



Navy League of the United States St. Augustine - Palm Coast Council

BOSUN'S LOCKER

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FROM THE BRIDGE:



SPRING AHEAD

Greeting Navy Leaguers!

Yes, the calendar says we have entered Spring but there is also a Spring like feeling now that the COVID-19 corner is being turned. Many of us have been vaccinated, and very soon anyone who wants to can be. Of course, follow the advice of your medical provider for any particular circumstance. The long winter of our discontent (2020 and its remains) is finally ending.

Getting back to a sense of normalcy, we soon will be resuming regular in person meetings. Many of the things we have taken for granted in the past were denied to us in 2020 but we can enjoy a new appreciation for. While our support of our sponsored Navy, Marine, and Coast Guard units is still under substantial in-person restriction, our support has remained strong. Hopefully, even that traditional in person support can be resumed in the near future. Support for our Sea Cadet program has remained remarkably strong and is ramping back up to a full sense of normalcy.

As to the Navy League mission writ large, there is an opportunity for each of us to continue support for our national programs. The Navy League website offers many opportunities for each of us to participate.

Once you sign on to the Navy League page, look for the Quick Links and Legislative Affairs Resources Center tab. Under that, you can find current Navy League legislative asks that are categorized by service. Review, and select any you feel merits your individual support. The Navy League makes it easy to electronically contact our elected representatives with a well written letter on each topic you can tailor to your preference, or just send as is, with just a mouse click. That's easy.

Let's each take a moment to reflect on the conquering of the darn pandemic and challenges of 2020. It's not all over yet, but the end is in sight. You are all conquerors. Spring Ahead!

Patrick McCormack

President
SA-PC Council
Navy League of the United States

From the Editor:

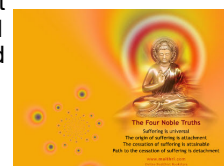
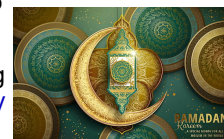
Because of the COVID restrictions this past year, our members have little to no access to our adopted military units. For the most part, SOQ/SOY awards were distributed by mail or messenger and each command made the presentations without representation from our council. The only exception seems to be the USCGC Valiant and their Liaison, Sally Watson. I think she secretly enlisted and is part of their crew. Hopefully as the restrictions begin to ease this summer, we will again get to spend time with the young Sailors and Marines we proudly support.

This issue of the Bosuns Locker is primary a Coast Guard issue, with reports from VALIANT and a very interesting two page article titled "[The Long Blue Line: Over 230 years of Women in the Coast Guard—America's diversity trailblazers](#)", by Mr. William Thiesen, Historian Coast Guard Atlantic Area.

In this first week of April, those of us in the Christian faith will be celebrating Easter, our single most important religious holiday. Out of curiosity I did a search of religious holidays in April and found there are many this month. There are Christian, Jewish, Hindu, Muslim, Buddhist and even Pagan holidays. Let us all honor and respect one another, no matter what our religious beliefs are.

One web site, <https://nationaltoday.com> lists all observances, not just religious, for each month. Some are downright silly - like April 2 in national Peanut Butter & Jelly day. However I did find one just for me - I never knew that April 11 was National Submarine day, which celebrates the purchase of the USS Holland, the first modern commissioned submarine.

Lee Figliuolo - VP Communications



VR-58 SUNSEEKERS



Gene Finck, our Liaison to VR-58, has had little communication with his squadron contacts since the beginning of the COVID-19 shut down, and just this past week he learned that the Squadron is suffering another outbreak. Without any current news about happenings with the squadron, this is a good opportunity to restate what their mission.

Fleet Logistics Support Squadron Five Eight was established at NAS Jacksonville, Florida on 1 November 1977. In April 1978, the squadron was commissioned and received its first C-9B aircraft. VR-58 is one of fourteen Navy logistics support squadrons stationed throughout the United States that report directly to Commander, Fleet Logistics Support Wing based at Joint Reserve Base Fort Worth, Texas.

As a Naval Air Force Reserve squadron, the "Sunseekers" of VR-58 are comprised of over 250 professionals, both Active Duty personnel and Selected Reservists. The squadron provides seven days a week, around the clock, worldwide logistics support to all Department of Defense agencies.

VR-58 transitioned from the C-9B Skytrain to the Boeing C-40A Clipper, the newest airframe in the Navy inventory, in April of 2002. The C-40A can carry up to 121 passengers, 30,000 lbs. of cargo, or a combination of both. Squadron missions include logistic support flights throughout the United States, Caribbean, Central and South America, Middle East, Europe, Mediterranean and Western Pacific.

The Sunseekers have flown over 195,000 class "A" mishap-free hours during their 43 years of operation and the squadron continues to maintain the highest degree of professionalism and readiness to ensure a quick logistic response to any worldwide requirement.

COMMUNITY AFFILIATE - Hyundai of St. Augustine:



On Thursday, February 25th, four Council members (Bill Dudley, Sally Watson, and Lee & Diana Figliuolo) converged on the Hyundai of St. Augustine showroom to present a special recognition award from Navy League National to Andrew DiFeo, General Manager. The award was in recognition of 10 years of Community Affiliate Membership by Hyundai of St. Augustine.

Lee first made contact with Andrew in early 2009 when he ordered his first Hyundai Genesis. Later that same year Lee solicited Andrew's support for our annual golf tournament which was to be held at the Marsh Creek Country Club in St. Augustine. Andrew volunteered to provide the funds necessary to provide Hole-in-One prizes on each of the four Par-3 holes, the major prize being a 2009 Hyundai Genesis.

In 2010, when we moved the tournament to the Grand Haven Golf Club in Palm Coast, Andrew upped the ante by not only sponsoring the Hole-in-One event with a new car as the major prize, but he also sponsored a foursome of active duty military players. He provided that same support every year since, right up until our last tournament in October of 2019.

In 2012, Andrew forged an even closer tie with the Navy League by signing up to become a Community Affiliate Member of the St. Augustine-Palm Coast Council. He has been a Community Affiliate member since and this level of support was recognized by the National with a special "10 Year Community Affiliate Member" plaque.



When presenting the plaque Lee made the following remarks:

"Andrew, I would like to extend an expression of immense gratitude for your support of the St. Augustine-Palm Coast Council of the Navy League of the United States. May our close relationship continue to flourish as we strive to support the young men and women serving in the US Navy, US Coast Guard & US Marine Corps military units our Council adopted, along with our Sea Cadet Battalion and local area High School Junior ROTC organizations. . Since we first met in early 2009 you have been there for us. Your continued support along with our other sponsors and donors has resulted in the Council earning an average of \$12,000 per year from this tournament. These monies provide all of the funding we require to achieve our goal of supporting our numerous adopted military units."



LEFT: Lee Figliuolo presents the NL special 10-Year Community Affiliate plaque to Hyundai of St. Augustine GM, Andrew DiFeo.

RIGHT: Bill Dudley and Sally Watson listen to Lee listing the many ways that Hyundai of St. Augustine has supported our council over the past 12 years.



After the presentation of the Community Affiliate award, we learned that in addition to supporting our Council, Andrew provides support each year to many other organizations, most notably Veterans and Hospital charities.

Submitted by: Diana Figliuolo

USCGC VALIANT (WMEC-621):



USCGC VALIANT completed their 26-day patrol March 16 and returned home to Naval Station Mayport. She patrolled over 4,600 nautical miles in the Caribbean Sea, conducting counter-narcotics operations in support of Joint Interagency Task Force South (JIATF-S), Coast Guard District 7 and Coast Guard Sector San Juan, Puerto Rico.

While preparing for flight operations training with Coast Guard Air Station Borinquen, Puerto Rico, Valiant received information about a potential target of interest in the Mona Pass from a Maritime Patrol Aircraft (MPA). Valiant shifted gears from training to law enforcement and interdicted a 16-foot go-fast style vessel, seizing over 520 pounds of cocaine, valued at over \$8.8 million, and apprehending three suspected narcotics traffickers.



USS WICHITA (LCS-13)



Valiant also partnered with the USS Wichita (LCS-13), to safely transfer nine suspected narcotics traffickers and 132 additional pounds of cocaine for prosecution in the United States. The joint team ensured the safe transfer of all suspected traffickers, evidence, and narcotics to the United States for future prosecution.

USCGC NATHAN BRUCKENTHAL, one of the new Fast Response Cutters is homeported in District 5 in North Carolina. They were being deployed further south to Florida for some cross-training. The VALIANT met up with them as they were returning north to Mayport. VALIANT transferred the detainees and narcotics from the USS WICHITA. Many of the LCS's at Mayport are deploying with Coast Guard Law Enforcement Detachments (LEDETs) to perform counter narcotics missions. CDR Payne said it was fun to work with them.

Valiant's patrol started with a training availability cycle. However, the COVID-19 pandemic continued to present challenges including limited port calls and the need to completely isolate for 14 days to ensure the crew's health and safety before getting underway after several COVID-19 positive cases. Additionally, Valiant had to overcome a variety of mechanical issues. However, by partnering with Coast Guard maintenance support teams stationed in San Juan, Puerto Rico and deployable technical experts, Valiant's team of technical experts was able to execute repairs and continue on the mission.

"This was an extremely challenging patrol for team Valiant and I could not be more proud of the entire crew to overcome every obstacle and ultimately have several operational successes", said Cmdr. Jeff Payne, Valiant's commanding officer. "Our friends and families back home also deserve much of the credit for our success. While only underway for 26 days, Valiant's patrol truly started on 25 January when we began the training cycle. That was followed by a variety of mechanical and pandemic issues requiring both the crew and our families to constantly adjust and find solutions. However, we overcame each challenge, teamed with our Department of Defense counterparts, and ultimately executed textbook missions protecting our shores and nation."



The **USCGC Valiant** seized \$6.6 Million in drugs off Puerto Rico on the night of March 9, after the aircrew of a US Customs and Border Protection (CBP) Caribbean Air and Marine Branch maritime patrol aircraft detected a suspicious go-fast vessel (pictured left) in international waters just off Mona Island. The Valiant diverted in pursuit and, with the assistance of the cutter's small boat, successfully interdicted the suspect go-fast vessel. Following the interdiction, Valiant's boarding team and crew seized over 236 kilograms of cocaine.

Valiant's crew embarked the three men from the go-fast vessel and later transferred them, along with the seized contraband, to Reef Shark for transport and offload in San Juan, Puerto Rico, where CCSF federal agents received custody.

The US Coast Guard patrol boat Reef Shark transferred custody of three suspected smugglers and an estimated \$6.6 million in seized cocaine to federal agents at Coast Guard Base San Juan on Friday, March 12, following the interdiction of a drug-smuggling vessel in the Mona Passage near Mona Island, Puerto Rico. The suspected smugglers are males, Dominican Republic nationals, who now face criminal charges by Department of Justice prosecution partners in the US Attorney's Office for the District of Puerto Rico.

USCGC VALIANT (WMEC-621) - SOY 2020 AWARDS:

The 2020 Sailor of the Year award for the Valiant were, like everything else delayed by the quarantine requirements placed upon us all by the COVID-19 Pandemic. Pictured below on the left is MK2 King accepting Congressman Rutherford's letter from Mr. Chris Miller. On the right is a picture of Ashley Cook presenting MK2 King with a letter from Senator Rubio.



Sally Watson - Liaison USCGC Valiant



The VALIANT doesn't catch bad guys every day:



ET2 Wilson is awarded the Good Conduct Medal at Quarters



Deck Department takes a break between launching small boats for training



"Blackjack" conducts boat crew, coxswain and boat engineer training alongside Valiant



EMC Mennella addresses the crew prior to the San Jaun, Puerto Rico port call



14 crew awarded Meritorious Team Ribbon for volunteering to stand duty for 2 weeks during COVID isolation



SN Salvage keeps a sharp lookout during boat operations

USS FARRAGUT (DDG 99): *by LTJG Lyndsay Jozsa, Public Affairs Officer*



The Farragut is an Arleigh-Burke Class Guided Missile Destroyer homeported in Mayport, Florida. The ship returned from an arduous nine-month deployment to the Arctic, Mediterranean, Arabian Gulf, and Caribbean in June 2020 and has been in a maintenance period ever since.

Through the chilly fall and winter months, Farragut had tens of thousands of hours of work completed onboard to greatly enhance her warfighting capabilities. During this time, Sailors worked and lived on a berthing barge moored alongside the ship. As the repairs and upgrades progressed, the crew watched the ship come back to life before their eyes. The long days of renovations and preservation became worth it as everyone moved their workspaces and living quarters back onboard, resuming full ownership of Warship 99.



The crew of Farragut is now busy certifying in every warfare area that a ship of our class can perform including Navigation, Damage Control, Cyber, Intelligence, Strike, and Air Warfare – just to name a few. Light of Assessment is in full-swing to test our recently dormant engines, generators, and supporting engineering equipment in preparation for upcoming underway periods. The schedule is dynamic and challenging, but one thing remains constant and that is the hard work and dedication of Farragut's crew. She flies a "Don't Give up the Ship" flag as a true testament to our team's commitment.

Gene Finck - Liaison USS Farragut

USCGC VALIANT (WMEC-621):

For the first time since the start of Covid 19, USCGC VALIANT allowed Navy League members to present awards in person. While the ship is based at Mayport, where the restrictions are much tighter, XO LCDR Morgan Way with permission from CO Captain Mark Vlaun, arranged for the awards to be given at USCG Sector Jacksonville located adjacent to Mayport.

On January 8, 2021 at 9AM, Sally Watson and Garry Cohn were greeted by CDR Jeffrey Payne, LCDR Morgan Way, and Capt. Vlaun. They were very gracious and appreciative that we were willing to come to recognize the recipients. There were a small number of the crew present. The ship was preparing to go into quarantine the following day in preparation for their next patrol.



Sally Watson presented a plaque to EM2 Michael Gallo as third SOQ for 2020. There was award for HS2 Rashan Smith as fourth SOQ for 2020. HS2 Smith was unable to attend due to his duties onboard the VALIANT. CDR Payne would present the plaque to him at their next Quarters.



Sally Watson - Liaison USCGC Valiant

The Long Blue Line: Over 230 years of women in the Coast Guard—America's diversity trailblazers!

By William H. Thiesen, Historian, Coast Guard Atlantic Area

Over the course of the last 230 years, women have played a major role in the United States Coast Guard and its predecessor services. Coast Guard women have helped shape the service and pioneered the role of their gender in the federal government and the nation as a whole.



Women began performing Coast Guard duties even before there was a Coast Guard. In 1776, Lighthouse Keeper John Thomas joined the American Army to fight the British in the Revolutionary War. Meanwhile, his wife Hannah took over his responsibilities as keeper of Gurnet Point Light in Massachusetts. Later, in the Coast Guard predecessor agency of the U.S. Lighthouse Service, keepers' wives served unofficially as assistant keepers, ensuring that the lights shone year round even in their husband's absence. By 1830, women received official assignments as lighthouse keepers, making them the first of their gender to serve in highly responsible supervisory positions. Their numbers included some of the first minority women in federal service and service luminaries, such as Keeper Ida Lewis, titled "The Bravest Woman in America," for her numerous water rescues. Women continued to serve as lighthouse keepers until 1948, when the last one retired.



World War I saw the first women to don a Coast Guard uniform. First among them was Myrtle Hazard, who enlisted as an electrician's mate. In addition, the U.S. Navy authorized the enlistment of women in the Naval Reserve as female yeomen, with the rating of "Yeoman (F)". The policy was extended to the Coast Guard and these "yeomanettes" served as uniformed clerical workers at Coast Guard Headquarters in Washington. Nineteen-year-old twin sisters Genevieve and Lucille Baker transferred from the Naval Coastal Defense Reserve to become the second women after Hazard to serve as uniformed military personnel in the Coast Guard. Before war's end, several more yeomanettes would join the Baker twins at Coast Guard Headquarters.



During World War II, the Coast Guard recruited women for the SPARs (Semper Paratus – Always Ready), a female corps similar to the Navy's WAVES and the Army's WACs. For the war effort, the Coast Guard estimated it would need 8,000 enlisted women and 400 female officers; however, 12,000 women, including minorities, volunteered and served during the conflict. After the war, all women's military reserve branches were disbanded and the SPARs officially ceased to exist, although a few SPARs remained members of the Coast Guard Reserve. During the Korean Conflict, from 1950 to 1953, the Coast Guard did not mobilize former SPARs, but about 200 women volunteered for active duty anyway. Most left the service after the conflict ended and, by 1956, the Coast Guard counted only 12 female officers and nine enlisted women out of thousands of service personnel.



In the early 1970s, the Coast Guard emerged as a policy leader for women in the military. In 1973, congressional legislation allowed women to serve alongside men on active duty in both the regular Coast Guard and Coast Guard Reserves. Under the leadership of Coast Guard commandant Chester Bender, the service became the first military agency to open its officer candidate school (OCS) to women. Within the ranks of OCS Class 2-73 were the first five female officer candidates. These women trained on board the Coast Guard Cutter Unimak, the first time in U.S. history that women trained on board a U.S. military vessel. On June 8, the 29-member OCS Class 2-73 graduated from Yorktown Training Center, including all five female officers.



Under the 1973 legislation, the Coast Guard also began to integrate women into its enlisted ranks. On November 1, 1973, enlistment of women was first authorized for four-year tours of active duty. On December 7, the first female enlistees were sworn-in to the regular Coast Guard and, on January 15, 1974, the service's first group of female "regulars" reported to Cape May Training Center. With 30 out of 33 female candidates graduating with this first all-female company, the experiment proved a success, so the Coast Guard began to institute mixed-gender basic training with the next recruit company. In early 1974, the Coast Guard opened the first enlisted ratings available to women, including yeoman, storekeeper, hospital corpsman, photojournalist, dental technician and musician. By late February, the service opened more ratings, including radioman, fire control technician, telephone technician and boatswain's mate.

While the integration of women into the service began in the last years of Commandant Bender's term, the initiative gained headway in the four years under Commandant Owen Siler. In 1975, the service counted 420 enlisted women and 32 female officers among its active-duty personnel. That same year, Siler announced, "that women will join the Corps of Cadets at New London." He pointed out that no legislative statutes barred admission of women to the Coast Guard Academy and that action by Congress was unnecessary. He also noted that his decision was in keeping with the strong commitment of the Department of Transportation to assure equal rights for women. It was the first time in U.S. history that a military academy would offer appointments to female applicants.



The deadline to apply to the Academy for the Class of 1976 was December 15, 1975, and 700 women submitted admission applications out of 10,000 applicants. On June 28, 1976, the class of 1980 swabs reported to the Coast Guard Academy, including 38 women. It was the first time that a U.S. military service had appointed women to its academy. Of the original 38 female cadets in the entering class of 1980, 14 graduated. Three years later, the service counted 129 female officers, many of them Academy graduates, with 35 serving afloat and five serving as aviators.

The Long Blue Line (cont)

The late 1970s and 1980s saw women break countless gender barriers in the enlisted and officer ranks. On January 1, 1976, the service opened all of its aviation ratings to women. By 1977, the Coast Guard had decided to experiment with mixed-gender crews and, in June, it manned high-endurance cutters Morgenthau and Gallatin with crews that included 10 enlisted women and two female officers. Despite initial misgivings, the experiment proved a success. Ensign Beverly Kelley, a 1976 OCS graduate, served as one of the female officers. In April 1979, Lt. j.g. Beverly Kelley took command of the 95-foot cutter Cape Newhagen, becoming the first woman to command a U.S. military ship. Under her watch, the Cape Newhagen received the Meritorious Unit Commendation.



In August 1978, the incoming commandant, John Hayes, announced that "all personnel restrictions based solely on sex would be lifted," thereby opening all ratings and officer career paths to women. By 1983, the number of enlisted women had also grown to a total of 1,747, including 85 deployed on cutters. Diane Bucci advanced through the enlisted ranks during this transitional period. She joined the Coast Guard in 1975, not long after the service opened its enlisted ranks to women, and made history by breaking many of the Coast Guard's early gender barriers. Master Chief Petty Officer Bucci made history in 1988 when she became the first enlisted woman to command afloat as officer-in-charge of the Coast Guard tug Capstan.



Women began receiving assignments in Coast Guard aviation at the same time they got afloat assignments. In 1977, 1976 OCS graduate Janna Lambine became the first woman in the service designated a Coast Guard aviator. 1973 OCS graduate Vivien Crea was the second and went on to qualify in the C-130 Hercules turboprop, HH-65 Dolphin helicopter, and Gulfstream II jet. Colleen Cain, another 1976 OCS graduate, attended flight school and became the service's third female aviator and first female HH-52 Seaguard helicopter pilot. In January 1982, a helicopter co-piloted by Lt. Cain crashed while flying a rescue mission in Hawaii, making her the first woman killed in the line of duty.



In the early 1990s, new opportunities emerged for women in the Coast Guard. In 1990, the service's "Women in the Coast Guard" study led to a systematic effort to support female recruiting and retention, including a new Women's Advisory Council. During operations Desert Shield and Desert Storm, three Port Security Units with female personnel were sent to the Persian Gulf. For the first time, female members received combat assignments, such as manning the .50 caliber heavy machine gun on board PSU Raider boats. In addition, more female officers received afloat commands, including Katherine Tionson, the first minority female skipper, who in 1991, took command of cutter Bainbridge Island. That same year, Marilyn Dykman received Coast Guard aviator designation to become the service's first minority female aviator.

During the rest of the 1990s, women continued to receive advancement into male-dominated areas of the Coast Guard. Patrol boat crews were integrated for the first time and female officers received commands of Coast Guard bases, including air stations and training centers. Pioneering officer Bev Kelley broke more gender barriers when she received command of cutters Northland in 1996 and Boutwell in 2000, making her the first woman to command medium-endurance and high-endurance cutters. At the same time, women began to receive greater recognition, including the first female recipients of the Distinguished Flying Cross, Legion of Merit, Air Medal and Meritorious Service Medal.



The 21st century saw women reach some of the highest officer positions. OCS graduates led the way to flag positions, including Vivien Crea who, in 2000, became the first woman to achieve flag rank. Later, in 2006, Crea was promoted to Vice Commandant of the Coast Guard, becoming the first woman to hold the second highest position of any military service. And, while serving as acting commandant, she was the first woman in U.S. history to oversee a military service. Crea was followed by 1976 OCS graduate Jody Breckenridge, who in 2009, became vice admiral and the first woman to command Coast Guard Pacific Area; and 1975 OCS graduate Sally Brice-O'Hara, who in 2010, became the Coast Guard's second female Vice Commandant. Several female Coast Guard Academy graduates also achieved flag rank during this period, including Vice Admiral Sandra Stosz, current Deputy Commandant for Mission Support. Stosz was the first female Academy graduate to achieve flag rank and, as a superintendent of the Coast Guard Academy, she became the first woman to command a U.S. military academy.



Since the 1970s, women in the Coast Guard have come a long way with female service members occupying nearly every active-duty role formerly reserved for men. However, women's participation in the service still has a long way to go. Today, over 5,800 women serve out of nearly 40,000 active-duty service members, representing only 15 percent of the Coast Guard. While the percentage of active-duty women remains modest compared to total service figures, the proportion of women in the Coast Guard continues to grow.

Women have walked the long blue line since the very beginning of the Service. They have helped shape the U.S. Coast Guard into a better institution for all who serve and they will play an even greater role in shaping the service in the 21st century.



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MISSION STATEMENT

The St. Augustine - Palm Coast Council of the Navy League of the of the United States is a civilian organization whose mission is to: Support the objectives of the National Navy League of the United States and selected active duty Maritime Military units within our reach in the St. Augustine area and to support local High School JROTC programs



St Augustine Sea Cadet Battalion



Nease HS NJROTC



St Augustine HS Matanzas HS AJROTC



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