

# NOR'EASTER

MAINE | NEW HAMPSHIRE | MASSACHUSETTS | RHODE ISLAND



## EMERGENCY MANAGEMENT (EM) EDITION

DCO & DCOS MESSAGE .....	2
BRINGING ORDER TO CHAOS .....	3
AUX LIVES MATTER .....	5
PORT-POURRI : For Your EMformation .....	7
DINR AUXAIR HURRICANE RESPONSE.....	8
JOINED AT THE SHIP .....	10
INCIDENT COMMAND EXERCISE .....	12
EM FOR EVERYONE! .....	14



COVER ART BY  
AUXILIARIST  
JAMES MAXNER



Commodore John Hume



Chief of Staff Glen Gayton

In this special Emergency Management (EM) edition of the Nor'easter you will find a captivating variety of experiences, perspectives, and useful information regarding the Coast Guard Auxiliary in our second decade of the 21st century. These include guidance on how to obtain the necessary skills and qualifications to become an integral part of the Coast Guard's response to major incidents, an account of why it is SO important for each of us to participate in Emergency Notification Calls, and more. While Recreational Boating Safety (RBS) remains the primary mission of the Auxiliary, the parallel needs of the U.S. Coast Guard in today's evolving societal landscape are many and diverse.

## A MESSAGE FROM YOUR **DISTRICT COMMODORE & CHIEF OF STAFF**

Emergency Management (EM) is preeminent among those parallel needs, and is a mission set in which Auxiliary members are especially qualified to excel. Although many EM assignments available to Auxiliarists rely heavily on relationships with state and local partners and regional knowledge for deployments in a member's own respective Area of Responsibility, the overall skills and training that a member acquires to become qualified are relevant and transferable to any Incident Command deployment across the country.

If you would like to learn more and/or join the Auxiliary Emergency Management team to make a significant contribution to your community and your nation, please be sure to read this issue in its entirety, and reach-out to your ADSO-EM!

# BRINGING ORDER TO CHAOS

## EMERGENCY MANAGEMENT IN THE USCG AUXILIARY

**Jack I. London, ADSO-EM, SBOS**



**A**uxiliarists bring a unique continuity to the Emergency Management mission. Whereas Active Duty and Reservists often rotate out-and-in every three years, "we" typically remain in place! Our local knowledge and community connections can therefore be invaluable to incoming Active Duty or Reserve leaders, helping to provide continuity for smooth transitions.

As part of a surge staffing model across the total U.S. Coast Guard workforce, District 1NR has a current need for Auxiliarists to support and assist the USCG as members of the Auxiliary Emergency Management (EM) mission.

Our mission involves administering the four phases of Emergency Management — mitigation, preparedness, response and recovery — with respect to both natural and manmade disasters. We welcome members with existing experience as well as those willing to train to, and serve at a level where they are deployable on short notice, to support response efforts as frequently and comprehensively as possible.

A robust and active roster of Auxiliarists who are qualified in a variety of areas will enable us to meet our mission goals without putting an onerous burden upon a small number of members. A full Auxiliary complement will provide the Active Duty with much-needed relief, as well as allow them to be redeployed to assignments where they may be better utilized.

As current Auxiliary members, each of us has already been provided with a basic and informative introduction to the two command systems used by the Coast Guard, having completed Incident Command courses ICS-100 and ICS-700.

*Continued...*

The next two courses one should complete if interested in serving in Emergency Management are ICS-200 and ICS-800, both of which can easily be accomplished online via the FEMA Training website:

<https://training.fema.gov/is/courseoverview.aspx?code=IS-200.c&lang=en>

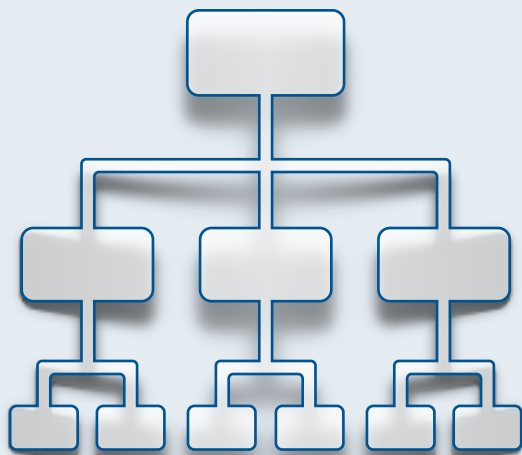
<https://training.fema.gov/is/courseoverview.aspx?code=IS-800.d&lang=en>

In order to be deployable for assisting in disasters, it's necessary to obtain qualifications and demonstrate knowledge. The more qualified we are, the more we can assist! The initial qualification to obtain is the ICS Activation and Deployment PQS (Personal Qualification Standard), which is required for all EM roles.

After that, you should obtain the ICSSTAFF PQS, regardless of what area of EM interests you. Once you've achieved these general qualifications, you can choose from among five career paths: Command Staff, Planning, Operations, Logistics and Finance, each of which requires one or two additional PQSs. Note however that there is no need to limit yourself to one path if you desire to attain a broad level of expertise! Please visit the EM Career Path section of the Emergency Management and Disaster Response (Q-Directorate) website for more specific and detailed information:

<https://wow.uscgaux.info/content.php?unit=Q-DEPT&category=ics-training-qual>

Highly motivated Auxiliarists interested in the Emergency Management mission can consider pursuing the Emergency Management Specialist (EMS) qualification, and, ultimately, the Coast Guard Emergency Management Credential (CGEMC).



**Please reach-out to your respective  
ADSO-EM with questions or to  
express interest in helping the USCG  
and your community in times of crisis  
by...**

**BRINGING ORDER  
TO CHAOS**



# AUX LIVES MATTER

## THE IMPORTANCE OF RESPONDING TO AUXILIARY NOTIFICATION SYSTEM MESSAGES

DAVID CABRAL, ADSO-EM, SENE

Northern New England was hit by Hurricane Lee in the fall of 2023. Fortunately, it wasn't as severe as it could have been, given the severity of hurricanes that have hit our region in the past. It did, however, provide our District with an opportunity to test the Auxiliary Everbridge Notification System.

Every Auxiliarist in the District received an Everbridge Auxiliary Notification System message from Commodore Hume with an instructional request to acknowledge receipt of the message. This system is used to alert all District Auxiliarists of the potential for disaster. More importantly, it's the means by which leadership accounts for the safety of each and every Auxiliarist in our District, modeled upon a protocol and precedent set by the U.S. Coast Guard.

Our collective response to the Hurricane Lee notification was...extremely disappointing. As members of the Auxiliary we are part of the USCG and thus share a number of their responsibilities, and must parallel their practices. Active Duty, Reserves, and Civilian employees of the USCG are all included on a unit Alert Roster which is exercised regularly in preparation for emergencies. It's initially activated to warn assigned personnel of a potential emergency so that they can prepare to stay safe. After the danger has passed, it's activated again, to ensure that *each and every* member is indeed safe and not in need of assistance---in order to account for the well-being of *all* personnel. Although many of us receive a variety of general communications via the Everbridge System, its primary use is for member accountability post-incident (<https://www.uscgaux.info/content.php?unit=Q-DEPT&category=everbridge>).

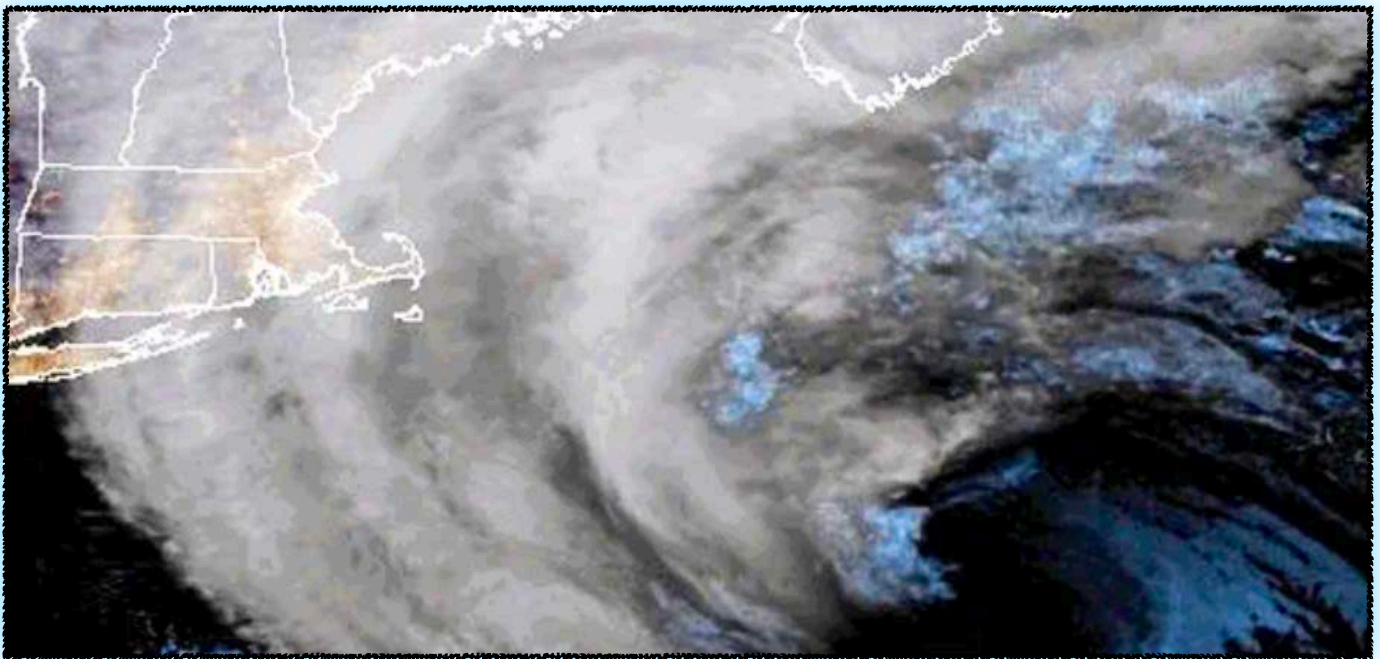
I personally experienced the importance of a notification / accountability system on March 11, 2011, when I was Director, Pacific Liaison Detachment, in Tokyo Japan. I was leading a 30-person unit when a major earthquake triggered the tsunami that impacted the Fukushima Nuclear Facility. While Tokyo was not as severely affected as the Sendai area, it did sustain widespread damage, including our office building. After evacuating the building and assembling at the designated area, our key responsibility was to account for all assigned personnel and their families. We then discovered that three members of our detachment were unaccounted for, and that one had been transported to a local emergency room with a broken leg.

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Meanwhile, local headquarters, located an hour away, expected an immediate status report. Further up the Chain of Command, a status report was required after four hours. I reported three members missing and was instructed to report-in every hour until I had 100 percent of all personnel accounted for.

Several hours after the earthquake, we finally found our missing personnel; they had run home to check on their families without letting anyone know. Our status reports went to my immediate headquarters, and thereafter all the way up to the U.S. Army Japan Headquarters. Worried personnel at headquarters felt relieved, as the longer it had taken for us to achieve full accountability, the more concerned the Chain of Command had become.

**This is why it is important to respond, and respond promptly, to the Auxiliary Notification System -- regardless of conditions in YOUR immediate community** (local impacts can vary greatly, given our District's sizable geography). After a disaster occurs, the Auxiliary Chain of Leadership and Management (COLM) must account for *all* Auxiliary members in the District, and must also be able to assess how, and which, Auxiliary resources can be used to assist the USCG in recovery operations.



#### HISTORIC HURRICANES IN NEW ENGLAND AND THEIR IMPACTS

In September 1938, a C-3 hit Massachusetts, causing 564 deaths and extensive damage. In August 1954, Hurricane Carol left extensive damage in Massachusetts and Connecticut. Hurricane Edna hit Maine a few days later in September, causing \$40 million in damage. In 1955, Hurricanes Connie and Diane, both C-2 hurricanes, caused \$110 million dollars in damage to Connecticut, Rhode Island and Massachusetts. In 1985, Hurricane Gloria caused over \$900 million in damage. In 1991, Hurricane Bob hit southeast Massachusetts and continued all the way up to the Gulf of Maine, leaving over \$2.5 billion in damage in its wake. And in August of 2011, Tropical Storm Irene (downgraded by the time it reached New England) was responsible for nine deaths and devastating damage to roads and homes in our region. Information Source: Wikipedia

PHOTO : NOAA

# PORT-POURRI

## FOR YOUR EMFORMATION

### WHAT DEFINES AN "EMERGENCY"?

An unexpected event which places life and/or property in danger and requires an immediate response through the use of routine community resources and procedures.

[training.fema.gov](https://training.fema.gov)



### PHIL PHONE HERE!

I'M CALLING ABOUT THE USCG AUXILIARY  
PHONE TREE SYSTEM!



### REMEMBER!

WHEN YOUR PHONE RINGS BE SURE TO ANSWER IT!  
I MIGHT BE CALLING WITH AN IMPORTANT MESSAGE  
FROM THE U.S. COAST GUARD AUXILIARY PHONE TREE.  
THANKS FOR LISTENING!

James Maxner 2024

### WHAT DEFINES A "DISASTER"?

An event in which a community undergoes severe danger and incurs, or is threatened to incur, such losses to persons and/or property that the resources available within the community are severely taxed.

[training.fema.gov](https://training.fema.gov)

Painting and cartoon on this page by Auxiliarist James Maxner



# DINR AUXAIR HURRICANE RESPONSE

**DON TYLER, AUXAIR, SECTOR NORTHERN NEW ENGLAND**

Hurricane Lee departed northern Maine on 16 September 2023, but not before wrenching the *MV Eden Star* free of its mooring and subsequently grounding it near the College of the Atlantic in Bar Harbor. The 70-foot tour boat, capable of carrying up to 128 passengers, grounded at the high-tide mark and suffered a breached hull and complete voiding of its fuel tanks containing 1800 gallons of diesel. Fast actions by the owners of the *Eden Star* and first responders minimized the impacts, but aerial views were needed to determine the amount of off-shore oil that may still have been present.



**L-R: GARY HOVER, DON TYLER, DAN VAN HISE**

Coincidentally, a routine Air Patrol was scheduled the following morning, 17 September 2023, for a Maritime Observation Mission of New Hampshire and southern Maine. Incident Command recognized the opportunity to task the patrol with continuing north to Bar Harbor to observe and photograph the *Eden Star* and surrounding waters.

The tasking was communicated by Air Station Cape Cod to the AUXAIR crew prior to the start of the patrol. Don Tyler, as aircraft commander, departed his home base of Manchester, N.H. to meet with Daniel Van Hise, serving as co-pilot, and Gary Hover, as observer, at Portsmouth, N.H.. After refueling and a pre-flight briefing to review the risks and benefits of the patrol, the crew departed for the first waypoint of the routine scheduled patrol — Hampton Harbor, N.H. — continuing along the coastline to Rockland, Maine. The aircraft was a 2023 Cirrus SR22T with full-airframe parachute, capable of remaining airborne for over six hours.

All members of the crew were trained and responsible for visual observations. Tyler piloted and maintained communication with air traffic control, Van Hise communicated with USCG Sector Northern New England and recorded all crew observations, while Hover sat in the middle of the

*continued*



rear three-person bench-seat, pivoting left and right to capture observations with a digital camera bearing a 250mm stabilized telephoto lens. Special attention was paid to potential storm damage. A bell house at Tenant's Harbor initially appeared to have been damaged by the storm, but closer observation determined that the debris surrounding the structure was related to ongoing construction. Empty marinas along the route showed evidence of preventive measures taken prior to the arrival of Hurricane Lee.

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With adequate fuel remaining, the flight continued directly to the *Eden Star* and made multiple passes around the grounded vessel and surrounding waters.



The photographs confirmed that the quick response to the spill, along with active seas from the storm, had left no visible traces of fuel in the water.

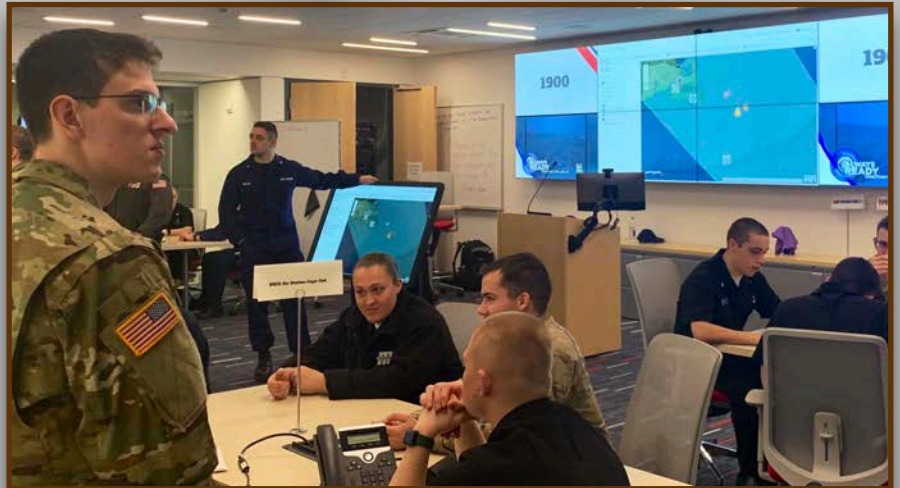
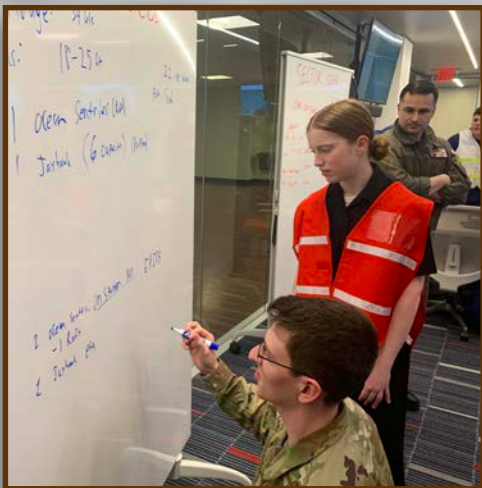
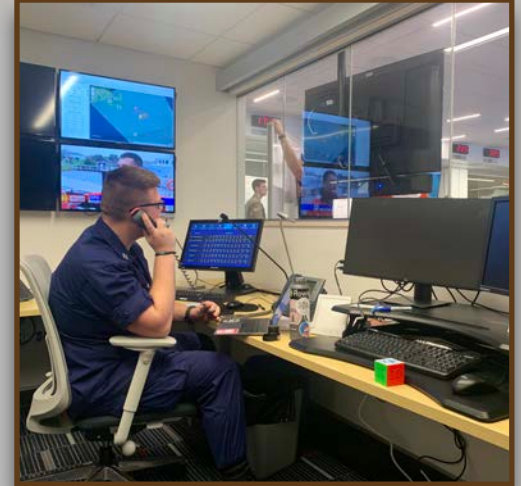
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According to Commander Frank Kulesa, Chief of Response for SNNE, the overflight was “tremendously successful in helping to ensure there was no further discharge coming from the grounded *Eden Star*.” He added that the photos provided by the crew were “...used in a quad slide brief up to District/LANT to summarize storm impacts and show the environmental threat from *Eden Star* was negated.”

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Top / Right: Empty marinas, Rockland Harbor, Maine  
Bottom / Left: Grounded *MV Eden Star*; no visible sheen in water

**PHOTOS SUBMITTED BY DON TYLER**



# JOINED AT THE SHIP

## AUP UNITS TEAM-UP FOR EMERGENCY MANAGEMENT SCENARIO

Auxiliarists from the Massachusetts Maritime Academy and Norwich University Auxiliary University Programs (AUP) units participated in a joint training exercise that took place at the Clean Waters Emergency Management Training Center on the campus of Massachusetts Maritime Academy in March of this year.

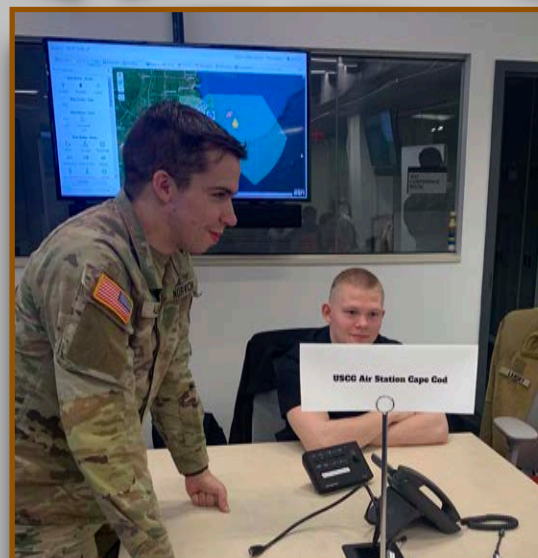
The exercise scenario was designed as an Emergency Management response to an oil tanker adrift and taking-on water southeast of Nantucket. It was developed by Massachusetts Maritime Academy AUP Unit Leader Mitchell Campbell, who is majoring in Emergency Management and has applied for a commission with the Coast Guard.

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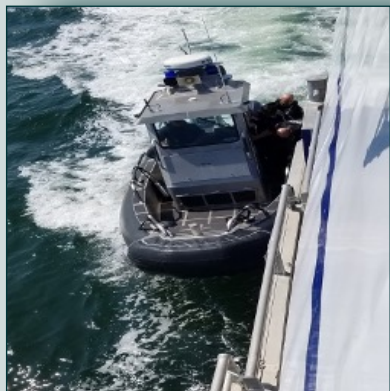
Unit Leader Mitchell ran the scenario from a control booth while AUP cadets from each school were formed into teams representing Coast Guard response units including Air Station Cape Cod, Sector Southeastern New England, Station Woods Hole and Station Brant Point. Unexpected events "occurred" throughout the training exercise, providing a real-world experience of how the Coast Guard might respond to such a situation.

The feedback following the exercise was outstanding. As many of the Massachusetts Maritime Academy AUP cadets are Emergency Management majors, they were able to share their educational knowledge with the Norwich University cadets, who were less familiar with these aspects of Coast Guard operations. It was a great learning opportunity for all concerned.



**Facts and photos contributed by Russ Gasdia, AUP Branch Chief -Development & Outreach**





Sector Southeast New England (SSENE) holds an annual Area Maritime Security Training and Exercise Program (AMSTEP) Full Scale Exercise in Newport, Rhode Island. The scenario for the summer of 2023 was "Active Shooter on the Block Island Ferry". The USCG, with the participation of various agencies, responded to the simulated active shooter incident on the ferry, allowing all agencies to plan effectively for response and recovery from large scale incidents.

The U.S. Cybersecurity and Infrastructure Security Agency, Federal Bureau of Investigation, Rhode Island Department of Environmental Management, Rhode Island State Police, Rhode Island Department of Health, the Police and Fire Departments of the cities and towns of Bristol, Jamestown,

## AUX SUPPORTS INCIDENT COMMAND EXERCISE

Narragansett, Newport, and North Kingston, along with the Newport Harbor Master, North Kingston Harbor Master, Portsmouth Police Department, Warwick Police Department, the Rhode Island Fast Ferry, and Salve Regina University all participated in this exercise.

**DAY 1:** 24 Auxiliarists from various flotillas in Rhode Island and Massachusetts, several of whom traveled as much as two hours to participate, provided direct support to Coast Guard. Three Facilities from Narragansett Bay West provided a safety-zone patrol around the ferry while the various organizations responded to the incident. 12 Auxiliarists served as role-players as passengers and victims on the ferry, while two Auxiliarists remained onshore to serve in administrative support roles.

CONTINUED-

Photos Above - Left and center : USCG and Law Enforcement responding to the incident  
Right: Auxiliary Facility "K.C." Photo by Christopher Lawrence, Flotilla 013-07-02

**DAY 2:** The Coast Guard held an Incident Command Post (ICP) Exercise at Salve Regina University using the active-shooter-on-the-ferry scenario from Day 1. Five Auxiliarists participated in this ICP exercise, respectively assigned to the Resources Section, Operations Section, Planning Section, Joint Information Center, and in the role of an Assistant Liaison Officer. Auxiliary members greatly appreciated the Active Duty providing them with the opportunity to support the exercise, and for treating them as full members of the USCG team.

In addition to those who provided direct support to the exercise, many AUX officers also provided critical indirect support, such as finding and coordinating volunteers to bring this exercise to fruition. D1NR Emergency Management (EM) staff, OPs staff, sector coordinators, as well as division and flotilla officers all contributed accordingly. Without their efforts, the exercise would not have been a success.



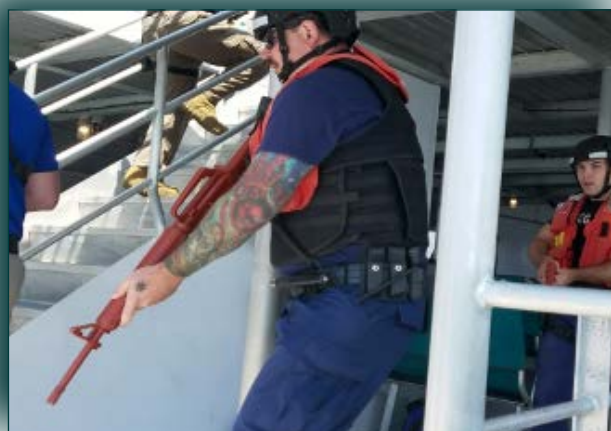
Participants at Post Exercise "Hot Wash"



L-R: Auxiliarists Peter Garland, David Cabral, Brian Smith, Greg Fowler and Kosta Lambros



Auxiliarist Don Grace playing the role of a victim



USCG Law Enforcement Response Team in action

Article and photos provided by David Cabral, ADSO-EM SENE

# EMbrace Everyone!

## Include People With Disabilities in Emergency Management Planning

### 14 Potential Points of Inequity in the Disaster Cycle

**Inclusive planning**  
Inclusion in emergency planning that directly affects people with access and functional needs

**Alerts and warnings**  
Pre-disaster alerts, warnings, and notifications



**Information**  
Culturally informed actionable information and instructions post once a disaster has occurred

**Evacuation/transportation**  
Evacuation and accessible transportation

**Emergency contact/S&R**  
Emergency contact before the disaster, search, and rescue

**Sheltering**  
Sheltering in the most integrated, accessible setting (emergency, intermediate, and long-term)

**Communication aids and assistive services**  
ASL interpreters, screen readers, 508-compliant web-based content

**Recovery/mitigation**  
Disaster recovery and mitigation investments for people and community facilities

**Medical care/health**  
Acute medical care, mental health services, health maintenance, and access to prescriptions support

**Power dependency**  
Power dependency (dialysis, oxygen, and prosthetic devices), personal care services, and service animals

**Special diets/drinking water**  
Dietary/culturally appropriate food needs, and potable water access

**Register for disaster services**  
Registration for disaster services, including FEMA and state/local/tribal/territorial emergency programs

**Housing**  
Temporary and permanent accessible housing

**Pre-disaster home/work/school life**  
Return to pre-disaster home, school, work, and community life






<https://training.fema.gov/is/courseoverview.aspx?code=is-368.a&lang=en>

<https://www.disasterassistance.gov/information/people-with-disabilities>



# D1NR LEADERSHIP

## U.S. COAST GUARD

District Commander: RADM Michael Platt  
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: Justin Wright  
District Captain SENE: Dennis Bunnell

## AREA SECTOR COORDINATORS

SNNE: Theodore Chatham  
SBOS: James Healy  
SSNE -W: Arnold Butziger  
SSNE- E: Jeffrey Thomas

## DIRECTORATE CHIEFS

Logistics: Mitchell Paine  
Prevention: Ashley Hill  
Response: COMO Ronald Booth  
Civil Rights Coordinator: Wesley Baden

# D1NR LEADERSHIP

## DIVISION COMMANDERS

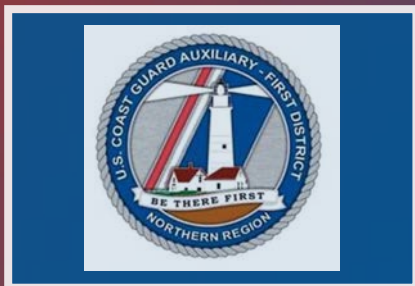
Division 1: Elizabeth Eggleston  
 Division 2: Bobby Joslin  
 Division 3: Elissa Pepin  
 Division 4: William Lee  
 Division 5: Donald Zidik  
 Division 6: Jason Oliveira  
 Division 7: Arnold Butziger  
 Division 9: William Bell  
 Division 10: Michael Johnston  
 Division 11: Peter Debakker  
 Division 12: Marc Slechta

## PAST DIVISION COMMANDERS ASSOCIATION

COMO Carolyn Belmore, 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

Stuart Jerman, DSO-MS  
 COMO Charles Grossimon, DSO-MT  
 Stephen Wagner, DSO-NS  
 Lance McNally, DSO-PE  
 John Flanagan, DSO-PV  
 Michael Sheehan, DSO-VE  
 Daniel Van Hise, DSO-PA

### RESPONSE

Paul Diamond, DSO-AV  
 Charles Motes, DSO-CM  
 Gary Gordon, DSO-EM  
 Harvey Leibovitz, DSO-OP

### LOGISTICS

April Oliveira, DSO-AS  
 Lorelle Mulvey, 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

Normand Choquette, DSO-FN  
 COMO Joseph Gordon, DSO-LP  
 Norman Choquette, DSO-SLO  
 Stephen Kokkins, DFSO



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## NOTICE: NEWSLETTER REQUIREMENT FOR PUBLICATION

All flotilla and division newsletters must include the date they were approved for publication after receiving clearance from Richard Keating, ADSO-PB.

### EXAMPLE:

"This publication received clearance on 05 APRIL 2024."

## OFFICIAL BUSINESS - DATED MATERIAL

This issue of Nor'Easter received clearance on **18 JUNE 2024.**

VISIT D1NR ON THE WEB:

<https://a013.uscgaux.info/>

D1NR PUBLICATIONS:

<https://a013.uscgaux.info/members/PB.html>

Department of Homeland Security  
U.S. COAST GUARD AUXILIARY

Leslie Schwartz, DSO-PB

Richard Keating, ADSO-PB

John Lopez, ADSO-PB



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