

# BEACON



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## In This Issue

FROM THE  
PRESIDENT



USS CLARK, FFG 11



STRATEGIC  
ALLIANCE



YOUR  
CONTRIBUTIONS

## CGAuxA, Inc BEACON

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## SUPPORT FOR AMERICA'S VOLUNTEER LIFESAVERS<sup>SM</sup>

By **Viggo C. Bertelsen, Jr., President,**  
**CGAuxA, Inc.**

The Coast Guard Auxiliary Association (The Association) is the private, non-profit, 501(c) 3 corporation that provides the business, financial and logistic support for **America's Volunteer Lifesavers<sup>SM</sup>**, the members of the United States Coast Guard Auxiliary (The Auxiliary). All members of the U. S. Coast Guard Auxiliary become and are automatically active members of the Coast Guard Auxiliary Association by virtue of their membership in The Auxiliary. Active members of The Auxiliary pay dues

to The Association through their local flotilla, division and district organizations to provide partial financial support for the activities of both the Association and

The Auxiliary. Member dues help pay for the organization which enables them as individuals to take advantages of Coast Guard opportunities for their volunteer service.

The Association is the publisher/distributor of educational and informational materials for use by The Auxiliary in its Public Education Programs. Sales of educational materials by the Association generate revenues to support the service activities of the members, provide for training and develop additional programs focused on accomplishing the missions of The Auxiliary. Development of the new public education tool, **America's Boating Course<sup>SM</sup>**, (ABC), is characteristic of the support provided to The Auxiliary by The Association. ABC adds a saleable product that the Auxiliary can use at every level to derive income and funds to support its activities and critical missions. The Association also procures and distributes uniform articles and insignia, memorabilia and supplies needed by The Auxiliary members to participate and accomplish their missions and

assigned tasks.

Further, members of the Auxiliary have, traditionally, provided their own facilities, boats, aircraft and radios, making them available for Coast Guard employment using Auxiliarist crews. Typical uses included Safety and Regatta Patrols, Search and Rescue missions and aids to navigation patrols until the terrorist attacks of "9-11". In response to 9-11, Auxiliarists and their facilities were called to maritime domain awareness patrols and search and rescue duties relieving active duty crews and facilities for other military duties. These assignments, often "7 by 24",

produced an operations tempo for which Auxiliarist owned pleasure craft and private aircraft were not designed nor necessarily well suited.

Thus while the members of The Auxiliary have been, de facto, providing the majority of the financial support, which enables their service as **America's Volunteer Lifesavers<sup>SM</sup>** and relief for the Coast Guard, the "new normalcy" of the post 9-11 period will require new and different missions, Op-Tempos, plans, facilities and people as well as a significant increase in support by The Association. To accomplish the higher level of support to enable the higher level of readiness related to Home Land Security contemplated by the Auxiliary's Operation Patriot Readiness, The Association will need to develop new sources of financial support for The Auxiliary, its people, missions and programs.

At the Annual Meeting of The Association, the Board of Directors approved development of additional classes of membership in The Association so that individuals and organizations could become members and contribute to the Auxiliary's Life Saving and Home Land

(continued on the back page)

**The Association will need to develop new sources of financial support for The Auxiliary, its people, missions and programs.**

# USS Clark FFG 11: A Love Story

By Robert A. Adriance, Jr. BoatU.S.

David Van Daalen was 30 miles off of the coast of Virginia Beach, preparing to go scuba diving with three friends on the wreck of an old Liberty Ship, when a wave came splashing over the transom of *Carpe Diem*, his 25' Parker. This wasn't the first time an uninvited wave had come aboard the boat, but before the water could drain back through the scuppers, as it always had in the past, the boat lurched suddenly and more water poured over the transom. Dave quickly abandoned his diving plans and prepared to get underway. But the engine, which had just been tuned by a mechanic, only coughed out blue smoke. "We cranked and cranked and cranked, and when another wave came aboard," Dave said, "we were in serious trouble."

His boat was sinking and he only had a few seconds to put out a Mayday. That didn't go well either; the Coast Guard station in Virginia Beach had difficulty copying his position, perhaps, Dave theorized later, because of the fear in his voice. The nearest Coast Guard SAR helicopter was in Elizabeth City, North Carolina. It's a big ocean.

Thirty miles away, the USS CLARK FFG 11, a 445' Fast Attack Guided Missile Cruiser, was steaming through the Thimble Shoals Channel when the skipper, CMDR S. L. Jones, heard the distress call. He listened as Dave repeated his boat's position three times, his voice growing more desperate, and worried about how long Dave and his crew would survive in the 50' water. Without hesitation, CMDR Jones ordered the ship's two powerful General Electric LN 2500 jet engines put on "Full Ahead."

*Carpe Diem* — "Seas" the Day?

Dave and his three crew members had just been picked up by a small fishing boat and were drying off when the massive bow of the CLARK suddenly appeared out of nowhere and loomed high overhead. The crew were lined along the rail, staring down, and someone asked, "Is everybody OK"?

Meanwhile, down on the fishing

boat, everything was OK, more or less. The *Carpe Diem* was floating upside down but, what the heck, that wasn't the Navy's problem. Aside from being a little wet, they were all safe. But instead of leaving, as Dave had expected, CMDR Jones invited the four soaked sailors aboard the CLARK and offered them a warm shower, dry clothes, a hot meal, and a tour of the ship.

In the meantime, CMDR Jones turned his attention to Dave's upside down boat. Before the distress call, the CLARK had been going out for the weekend with a group of selected reservists and CMDR Jones knows a good training opportunity when he sees it. He ordered the CLARK'S RIB (rigid inflatable boat) and three qualified



Air Rescue Swimmers into the water to retrieve the crew's equipment and personal gear. Jones then had 6" USN mooring lines secured fore and aft to the CLARK. Gradually, with more lines from the ship, and a strong effort from the Navy divers, they managed to roll the boat back over.

Aside from rescuing the crew and salvaging its personal gear, CMDR Jones wasn't especially interested in saving the *Carpe Diem*. He had been worried that the drifting boat would be a hazard to navigation, but once it was rolled over, instead of sinking as everyone had anticipated, the small boat bobbed merrily over the waves next to the CLARK as though nothing had happened.

CMDR Jones said that he briefly considered backing up and using some of the CLARK'S impressive firepower to sink the *Carpe Diem*. That would have eliminated the hazard to navigation problem, as well as provided another good training exercise for the reservists. But Jones, who has owned small boats himself, said the boat seemed to be fine. In fact, it was fine. So instead of blasting the *Carpe Diem* into

tiny little pieces (special note from Carroll Robertson, Vice President of Claims at BOAT/U.S. Marine Insurance: Thanks.), he fired up the CLARK'S big engines and headed for Rudee Inlet in Virginia Beach, where Dave had left his trailer and car early that morning.

The CLARK anchored about two miles offshore and the RIB escorted Dave, his crew, and the *Carpe Diem* back into the marina. The CLARK'S crew helped load the boat onto the trailer and then, when everything was secure, they gave a brief wave and disappeared into the darkness. It was now about 11 PM; the distress call had gone out at 10:30 AM.

Dave was still overcome by the events of the previous weekend when he called *Seaworthy* this past May. After many years of boating and scuba diving without incident, the swamping of his boat had been unsettling. But while he was obviously struggling to understand what caused the boat to fill with water so quickly, it was the CLARK and its crew that made his voice crack. The words seemed to get stuck in his throat and would come bursting out in incomplete sentences whenever he mentioned the rescue: "CMDR Jones...fantastic...those guys...everybody...did everything possible...I can't say enough...so well done...Hey, have you ever seen General Electric LN 2500 jet engines?"

## Epilogue

The surveyor's report after the accident was inconclusive. The most likely scenario is that a combination of weight (four men and hundreds of pounds of dive equipment) at the boat's stern pushed the transom further down into the water. Water from the first wave found its way into the bilge via the deck hatch, which had a broken hinge, according to the surveyor, and was no longer watertight. The water that came through the hatch further reduced freeboard, allowing more waves to come aboard and swamp the boat.

(Strategic Alliance continued from page 3)

package for all USCG Auxiliary public boating safety course participants, which CGAuxAI will send out with their public education course materials to the flotillas. The package will include:

- a. A BoatU.S. discount coupon for all USCG Auxiliary public boating safety course participants.
  - b. Complimentary one-year subscription to Seaworthy, the BoatU.S. Marine Insurance loss prevention newsletter, for all participants.
  - c. Complimentary one year BoatU.S. membership form for all public boating safety course graduates.
7. BoatU.S. will continue to provide an award for the "Best Flotilla in the Nation" that will be presented at the USCG Auxiliary Conference.
  8. BoatU.S. will offer the members of CGAuxAI a special subscription rate of \$8 for Seaworthy Magazine. The regular rate is \$10.
  9. BoatU.S. will continue to provide discounts of selected equipment to CGAuxAI members to equip Auxiliary Operational Facilities.

## BOATU.S. BENEFITS AT-A-GLANCE

In addition to half-priced membership dues, a 10% discount off on-the-water towing packages and an exclusive boat insurance program only for Auxiliarists, Membership in BoatU.S. also comes with these other valuable time and money saving benefits:

**Annual Equipment Catalog and Member Discounts**

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**BoatU.S. Foundation for Boating Safety and Clean Water**

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# YOUR ASSOCIATION NEEDS YOUR CONTINUED SUPPORT.

By **Steven Budar, CGAuxA, Inc.**  
**Director of Development**

While the US Coast Guard Auxiliary gets some funding from the Coast Guard, much of the money that supports member training, public education and the Vessel Safety Check program is provided by the Coast Guard Auxiliary Association Inc. We use donated funds to pay for member training expenses for National & District Staff at the annual National Training (NTRAIN) and at the National Conference (NACON). Donations help pay for production and development of Public Education course materials as well as Training and support for the Vessel Safety Check program. Association funds will pay for the development and implementation of a broad on-line testing program and new Internet servers. Our needs are ever growing as the missions and needs of the Auxiliary get redefined to address our traditional missions and our expanded role in support of homeland security.

Each year, the Combined Federal Campaign (CFC) reaches out to federal employees to support their favorite charity though a payroll deduction

donation program. Many of you or your friends or family members work for the Federal Government and can designate the Coast Guard Auxiliary Association Inc. to receive your tax deductible donation each month. It is simple to do, when you receive your designation card at work, all you need to do is designate **The Coast Guard Auxiliary Association Inc. code # 1016** to receive your donation. In 2001, the Association received \$ 7,373 as designated funds from the CFC. So far in 2002 we have received over \$14,000.

*The Coast Guard Auxiliary Association Inc. is the organization that provides financial support to the 34,000 civilian volunteers of the United States Coast Guard Auxiliary. We are a 501(c)(3) charitable non-profit organization.*

For non-federal employees your company may have a giving program where the employer matches a percentage of your charitable gift. By designating the Coast Guard Auxiliary Association Inc., giving code # 6776 you may be able to make a tax-deductible payroll deduction contribution each month to support the U.S. Coast Guard Auxiliary through the Association.

## LEAVE A LEGACY

Do you have a will? If not, your property may be distributed based on the law in the State where you live and may not do it the way you really want. I encourage you to make a will or if you have a will make sure that it has been properly updated. You can create a legacy by naming the Coast Guard Auxiliary Association Inc. as one of the charitable beneficiaries in your will. Money that can go to fund the many programs we support all over the country or, to a specific need in your Flotilla or District and your estate may get some nice tax deductions.

Don't have a lot of property, stocks or cash to leave in your will ... then consider this, I am working with an individual who wants to make a meaningful donation to support the Auxiliary. He is 50 years old, been in the Auxiliary and a member of the Association for 16 years and is active in many programs. For a tax-deductible donation to the Coast Guard Auxiliary Association of \$500 per year he can give a \$100,000 gift to the Auxiliary when he dies. Yes it can be that simple, contact me if you have any questions or would like more information. Steve Budar, Tel (808) 341-9038 Email: SBudar@aol.com

**I would like to make a gift to the Coast Guard Auxiliary Association Inc. to support the many activities and missions of the US Coast Guard Auxiliary.**

(Your tax deductible contribution will be used to help fund the cost of training activities not supported by Coast Guard funding to the US Coast Guard Auxiliary, development expenses for programs such as the VSC and PE programs and the International Search and Rescue Competition ISAR)

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## Strategic Alliance for Boating Safety and Joint Action Plan for the Boat Owners Association of the United States and the Coast Guard Auxiliary Association, Inc. (CGAuxAI) in Support of the Coast Guard Auxiliary's National Recreational Boating Safety Program

By **Viggo C. Bertelsen, Jr., President**  
 By **Ruth Wood, Vice President**

In an effort to continue their shared mission of promoting the sport of boating, safe boating, and advanced boating safety education, BoatU.S. and CGAuxAI agree to the continuation of the Boating Safety Alliance. The goal of the alliance is to engage more boaters in the pastime of boating, to enroll more students in safety education courses, inform boaters of the importance of getting a Vessel Safety Check (VSC) and to encourage active participation in the U.S. Coast Guard Auxiliary and BoatU.S. organizations.

The list of planned joint efforts is shown in the attached Appendix - 1 – Joint Action Plan –2002. These efforts will be tested for effectiveness and expanded or changed as deemed appropriate.

Participation in this alliance is voluntary in nature and constitutes no binding contractual commitment on the part of BoatU.S. or CGAuxAI.

### (Highlights of the agreement)

1. All active CGAuxAI members may enroll with BoatU.S. at an annual rate of \$9.50, which is 50% off the regular \$19 dues. Renewals at this rate are dependent on continued membership in CGAuxAI.
2. BoatU.S. will offer members of CGAuxAI a discount on Towing Packages —

	Reg/Year	CGAuxAI/Year
Unlimited Towing	\$99	\$89
\$500 Coverage	\$55	\$49.50
\$350 Coverage	\$40	\$36
\$150 Coverage	\$15	\$13.50

3. BoatU.S. will continue to make all of its store, except those that are too small, available for USCG Auxiliary boating safety courses.
4. BoatU.S. will provide discounts on safety equipment for anyone presenting a VSC report within 30 days of the VSC at a BoatU.S. store or BoatU.S. mail order.
5. BoatU.S. will continue to support USCG Auxiliary safety courses on the BoatU.S. Foundation CourseLine and CGAuxAI will continue to support the flow of flotilla course information to the CourseLine for public discussion.
6. BoatU.S. will provide to CGAuxAI a BoatU.S. handout

(continued on page 7)

## Sometimes You Have to Picture the Worst to Appreciate the Best.



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Security missions and efforts. The addition of non-Auxiliary members to The Association will enable others, who, for whatever reason, cannot become directly and actively involved in the Auxiliary, to support the valiant and tireless efforts of Auxiliarists saving lives not only in maritime accidents and recreational boating activities but also in home land security duties and missions helping to provide safety and security for the entire country in the finest traditions of the Coast Guard and Coast Guard Auxiliary. Stand by to welcome many of our fellow Americans and civic-minded organizations into The Association thus providing them with an excellent opportunity to fulfill their patriotic needs through support for the country, the Coast Guard and The Auxiliary. *Semper Paratus!*

## Why Do We Have Insurance?

by Stan Feldman, N-SLI, N-SC, Comptroller CGAuxA, Inc

The Coast Guard Auxiliary Association, Inc., (CGAuxAI) is the corporation formed by the approval of the Commandant to support the activities of the U.S. Coast Guard Auxiliary. As such, it operates the Auxiliary Center (AUXCEN), has paid employees and stocks and distributes a multitude of items for the use of members of the U.S. Coast Guard Auxiliary. The non-salaried leadership of CGAuxAI follows the lines of the U.S. Coast Guard Auxiliary. The National Commodore is the President, the National Vice Commodore (COS) is First Vice President, the three Area National Vice Commodores are Second Vice Presidents and along with the District Commodores, Immediate Past National Commodore and the President of the National Past District Commodores Association make up the Board of Directors.

Since this is an active corporation, insurance must be purchased to protect the assets of the corporation. CGAuxAI leases a building in St Louis from which all items purchased from the AUXCEN are distributed. There is a liability exposure which is covered by insurance. There is the inventory which must be insured. Then there is the Workers Compensation coverage required by the state to cover the paid staff. There is an investment between inventory, furniture and equipment and leasehold improvements of over \$500,000 that is insured for catastrophic loss. We insure items that are sent out to conferences and extend our liability insurance to these premises when we are at a conference.

We have a policy to cover the wrongful acts that may be committed or alleged to have been committed by the Officers and Directors of CGAuxAI. There is a policy that covers accidental medical for elected and appointed National and District Officers when acting in their capacity but not covered by orders. In 2001, over \$66,000 was spent on insurance or about 7% of total expenses.

Insurance to protect our individual assets are purchased by all of us as individuals and CGAuxAI is no different.



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