

UNITED STATES COAST GUARD  
FIFTH DISTRICT – NORTHERN REGION  
AUXILIARY POLICY MANUAL

---

ORGANIZATION



DEPARTMENT OF  
HOMELAND SECURITY

**United States  
Coast Guard  
Auxiliary**



U.S. Department of  
Homeland Security

United States  
Coast Guard

Commander  
United States Coast Guard  
Fifth District



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MMS-PR-AUX (D5NR 16791)-A-CHAPTER 01-(03)  
03JUN2021

FIFTH DISTRICT INSTRUCTION MMS-PR-AUX (D5NR 16791)-A-CHAPTER 01-(03)

Subj: FIFTH DISTRICT NORTHERN REGION (D5NR) AUXILIARY POLICY MANUAL -  
ORGANIZATION

Ref: (a) Coast Guard Fifth District Northern Region Auxiliary Policy Manual, MMS-PR-AUX  
(D5NR 16791)-A-(series)  
(b) Coast Guard Auxiliary Manual, COMDTINST M16790.1 (series)  
(c) Coast Guard Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)  
(d) Auxiliary Boat Crew Training Manual, COMDTINST M16794.51 (series)

1. PURPOSE. This manual outlines policies and procedures for the Coast Guard Auxiliary within Fifth District Northern Region (D5NR) per reference (a). The Auxiliary D5NR is comprised of Auxiliary units and the District Auxiliary staff in the state of Delaware, in areas of Pennsylvania and New Jersey that are within the Coast Guard Sector Delaware Bay area of responsibility. This manual supplements national level guidance provided by reference (b) and (c).
2. ACTION. Commanders, Commanding Officers, Officers in Charge, Director of Auxiliary and Auxiliarists within D5NR shall comply with the provisions of this instruction.
3. DIRECTIVES AFFECTED. The previous edition of the D5NR Policy Manual, MMS-PR-AUX (D5NR 16791)-A-CHAPTER 01(02) is cancelled.
4. DISCUSSION. This manual has been revised due to recent changes in Coast Guard and Coast Guard Auxiliary. The D5NR Policy Manual (POLMAN) addresses policies and programs locally. It should be reviewed by regional Auxiliary leadership and referred to frequently for clarification and guidance, particularly in the support and execution of references (b) thru (d).
5. CHANGES. Recommendations for changes to this instruction are encouraged and forwarded to the Director of Auxiliary via the chain of leadership and management. A list of recent changes are included.
6. PROCEDURES. Official distribution of this manual will be via electronic copy to the Auxiliary Executive Committee (EXCOM) and e-mailed for distribution. An electronic version will be located at: <https://5nr.org/diraux-guidelines-policies-and-manuals/>

7. PRIVACY COMPLIANCE. When completed, the numerous forms identified or referred to in this instruction contain Personally Identifiable Information (PII). The Privacy Act of 1974, 5 U.S.C. 522a, mandates that agencies establish administrative, technical, and physical safeguards to ensure the integrity of records maintained on individuals. The Privacy Act also requires the protection against any anticipated threats which could result in substantial harm, embarrassment, or compromise to an individual. In order to maintain the public's trust and prevent privacy breaches, the Coast Guard has a duty to safeguard all types of PII in its possession. Unintended disclosure or compromise of an individual's PII constitutes a Privacy Incident and must be reported in accordance with COMDTINST 5260.5 (series), Privacy Incident Response, Notification, and Reporting Procedures for Personally Identifiable Information.
8. RESPONSIBILITY. Commander, Fifth Coast Guard District, Director of Auxiliary (dpa-n), is responsible for the content and upkeep of this instruction. Questions or concerns about this material contained in manual should be emailed to Director of Auxiliary (D5NR) at [D05-SMB-NRDIRAUX@USCG.MIL](mailto:D05-SMB-NRDIRAUX@USCG.MIL)
9. DISCLAIMER. This instruction is not a substitute for applicable legal requirements, nor is it itself a rule. It is intended to provide operational direction for Coast Guard personnel and is not intended nor does it impose legally-binding requirements on any party outside the Coast Guard.
10. RECORDS MANAGEMENT CONSIDERATIONS. All data and documents created for Coast Guard use and delivered to, or falling under the legal control of the Coast Guard are Federal records. Ensure that all records created as a result of processes described in this directive are maintained and disposed of in accordance with the Coast Guard Information and Life Cycle Management Manual, COMDTINST M5212.12 (series).
11. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. This directive will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from general policies in this Manual must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), Council on Environmental Policy NEPA regulations at 40 CFR Parts 1500-1508, DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates.
12. FORMS AVAILABILITY. All forms required by this instruction may be ordered from the Auxiliary National Supply Center.

*Victoria J. Taylor-Davies, LCDR*  
V.L.TAYLOR -DAVIES  
Lieutenant Commander, U.S. Coast Guard  
Fifth Coast Guard District Northern Region  
Director of Auxiliary

*03 JUN 2021*

**Significant changes to the D5NR Policy Manual made in this revision:**

**Chapter 1 – Organization**

1. Updated per MMS-PR-AUX(D5NR 16791)-A-02
2. Updated Division 19, 20, and 21 Boundaries

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## CHAPTER 1

### ORGANIZATION

- A. General. The Auxiliary Manual identifies those components of the Coast Guard that have a part in the administration of the Auxiliary and the responsibilities of each. It describes the organization of the Auxiliary in general terms and it defines the concepts of chain of leadership and management, chain of communications, and parallel staffing as they apply to the functioning of the Auxiliary as an organization. The Auxiliary Manual provides further definition of Auxiliary administrative levels and the purpose and responsibilities of elected and staff officers. This Policy Manual will primarily address the differences associated with District Five Northern Region (D5NR). Of particular note is the relationship with a single Sector (USCG Sector Delaware Bay) which allows for more direct relationships with the Operational Commander for the entire region. Most other Auxiliary Districts throughout the nation have several Sectors in the Area of Responsibility (AOR) which requires different organizational management and structure.
- B. Fifth District Active Duty Coast Guard Organization.
1. District Commander. The District Commander is the senior Coast Guard officer in the Fifth Coast Guard District, located at the Fifth Coast Guard District Office in Portsmouth, Virginia. The District Commander is responsible for the administration and general direction of District units. Within the District, the District Commander is responsible for carrying out the functions and duties of the Coast Guard and for assuring that these duties are performed efficiently, safely and economically.
  2. Chief of Staff. The Chief of Staff is the second in command below the District Commander. The Chief of Staff is responsible for advising and assisting the District Commander in the general administration of the District and acting as District Commander in that officer's absence. The Chief of Staff directs and supervises the District Commander's staff. Two such components coordinate the operational activities of the District, and thus are most directly related to Auxiliary activities. They are the Response Division and the Prevention Division. The Auxiliary branch falls under the direction of the Prevention Division.
    - a. Response Division. The Response Division focuses on command and control of the District's operational assets to accomplish incident response, crisis management, and security enforcement.
    - b. Prevention Division. The Prevention Division is focused on protecting the public, our ports, the environment and U. S. economic interests through the prevention and mitigation of maritime incidents. The Prevention Division is comprised of four branches: Inspections and Investigations, Waterways Management including aids to navigation, Bridges, and Coast Guard Auxiliary (Northern and Southern Region). All

branches focus on the prevention of deaths, injuries and property damage associated with maritime transportation, fishing, and recreational boating.

3. Director of Auxiliary (DIRAUX). The Director of Auxiliary (dpa-n), working together with the Auxiliary District Commodore (DCO), the Auxiliary, Coast Guard Area and District Staffs, Coast Guard Operations and Administrative Commands, Auxiliary Board and Staff, is responsible for administering, coordinating, facilitating, supporting, advocating, advancing, arbitrating, and executing Auxiliary programs within the district. The Director serves as the adviser to the District Commander on all Auxiliary matters and is the District Commander's direct representative. The Director receives program policy direction from the Chief Director of the Auxiliary (CHDIRAUX) located at Coast Guard Headquarters in Washington, DC.
4. Operations Training Officer (OTO). The OTO, in addition to their regularly assigned duties described below, shall serve as the Assistant Director of Auxiliary ensuring program policy compliance throughout the Area of Responsibility (AOR). The OTO serves as an advisor to the Sector Commander, staff, and subordinate Sector units on Auxiliary operations and resources and acts as a liaison between active duty Coast Guard and Auxiliary members. The OTO manages the Qualification Examiner (QE) program, by approving recommended examiners, and providing oversight for training, and certifying Auxiliarists who will carry out the Boat Crew Qualification program. The OTO shall also serve as the Auxiliary Patrol Order Management System (AOMS) administrator, the Team Coordination Training (TCT) facilitator manager, Auxiliary Damage Claims processor and overall coordinator for Auxiliary operational training and/or resources.
5. District Sectors and Field Units.
  - a. Operational Commander (OPCOM). Commander, CG Sector Delaware Bay (SDB) is the Operational Commander (OPCOM) and Order Issuing Authority (OIA) for all CG Auxiliary members in District Five Northern Region (D5NR) under surface Patrol Orders for all operational and training missions. The OPCOM and OIA for all D5NR Auxiliary Air missions is Commanding Officer, CG Air Station Atlantic City.
  - b. Commander SDB has further delegated surface OPCOM responsibilities to those Station Commanding Officers (CO) and Officers in Charge (OIC) for Auxiliary Patrols in their respective areas of responsibility.
  - c. For Operations, all Divisions and Flotillas report to their respective Stations or Sector Staff Personnel.
  - d. For missions outside of normal operations (i.e. Sector-wide initiatives), SDB Branch Chiefs/Department Heads may work directly with the Auxiliary Sector Coordinator (ASC) or Auxiliary District Directorate Staff Officer (DSO) (Prevention, Response,

Logistics) to implement Coast Guard initiatives/priorities/programs. SDB will work in concert with DIRAUX and the DCO on these initiatives.

- e. Flotillas may provide support to any Fifth District Coast Guard unit (i.e. D5 South Region) with prior permission from the DCO (or designee).
6. Coast Guard Air Stations. CG Air Station Atlantic City is a District Unit providing support to Sectors Delaware Bay, Sector Baltimore-National Capital Region, and Coast Guard Headquarters for the National Capitol Air Space Region Protection Program (NCR).

C. Fifth District, Northern Region (D5NR) Auxiliary Organization.

1. DIRAUX. The Director's Office consists of an Active Duty CG Commander (Director), Warrant Boatswain (CWO) / Operations Training Officer (OTO), GS Administrative Specialist, Yeoman and Storekeeper. The DIRAUX works directly with the Auxiliary District Commodore (DCO) and their staff to build support for and implement Auxiliary programs.
2. AUXILIARY Leadership and Staff. District Commodore (DCO), District Chief of Staff (DCOS) and Staff (See AUXMAN).
3. Staff Directorate Chiefs. As outlined in the AUXMAN 4.G.13.a Optional Staff Structure, District Directorate Chiefs (DDC) of Response, Prevention and Logistics are counterparts to the corresponding Department Heads/Directorate Chiefs at SDB. The DDCs will provide reports to the DCO through the DCOS as directed, and will include the state of readiness and effectiveness of D5NR capabilities to provide the support required by the various CG commands throughout the district. The DDCs also coordinate efforts of the DSO's to maximize the effectiveness of all programs. DDCs report to the DCOS. DDCs are responsible for communications both up and down the chain of leadership and management with all of their National, Division and Flotilla counterparts. DDCs will also develop and implement, with EXCOM's approval, program changes and enhancements necessary to support the efforts of D5NR members as well as to increase support for the Coast Guard.
  - a. District Directorate Chief of Response (DDC-R). The DDC-R is a direct counterpart to the SDB Chief of Response. The DDC-R shall be responsible for the oversight of the District Staff Officer – Aviation (DSO-AV), District Staff Officer – Communications (DSO-CM), District Staff Officer – Operations (DSO-OP), and SARDET Coordinators.
  - b. District Directorate Chief of Prevention (DDC-P). The DDC-P is a direct counterpart to the SDB Chief of Prevention. The DDC-P shall be responsible for the oversight of the District Staff Officer-Marine Safety (DSO-MS), District Staff Officer-Member Training (DSO-MT), District Staff Officer-Navigation Systems (DSO-NS), District Staff Officer-Public Affairs (DSO-PA), District Staff Officer-Public Education (DSO-PE), District Staff Officer-RBS Participating Visitor (DSO-PV), District Staff Officer-State



Leg/Liaisons (DSO-SL/LL) and District Staff Officer-Vessel Safety Check (DSO-VE).

- c. District Directorate Chief of Logistics (DDC-L). The DDC-L is a direct counterpart to the SDB Chief of Logistics. The DDC-L shall be responsible for the oversight of the District Staff Officer-Communication Services (DSO-CS), District Staff Officer-Food Services (DSO-FS); District Staff Officer-Personnel Services (DSO-HR), District Staff Officer-Information Services (DSO-IS), District Staff Officer-Materials (DSO-MA), District Staff Officer-Publications (DSO-PB), and District Staff Officer-Secretary Recorder (DSO-SR).
4. District Planner (D-PL). The District Planner shall report directly to the DCO and is responsible for short and long range planning as requested by EXCOM. The D-PL shall be responsible for maintaining the District Contingency Emergency Response Plan (ERP) (see MMS-PR-AUX (D5NR 16791)-A-CHAPTER 14-(series)). The D-PL will review, approve, and maintain copies of Flotilla and Division ERPs when submitted.
5. District Flight Safety Officer (D-FSO). The D-FSO shall report directly to the DCO on matters related to Flight Safety (working closely with the DSO-AV), and will perform the functions outlined in this manual.
6. District Staff Officers (DSO). DSOs are responsible for communications both up and down the chain of leadership and management with all of their National, Division and Flotilla counterparts. While it is intended that communications from the DSOs will go through DDCs to the DCOS, direct communications may be necessary from time to time. In these instances, the District Chiefs will be informed as soon as reasonably possible.
  - a. The DDC-P will develop and implement program changes and enhancements necessary to support the Recreational Boating Safety (RBS) and Maritime Domain Awareness (MDA) efforts of D5NR members as well as to increase support for the Coast Guard.
  - b. The DCO is not authorized to create a new DSO position. When Auxiliarists need to be identified to manage a special task or project, their appointment should be as either Special Projects Officers (SPO) or as part of a committee appointment
  - c. DSO-FN. The DSO Finance Officer (FN) shall exercise day to day control of the District financial obligations. The DSO-FN will report directly to the DCO and will perform the functions outlined in the Auxiliary Manual and District Standing Rules.
  - d. DSO-LP. The DSO Legal Officer (LP) shall report directly to the DCO and will perform the functions outlined in the Auxiliary Manual and District Standing Rules.
7. District Captains (DCAPT). The D5NR Auxiliary organization is divided into three Areas: Eastern, Central, and Western regions. Each DCAPT is responsible for the administration of the Auxiliary and Auxiliary activities within their respective area. D5NR boundaries at the

end of this document describe the geographic boundaries of each Division in D5NR. Division assignments by area include:

- a. Eastern Area – Divisions 7, 8, 16, 18.
  - b. Central Area – Divisions 1, 4, 12, 17.
  - c. Western Area – Divisions 15, 19, 20, 21.
8. Committees may be established as directed by the DCO for the purpose of specific needs, ad hoc assignments, special projects, and to provide advice and counseling. All such committees and their Chairperson shall be formed and can be disestablished by the DCO. The Chairperson of committee, their members, and the chairperson of the committee shall be appointed by and can be disestablished by the DCO. The chairperson of committees will report directly to the DCO or the EXCOM Board as directed by the DCO. Funds previously approved in the District budget for associated purposes may be used for expenses incurred by such committees with prior approval from the DCO. When there are no previously identified funds in the budget and anticipated expenditures exceed the DCO discretionary approval limits, funds for designated committees must be approved by the Board prior to expenditure.

D. Chain of Leadership and Management (COLM).

1. The Auxiliary Manual delineates paths, responsibilities and expectations of the chain of leadership and management within Auxiliary District organizations. Two key concepts merit additional discussion, however:
  - a. Endorsements. When requests, ideas, letters or other correspondence are forwarded through the COLM (e.g., member to FC, and in-turn to DCDR, DCAPT, DCOS, and DCO), each link in the chain shall endorse the issue at hand with their thoughts or recommendation, instead of simply forwarding it along without comment. In general, issues that are positively endorsed along the chain have a far greater chance of approval than those that are not. Auxiliary leaders at all levels have an obligation to carefully consider all such situations; and to weigh in with an honest opinion, whether in the member's favor or not. Note: Replies back down the chain shall inform all links in the COLM along the way as well (e.g., an answer from DIRAUX or the DCO to a member shall inform the applicable chain of L&M).
  - b. Failures. While violations of the chain of leadership and management will not be tolerated; deviations may be necessary on very rare occasions. If a link in the chain of leadership and management breaks (e.g., no action or response by an FC or DCDR), it may be permissible for the impacted person to go over or around the broken link to the next higher level (e.g., an FC may be forced to by-pass the DCDR and go to the DCAPT for action), provided that the broken link is kept informed as this step is taken and (this

is very important) that a reasonable period of time and notification has occurred. Being told “No” to a request is not a viable reason to circumvent the chain of leadership and management; and sometimes, the answer will be “no.” Note: Taking Fifth Northern issues outside of Fifth Northern without going thru the COLM to include the DCO and/or Director is neither permissible nor professional, and will not be tolerated. Examples of such behavior includes letters directly to national Auxiliary leadership (e.g., NACO), the Chief Director of Auxiliary, members of Congress, etc. Use the chain of leadership and management as intended; it works!

2. There are a few circumstances within Auxiliary District organizations that lend themselves to additional clarification. Within D5NR, those circumstances shall be dealt with as follows:

a. DCAPT. Under circumstances that are characterized by the temporary physical absence of a DCAPT, but which fall short of requiring a new or interim election for their wholesale replacement (i.e., DCAPT out of the region for vacation), the senior DCDR (i.e., the DCDR within the DCAPT’s Area who has the most time in Auxiliary service) shall assume overall responsibility for reporting on, monitoring and processing the overall administration of the Area until the DCAPT has returned. Normally, this shall be arranged and communicated in advance by the DCAPT. In unusual circumstances where it may be necessary for the senior DCDR to assume the responsibilities of DCAPT “on the spot” (e.g., the DCAPT is incapacitated and/or not reachable by phone or e-mail), the DCO and senior DCDR will confer with each other and then consult with the other DCDRs and DIRAUX to ensure that all parties concerned are aware of decisions made and that guidance is communicated.

b. DSO-FN. The DSO-FN - is the only- District Staff office that does not have a specified Assistant District Staff Officer (ADSO). Under circumstances that are characterized by the temporary physical absence of the DSO-FN but which fall short of requiring appointment of a new replacement (e.g., the DSO-FN is out of the region for vacation), the DCOS shall assume overall responsibility for reporting on, monitoring and processing the overall financial administration of the region until the DSO-FN has returned.

E. DIRAUX Customer Service Standards. DIRAUX has established customer service standards for all member processes. These standards set basic timeframes for the processing of administrative tasks and are published here to align expectations:

1. The standard for processing most routine paperwork is 2 weeks (This applies for advancements, qualifications, facility certifications, training requests, transfers, travel claims, and testing). This standard is necessary to allow proper focus on key processes and tasks throughout the year. For incomplete or incorrect submissions, the 2 week time frame starts over (e.g., if something has to be sent back for correction or for more information).

2. Orders will be processed from 2-4 weeks prior to the event for which they are needed.

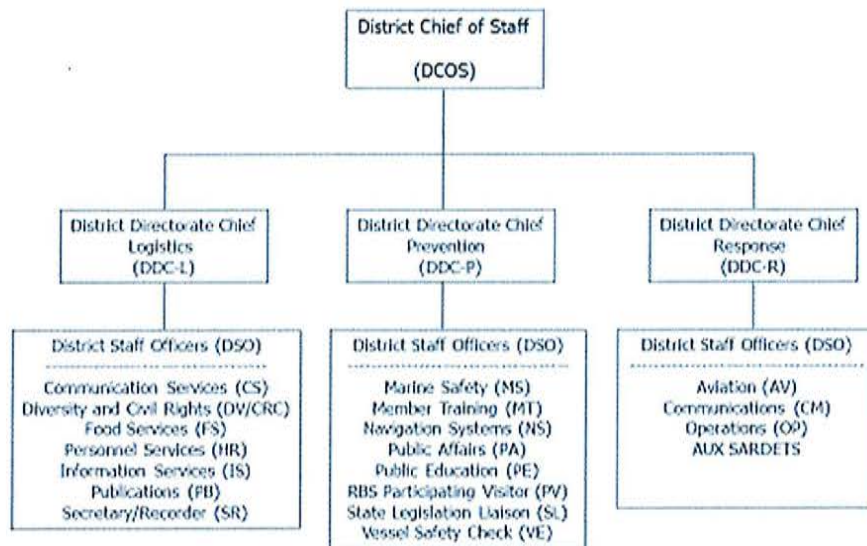
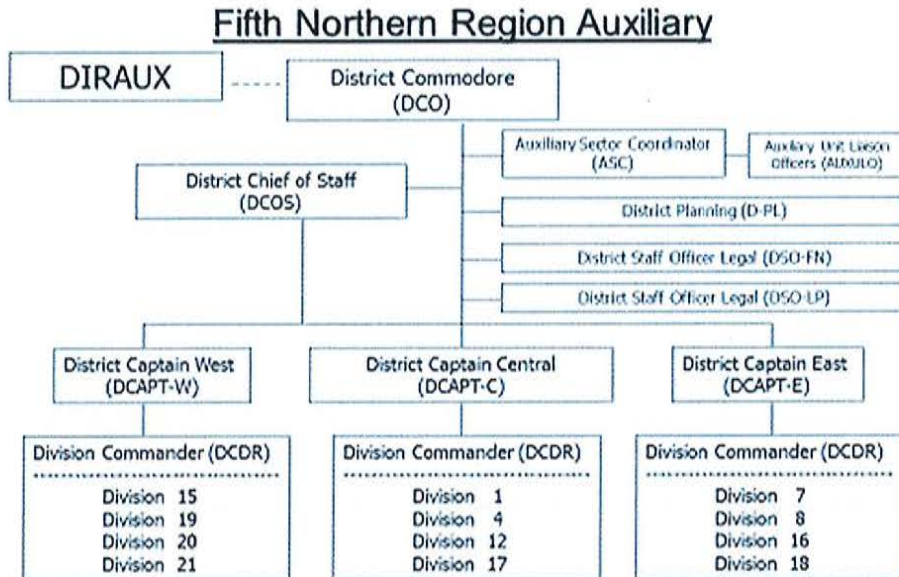
3. Travel claims, which are due within 3 days of completion of travel, will be processed upon receipt.
4. ID cards are lower in priority than the items mentioned above. See Chapter 2 for detailed guidance on ID cards (in particular, what needs to be submitted, how it should be submitted, and when it should be submitted).
5. Awards may take up to 3 months to process, depending on the level of award and quality of initial submission. Personal Service Awards that are sent to D5 for the District Commander for signature must be received by the D5 District Commander 60 days prior to presentation.
6. Disenrollments and retirements may take up to 2 months to process completely. Note: End of the year disenrollments and retirements will be processed for dues purposes by 31 December so that flotillas are not billed for those members in the following year. See Chapter 2 for deadlines to DIRAUX.
7. Enrollments are reviewed within 1-2 days of receipt for content completion and submitted to the CG Security Team for a basic background check. Upon a favorable determination, usually within one day, the applicant is processed into the AUXDATA system. The key to expediting member enrollments is initial submission of accurate and complete paperwork. Use of the latest Fifth Northern Enrollment Checklist and Enrollment Guideline (available on the D5NR web site) is essential. Members in AP status will be moved to IQ/BQ status and their ID card forwarded to the Flotilla Commander upon completion of the required Core Training courses and Basic Qualification II series courses.

F. DIRAUX Efficiency. DIRAUX efficiency is adversely impacted by:

1. Incomplete or improper submission of forms, paperwork, etc., both initially and in subsequent attempts (including incomplete or insufficient AUXDATA entries). All efforts to submit accurate, complete, reliable, and timely data will go a long way toward improving DIRAUX efficiency.
2. Failure to properly follow the chain of leadership and management, especially with respect to problem resolution (e.g., multiple inquiries via multiple channels, including issues that can and should be resolved by local Auxiliary leadership without ever reaching DIRAUX).
3. The DIRAUX email service is in place to better accommodate and more effectively respond to all inquiries from the Auxiliary leadership. In addition, it serves as a daily log of all correspondence and document submission. Please review MMS-PR-AUX(D5NR 16791)-A-CHAPTER 02-(series) for electronic submissions guidelines to the following email: [D05-SMB-NRDIRAUX@USCG.MIL](mailto:D05-SMB-NRDIRAUX@USCG.MIL)

G. Organizational Structure. Figure 1-1 references the organizational structure for regional DIRAUX leadership.

**Figure 1-1**



**Figure 1-2**

**DIRAUX STAFF RESPONSIBILITIES**

D5NR DIRAUX administrative duties are listed below. Appropriate Auxiliary leaders in the COLM should contact the designated point of contact to expedite inquiries.

**Director:**

- Coast Guard Awards
- Public Affairs / Auxiliary Policy

**Operations Training Officer (OTO):**

- Boat Crew Qualification Program (BCQP) / Operational Facilities
- Damage Claims
- C Schools / Training Requests
- Qualification Examiner (QE) Program
- Team Coordination Training (TCT)

**Administrative Specialist:**

- AUXDATA System
- Auxiliary Service Awards
- Injury Claims
- Personnel Security Investigations (PSI) Processing

**Storekeeper:**

- Finance
- Travel Claims
- Property / Supply
- Personal Protective Equipment (PPE)

**Yeoman:**

- Course Completions
- Enrollments/Disenrollments
- Retirements/Transfers
- Qualifications / Re-Certifications
- Orders / ID Cards

**ALWAYS USE THE CHAIN OF LEADERSHIP AND MANAGEMENT.**

## **D5NR UNIT BOUNDARIES**

Unit Boundaries. Flotillas do not have defined boundaries. While District and Division boundaries are defined, they should not be considered inflexible barriers. It is expected that activities will be coordinated by Auxiliary units in a given area in a cooperative and courteous manner. District boundaries are defined in the Auxiliary Manual. Division boundaries are:

Division 1: Delaware – Located in northern Delaware and comprised of the County of New Castle.

Division 4: Pennsylvania – Part of the City of Philadelphia, south of the Schuylkill River in Montgomery County, West Philadelphia and all of Delaware and Chester Counties.

Division 7: New Jersey – Central eastern coast area. North boundary is latitude 39-57N due west to Burlington and Ocean County line, then south to Route 70, west along Route 70 to Route 206, then south to Atlantic County line to Atlantic Ocean.

Division 8: New Jersey – Southern New Jersey consisting of Atlantic and Cape May Counties in their entirety and Southwestern New Jersey including Cumberland, Salem and Gloucester Counties.

Division 12: Delaware – Located in southern Delaware and comprised of Kent and Sussex Counties in their entirety.

Division 15: Pennsylvania – Located in Northern Pennsylvania, the eastern border shall be the State border commencing at the northeast corner of the State and running down to Interstate 80; the southern border shall run west along Interstate 80 to the Luzerne County eastern border thence along the county's southern border to its western edge thence back north to Interstate 80 thence to the Susquehanna River, then southwest along the river to the West Branch of the river, then northwest along the branch to Interstate 80, then west along Interstate 80 to longitude 078-55W. The western boundary runs north along longitude 078-55W from the intersection of that meridian with Interstate 80 up to the New York-Pennsylvania border. The northern boundary shall be the New York-Pennsylvania border.

Division 16: New Jersey – Located on the North Jersey Shore, New Jersey along the coast. That portion of Ocean County from latitude 39-57N due west to the Burlington County line, then northwest along the Burlington County line to the Mercer County eastern border thence north along that border to latitude 40-18N thence due east to the Atlantic Ocean.

Division 17: Pennsylvania & New Jersey – The eastern boundary shall commence at the intersection of Interstate 80 and the eastern border of Clinton County and run southwest along the eastern borders of Centre, Mifflin, Juniata, Huntingdon, and Bedford Counties. The remainder of the Division will encompass the counties of Snyder, Perry, Cumberland, Franklin, Fulton, Dauphin, Northumberland, Schuylkill and Susquehanna and those portions of Montour,

Columbia and Union counties south of a line along Interstate 80 to the Susquehanna River, then southwest along the river to the West Branch of the Susquehanna River, then northwest along the river to Interstate 80 and then West along Interstate 80. It is also comprised of the northern portion of York County starting in the town of York Haven then proceeding northwest along State Route 382 until it intersects with State Route 114, then west to the town of Lisburn, then northeast along the county line to the Susquehanna River.

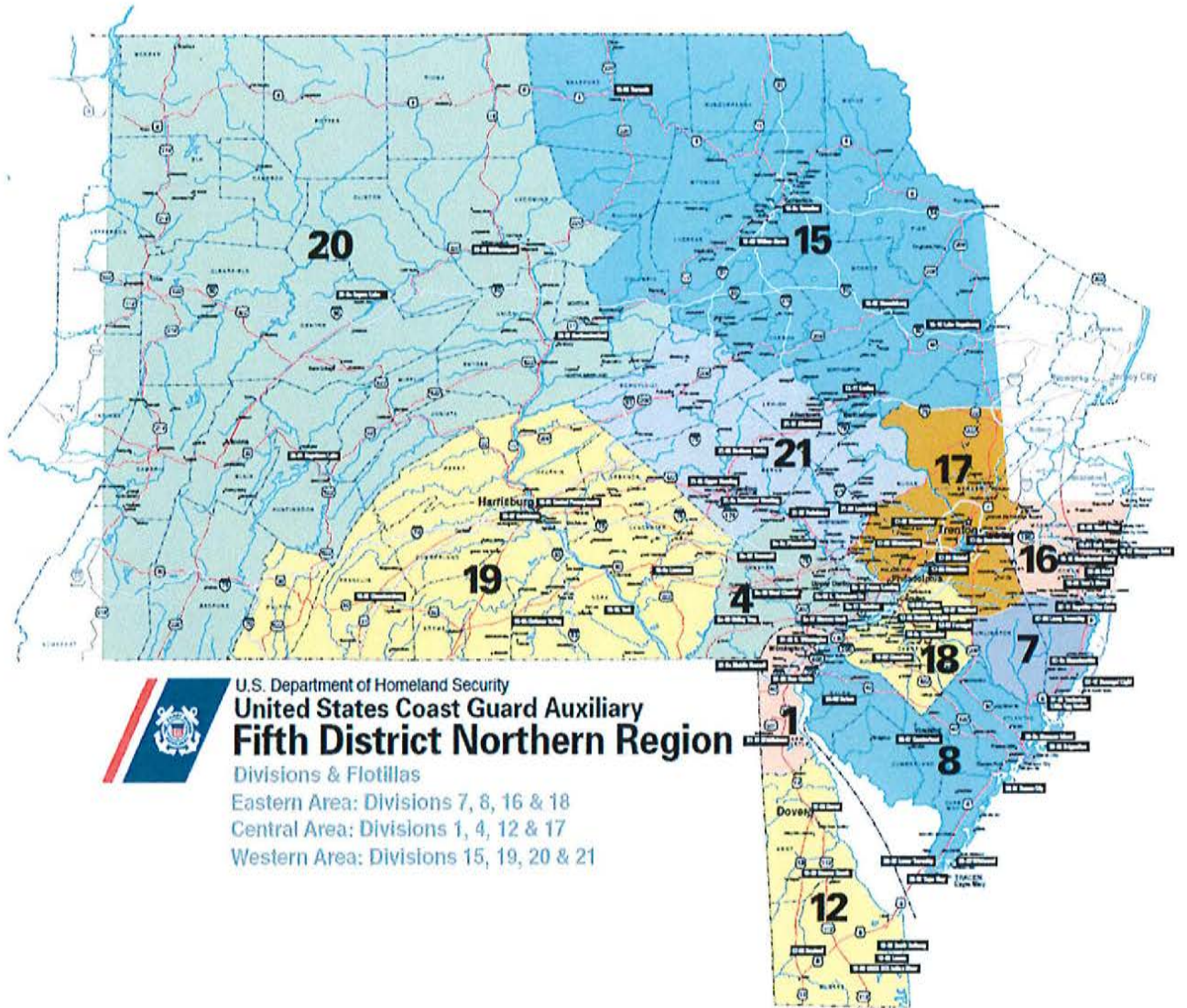
Division 18: New Jersey – Western New Jersey area comprised of Camden County plus the area of Burlington County west of Route 206 and south of Rancocas Creek west to the Delaware River.

Division 19: Pennsylvania – Located in southern Pennsylvania and comprised of Adams, Lancaster, Lebanon, Dauphin, and Cumberland Counties in their entirety and York County.

Division 20: Pennsylvania – The eastern boundary shall commence at the intersection of Interstate 80 and the eastern border of Clinton County and run southwest along the eastern borders of Centre, Mifflin, Juniata, Huntingdon, and Bedford Counties. The remainder of the Division will encompass the counties of Snyder, Perry, Franklin, Fulton, Northumberland, Schuylkill and Susquehanna and those portions of Montour, Columbia and Union counties south of a line along Interstate 80 to the Susquehanna River, then southwest along the river to the West Branch of the Susquehanna River, then northwest along the river to Interstate 80 and then West along Interstate 80. It is also comprised of the northern portion of York County starting in the town of York Haven then proceeding northwest along State Route 382 until it intersects with State Route 114, then west to the town of Lisburn, then northeast along the county line to the Susquehanna River.

Division 21: Pennsylvania - Located in eastern Pennsylvania and comprised of the following counties: Berks, Lehigh and Northampton, those portions of Carbon and Monroe counties south of Interstate 80 and those portions of Montgomery and Bucks Counties north of U. S. Route 202.





An interactive version of this D5NR Map is available at <https://5nr.org/who-we-are/>