

Conversaton
with
William H. Kennedy

at
Naval Air Station Mayport, Florida
July 21, 2017



Recorded and Transcribed
By
Lyn Corley

TAPE 1 SIDE A

LYN-Today is July 21st, a Friday, of 2017 and I am at the Naval Base at Mayport, Florida. I am sitting in the office of Bill Kennedy who is with the Navy-Marine Corps Relief Society. He is going to tell us what is on tape. But Bill is part of our interviews concerning Cecil Field.

Mike Cassata has given me his name and I believe he has a story to tell. So, Bill tell us about your life.

BILL-OK. Thank you. Again, my name is Bill Kennedy. I come from an Irish family in Philadelphia and was one of eight children. A very strong Catholic family. I went to Catholic schools and wound up at Villanova trying to play basketball for the University of Villanova.

I had an injury and so I had to drop out of school for a semester and at that time I was about eighteen or nineteen and I got my draft notice. I talked to my dad because I had a brother who was in the Navy and said, "I want to go to the Navy." Went to NAS Willow Grove. I talked to a recruiter there and he said, "Wonderful, I want you to finish your college. We'll put you in the Navy Reserve. Finish your college and we'll send you to either Newport or Pensacola for your commissioning.

At that time, being a nineteen, twenty-year old or whatever age, I was back then, I said, "Well, what's the difference between Newport and Pensacola?" He said, "Newport you learn how to drive ships. In Pensacola once you get commissioned you'll get into the flight training." I elected the flight training and passed the physical.

I finished college in 1965 and reported to NAS Pensacola in September of 1965 and got my commission. I started my flight training through Softly Field, Corpus Christi, and my first assignment was a VS squadron, VS-39 out of Quonset Point, Rhode Island once I received my wings.



In my training and in all my years of study and everything I met my wife. We're now married forty-nine years. I met her in Norfolk. We got married after my first tour.

LYN-Tell us her name.

BILL-Her name is Patricia Lee Fryer, her maiden name. We call her "Patty Kennedy." She and I have been married forty-nine years and have three children, three wonderful children. So, when I first had my first tour of duty she accompanied me at Quonset Point and my two children were

born there. I deployed three times out of Quonset Point on two CVS's, the USS Essex and the USS Wasp.



USS ESSEX



USS WASP

LYN-Say the first one.

BILL-USS Essex, E-S-S-E-X and the USS Wasp. They were CVS's. We did three deployments to the Mediterranean and to the North Atlantic.

LYN-Now what were you flying in those days?

BILL-I was flying in those days the S-2 Tracker. It was absolutely thrilling; carrier aviation was absolutely exciting. Yes, the separations were difficult but I have to admit I found myself really enjoying not only the camaraderie but also the flying on and off the carriers.



S-2 Tracker

About my second deployment our commanding officer, I still remember his name, Commander Heferdon, took all the JO's and put them in the ready room up at Quonset Point, there was probably about twelve of us, these were all lieutenants and lieutenant JG's and he said to me or to all of us, "If you worked hard, you flew hard, and you could continue to grow in your experience in carrier aviation you could all be commanders of the squadron." I remember that day very well because I went home because my wife and I had planned originally to put six years in and then get out and go back to either Philly or New York and I was going to be a teacher and she at that time was a nurse.

I said, "I would like to see if I have the capability of qualifying as a commanding officer." I told her that I would like to stay in. She said, "If that's what you want let's do it."

So, I finished my tour at Quonset and was then sent to California to what's called the RAG, VS-41 in North Island back in the '70's. I spent five years there as an instructor pilot.



We transitioned to the S-3 in 1974 and I was getting ready to go to shore duty when I received a call from the bureau that they at that point I was going to be a lieutenant to lieutenant commander and they wanted, and they wanted a lieutenant commander on board a CAG staff, CAG-7 to be exact, commander air group seven stationed out of Norfolk on the USS Independence.

I took the orders without even talking to my wife because my commanding officer said, "You need to take those orders if you want to keep your career going. You're tracking in the right direction." So, I accepted the orders and called my wife. We were living in Bonita, California at the time. I said, "We're moving east." She goes, "What?" I said, "We're moving east. I got orders to CAG-7 as ASW Ops Officer."



The bureau called me back and said, "Where do you want to live?" I said, "I'm not sure I understand." They said, "The ship is in Norfolk and the staff is in Norfolk but the airplane you fly now is the S-3 and they have moved to NAS Cecil Field." Well, I was kind of a confident guy and I was optimistic that I was eventually going to get a VS squadron so I said, "I want my family in Cecil Field." He said, "Fine, because when the carrier is out to sea the airplanes are on the carrier but when the carrier is back in port and we do training, the training will be out at Cecil Field." I figured when we're back in port I'll be home flying the airplane I want to fly and with my family.

So, we moved to Cecil Field. We moved to Florida in 1976 and bought a home in Orange Park. I started on the CAG-7 staff. I was on that until the late '70's then I was assigned to the ASW wing at Cecil Field as the NATOPS officer. The NATOPS officer is the one that trains other

pilots in the S-3 and makes sure they meet their qualifications to be a plane commander. While I was there I was selected as the XO and then I went to CO of VS-28. That was in the early '80's. VS-28 also was assigned to CAG-7 and back on the USS Independence.



So, I served my tour as XO and CO on the Independence out of Cecil Field. I finished up in 1983 and was not sure at this point what I wanted to do. They sent me to the staff at NAS JAX. I did that for about twelve to fifteen months and I found out that I was miserable doing staff work. I missed being on the carriers and so I decided to go back to sea and I wound up being the navigator on the USS Forrestal, then out of Naval Station Mayport.



USS FORRESTAL CV-59

The Forrestal was in Philadelphia going through what was called “SLUP”, surface life-extension program and I was assigned as the ship’s navigator. After that tour of duty, I knew that I was going to stay in as long as I could because I was hoping to be competitive for a ship of my own. While I was navigator I was selected from there to go to the executive officer onboard the USS John F. Kennedy, CV-67 out of Norfolk.



USS JOHN F. KENNEDY
departing
NAVAL STATION
MAYPORT

I spent eighteen months as executive officer and made one deployment on board the JFK and received assignment to a ship called the USS Sylvania. It’s called a AFS-2 which was a combat supply store ship out of Norfolk. I took over command of the USS Sylvania and made two deployments on USS Sylvania. In fact, I was part of Desert Shield/ Desert Storm with the USS John F. Kennedy battle group.

USS
SYLVANIA
AFS-2



From there I was very fortunate to be selected to command an air craft carrier which was my ultimate goal. The air craft carrier that they gave me was the USS Lexington. I was still in Norfolk.

LYN-The famous Lexington.

BILL-I was assigned to the training command carrier, the USS Lexington, CVT-16. However, there was some down-sizing going on and I was told I may not get the Lexington because of decommissioning. However, when Desert Shield/Desert Storm started to build up six carriers were out at sea and the navy made a decision on the air side to extend the life of the Lexington. While I was on deployment on my second deployment with the USS Sylvania, I received orders to depart Sylvania, fly into Sigonella, fly to Florida, fly out onboard the Lexington and take over command of the USS Lexington back in 1990-91-time frame.

I was thrilled. I was honored because that was my goal was to be command of a United States carrier. The bad part of that tour was the ship was old. I took the ship out to sea a couple of times and I knew that the ship needed repair. When I brought it back the second time I informed my boss who then was at NAVAIRLANT that the ship needed to be repaired. It was not safe to take it to sea.



USS LEXINGTON CV-16

The decision was made to decommission the carrier, the Lexington, the USS Lexington and replace it with the USS Forrestal as the next training command carrier. So, I wrote to my boss, Admiral Dunlevy, to see if I could then switch over to the Forrestal. Because of slots and assignment, it was not possible.

As a result of that, disappointed as I was, I decided to stay at sea and I was assigned as the chief of staff of CRUDESGRU-12 out at Naval Station Mayport. I was delighted.

LYN-Say it again.

BILL-CRUEDESGRU-12, Cruiser Destroyer Group Twelve assigned out of Naval Station Mayport and the carrier that was assigned to that group was the USS Saratoga. So, I started my job as chief of staff in 1992-time frame on the USS Saratoga. I was now approaching the end of my thirty years because I joined in 1965 from college. So, I knew it was probably going to be my last tour of duty or there-about.

We got ready to deploy and we deployed on the Saratoga in 1994 after two years of work-ups and all the things that go on to get a carrier group ready. We were out to sea for about three to four weeks when the current skipper, Captain Don Weiss, had a severe heart attack. We were able to take care of him on the ship and get him off the ship into Bari, Italy up to Landstuhl, Germany and save his life from a severe heart attack.

The admiral onboard, Admiral Bill Wright, came to me as chief of staff and said, "What's going to happen? We do not have a commanding officer." I told him at the time that they would probably have someone slated to follow the Saratoga even though it also was due for decommissioning. I said, "They will probably send them out to replace it."

The admiral called me into his office on a Saturday, out at sea. He said, "Bill, you've had a carrier before. You have worked up the Saratoga. You know it better than anybody else onboard the ship. I would like to sign you as commanding officer of the USS Saratoga." (Bill chokes up remembering the event)

I was flabbergasted. I was absolutely flabbergasted. Of course, I was not only shocked but just pleased beyond belief. However, Admiral Bill Wright was from the surface side and I said to him, I said, "Admiral, I would be more than happy to take over command of the USS Saratoga but I have three requests." He said, "What are they?" I said, "Captain Don Weiss is a good friend of mine who is a A-7 pilot. We knew each other for years. He's in the hospital at Landstuhl, Germany. I would like to call him on the phone and get permission to relieve the CON as commanding officer."

He said, "Consider it done." I said the second thing, I said, "Sixth Fleet is run by Vice Admiral Joe Crueller who is an aviator and I want him to agree that I should be the commanding officer. Third, AIRLANT who owns all the east coast carriers normally has an input on anybody who becomes a commanding officer of an air craft carrier and I want his permission also."

He said, "Consider it done." He had a phone in his office. He handed me the phone. He dialed it himself and it rang into the ICU room where Don Weiss was resting. Don answered the phone. He knew who I was and he knew he was not coming back to the carrier because of the heart attack. They were going to get him well and send him back home.

So, I talked to Don and I said, Captain Don Weiss, "The admiral has asked me to take command of your ship, the USS Saratoga. I would like permission to relieve the CON." He said, "Bill, take care of the ship." (Again, Bill is choking in reliving the moment talking to the commander of the USS Saratoga) So, when I was done he said, "I'll get messages to Admiral Fuller and I'll get the messages from AIRLANT I think at that time was Jack Ready." He said, "When do you

want to take command?" I said, "I would like to take command at sunrise on February 20th of 1994." At sunrise on that morning I stood at the back of the bridge and I told the quarter master when he said, "Observe sunrise." I said, "This is captain William Kennedy. I have command of the USS Saratoga. Log it." I took over command of the Saratoga. We completed the six-month deployment. We had a wonderful deployment. We brought her back to Mayport in June of 1994. We had a decommissioning ceremony in August of 1994. The guest speaker at that time was the Chief of Naval Operations Admiral Boorda who his first carrier as an admiral was the USS Saratoga.

Admiral
Jeremy M.
Boorda



Captain
William H.
Kennedy



On September 30th of 1994 which was a Friday at 16:30 I departed the ship. I went to the bow of the ship, saluted Saratoga, and both of us were retired on that day. That was twenty-three years ago.



USS SARATOGA CV-60



Captain Bill Kennedy
Historic Mayport Lighthouse
Naval Station Mayport
Jacksonville, Florida
2017

After retirement, I was not sure what I wanted to do. I worked for a number of years with the USO but I found out that what I really missed was helping sailors. I wrote to an admiral who was then president of Navy-Marine Corps Relief Society, Admiral Jerry Johnston, and said that if there was ever an opening in one of their offices I would be delighted to be part of the Navy-Marine Corps Relief Society.

In 2001 an opening came up at Naval Station Mayport because the current director was retiring. I interviewed for the job. I got selected for the job. I told my wife when I received the phone call, I was at my house in Orange Park, I told my wife that, “Patty, I got the job as director of

Navy-Marine Corps Relief at Naval Station Mayport. I just found my last job.” I’ve been here since 2001. I’m going on it will be sixteen years this October 1st. It will be fifty-three years of dealing with Navy sailors. I could not be more happy.

LYN-I want to know about Navy-Marine Corps Relief Society.



BILL-Navy-Marine Corps Relief Society has been around for a hundred, since 1904 so that would make it about a hundred and thirteen years. It was started helping widows and orphans and it grew over the years to help out active duty sailors and retired sailors and marines, active duty marines and retired marines when they have a severe financial shortfall or more importantly if they have immediate need because of a family illness or a death in the family. When they don't have the funds to fly to Seattle, Washington or to fly to California or to fly to Europe, whatever it takes, we at Navy-Marine Corps Relief provide those funds for our sailors.

It is a marvelous organization. In 1904 when we started with thirty-six widows and orphans there was a doctor out of the University of Pennsylvania that wrote a letter to Teddy Roosevelt. The letter got to the president and he said, "I need to raise money for these widows and orphans." Back then there was no pension, there was no medical.

They raised twenty-seven thousand dollars from the Army-Navy game played in Philadelphia at Franklin Field. Nine thousand went to the Army, nine thousand went to the Navy and nine thousand went to University of Pennsylvania for the football game. That started Navy-Marine Corps Relief in January of 1904. We have grown over the years in helping sailors and marines throughout the world.

Last year, in 2016, that thirty-six widows and orphans grew to fifty-six thousand three hundred and sixty-five families helped world-wide and not nine thousand dollars but forty-five point one million dollars in loans and grants.

We had three Navy-Marine Corps Relief offices in the local area. One at Naval Air Station Jacksonville, one at Naval Station Mayport, and one at Navy Submarine Base Kings Bay. Here at

Naval Station Mayport in 2016 I helped nearly two thousand families and I provided assistance of over one million sixty-seven thousand dollars in assistance.

Now, you may ask, “How do you get this money?” Each year we run a fund drive in March and April called an “active-duty fund drive” and a fund drive for retired officers and chiefs enlisted throughout the United States. We ask the sailors to donate a small amount each month out of their pay and through that money we raise enough money, a lot of the assistance is loans because they can afford to pay it back or it’s an entitlement that they didn’t get or insurance that they are going to get if they had a terrible car accident or they had a death in the family. They are gonna be covered by insurance. So, we are able to provide the assistance.

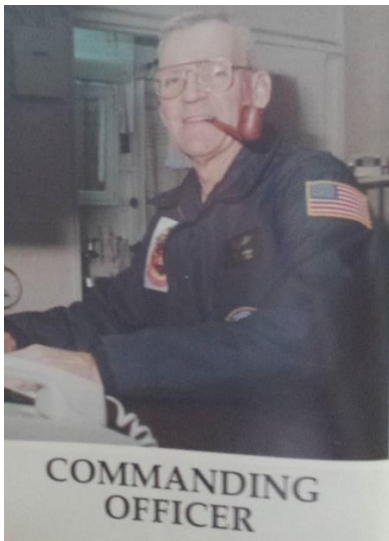
That’s what I do. The nice thing about it is that I do it with volunteers. All my staff, staff of two and everything is done with volunteers who are trained to assist. They do the case work. They are here as if either spouses of active duty service members or retired service members and they do nothing but provide assistance and find out what the need is to help them through difficult financial times.

As we do that, one of the most important things we do is to take some of that stress, that financial stress off of them but we also do an education, especially of the young sailors who have never had a lot money in their pocket or have never known how to balance a budget or whatever. We teach them and try to educate them to live within their means. It is one of the most amazing organizations and I’m, I’ve said, “It’s going to be my last job.” As long as my boss who is a retired four-star admiral is pleased we will continue to provide assistance to these wonderful young men and women who serve this country today.

LYN-I’m very impressed. I did not know and I want to say, “Thank you.”

BILL-Oh, you’re welcome.

LYN-Now, I’m hearing from you, I’ve heard from all these Navy pilots their lives were being in the planes. You loved the ship. You wanted to drive the ship. Is that right?



Captain Bill Kennedy
Commanding Officer
USS Saratoga

BILL-Well, I was fortunate that the first twenty years was flying and I can't tell you, it was just fun. It was challenging, I can't tell you that every landing was the best or dark at night it was not a little bit scary, but I enjoyed the twenty years of flying. I just realized that I just loved carrier aviation. I had, I was blessed with a fantastic wife and I told her that I wanted to try to see if I could qualify to drive a carrier which would mean a lot of sea time and a lot of sea duty and she said, "If that's what you want to do I'm fine."

She was a nurse, in fact she did a lot of home health and of course raised my three children. As a result, I was able to complete a wonderful career.

LYN-That's the support you had to have.

BILL-Absolutely. It takes a special wife. I couldn't have done it without her.

LYN-I want to go back to the Saratoga which is very dear to the hearts of many people in Jacksonville. Can you give us a little bit of the history of the Saratoga? Do you know when it was commissioned?

BILL-Yeah, I do. The Saratoga came out of New York, in fact I think it came out of Brooklyn, New York in 1956. It was assigned to Mayport as soon as it was commissioned. It's one of the few carriers that its entire life was at one station. It was at Naval Station Mayport from 1956 to September of 1994. She took part in the Vietnam War. She took part in Desert Shield/Desert Storm. She was not part of the wars in Iraq or Afghanistan because she was decommissioned in 1994.

Her history is absolutely outstanding. The number of deployments is historical and she was a main player in the Vietnam War and in Desert Shield/Desert Storm.

LYN-The planes that flew off the Saratoga. Can you, through the history, can you kind of recap?

BILL-Well, I know that when I was on the Saratoga in my era we certainly had the A-7's, the A-7 Corsair. We had the F-14 Tomcat. The E-2's, the S-3's. We also had the helicopters, the in fact, wait a minute, we had the helicopters the SH-60 helicopters, we had the A-7 Corsairs. We had two squadrons of the Corsairs and we had the EA-6V's the Prowlers out of they came out of Bremerton, Washington, out of Washington state. I can tell you that in a second.

We had the A-6's, the A-6's and the EA-6's. The A-6's were out of Norfolk. They were out of Oceana. The VAQ-132 was out, was the A-6B's and NAS Whidbey Island.

LYN-Where is that?

BILL-That's in Washington. Then the F-14's were the, well the VAW-125 was the E-2C Hawkeye. They were out of Oceana. I think they were out of NAS Norfolk. They were out of NAS Norfolk, I know that. Then the last one was the Tomcats and they were out of, I'm almost sure they were out of Oceana because they do a lot of flying out of Oceana. I know they were out of Oceana up in Virginia.

LYN-I heard them many a night. I lived in Virginia Beach and you know how they would work on those engines at night. Many nights I heard those.

BILL-Then we had the F/A-18's. The last tour out there we, I don't think we had the Corsairs on there we probably had the F/A-18. Let's see [Bill is looking at the book on Saratoga cruise as he speaks] Yeah, the F/A-18 Hornet was on there, VF-181 and VF-103. Is that helpful?

LYN-Yes. Did you, you did Med. Did you do east and west pack on the Sara?

BILL-No, we just did the Mediterranean.

LYN-What about the Forrestal.

BILL-The Forrestal we also just did the North Atlantic and Mediterranean. Independence, when I was on the Independence I did both the Mediterranean and also the Indian Ocean.

LYN-I want to talk, I want you to talk to me a little about the Vietnam era. Being in the military, I don't know how much you experienced what the emotion was with the conflict between a country of what we should be doing and the protests. How did you affect morale?

BILL-Well, I did not serve in Vietnam. I came in in the Vietnam era and I was assigned to the ASW side of the Naval aviation because they were short of pilots and the Vietnam era was starting to down-size. My exposure prior to entering the service was just, we knew what was going on because of the TV. I was a college student and I knew about war. I wasn't heavily involved in it because I was nineteen, twenty, twenty-one years old.

When I got into the service and wound up flying then I was very aware of the tremendous challenges that the Vietnam War posed and had a lot of the aviators that I associated with flew in the Vietnam War and was very aware of the POW's and the problems with the POW's. In fact, many of us wore the bracelets of the POW's. In fact, when I was stationed in California my bracelet was Admiral Stockdale who was a famous POW.

When I had my squadron on the USS Independence we had a lot, my air wing commander Bill Wasserman was an A-6 pilot who had to eject because of being shot down in the Vietnam War and survived. We had a number of fighter pilots and attack pilots who fought in the Vietnam War and knew very well how challenging that was. A very, very challenging time.

LYN-Cecil Field, first impression. You are coming from the west coast and you have chosen to come to an isolated base. That is what everybody says. They see it as way out there and isolated. What was your first impression?

BILL-Well, a very good question. I flew an S-3 across country and landed at Cecil Field. I was impressed by the field because of the beautiful place to fly in to. I could see how spacious it was. At that time, back in 1976 the only town to live in was Orange Park and they told me as a young lieutenant commander, "You need three places to look at, Park West, Admiral's Walk, and Foxwood off of Kingsley." I had a lieutenant assigned to me as my sponsor and he took me around and I was here on a week-end. The weather was absolutely beautiful at the time and I couldn't live in Admiral's Walk, it was too expensive. Park West I wanted a little more space so

I bought a piece of property in Foxwood and had a house built when I moved my family here. That's how I started.

Now, we moved in the summer of 1976. It was hot and it was muggy. Now, I'm coming from San Diego, the Camelot of the United States, and I can't stand it. My kids loved it. My wife loved the warm weather. She liked how clear it was. We also were east coast people, our family was all up along the east coast, New York, Philadelphia, and everything so in a sense we felt like homecoming. But, I can honestly say the first couple of months I said, "Man, this is awful. This is really hot." About three months, "Well, it's not too bad." About six months, "It's getting to be OK."

LYN-That's because it's December.

BILL-After a while I realized why it was a wonderful base to fly out of. The camaraderie between the attack side and the VF side was perfect. The CO's were perfect. The people in Orange Park, it was a Navy town. It was absolutely a wonderful, wonderful experience. I've been blessed although I have been in many different places assigned, I left my family in Orange Park. We live in the same house in Orange Park in Foxwood that I built in 1976 and I have no intention of living anywhere else. My church is St. Catherine's, point nine miles from my house. So, I love it.

LYN-The isolation didn't shock you about how far out this base was.

BILL-No, it really didn't. It was about a thirty-minute ride and everybody did it. Blanding was a two-lane highway and you just did it. It just wasn't bad at all. I didn't mind it at all.

LYN-So being here was a good thing and it became home.

BILL-It is home, absolutely. I feel blessed.

LYN-Tell me about this base. Do you have a love of this base?

BILL-Oh, absolutely. First of all, I started with Naval Station Mayport, probably I knew a little of it in the '70's but I became enamored with it in the '80's when I was assigned as navigator on board the USS Forrestal. I spent two years as navigator on board the Forrestal stationed right here at Mayport.

It's a long drive from Orange Park but a number of the aviators assigned also lived in Orange Park so we car-pooled. We didn't mind it at all. But, I just love the base because...I love the base not only because it had the carriers, both the USS Forrestal and the USS Saratoga also it had the aviation side and it was a wonderful base to be attached to. I fell in love with it when I took over in 2001 as the director for Navy-Marine Corps Relief Society.

People said, "Isn't that a long drive?" I said, "I don't mind. I really, I love the base." It's, it just has a history that I just love. I just really love. And it has the sailors that I like to take care of.

LYN-Well, I'm going to add to the history because I want this on tape. When I called I mentioned this I think to you. It has a history of navy that goes back to 1562 when the first French Protestants, well, the first Protestant of America, and you're Catholic, but the first

Protestant of America set foot on soil that became America and he was seeking religious freedom. I guess no matter what religion we are, we can appreciate that it is a freedom that we treasure in our nation.

He landed right here on this river that we call the St. Johns. He named it the River May hence we are sitting at the Port of the River May at Mayport. So, Mr. Jean Ribault, a navy captain landed here and named this river the River May and explored. He set a column in place claiming this land for France and for his god. It was, we believe, right here on this base.

He met with natives, Chief Satouriba who lived right here on this base, and we have an idea where his village was and made friendly relationships. He went on to look for other deep-water ports and this was a deep-water port with some barriers right there in the channel but landed and placed another column at what we know as Parris Island Marine Base. He left colonists and sailed back to France for reinforcements.

Conflict had broken out and he ended up in England trying to get support. In 1564, three more ships came back loaded with colonists and landed right here at the River May. On June 30th celebrated what is the first recorded thanksgiving of America. Do you know that history?

BILL-No, no.

LYN-So, fifty-seven years before the pilgrims came, these French Huguenots came to this land. Ribault returned in 1565 and behind him were twenty-eight ships coming to annihilate this colony. Right there at the entrance to the river he placed two of his ships. Men lined the banks, the north and south bank of the River May and thwarted the attempt of the Spanish to take the land. It was a pretty good defense.

In the meantime, John Hawkins, Sir John Hawkins had come and done some trade here so the first port of trade, international port of trade right here. The first international battle on American soil was right here. Unfortunately, as Ribault went out to defend his colony he was shipwrecked in a storm.

Menendez who had attacked earlier saw the opportunity and came up and attacked and annihilated, in their sleep, the men, women, and children of La Caroline died right here. If we went out to the river we could see probably where they lived.

Ribault and his men made the trek up and met Menendez at a place called "Matanzas", the place of slaughter. There is a national park there with the story that is not quite accurate. There, they refused to renounce their faith and died for what they believed.

So, right here began, in my opinion the navy of our nation and here you are sitting here still aiding the sailors and their family.

So, thank you for this wonderful service and wonderful story.

BILL-Oh, thank you.



NAVAL STATION MAYPORT, FLORIDA