

# NOR'EASTER

MAINE | NEW HAMPSHIRE | MASSACHUSETTS | RHODE ISLAND



## COVER ART

“CG AUX PATROL  
PASSING HALFWAY  
ROCK LIGHT”

BY AUXILIARIST  
JAMES MAXNER



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# DISTRICT COMMODORE'S MESSAGE

During my twenty years in the Coast Guard Auxiliary there have been many changes. We have weathered hurricanes, government shut-downs, an increase in training requirements, and a decrease in Auxiliary participation. Serious pressure has mounted on our surface and air operations teams due to an aging volunteer workforce and fewer facilities to work with. The past several years further challenged the Auxiliary when the COVID Pandemic halted many of our activities, forcing us to find new ways to perform our primary mission of Recreational Boating Safety.



Commodore John Hume

The coming Coast Guard transfer season will bring with it an unprecedented shortage of new Active Duty personnel needed to fill rolls in the service nearly to deckplate. It is likely that every Coast Guard unit with which we interface in the next few years will be short-staffed. With fewer personnel, the Coast Guard will rely upon Auxiliarists to cover a wide variety of jobs in order to keep Active Duty members available for critical missions.

The projected staffing shortage will present new challenges and obstacles, as well as stress and risk, but will in turn present us with opportunities. We will have a chance to undertake and accomplish some new tasks, and conditions will place even greater importance on the services we have traditionally offered. In a time when the Auxiliary is compelled to change, it is incumbent upon each of us to approach this change thoughtfully, with a proactive rather than reactive posture. To paraphrase U.S. Coast Guard Commandant Admiral Fagan, tomorrow's Coast Guard Auxiliary will look different from the Coast Guard Auxiliary we know today.

If the Auxiliary is to continue as a credible force multiplier and a valuable part of Team Coast Guard, we must all pledge to offer support when we can do so safely and effectively. We must likewise pledge to concede our lack of ability to carry out particular missions, and to bow out gracefully if warranted. When we do engage, we must be punctual and reliable. We must communicate clearly and respectfully. To succeed, we must be thorough and authentic with regard to our commitments.

This is our chance to define *our* new normal.



Chief of Staff Glen Gayton

## DISTRICT CHIEF OF STAFF'S MESSAGE

When I first joined the Auxiliary in 2011, I would never have imagined someday holding the position of District Chief of Staff. Back then, I didn't know much about the many Coast Guard missions that we as Auxiliarists undertake. It is a true honor to have been elected by you, the members, to help guide our shared ship into future. As Active Duty needs grow, we are rising to the occasion of meeting those needs.

Auxiliarists are currently serving on cutters around the globe as Interpreters and Public Affairs personnel. We have deployed to the Southern U.S. Border in support of Homeland Security. We are qualified, or in-training, at small stations as Watch Standers, Coxswains, and Boat Crew. Culinary Assistants are cooking and prepping in galleys near and far, both shoreside and afloat. Pilots are at-the-ready on a variety of reconnaissance missions.

Hundreds of hours are also contributed in areas of mission-support by IT, administrative, and medical personnel, as well as Auxiliary chaplains, musicians, and more. All of these services are performed by you -- the volunteers who donate your time, experience, and energy.

These efforts are taking place in addition to our main Recreational Boating Safety mission of educating the public about boating and paddle craft safety. We are making our customers ready for the water by professionally and courteously inspecting vessels to ensure all safety gear is present and serviceable.

The greatest compliment and honor I can bestow upon each of you is to call you Shipmates. We have regained our momentum; let's continue to move forward together as a unified team! I encourage you to take advantage of all the training that is offered, and to explore the National Directorate websites to learn what the National Staff do to help us stay on course.

Thank you again for all that you do. Let's have a safe and memorable 2023.





## AUXILIARY UNIVERSITY PROGRAMS (AUP)



# WELCOME TO THE AUP

As the official Coast Guard initiative for engagement with institutions of higher learning, the AUP prepares the best, brightest and most talented students for success in service to their communities and country. Participants in the AUP are members of the Auxiliary, with the primary mission of providing a steady resource of career officer candidates to serve in the U.S. Coast Guard or similar agency. It also raises awareness of the Auxiliary across a more diverse population, increasing the chances for sustained membership. Students join the Auxiliary in order to enroll in the AUP, pursuing a robust Program of Study that includes Auxiliary and Active Duty academic, practical and technical experiences. They take part in a Coast Guard internship, leadership training, and work toward Auxiliary and Active Duty qualifications, with the goal of attaining Graduate Status in the AUP. Flotillas participating in the AUP mission contribute directly to its success by providing students with requisite opportunities and supportive environments in which to achieve this goal.

## NEW CHARTERS CHART COURSE FOR FUTURE



First Coast Guard District Rear Admiral John Mauger presents charters at Norwich University & Maine Maritime Academy

*continued*

**O**n consecutive—and now historic—days in January, two newly-chartered AUP units were formally and ceremoniously recognized: 17 January 2023 saw U.S. Coast Guard and Coast Guard Auxiliary leaders attend a chartering ceremony for the new AUP unit at Norwich University, which received its official charter on 06 September 2022. The very next day, Maine Maritime Academy was the focus of District-wide leaders and advocates, with a ceremony acknowledging the chartering of its AUP unit, having been rendered official on 14 September 2022. These institutions join Massachusetts Maritime Academy, whose AUP unit was established in 2016, and where 34 cadets are presently enrolled in the program. With the addition of these two, newly participating institutions, 3 of the 14 current stand-alone AUP units across the entire nation fall within the purview of the Coast Guard Auxiliary's First District Northern Region.



Air Station Cape Cod members arrived aboard an MH-60 Jayhawk to participate in the ceremony at Norwich. Pictured above with the 6011 is D1NR Auxiliary Commodore John Hume. Photo Courtesy DCOS Glen Gayton

At Norwich University a special address was delivered by RADM Richard Schneider, USCGR (ret), PhD. Dr. Schneider served for 28 years as the university's 23rd president. He retired from the Coast Guard in 1998 after 30 years of Active and Reserve Duty. A long-held vision of RADM Schneider was to establish a greater Coast Guard presence at the institution. Similarly, Maine Maritime Academy has had a *de facto* "long blue line" to the Coast Guard, but past efforts to stand-up an AUP unit were unsuccessful. Beginning in 2021, however, an awareness and recruiting campaign resulted in significant interest from students, and necessary support from Maine Maritime Academy, the Coast Guard and Coast Guard Auxiliary soon followed. The establishment of this AUP unit provides a curriculum, training and experiences designed to prepare students for a successful career in the Coast Guard.

*continued*





### CAKE & COMMITMENT AT MAINE MARITIME ACADEMY

(L): RADM Mauger with  
MIDN Haley Kent, AUP Unit Leader

(R): Academy Honor Guard



*continued*

## MORE ABOUT D1NR AUP INSTITUTIONS



Norwich University, located in Northfield, Vermont, is the oldest private senior military college in the United States (1819).

Maine Maritime Academy is one of the six public maritime training colleges in the United States and is located in Castine, Maine.



Founded in 1891, Massachusetts Maritime Academy in Buzzards Bay is the second-oldest public maritime educational institution in the United States.

### MORE ABOUT THE FUTURE OF THE COAST GUARD & AUXILIARY...

The Auxiliary University Programs (AUP) falls within the Auxiliary Student Programs Directorate along with two other programs: Youth Programs (YP) and Auxiliary Academy Admission Partners (AAAP).

<https://wow.uscgaux.info/content.php?unit=s-dept>

All photos in this article courtesy of Norwich University and Maine Maritime Academy unless otherwise noted



# SEARCH AND RESCUE TRAINING :

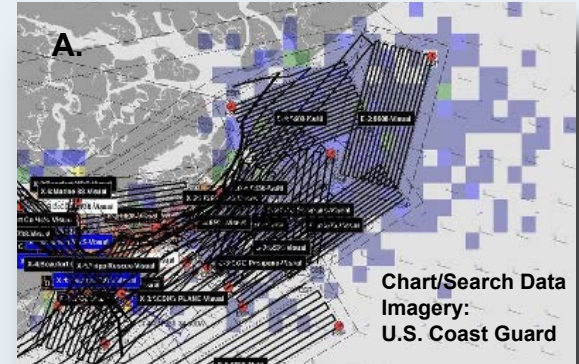
BY TED CHATHAM, AREA SECTOR COORDINATOR, SNNE

## ARE YOU READY TO SHOW & GO?

Two of the Coast Guard's highest-profile, media-friendly missions are Drug Interdiction and Search and Rescue. We obviously don't participate in the former. But many of us could do much better at the latter. As a Search Coordination and Execution (SCE) instructor since the course debuted around 2010, I've participated in 47 SAR cases, both surface and air. Much of what I've seen on the Auxiliary side should, and could, easily be improved!

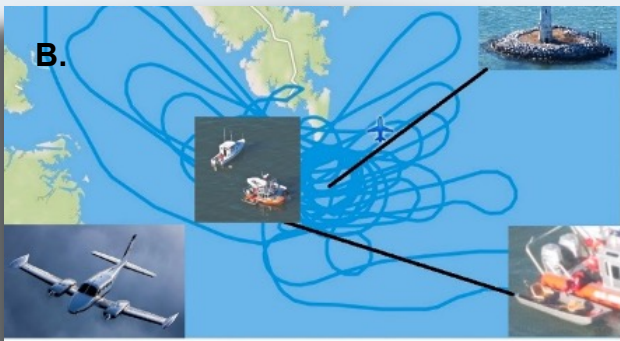
If you've taken SCE, or another SAR course like the *Intro to SAR* course I offer, you're familiar with all the search patterns and might be tasked with plotting them in the context of training or qualifying.

But being tasked with running something like a Parallel Search (PS), similar to what's shown on the CG Search after-action model, will be rare. Running a PS with 10-mile search legs and 2-mile track spacings, executed miles offshore, isn't standard Auxiliary tasking. (**Graphic A.**)



In order for coxswains to qualify or maintain currency, basic knowledge of SAR operations must be demonstrated via the standard practical test of planning and performing a sector search / Victor Sierra (VS) for a Person in the Water (PIW), or a three-leg PS to demonstrate successfully plotting and executing such searches. Once qualified, a coxswain may run an occasional VS, or, less frequently, an Expanding Square (SS) or PS as a training exercise. All of these are time and real estate intensive, and get boring quickly unless there's actually something to search for.

We all know the theory, nomenclature, and mechanics of plotting the various patterns by "the book" (*Coast Guard Addendum to the National SAR Policy*), but many of us are just going through the motions of setting-up and running efficient VS or PS evolutions. Training with an easy-to-spot Oscar or a makeshift MOB that's close to where we're heading, and in no danger, isn't the same as being responsible for a search area when...THIS IS NOT A DRILL! Practice searches - as we currently run them - can also counterproductively monopolize helmsmen and coxswains' time and attention. With no real job assigned, crew members are often just sightseeing, occasionally glancing around for possible encroaching vessel traffic. Many of us have become experts at what I call "training to train", with repetitious workouts in compass reading, throttle control, steering commands, and using a stopwatch.

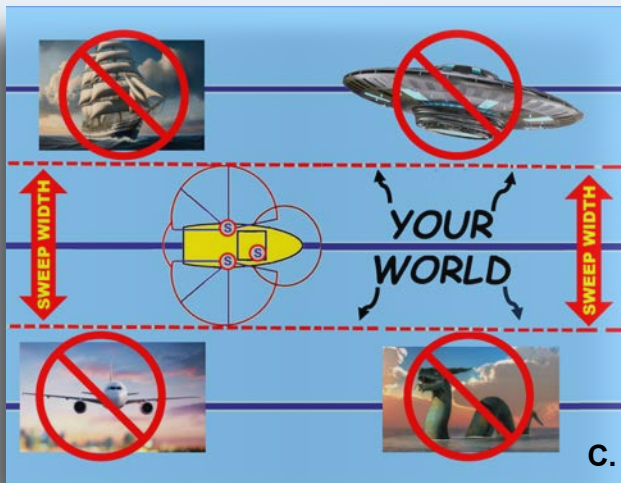


In contrast, we can train to perform the mission at-hand competently, in thorough preparation for times when it isn't a practice SAR evolution... when we have only whoever is on board... trained to whichever level... making the best of whatever we've got... with the understanding that OUR current skill level can mean a rescue... rather than a recovery. (**Graphic B.**)

*Continued*



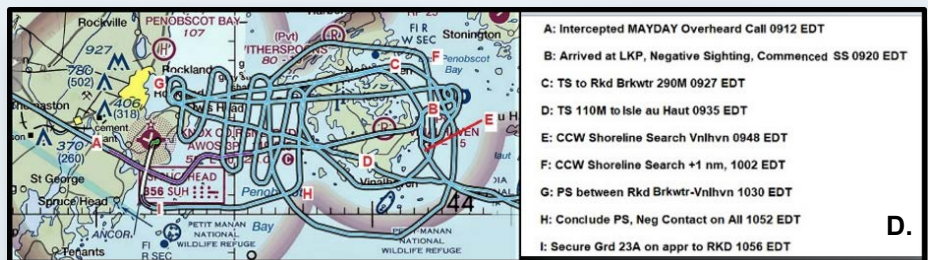
For example, I have a MOB training aid that's a small, round float, close to normal human head size (unlike my own freakishly large, pumpkin-sized head!) fitted with a hanging weight and a clearance-sale Halloween mask of a swarthy gentleman who'd apparently had a very rough life. Apropos of his starring role in Man Overboard drills, I named him Manny. When deployed, Manny provides a lifelike (i.e., hard to see) simulation of a PIW, as opposed to a high-floating Oscar in a hi-vis orange flotation suit, or random floats / fenders tossed overboard. A Manny-type training aid can offer a realistic MOB experience and is not a new concept; a friend who attended a Chapman Seamanship School course in Florida reported that the instructor's MOB simulator was... a coconut.



My boat has an enclosed pilothouse that lets me plot both devious and navigational ways to confound and challenge my crew. During one VS practice run, with two members in the cockpit as scanners and one working inside with me, I stealthily slipped Manny overboard from the pilothouse window, mid-pattern, and proceeded as normal to finish the exercise. Upon pattern completion, I asked the cockpit crew if they'd spotted anything; I got the expected questioning looks. Why? Having assumed there was nothing to see, nothing was exactly what they had looked for, and nothing was, therefore, exactly what they found. I then pointed to Manny who was approximately 100 ft. off our starboard quarter, noting that we had passed him twice already, at various distances within the defined search area, no less....

Thus the first casualty of the "training to train" approach is often the proficiency to execute the Search part of SAR once running-the-pattern has been mastered. There are basic scanning techniques and crew do's / don'ts, known collectively as scan discipline, that must be heeded. It is a grave miscalculation indeed for us to believe these things will automatically fall into place on a real SAR mission. Scan discipline is a key element in any visual search, but many of us have never considered how seriously it can affect search outcome if deficient. As a scanner with an assigned sector, be it port, starboard, astern, etc., that sector is your world, and you're responsible for its full coverage. Improper scanning technique, talking, or getting distracted can mean missing what may be your one-and-only opportunity to spot what, or whom, you're searching for. (**Graphic C.**)

So how might we do better? An easy-to-remember phrase emphasized in the *Intro to SAR* course is SHOW & GO, which simply means that search prep starts before we arrive, or "SHOW", at the Last Known Position (LKP) of the Search Object or Commence Search Point (CSP). We should already be prepared to initiate an appropriate and well-executed search evolution quickly, i.e., "GO". En route preplanning, briefing, and/or obtaining info for on-scene analysis of what should occur immediately after arrival remains inadequate in much Auxiliary SAR training, as do checking the most recent tide and wind info, and discussing who'll do what upon arrival at the LKP/ CSP. (**Graphic D.**)

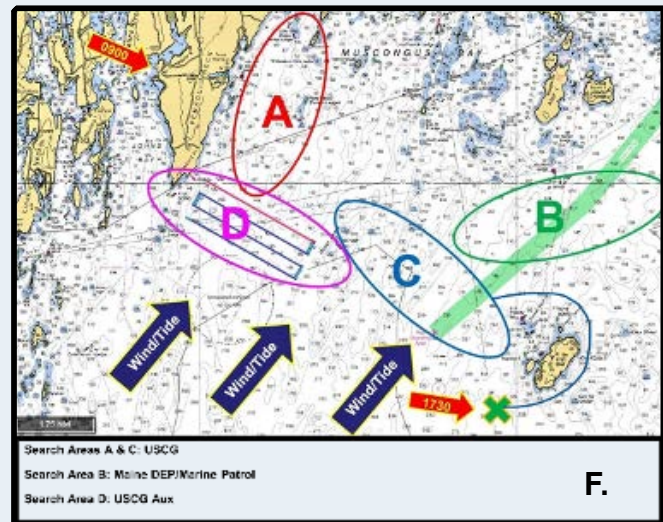
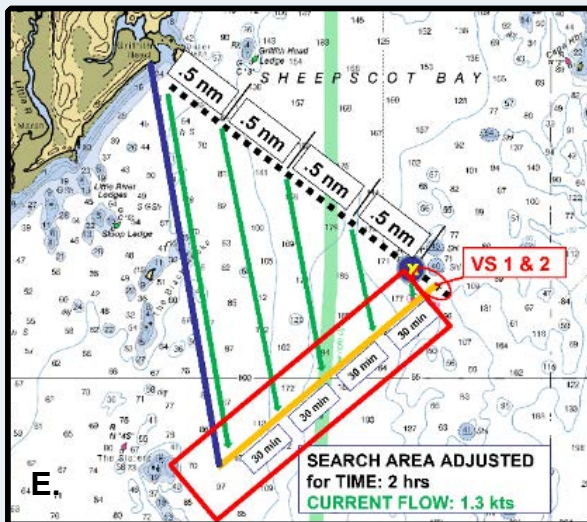


*Continued*

Area wind and current info is easily obtained and can provide an early sense of where a vessel adrift or PIW may be headed. Refining that with up-to-date, on-scene info should be done quickly so that starting an actual VS will take only minutes. When executing a VS, if nothing other than the original datum object is sighted after two pattern evolutions, using that derived data to plan our next steps can follow along rapidly.

Instructions on what to do if we've completed VS pattern #2 without success are curiously absent from SAR training manuals; moreover, the Coast Guard Search and Rescue Optimal Planning System (SAROPS) won't get activated for a local vessel-adrift case, so we need to know how to take advantage of any available data. An updated section in the *Intro to SAR* course includes techniques for calculating where something happened before we arrived at the LKP/CSP, in order to deduce the best search areas. Encountering an unoccupied vessel-adrift means building a picture of the past: Calculating where an empty vessel is going helps us figure out where that vessel has been. Once it becomes unoccupied, a vessel is affected by winds and currents, so we need to work back along that calculated track to draw a map of where the former occupant(s) may be now. (**Graphic E.**)

The grim consequence of "training-to-train" is discovering - too late - that we're not as good as we could be at the "S" in SAR. Someone in distress needs us to be *very good* at the Search, as they're counting on us to handle the Rescue as well. This is where training to SHOW & GO can make a difference. So plan to inject actual searching into *your* SAR training: Enlist another Auxiliary facility to plant a search object, or construct your own realistic Manny. Exercises based on tidy, predictable patterns can lead to dead-ends... literally. A real SAR case with the unspoken caveat "THIS IS NOT A DRILL" doesn't allow for "warm-ups", and do-overs consume time that a boater in distress or PIW simply doesn't have. (**Graphic F.**)



REFERENCE NOTES NEXT PAGE



**REFERENCE NOTES FOR *SEARCH AND RESCUE TRAINING / SHOW & GO***

**A:** CG After-Action graphic showing multiple search patterns executed by various agencies including Coast Guard Auxiliary during an extended search for a missing diver IVO Port Royal, South Carolina. The search was not successful. Over 20 separate searches were conducted covering 785 sq. miles. 4/30/2020. Chart/Search Data Imagery: USCG.

**B:** Surface and Air joint SAR Op in Chesapeake Bay/Mobjack Bay IVO the New Pt. Comfort Light (upper right). AUXAIR aircraft (lower left); subject vessel (lower right); Auxiliary, Coast Guard, and Virginia Marine Patrol vessels (center). Mission duration: .8 hrs. 12/17/2014

**C:** Scan Discipline: If it's way outside the Sweep Width area you're assigned to scan, or NOT relevant to the search object, IGNORE IT! Scanning during a SAR operation is not just looking around. Track Spacing / Sweep Width for a PIW is one-tenth (1/10) of a mile for a reason: A PIW is really hard to see!

**D:** AUXAIR flight track showing a series of search patterns performed under the direction of CG Sector Northern New England in response to a report of an "overheard" faint MAYDAY call with the reported position just NE of Vinalhaven Island in Penobscot Bay. 9/12/2019

**E:** Unoccupied Vessel-Adrift Scenario: After conducting two unsuccessful VS searches, the above uses the vessel's set/drift information to construct a time-based search area approximation by factoring-in observed Vessel set/drift; Current (only) set/drift, obtained by tide tables or a drift datum, and elapsed time. Area in RED surrounding the solid yellow line is a promising first-search area.

**F:** SAR effort overview for an overdue kayaker in the Pemaquid Pt. / Monhegan Island area. Areas A, B, and C were covered by the Coast Guard and Maine Marine Patrol out of Boothbay. Area D was covered by a Flotilla 2-5 facility. The kayaker had departed Pemaquid Harbor, upper left, at 0900 for a 3 hour outing and was found SW of Monhegan Island at approximately 1730, 12 NM from his starting point. 7/18/2015

**ALL GRAPHICS, PHOTOS, DATA AND TEXT BY AUTHOR UNLESS OTHERWISE NOTED**

# AUXILIARY ACCORDS RITE OF PASSAGE!

Story and Photos By Jason Oliveira, VDCR Division 6



Auxiliary Chaplain Joseph Dawicki; USCG CPOs Blankenship with daughter Greta; TYBEE crew members

On the misty morning of March 2nd, 2023, I had the distinct honor of witnessing a very special event: Greta, the infant daughter of CPO Seth Blankenship of USCG Station Woods Hole, and CPO Kailea Blankenship of USCG Station Cape Cod Canal was baptized in the bell of her father's ship, the USCG Cutter TYBEE.

A baptism inside or under a ship's bell is a time-honored tradition of the British Royal Navy that continues to live proudly among United States Coast Guard and Navy personnel. It is considered a symbol of good luck to both the person being baptized and the ship. The tradition is carried out by carefully removing the bell from its mount, after which it is upturned and fitted with a small plug or cup to make it watertight. The ceremony is then performed by either a ship's commanding officer or a chaplain.

When the CPOs Blankenship wanted to have their daughter baptized inside the bell, the Auxiliary Chaplain Support Program (ACS) was contacted, and local ASC members were notified. Under the direction of Auxiliary Chaplain Warren Washburn, seasoned Auxiliary Chaplain Joseph Dawicki was assigned. Mr. Dawicki is an ordained minister, a chaplain with the Greater New Bedford Opioid Task Force, and serves as Staff Officer for Human Resources (SO-HR) in Division 6 of the Auxiliary's First District Northern Region.

*continued*





Above: CPOs Seth and Kailea Blankenship with daughter Greta and TYBEE crew members. Below: Family and crew present for Greta's baptism; Auxiliary Chaplain Joseph Dawicki officiating.

Chaplain Dawicki coordinated with USCG Station Woods Hole and TYBEE commanding officer, LT DiBari, to perform the ceremony on the bow of the vessel using the upturned bell. It was there, with family and the ship's crew in attendance, that baby Greta Blankenship was baptized in the bell of the USCG Cutter TYBEE. Many thanks to all who made this ceremony possible. It was an experience I will never forget...



# HAVE FAITH

## AUXILIARY CHAPLAIN SUPPORT PROGRAM (ACS)



Do you hold a clergy credential? You can support Religious Ministry programs in the Coast Guard, supervised by Coast Guard Chaplains. Clergy and licensed religious leaders from various traditions are encouraged to apply!



The Coast Guard recognizes that the Auxiliary is composed of many skilled volunteers, some of whom have clergy credentials. The ACS Program expands the Religious Ministry capacity within the Coast Guard to meet the needs of active duty members and their families.



Coast Guard Chaplains (officers of the U.S. Navy Chaplain Corps assigned to the Coast Guard) provide Religious Ministry to members. They play a vital role in support of overall mission execution.



The Auxiliary Chaplain Support (ACS) Program supplements and supports Navy Chaplains serving with the Coast Guard.



<https://wow.uscgaux.info/content.php?unit=H-DEPT&category=clergy-support>



## CHATHAM FLOTILLA MEMBERS SHARE SAFETY LESSONS WITH LOCAL HIGH SCHOOL STUDENTS

Story & Photos by John Hayes, FSO-PA

BARNSTABLE - Certified instructors of the U.S. Coast Guard Auxiliary's Chatham flotilla teamed up with Barnstable High School's Environmental Science and Technology classes to provide a boating safety training course for students.

The training - completed in early March - covered a range of topics, including an overview of navigation rules, legal requirements, and safe operations such as the proper wear of life jackets, use of flares, and communication methods in the event of an on-the-water emergency.

The boating safety instruction was offered to expand students' career options in studying water quality, an issue of high importance on Cape Cod.

Auxiliary instructors stressed the necessity of safety on the water, especially in a locale where boating is a popular activity. "We want people to have fun on the water," said Gary Stankiewicz, the flotilla's Public Education officer. "But we also want them to be safe. Boating can be dangerous if you don't know what you're doing, so it's important to take the time to learn about boat safety," Stankiewicz said.

Barnstable High faculty members and students said they were eager to put their new knowledge to use. "I learned a lot about the different types of life jackets and how to use them properly," said Michael Smith, a science teacher in the Environmental Science and Technology class. "It is especially important as we develop this new and innovative program that allows students to go on the water to collect water and other samples from bays, lakes and ponds of Cape Cod."

"The goal is to expose students to as many water-related issues as possible so that they can understand the importance of water quality," Smith added.

"We want people to know that we're here to help," noted Bruce Brady, Auxiliary Division Commander for Cape Cod and the Islands. "We hope that by working with students like those in the Environmental Science and Technology class that we can spread the message of boating safety and help prevent accidents on the water."



Peter deBakker, VDCR Div. 6; John Geurtsen, FSO-OP/IPFC;  
Elizabeth Hager, FSO-MT



Gary Stankiewicz, FSO-PE; BHS teacher Michael Smith



Lisa Goodwin, FSO-MS

# PORT-POURRI

## NEW ENGLAND'S MARITIME CULTURAL HERITAGE



**YOURS. MINE.  
OURS!**

**MARITIME / EMERGENCY  
MANAGEMENT MONUMENTS  
(M/EMM)  
D1NR**

Visit Our Webpage:



[http://cgaux1n.us/013\\_MEMM/index.html](http://cgaux1n.us/013_MEMM/index.html)

## MARINE SAFETY & NAVIGATION SYSTEMS NEWS

**Revised PQS Materials! Find them on the  
National Prevention Directorate Website:**

[https://www.usegaux.info/content.php?unit=P-  
DEPT&category=marine-safety](https://www.usegaux.info/content.php?unit=P-DEPT&category=marine-safety)

**Works in Progress...Stay Tuned:**

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# HELP WANTED

## ~~WHAT'S~~ WHO'S COOKIN'?

The Auxiliary Culinary Assistance (AUX-CA) program enhances mission readiness, effectiveness, and execution by supporting the Coast Guard and Coast Guard Auxiliary for all culinary needs on land and at sea.



There's a place for ALL Auxiliarists in this fun and rewarding program, regardless of expertise or ability!

Contact your SO-CA, ADSO-CA or DSO-CA for more information.

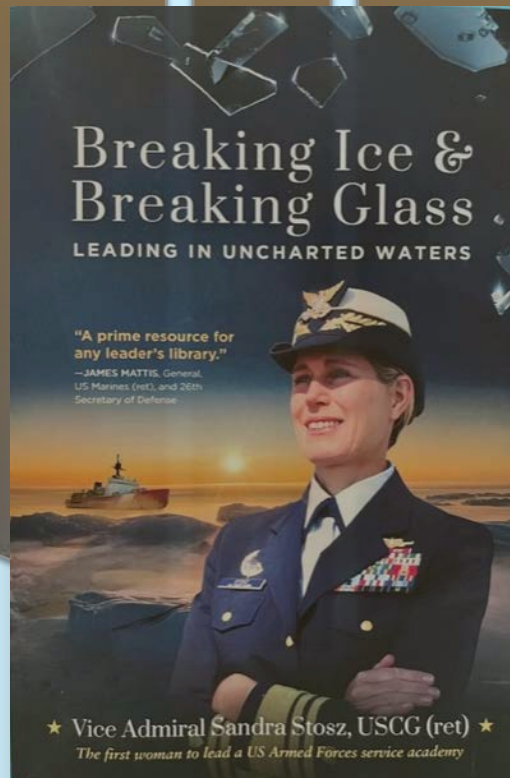
Thanks for your interest in the AUX-CA Program!

Explore the website:

<https://www.uscgaux.info/content.php?unit=H-DEPT&category=auxchef>

# BOOK BAY

## SUGGESTED READING



FROM THE BACK COVER:

“Admiral Sandy Stosz started out in the US Coast Guard as an ensign serving on polar icebreakers, conducting national security missions from the Arctic to the Antarctic. She was the first woman to command an icebreaker on the Great Lakes and to lead a US Armed Forces service academy. After serving for twelve years at sea, commanding two ships, and leading large Coast Guard organizations during times of crisis and complexity, she finished her career as the first woman assigned as deputy commandant for mission support, directing one of the Coast Guard's largest enterprises.”

# AUX ART CHART!

MORE ORIGINAL DIGITAL PAINTINGS  
BY FEATURED COVER AUXILIARIST JAMES MAXNER

"PORTLAND HEAD >  
WATCHING"



< "EVENING ON THE BAY"

"PASSENGERS" >

"PASSING NUMBER 2"  
V



GOT ART?  
GET CHARTED!

Contact the Nor'Easter  
for information...



# D1NR LEADERSHIP

## U.S. COAST GUARD

District Commander: RADM John Mauger

Chief of Prevention: CAPT Richard Schultz

Director of Auxiliary: CDR Christina Sullivan

Operations Training Officer: BOSN<sub>2</sub> Elijah Reynolds

## U.S. COAST GUARD AUXILIARY

District Commodore: John Hume

District Chief of Staff: Glen Gayton

Immediate Past District Commodore: Byron Moe

District Captain SNNE: Bruce MacCormac

District Captain SBOS: Harlan Doliner

District Captain SENE: Dennis Bunnell

## AREA SECTOR COORDINATORS

SNNE: Theodore Chatham

SBOS: James Healy

SSNE -W: Dennis Jacques

SSNE- E: Jeffrey Thomas

## DIRECTORATE CHIEFS

Logistics: Mitchell Paine

Prevention: COMO Charles Grossimon

Response: COMO Ronald Booth

Civil Rights Coordinator: Wesley Baden

# D1NR LEADERSHIP

## DIVISION COMMANDERS

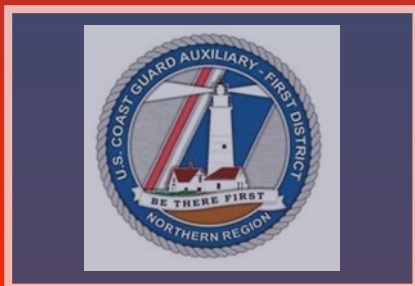
Division 1: Elizabeth Eggleston  
 Division 2: John Byrne  
 Division 3: Justin Wright  
 Division 4: Damien Benson  
 Division 5: Harvey Leibovitz  
 Division 6: Aaron Leger  
 Division 7: Arnold Butziger  
 Division 9: Dewayne Roos  
 Division 10: Michael Nadeau  
 Division 11: Richard Brady  
 Division 12: Matthias Mulvey

## PAST DIVISION COMMANDERS ASSOCIATION

Daniel Farren, President

## ADMINISTRATIVE ASSISTANTS & AIDES

COMO Carolyn Belmore, D-AA  
 John Keyes, D-AD-Events  
 Allyson O'Connor, D-AD-Events  
 David Pierce, D-AD-DSS  
 Leslie Schwartz, D-AD -Comms  
 Justin Wright, D-AD-Projects



## DISTRICT STAFF OFFICERS

### PREVENTION

Harlan Doliner, DSO-MS  
 Donald Ladd, DSO-MT  
 Stephen Wagner, DSO-NS  
 Lance McNally, DSO-PE  
 Raymond Julian, DSO-PV  
 Stuart Jerman, DSO-VE  
 Daniel Van Hise, DSO-PA

### RESPONSE

James Griffith, DSO-AV  
 Charles Motes, DSO-CM  
 Joseph Hogan, DSO-OP

### LOGISTICS

Jason Oliveira, DSO-AS  
 Laura Baker, DSO-CA  
 William Bell, DSO-CS  
 Richard Brady, DSO-DV  
 Dewayne Roos, DSO-HR  
 Laurel Carlson, DSO-IS  
 Stanley Zoll, DSO-MA  
 Leslie Schwartz, DSO-PB  
 Allen Padwa, DSO-SR

### REPORT TO COMMODORE

Gary Gordon, DSO-EM  
 Normand Choquette, DSO-FN  
 COMO Joseph Gordon, DSO-LP  
 COMO Carolyn Belmore, DSO-SLO  
 Stephen Kokkins, DFSO



U.S. Department of Homeland Security  
**United States Coast Guard Auxiliary**

## **FIRST DISTRICT NORTHERN REGION MISSION STATEMENT**

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