance
- Tag legacy documents as "Formerly District 7"
- Institutional memory
- Archive historical references responsibly
- Update search engine metadata (e.g., "South-east District (formerly D7)")

9. Internal Communication Plan

- Announcement letter/comms rollout
- Change FAQs
- Reference guides/cheat sheets
- Set a 'Go-live' date
- Allow a grace period where both names are referenced Ω

Coast Guard Re-aligns and Renames its Districts.



While some districts are merged (i.e., 8 East and 8 West), their new names reflect their geographical locations more clearly.

For now, the district numbering system in the Auxiliary data system remains the same.

Division 11 Auxiliary Members Celebrate Coast Guard Day With Active Duty Members

By Lisa Repetto

Division 11 Auxiliary members joined the active-duty crew at Coast Guard Station Sand Key, Clearwater, to celebrate Coast Guard Day. While the day is officially observed on Aug. 4, the Coast Guard Day beach party was at Station Sand Key on Friday, August 1, with a catered barbeque, games, camaraderie, and fun.

Auxiliary members are proud to support Coast Guard missions and deeply grateful for their dedication to saving lives and safeguarding our waters and nation—they are true heroes!

Auxiliary Attendees:

Flotilla 11-1, Clearwater

- Michelle Evans
- Joe Garisto
- Gerard Gaudry and Patricia Gaudry
- Debra O'Regan
- Peter Palmieri
- Lisa Repetto

Flotilla 11-6, New Port Richey

- Gloria Bailey
- Raymond Cantwell
- Thomas Mann and Nancy Mann

Flotilla 11-9, Tarpon Springs

- Thomas Maloof and Sharon Maloof

Auxiliary members from Division 11 accepted the invitation from Station Sand Key Officer in Charge, BMCS Sean Crocker, to help celebrate the founding of the Coast Guard. USCG Auxiliary photo submitted by Lisa Repetto.

Right: The Coast Guard Day celebration on Aug. 1 at Station Sand Key featured games, and a catered barbeque. USCG Auxiliary photo submitted by Lisa Repetto.



D-TRAIN '25



USCG auxiliary
southeast district

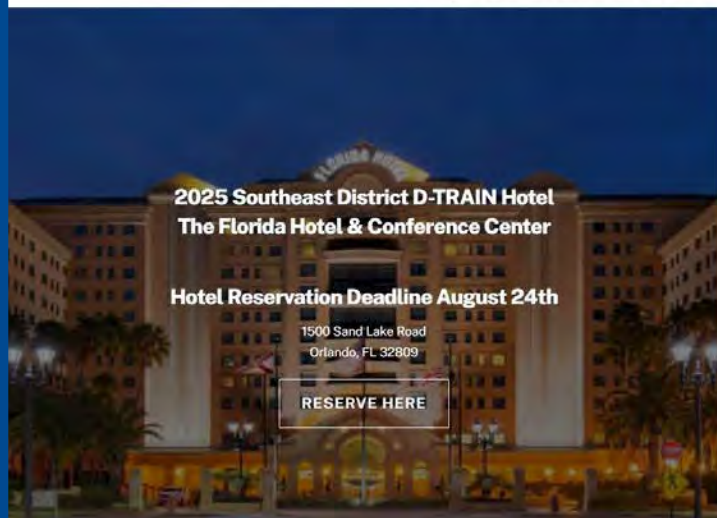
JOIN US AT D-TRAIN

<https://cgauxsoutheast.org/wp/>

USCG AUXILIARY - SOUTHEAST DISTRICT

U.S. Coast Guard Auxiliary Southeast District D-TRAIN 2025

Sept 16th-21st 2025 at The Florida Hotel & Conference Center

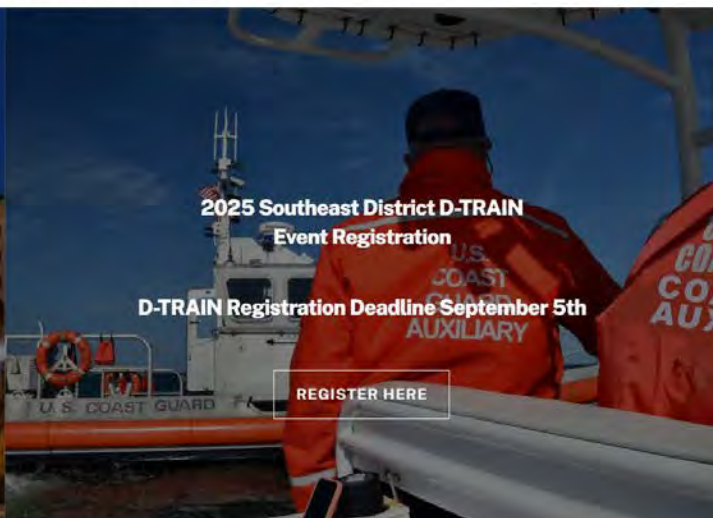


2025 Southeast District D-TRAIN Hotel
The Florida Hotel & Conference Center

Hotel Reservation Deadline August 24th

1500 Sand Lake Road
Orlando, FL 32809

[RESERVE HERE](https://tinyurl.com/2vfrfjpa)



2025 Southeast District D-TRAIN
Event Registration

D-TRAIN Registration Deadline September 5th

[REGISTER HERE](https://tinyurl.com/d5jjpwv9)

To book a hotel room at our special rate, go to:

<https://tinyurl.com/2vfrfjpa>

To register and read the schedule, go to:

<https://tinyurl.com/d5jjpwv9>

This year's conference will be different from previous ones. Many classes and workshops are being offered for the first time, reflecting new directions in the Auxiliary alongside our traditional missions. The fun night may prove to be even more enjoyable! Don't miss this opportunity!



Donations are down,
requests are up

THE POWER OF US IS RISING TO THE CHALLENGE



When Coast Guard members need help, Coast Guard Mutual Assistance (CGMA) is always there. We're 100% funded by donations, and allotments are at an all-time low — even as requests for support keep rising.

Your allotment is more vital than ever.

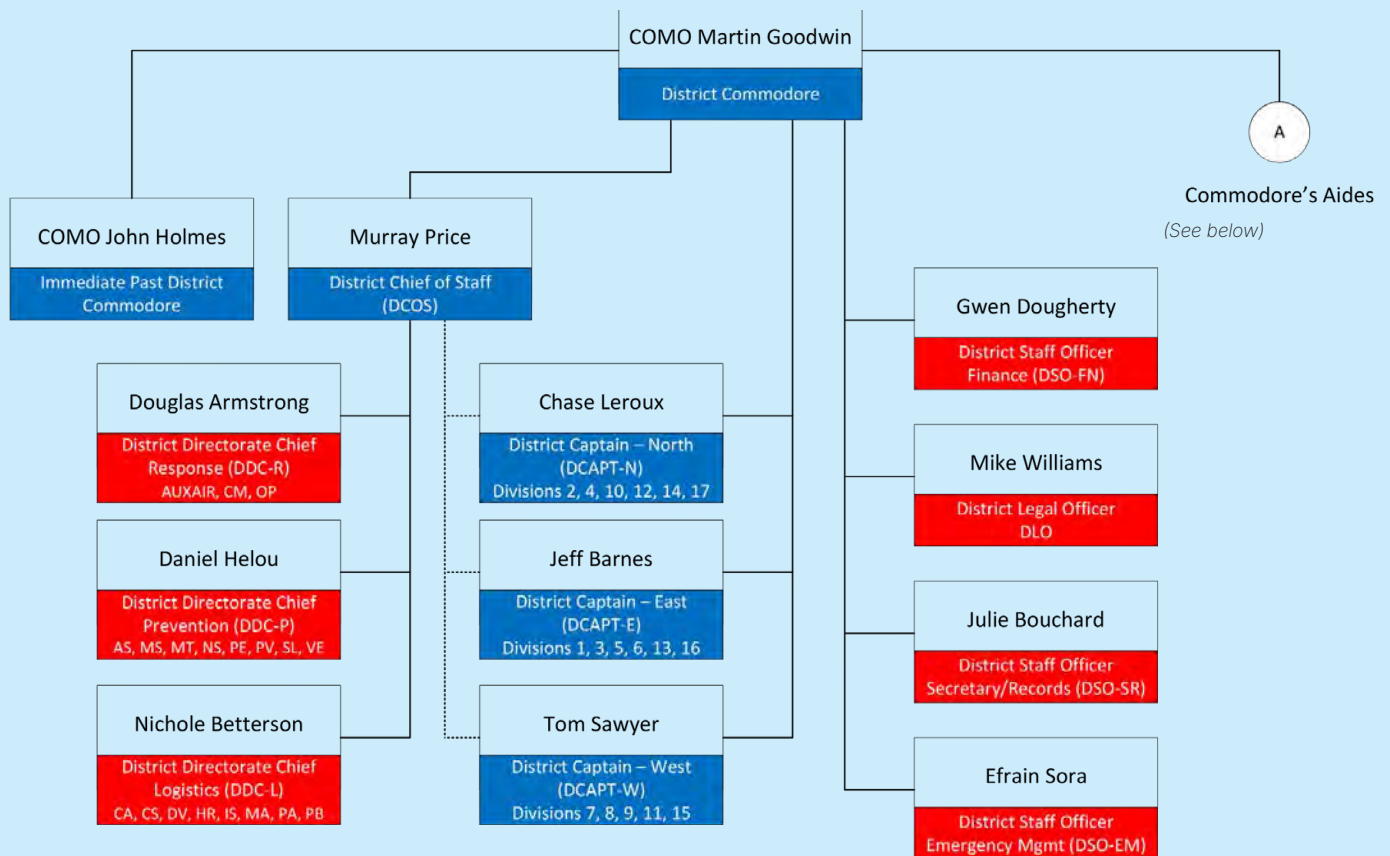
DONATE TODAY



Scan here to
donate or visit
myCGMA.org/donate

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Southeast District Organizational Chart (2025-2026)



Commodore's Aides

