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## MILITARY / DEFENSE

### ISSUE: INCREASED MISSIONS FOR NAVAL SUBMARINE BASE KINGS BAY (NSBKB)

#### *OPPORTUNITIES WITH RELATED INDUSTRY.*

NSBKB was built for 10 Ohio Class ballistic missile submarines (SSBN). There are presently six SSBNs and two SSGNs assigned to Kings Bay. Once the SSGNs retire, the SSGNs will not be replaced. The strike capability currently provided by the SSGN will be replaced by the SSN's Virginia Payload Module. There is no discussion at this time on the location of these SSNs but, of course, will be as they are built. With the plans to reduce the SSBNs from 14 to 12 and further discussion from outside the Navy and defense community to further reduce the class to 8 or 10 this becomes a real issue for Kings Bay and the supporting community.

Camden County is proud of our long standing relationship with the Navy, Marine Corps and Coast Guard that call NSBKB home. We have worked hard to support the high quality of life that all of our residents enjoy, and thankfully embrace and truly appreciate the positive impact our Department of Defense (DOD) personnel (active duty, civilian and families) have in the life and fabric of our community, in our schools, our churches, and our neighborhoods.

As a "Duty Station of Choice", Kings Bay presents a very strong case for adding new mission activity from both DOD and other federal agencies. A strong argument could be made to consolidate support services from high cost areas to the relative low cost, high quality of life area of Camden County, GA. The cost of living in the Kings Bay area is lower than the national average. Kings Bay received the Command Navy Region Southeast (CNRSE) Retention Award for 2012 which demonstrates the great retention for the base.

There is area-wide community support for the base, active duty and civilian workforce, and their families. The community supports transformation of the base to a multi-use, multi-service installation. Community studies demonstrate the necessary infrastructure exists to accommodate all Navy expansion scenarios including: affordable housing, quality public education, post-secondary education, health services, and transportation.

Several possible missions have been brought to our legislators' attention in the past few years. They have included

- Defense Contractors. The community continues to actively pursue an increase of defense contractors in Camden County. We continue to work with the Georgia Department of Economic Development and the Georgia Military Affairs Coordinating Committee to explore these opportunities.
- Littoral Combat Ship: In 2010 we presented a paper to then VCNO (now CNO) on the possibility of the location of training for the Littoral Combat Ship (LCS) scheduled to be

home-ported at Mayport. While we were not successful with the training facility, in March, 2013 we were listed as the alternate location for the Mission Module Readiness Center (MMRC). We request a status report on the status of the MMRC and that our legislators do everything possible to support the great opportunities for this mission at Kings Bay.

- Special Operations Forces: With the SOF mission on the SSGN and the unique location of Camden County (weather, rivers, ocean, swamp, Federal Law Enforcement Training Center, the Coast Guard’s Maritime Safety and Security Team) we believe that these assignments create a critical operational relationship between NSBKB and the SOF community.
- Unmanned systems – The SSGN also brings great opportunities for UUVs and UAVs. With a vast percentage of the DOD budget dedicated to unmanned systems, we encourage associated research and development companies to relocate to Camden County. The SSGN submarines at Kings Bay are a critical platform for UUV deployment.
- Training Range for Sonar Exercises: The EIS has been completed for this site. . The close proximity for the planned sonar testing range developing to the south of Camden County provides further opportunities.
- Revisit the opportunities presented by the Navy for relocation of The Navy Expeditionary Command (NECC)’s Riverine Mission. With the results of the JLUS and the state’s interest in economic development with our military bases there may be possibilities for relocating that mission to NSBKB. Our understanding that the decision to stay in the present location was due to lack of funds to move or to build new facilities.
- Joint commands – seek opportunities for hosting Army and Air Force Commands as well as increasing the Marine Corps and Coast Guard presence.
- Added to that is our potential for a Spaceport which could provide any number of missions and opportunities with our defense contractors.

**RECOMMENDATION: We encourage the support of the State of Georgia and the US Congress and ask that they collectively apply all available resources to supporting mission expansion at NSB Kings Bay. Kings Bay’s physical strengths, economic benefits and strategic location, brand her as an “ideal installation ready for mission growth.”**

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## ISSUE: THE OHIO REPLACEMENT PROGRAM (ORP) THE ULTIMATE SAFEGUARD OF GLOBAL SECURITY

*It's impact on Naval Submarine Base Kings Bay (NSBKB) and the nation*

It is critical that we sustain our sea-based nuclear deterrent with the same level of at-sea presence as today. We must also remember the true meaning of deterrence: to keep others from using nuclear weapons against us or our allies. The ORP is the number one priority with the Navy. The deterrent fleet has gone from 41 to 18 to the current 14. The new SSBN will have a life span of 42 years without refueling thus the argument for the minimum number of 12 requested. However, looking into the future during certain years there will be a shortage of two boats. Even with these limited numbers there is discussion of building only 8 or 10.



### **SSBNs ARE CRITICAL TO U.S. NUCLEAR DETERRENCE**

- U.S. strategic deterrence promotes global stability. The SSBNs are the nation's most secure and survivable nuclear deterrent and our friends and allies depend on the US to create stability.
- SSBNs carry over half of the U.S. operational nuclear deterrent weapons. Under the New Start Treaty that percentage will grow to 70%.
- To maintain an at-sea strategic deterrent the ORP must begin construction in 2021 and deliver on time with the capabilities necessary to guarantee its effectiveness. ORP is scheduled to be in service until 2080

### **DELAYING DEVELOPMENT WOULD NEGATIVELY IMPACT A PROVEN DESIGN-BUILD APPROACH**

- Achieve technology and affordability goals in construction and the ability to put the ships to sea on time
- Any delay would also be critical to the design of the Common Missile Compartment that supports the start of the U.K. successor
- There is NO margin to further extend current SSBNs or to delay the construction of the ORP.

**REQUEST: SUPPORT FUNDING OF \$1,221 MILLION IN FY15 FOR ORP DESIGN AND R&D TO SUPPORT 2021 CONSTRUCTION, MITIGATE RISK TO THE INDUSTRIAL BASE AND ACHIEVE THE MOST EFFICIENT DESIGN PROCESS.**

*The cost of the SSBN over its 42 years of life is less than 1% of defense spending*

**OHIO REPLACEMENT PROGRAM (ORP) ESTIMATED TIMELINE (with the 2 year delay)**

- FY 2015-2017           Continued R&D funding in FY2012
- FY 2017               Advanced procurement of first ORP
- FY 2017               Estimated date UK SSBN begins procurement
- FY 2021               The latest start date for the lead ORP
- FY 2021               Begin the build of replacements until 2035
- FY 2025               UK SSBNs begin to retire
- FY 2026               US SSBNs begin to retire

At the same time we begin purchasing Ohio replacement ships in 2019, the Navy will be facing end of service life retirements on:

- Los Angeles Class attack submarine fleet
- CG-47 Ticonderoga class guided missile cruisers
- DDG-51 Arleigh Burke class guided missile destroyers (note this was the replacement that originally competed for funding when we were lobbying for the SSGN. SSGN was approved and DDX was not.)
- LDS 41
- LDS 49 class dock landing ships

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## ISSUE: LIFE EXTENSION FOR THE TRIDENT II D5 MISSILE

It is crucial that we ensure that the Navy's nuclear deterrent and the nation's assured second-strike capability continues to be safe, secure, and effective. We must sustain the Trident II (D5) Strategic Weapon System – for our submarine force and our Nation

The Trident II D5 submarine launched ballistic missile is carried on OHIO Class Fleet Ballistic Missile Submarines, ensuring that the United State maintains a highly survivable strategic deterrent. The missile began production in 1988 and many missile components are at the end of their 25-year design life. A D5 life-extension management plan is under way to mitigate risk until replacement is possible.

Our Marines and Navy Masters at Arms provide an effective and integrated elite security force for our Strategic Weapons Facilities and Waterfront Restricted Areas.

U. S. Coast Guard Maritime Force Protections Units have been commissioned to protect SSBNs as they transit to and from their dive points. Together the Navy Marine Corps and Coast Guard team form the foundation of our Nuclear Weapons Security Program.

**There is an increasing reliance on the sea-based leg of the strategic deterrent. Under the New START Treaty, 70% of the nation's warheads will be deployed aboard submarines. Thus it is critically important that we ensure the Navy's Strategic Weapon System will be able to operate as reliably as ever.**

Lockheed Martin Space Systems in Sunnyvale, CA has been the prime military contractor of the FBM program for over 50 years. These missile and launch systems are also carried by the UK VANGUARD Class SSBNs.

The missile began production in 1988 and many missile components are at the end of their 25-year design life. A D5 life-extension management plan is under way to mitigate risk until replacement is possible.

The Cancellation of the NASA and USAF programs have had considerable impact to the viability of the program as well as a decline in the knowledge base for SLBM development and a reduction in suppliers. Maintaining the Solid rocket Motor (SRM) Industrial Base is a priority. "While the Navy is maintaining a continuous production capability at a minimum sustaining rate of 12 rocket motor sets per year, the demand from both NASA and US Air Force has declined. This results in higher costs for the Navy as practically a sole customer and puts an entire specialized industry at risk for extinction", said VADM Terry Benedict at a recent hearing on Capitol Hill.

**Recommendation: Support the Procurement and the RDT&E request needed to support D5 Service Life Extension.**

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## ISSUE: VIRGINIA PAYLOAD MODULE (VPM) PRESERVES THE NATIONS CRITICAL UNDERSEA STRIKE CAPACITY

Submarines provide Combatant Commanders with critical undersea strike capability by hosting Tomahawk cruise missiles on SSNs and SSGN submarines. The Navy is taking action now to avoid losing 60% of its undersea strike capacity when the last SSGN retires in 2028. Adding VPM to 20 planned future Virginia-class submarines sustains this critical capacity at a much lower cost than building replacement SSGNs.

The Navy has a critical need for undersea strike capability

- Submarines can penetrate an adversary's defense unseen and conduct offensive operations with huge impact.
- Undersea strike is important to the Joint Force. It may be the only strike available against air defenses to pave the way for follow-on forces.
- The capabilities delivered by undersea forces with their assured access are even more important as potential adversaries increasingly invest in systems designed to destroy or impede our ships and aircraft.
- VPM closes the undersea strike gap caused by SSGN retirement. The retirement of the SSGNs will reduce the total number of undersea launch tubes by approximately 60%.
- All SSGNs will retire by 2028. The Florida and Georgia retire in....
- Maintain our submarine industrial base.
- Include room to accommodate other potential future payloads including UUV and other unmanned systems.

While there is no indication that future submarines with VPM will be assigned to Kings Bay it *will* be the replacement for the SSGN and a case can be made to homeport some of those at NSBKB.

Homeporting SSNs with VPM will

- Distribute the effectiveness of the SSN force by distributing the force
- Mitigate risk of attack
- Capitalize on the lower costs associated with Trident Refit Facility, and the lower cost of living in Camden County
- Utilize the full capacity at Kings Bay
- Increase the retention rate in the submarine force (Kings Bay has the highest retention rate of any submarine port)
- Reduce relocation costs for the Navy
- Allow submarines assigned to NSBKB to have opportunities to serve on two classes of boats

**REQUEST: Support funding of \$150M in FY15 for development of the VIRGINIA Payload Module (VPM)**



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## ISSUE: UNITED STATES COAST GUARD FY2015 PRIORITIES

*THE UNITED STATES COAST GUARD: ENSURING THE SAFETY, SECURITY, AND STEWARDSHIP OF OUR NATION'S WATERS*

The Coast Guard plays a critical role in protecting our nation's waterways, ports, and citizens from emerging threats. Congress has expanded the roles of the Coast Guard to their limits and it is time to equip and fund them at reasonable levels. The Coast Guard had 11 statutory missions and its manning and equipment needs must be met to complete its missions. It is the only organization that is a military service, federal law enforcement agency, and our Nation's lead maritime first responder with the mandate and bias to act. There is one additional mission that is a sole mission: **The**



**Maritime Force Protection Unit at Kings Bay and Bangor Naval Base protect the assets at both these bases and this mission is their sole mission. This is the only USCG mission paid for by the Navy. The other USCG mission in Camden County is the Maritime Safety and Security Team 91108. These teams were established after the 9/11 terrorists attacks in response to heightened security levels. In 2010 when the budget was cut \$300M these units were at risk. The Camden Partnership made 210 congressional visits to restore that budget. We are looking at the same cuts this year.**

**FY2015 Priorities:** The Coast Guard has an aging fleet of cutters it is seeking to recapitalize, with many vessels averaging over forty years of service. Sequestration further degraded efforts to recapitalize the fleet in a responsible way and reduced operations to a level that impacted performance. Federal cuts reduced operating costs by 25 percent. The current budget request does not fully support the Coast Guard's needs and is \$300 million below enacted FY2014 levels.

- Requested procurement levels are not high enough; to reach the program of record's goals, the acquisition, construction, and improvements (AC&I) budget should be funded at \$2 billion a year.
- Support funding for the 8<sup>th</sup> National Security Cutter and pre-acquisition activities for a new polar icebreaker as requested in the FY2015 budget, but at higher levels.
- Procure four Fast Response Cutters a year. Anything below four (the FY2015 budget requests two a year), causes the per-unit cost of the new ship to increase. The Fast Response Cutter program of record is for 58 ships to replace the 110-foot patrol boats.
- Current funding rates exacerbate the problem: as the Coast Guard can only slowly procure new assets, it is forced to sustain older assets at an expensive rate.

**REQUEST: Support a Coast Guard Acquisition, Construction, and Improvements budget of \$2B to fully recapitalize the fleet.**

### **2013: What They Do**

The Coast Guard's 11 statutory missions include: ports, waterways, and coastal security; drug interdiction; immigrant interdiction; aids to navigation; search and rescue; marine environmental protection; marine safety; ice operations; living marine resources; defense readiness; and law enforcement. In 2013, the Coast Guard removed more than 125 metric **tons of illegal drugs** from the maritime domain, conducted over 21,000 **waterborne patrols** of critical maritime infrastructure and resources, and conducted **inspections on over 11,000 vessels**. In direct support of DoD's theater security cooperation efforts, the Coast Guard conducts port operations, maritime interception operations and the training of international partners. The Coast Guard was ready to respond to over **17,000 Search and Rescue (SAR)** cases in 2013, resulting in approximately **7,400 lives saved**

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## ISSUE: UNITED STATES MARINE CORPS FY2015 PRIORITIES

*The United States Marine Corps is vital to national security.*

**Kings Bay is home to the Marine Corps Security Force Battalion. Their mission is integral to national security as they protect some of our most valuable security assets. The proposed changes to end-strength and manning in the FY2015 budget request will impact the health and viability of the entire service.**

The amphibious force protects freedom of movement for sea trade, provides operational reach, and increased agility for the entire military. Because of its quick response time, the USMC prevents small incidents from becoming global crises as forward



deployment gives national leaders time to create diplomatic solutions. The USMC shoulders the heavy responsibility of responding first to a variety of crises around the globe. The USMC cannot easily or readily absorb any additional budgetary reductions without significantly decrementing readiness, training, and preparedness. Major defense cuts will disproportionately hurt the USMC because of their size and reset needs.

**Equipment Needs:** Equipment usage rates in Iraq and Afghanistan were twelve times higher than in peacetime, which increased maintenance and replacement costs at a higher rate than planned. As the National Security Strategy rebalances towards the Pacific, the needs and demands on an amphibious force will increase.

- 17 amphibious ships are needed to deploy a Marine expeditionary brigade. USMC has a current inventory of 29 ships, which means the Marine Corps cannot launch two brigades at once in the event it was called upon to carry out simultaneous forceful-entry missions.
- The FY2015 budget request supports Marine Corps aviation, supporting the continued rate of procurement for its top aviation programs, the F-35B Lightning II to replace its aging tactical aircraft, and funds the final procurement of MV-22 Ospreys and buys of the new H-1 Helicopters. These requests should be supported.
- Funds for improving upgrades to the AAV7 assault amphibious vehicles must be preserved as there have been delays to the new Amphibious Combat Vehicle concept due to technical challenges.

**Personnel and Readiness Needs:** Sequestration in 2013 forced disproportionate cuts to readiness and infrastructure needs, as those funds are easy to cut quickly. They FY2015 budget seeks to restore those funds. However, the current budget caps are forcing a personnel drawdown below recommended levels. Forced budget reductions with little time for planning or strategy result in bad policy and inadequate manning.

- Support the increased Operations & Maintenance funding level at \$6.8 billion to help restore readiness
- The USMC 2010 Force Structure Review recommended an active force of 186,800 active duty Marines and a Reserve force of 39,600 Marines.
- Current budget caps force the Marine Corps down to 175,000 active duty and 39,000 Marine Reservists over the next three years. This force structure would result in a 2-for-1 dwell time (recommended is 3-to-1 dwell for morale and training) and a force that if deployed to war, would be unable to return until the war was over. This reduction means the Corps will cut two Marine active-duty infantry battalions and one from the Marine Reserves

**REQUEST: Raise defense budget caps to support all the needs of the Marine Corps, including personnel, readiness, and equipment. Support aviation, ground systems, and operations & maintenance requests in the FY2015 budget. Support a Marine Corps end strength level of 186,800 active duty Marines and 39,600 Reservists.**

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# TOURISM / ECONOMIC DEVELOPMENT

## ISSUE: GAIN SUPPORT FOR CUMBERLAND ISLAND NATIONAL SEASHORE

**Background:** Cumberland Island National Seashore is Camden County's main attraction for over 40,000 visitors each year. People who wish to visit this beautiful coastal jewel travel to St. Marys, which is the unique gateway to Cumberland Island. The only mode of transportation to the island is by boat and visitors embark via ferry from the St. Marys waterfront, which is mandated by contract. Currently, visitation to the island is capped at 300 visitors daily. The island has the ability to accommodate growth thereby improving the economic potential for Camden County. The City of St. Marys water front land was acquired by the NPS for the visitor center as part of the agreement to have the ferry service operated out of St. Marys. The National Park Service (NPS) is the largest landowner in Camden County and pays no county or city of St. Marys taxes. As the host city to Cumberland Island, St. Marys continues to support and works closely with the NPS and provides police, fire and EMS protection to all the Island.



**Discussion:** *Visitation:* Visitation to Cumberland Island is defined by the park's 1984 General Management Plan (GMP), now 30 years old. The 300 visitors a day limit for the Island has been reached 25 times a year in the last several years, a consistent trend, resulting in visitors being turned away. Access to the Island will always be limited by the concession ferry, but the carrying capacity of the Island can be increased. This capacity can only be done through updating the GMP. The NPS is currently developing Foundation Statements that will help define new plans. A new Foundation Statement is planned for Cumberland Island in 2014. One of its top priorities is a Visitor Use Plan which is strongly supported by the community.

*Transportation:* In August 2011 the Seashore began the Lands and Legacy Tours of Cumberland Island. That service consists of offering two tours a day to the North End of Cumberland Island. The tours have been partially funded through a \$12 / \$15 transportation fee which only visitors who take the tour pay. Between 4,000 and 5,000 visitors per year have taken the tour. The community supports this step towards making the resources of the park more available. Concern over the viability of the program due to diminishing funding is a concern of the community and all agree that a modest rise in the fee would be appropriate.

*Retained Rights:* In July 2011, the park issued a draft plan for the use of seven structures that were retained rights that expired on Cumberland Island in 2010 and 2011. That plan recommended that three structures be removed, three to be converted to housing for park staff, volunteers or cooperators and that one be converted to visitor services as an education center. The community supports this move to develop an education center at The Grange.

*Increased Tourism:* The above initiatives will result in greater tourism to the area, benefiting both Cumberland Island and the historic resources in St. Marys. Cumberland Island is the key-stone for the economy of St. Marys. The loss of Durango Paper Mill's 900 jobs eight years ago has made St. Marys even more dependent on tourism. The City's Welcome Center has shown strong determination to keep investing in our waterfront as the Gateway to Cumberland Island. Continued access to Cumberland Island via the St. Marys Gateway is an economic requirement for both the NPS and for St. Marys.

**Recommendations:**

- Develop a new Visitor Use Plan that will allow the Seashore to improve visitor services by allowing a modest increase in the daily visitor allowance to the Island, expansion of the popular Lands and Legacies tours to the north end of the Island and maintain St Marys as the exclusive embarkation point for Cumberland Island.
- Restore operational funding for Cumberland Island NS to allow for better resource protection and visitor services to the public.

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## ISSUE: RELOCATION OF THE ST. MARYS, GEORGIA AIRPORT

**Background:** Local St. Marys officials agreed to work towards relocating the St. Marys airport to another site in Camden County based on an authorized feasibility study that determined that the St. Marys Airport cannot fulfill its level II role in the state and federal aviation system and recommended airport relocation. The Federal Aviation Administration (FAA) established a Prohibited Airspace (PA) over Naval Submarine Base Kings Bay which severely restricts current airport operations and eliminates any future expansion opportunities.

**Discussion:** The preferred airport site recommended for relocation, one of nine, has been rejected by St. Marys officials due to infrastructure complexity and costs. An alternative involving a proposed Spaceport is in the earliest stages of consideration and will be contingent on current efforts to investigate this concepts feasibility. Were a runway at the Spaceport to be considered, incorporation of a general aviation component, investigation and approval by various agencies would be five years out.

Base encroachment issues from the airport surfaced involving two forced aircraft landings just outside the base fencing and multiple private skydiver incursions onto the Base have occurred. These incursions reinforce the safety and security concerns of Base Leadership which were highlighted in letters to the City of St. Marys and the FAA in 2008, 2010 and 2012 and also from Navy Region Command Mayport in 2012. The Navy has made it clear that the relocation of the airport would enhance the Navy's ability to safely carry out its assigned missions and has consistently recommended relocation in its correspondence.

A Joint Land Use Study (JLUS) is in last draft and the final report will be presented to the Camden County Joint Development Authority for acceptance and release in April of 2014. This study's preliminary report reconfirms the Navy's stance on the need for airport closure and relocation and provides guidance for the City in determining the proper use and disposition of the current airport site in St. Marys.

The old airport site, in shovel ready condition, is an economic development asset and a prime candidate for designation as a Georgia Ready for Accelerated Development (GRAD) location.

### **Recommendations:**

- Provide State and Federal Congressional delegation support of the JLUS findings and encourage the Navy, FAA and City of St. Marys to find a solution to the airport relocation satisfactory to all.
- Consider congressional involvement with all parties should requirements for compensation to the FAA or Georgia DOT by St. Marys for the airport closure continues to be required by those agencies.



- Continue the strong partnerships between the City of St Marys, our congressional delegation, the FAA, the Georgia DOT and other state agencies critical in the planning, design, and construction of a replacement airport, resolving the encroachment issues at Naval Submarine Base Kings Bay and demonstrating all the organizations support for the GMACC's efforts in preparing for the BRAC scheduled for 2017.

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