



NEWS MAGAZINE

Official Publication of the American Merchant Marine Veterans



The Mexican Navy tall mast training ship, the *Cuauhtemoc*, sails under the Golden Gate Bridge after visiting San Francisco on her return to Mexico from Taiwan. This photo was taken from aboard the Liberty Ship SS Jeremiah O'Brien, which accompanied her out through the Gate.

IN PEACE AND WAR



1775

Remembering and honoring ... Memorials to Merchant Mariners

Do you have a Merchant Marine Veterans memorial in your area?

Let our National Historian, Richard Mallet, know about it. Richard is compiling a catalog of memorials from across the country. Some are simple, some quite spectacular, but all are meaningful. As we near Veterans Day, why not contact Richard at

rdmallett@yahoo.com or
call him at (631) 754-2698.

The samples below are just a few of those that have been submitted by AMMV Chapters.

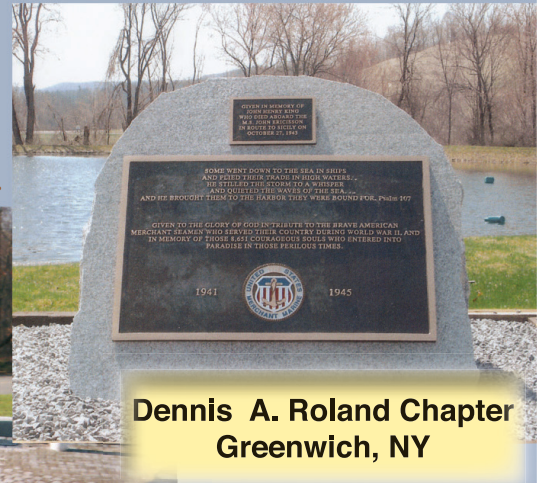
If your area has a veterans memorial, are Merchant Mariners represented? If not, shouldn't we remind others of the service and sacrifice of American Merchant Marine Veterans?



**Rudy Kozak Chapter
Elmwood, IL**



**Golden Gate Chapter
Walnut Creek, CA**



**Dennis A. Roland Chapter
Greenwich, NY**



**Tri State Chapter
Brookpark, Ohio**



**Mariners of PA
Cranberry Township, PA**



**Ohio Valley Chapter
Ashtabula, Ohio**



**Down East Chapter
of Maine**





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NEWS MAGAZINE

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The editor and publisher of this magazine assume no
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NATIONAL HEADQUARTERS

AMERICAN MERCHANT MARINE VETERANS

Serving America in Peace and War

President's Fireside Chat

Five new chapters are developing in states and areas where we have not had chapters before. The fact is there are 20 states without chapters. This new activity has been generated for various reasons: an 89 year old is looking for camaraderie and is starting a chapter in California, an 86 year old wonders if he is the only Merchant Marine left in his state and the son of a WWII Merchant Mariner thinks his state ought to have a chapter to keep his father's memory and the history of the Merchant Marine alive. Veterans in Montana, South Carolina, North Carolina, Massachusetts and Vermont are currently bringing mariners together.

Membership grew last fiscal year and again this past quarter. National Office has been sending out notices to members who dropped out or forgot to pay dues, as well as recording new members received with existing Chapter dues. Nelson and Shirley Cauble have been responding to membership inquiries from our NAUS bi-monthly articles. Perry Adams' efforts for the JCC have been paying off with new members. And his efforts in the 20 states without chapters will bring in more members in the future. This has helped us offset members we have lost through natural causes and other reasons.

Chapter deactivation is a problem AMMV now faces. Loss of chapter membership and a lack of members willing to volunteer for leadership positions are the usual causes for the demise of a chapter. However, there are ways to breathe new life into your Chapter. It may take a little work but it can be done.

Advertising is a great way to increase the membership in chapters, whether it's in newspapers, public radio and television, local Veterans' agencies, posted notices on bulletin boards, or mailings to other known Merchant Mariners in your area. Hand out the new booklet printed by the Just Compensation Committee or have fliers or cards printed up inviting others to join. Search new members out!

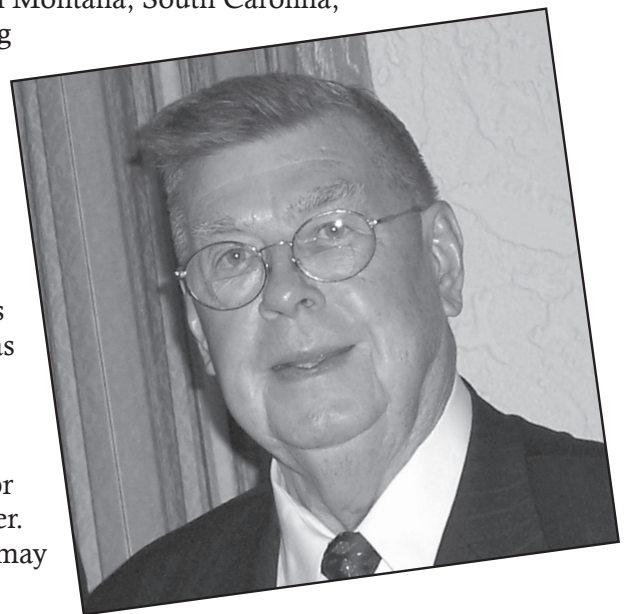
Think about it; we were a quarter-million strong in WWII and if we averaged 2 children and they had 2 children it would come close to a couple million offspring. Why not put out this ad directed to WWII Merchant Mariners' descendents?

"Children, grandchildren of WWII Merchant Marine Veterans will have an opportunity to learn more about the valiant service their father or grandfather volunteered for when they attend the next American Merchant Marine Veterans' organization meeting at-----on ----"

Let your imagination expand this effort by having members tell their story. Provide literature, tell them about our website and by all means ask them to become an associate member. Descendants are already helping chapters with office procedures and assisting in parade and patriotic functions.

My thanks to Vice President Don Trimbath, Secretary Nelson Cauble, Treasurer Cal Berry and Editor Sindy Raymond for their significant efforts in providing muscle and leadership for our successful first quarter, fiscal year 2009-2010. We have a renewed energy in the AMMV. And despite our age, we will continue to pursue growth opportunities.

A.J. Wichita, National President





NATIONAL HEADQUARTERS

AMERICAN MERCHANT MARINE VETERANS

Serving America in Peace and War

National Vice President's Report

Recognition and appreciation goes to Walter Luikart and the members of the Mariners of Pennsylvania Chapter of the AMMV for their longtime efforts to have the Merchant Marine Veterans included on the Veterans monument in Butler County, PA. This has been an on-going issue with the Butler County Monument Committee for approximately 10 years with little regard by the County Commissioners for the sacrifices made by the Merchant Marine Veterans during World War II. History shows that the Merchant Marine delivered 97% of all war materials to World War II fighting fronts and sustained a loss of more than 800 ships sunk. The extremely high casualty rate of Merchant seamen killed in action was the highest ratio suffered by any branch of the Armed Services. One in every 26 Merchant seamen lost his life during World War II.

The Butler County Monument Committee Chairman compares the Merchant Marine seamen of World War II to any civilian working in a war production plant, ignoring the fact that Merchant Mariners served and fought on board ship in war zones without convoys, delivering men and material to the front lines. Having no insight into these facts, the Butler County Commissioners declined to include the Merchant Marine Veterans on the monument.

The annual Byron Hall Memorial picnic was held at mid-day on Saturday, September 19th for the patients of the Yountville (CA) Veterans Hospital. This event was sponsored by the Golden Gate Chapter, AMMV. Food and beverages were provided by Chapter members. Volunteers brought the patients to the eating area between 10:30 and 11:00 a.m. Many of the AMMV participants from throughout Northern California began their day well before sunrise. Approximately 200 patients enjoyed an excellent barbeque lunch. Piano entertainment was provided by John Behen accompanied by one of the Yountville patients, Jimmy-the-Fiddle-Player.

Thanks and appreciation go out to Frank and Lupe Mendez and their family, Richard Hill, Walter Vestny's sons Steve and Dan and their friend Ken, who barbequed oodles of chicken and hot dogs served with chili beans. Many other Golden Gate Chapter members made a variety of salads and desserts and gave the hospital patients a day to remember. This sort of effort gives positive publicity to the American Merchant Marine Veterans.



Sixteen years ago, Byron Hall began this event in his successful effort to gain recognition for the Merchant Marine Veterans and secure admission rights for Mariner Vets at the Yountville facility. Yountville provides residential housing along with hospital accommodations to qualifying Veterans who live in California. At the present time, Frank Mendez tells me there are four Merchant Marine Veterans and one Armed Guard Veteran as resident/patients there.

Respectfully submitted,

Donald Trimbath
National Vice President



NATIONAL HEADQUARTERS

AMERICAN MERCHANT MARINE VETERANS

Serving America in Peace and War

National Secretary's Report

Dear Mariners and Friends:

I guess we just need to hang on tight and try to keep up! The days seem to go by so quickly now that we will soon be wishing you a Merry Christmas and Happy New Year!

I want to give our President A.J. a huge pat on the back for the terrific team of appointed officers he has chosen to help guide our ol' rusty AMMV through the next two years. He has done so much for this organization and now has a good crew helping him row.

How grateful we all are for the tremendous job that you members are doing in still breathing life into our fight for the passage of S663. From all across the country we hear of your hard work. If you are not helping ... why not? It does not take much effort to dial a phone or send an e-mail. So get with it! Help get this thing done.

I'm proud of the final results of our monument in Florence, Oregon and two new emblems in place and flag flying! The committee did correct their engraving error on my brick from ARMY to AMMV! I am NOT the National Secretary of the ARMY, nor do I want to be. This brick was a gift to me from our past President Ernie Smith.

We also have now supplied and shipped the plaques for our memorial of the SS Emidio in Crescent City, CA. I was asked to provide them and was happy to do so. These two plaques will be mounted on the hull portion of the sunken ship, one is the MM emblem and one names and honors the five crew members who perished when the Emidio was torpedoed on December 19, 1941 on the Northern coast of California. Thanks to Southern Oregon Chapter for covering the expense.

At this time, we are looking forward to the Western Regional in Reno, and also planning to go to Branson, MO in November. If you have any way to be there, don't miss these events.

I want to congratulate Don Ellwood on his new Chapter and isn't he a worker? I am glad we found him not too many months ago. I look forward to meeting him and his right hand helper and give them a well deserved pat on the back for their hard work.

So, now, with my brand new pacemaker in place I am ready to take on the next project. My gosh! All I did was go into the VA walk-in clinic to have my blood pressure checked and maybe change my medicine and suddenly found myself in ICU with an ambulance ordered including two off-duty paramedics and then a wild ride three hours north to Portland VA. This trip included a really scary ride up the hill (driver knew a short cut) to the hospital when my gurney began to roll and head for the back door. The paramedic was able to hold on to me while he hooked the gurney into locking position with his foot. Sure looked for a short time like one of the old silent movies where the gurney goes out the back door and right on down the hill! I think a gurney would be hard to steer if you are strapped down! All ended well, and further tests showed that I just needed a pacemaker. I cannot give enough praise about our VA hospital system here in Oregon. I was given the absolute best of treatment, brought back home to my door by medical van. Shirley said I looked like a convict in my hospital PJ's and a four-day beard!

Remember ... Together we *can*...and together we *have* made a difference!

Sincerely,

Nelson Cauble
National Secretary



NATIONAL HEADQUARTERS

AMERICAN MERCHANT MARINE VETERANS

Serving America in Peace and War

From the Editor

Have you ever heard the saying, *Time sure flies when you're having fun*? Well, it's hard to believe that another quarter has passed. I've been busily adding new members to the AMMV records and processing dues from the other members. And I would like to say, WELCOME ABOARD, NEW MEMBERS. National President A.J. Wichita keeps telling us, as an organization we have to grow, and my goodness, I think we are. And if any chapters are in need of membership cards, please let me know.

With the help of a great many people, including Susan and Christy at Pronto Printing and Carole Gutierrez, our Communications and Webmaster person, we're striving to make this *AMMV NEWS Magazine* as interesting and enjoyable as possible. Thank you, ladies. But YOUR input is needed. I may live (and work) in the most western part of the United States, but America is a huge country and we all need to be included. Geographical differences did not matter when you were fighting WWII. You had a common interest then and you have one now, the AMMV. You, for the most part, are United States Merchant Marine Veterans and I would like us all to work together to make your nationally distributed NEWS Magazine as interesting to EVERYONE as possible. We're hearing from the West Coast and the Central states. But, please, East Coast Mariners, please send in your historical and other local maritime information.

I recently went down to Chula Vista, California to present Congressman Bob Filner with the AMMV Distinguished Service Award and a big Thank You from Just Compensation and the AMMV for his legislative efforts on our behalf. They were presented to him at a picnic celebrating his birthday and 30 years in public service. What an interesting (?) trip. It took me 28 extra hours traveling time, for what should have been two 3-hour flights, and the Chula Vista little league softball team was playing for the World Cup in Taiwan during the presentation ceremony. So after every presentation, Congressman Filner would yell out the inning and score for those who couldn't see the big screen televisions set up around the picnic area. But, Chula Vista won. Anyway, our presentation was successful and Congressman Filner promised, again, that he would do everything in his power to see our Compensation legislation to a successful conclusion. I'm glad I went. And thank you, again, Congressman Filner, for your service to our cause.

But when I'm here, my "open door" policy continues, so please, keeping in mind that I do live on the West Coast, contact me with questions, comments, complaints or just say Hello. The combined phone line for AMMV and JCC is (800) 545-4173 ext. 1, fax number is (707) 786-4557, email is: saaren@frontiernet.net and mailing address is P.O. Box 186, Ferndale CA 95536-0186. I look forward to hearing from you.



Sindy Raymond
National Office Manager
AMMV NEWS Magazine Editor
Just Compensation Committee

Communications Director & Webmaster

To the membership:

Off the top, let me say what an honor it is to be serving the membership of such a great organization. The more I learn of your individual and collective accomplishments, the more awe, respect and gratitude I have for each one of you. Your stories are truly remarkable.

When A.J. Wichita asked me to become your Communications Director and Webmaster, it was with some degree of trepidation that I agreed. It wasn't the job itself, but rather the huge learning curve that accompanied the job gave me pause. Like many who are not Merchant Marine Veterans, my knowledge is limited. Perhaps that is a good thing, because it brings a fresh perspective to the task. A special thanks to A.J. and **Sindy Raymond** for their help smoothing out the transition.

My first task, and perhaps the most important, is generating a new web site for AMMV. This is a huge part of that "learning curve." While I have created content for web sites, I've never created the actual site. Thank heavens for the helping hands, especially those of **Bob Ulrich, Sacramento Valley (California) Chapter**. Bob created Sacramento Valley's site and it's become the springboard from which the new AMMV site is built. The new site is small (just five pages) and is serving as our temporary home. Once completed, the real work will begin on creating a site large enough to accommodate all our needs.

Which brings me to perhaps the most important of this monologue. **YOU!** The new site needs to revolve around you and your needs. To do that, it needs your input:

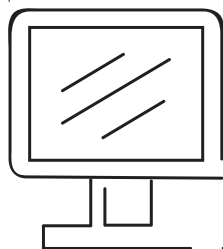
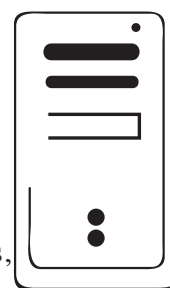
- Include me on your mailing list for your **newsletter**. Let me know what is going on in your chapter and with your members.
- Send me your **ideas!** Would you like to see a place where you can add comments? How about a section that contains your "life stories" complete with pictures? What about a section on "members in the news?"
- This is a touchy one I know. The magazine space is limited so members who have crossed the bar only can be listed by name. Would you like to see an online memorial section where families and friends can share their remembrances and obituaries?
- Did Merchant Marine veterans make it into your local **newspaper**? Send in the clip.

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Together we can make **AMMV.INFO** a real winner.

Respectfully submitted,

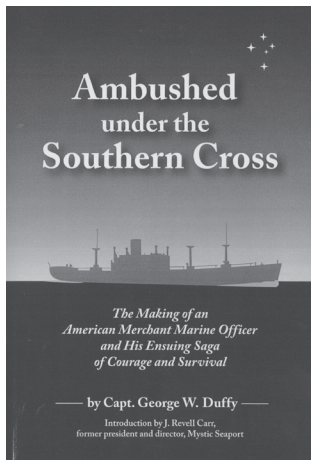
Carole Gutierrez



AMBUSHED UNDER THE SOUTHERN CROSS

**The Making of an
American Merchant Marine Officer
and His Ensuing Saga
of Courage and Survival**

by Capt. George W. Duffy



Reviewed by an anonymous reader, American Merchant Marine Veterans, Humboldt Bay Chapter.

This is an interesting book which starts by describing conditions as they were in the years prior to the U. S. entry into World War II, and the circumstances encountered by a young Merchant Marine officer, as he pursued his vocation, from then to the days following the cessation

of hostilities at the end of World War II.

It starts with his experiences at the Massachusetts Nautical School, and his cruises on the Nantuckett, a 3-masted barque training ship.

The author follows with his first ship assignment aboard the American Leader, a new C1 cargo ship, and their close encounter in Manila Harbor at the outbreak of the war, their escape from Manila and ,subsequently, back to the East Coast for a new cargo.

His second voyage on the American Leader, this time as a third officer, to the Persian Gulf, then back to Capetown, and their encounter with a German Raider, and their subsequent sinking and capture by the Raider Michel.

The author describes conditions and treatment of the prisoners held aboard the Michel, and his interaction with the Michel's officers and crew. Then the transfer from the Germans to the Japanese, and his treatment by the Japanese in their labor camps and POW camps in Java and Sumatra.

He also describes the uncertainty and confusion of the Japanese command during the last days of the war, and the final days after the A bombs were dropped on the Japanese homeland.

There is also an interesting description of how he managed his own transportation home at the end of the war, and the legal entanglements of the Merchant Marine personnel collecting pay, or attempting to do so, for their time spent in POW camps during the war.

The author has also included, under the cover of the same book, some very good historical information, and his later visits to his former captors in Germany.

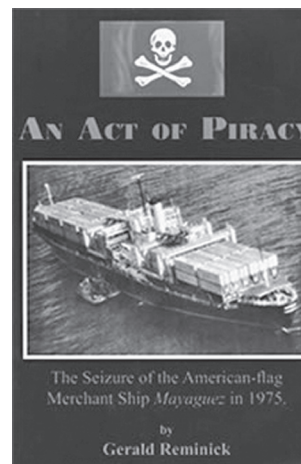
I would recommend this as interesting and educational reading.

To purchase this book, please contact Capt. George W. Duffy at 2 Sterling Hill Lane, #236, Exeter, NH 03833, telephone (603) 772-5191, email: geoduffy@thepipeline.net or it is available at: www.amazon.com.

AN ACT OF PIRACY

**The Seizure of the American-Flag
Merchant Ship Mayaguez in 1975.**

by Gerald Reminick



Seized by Cambodia's Khmer Rouge in 1975, the S. S. Mayaguez was the first American-flag merchant ship taken by a foreign power since the American Revolutionary War.

Author Gerald Reminick describes, in fascinating detail, the seizure of this Sea-Land container ship as she innocently streams toward Thailand. Unprovoked, the Cambodian military captures

her as part of a series of piratical acts designed to assert their claim to territorial waters well beyond the limits defined by international law. The reader sits in on executive National Security Council sessions with President Ford, Henry Kissinger, Donald Rumsfeld and others as they ponder the fate of the ship and her crew. With the sad outcome of the USS Pueblo incident still fresh in the public consciousness, the decision is made for quick action to recover the vessel. Nothing goes as planned. The final outcome of this historic event is very interesting.

This is a very detailed work; included are reports from crewmembers as well as those of Merchant Marine volunteers who helped recapture her. Also includes follow-up information from 25-years later and historical information on war-time for the U. S. Merchant Marine.

To purchase this book or for further information, please contact Gerald Reminick at 83 Bayberry Dr., Huntington, NY 11743-4306 or telephone (631) 421-3242. Or it is available at www.amazon.com.

Welcome Aboard to these New Members of the AMMV

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RICHARD P. COATS	SEDALIA	MO	ROBERT E. KLEMM	CARSON CITY	NV	MARTIN SEIFERT	SANTA MARIA	CA
JOHN COCKERHAM	BEAVER FALLS	PA	JOSEPH H. KLINE	EASTON	PA	CLARA SEVERSON	BELLINGHAM	WA
DEAN R. COLVER	JACKSONVILLE	FL	VICKI LEA KNAPP	TRAPPER CREEK	AK	DAVID J. SHELKEY	SAN DIEGO	CA
ANTHONY COMPARATO	NORTH BRUNSWICK	NJ	JOHN L. KNECHT	SMITH RIVER	CA	MILTON H. SHOCHET	SAN LUIS OBISPO	CA
ALBERT COMPTON	LA MESA	CA	ROBERT H. KNORR	PUNTA GORDA	FL	MARIO SILVA	CHARLESTOWN	RI
CRAIG S. CONKLIN	JACKSONVILLE	FL	GEORGE H. KOCH	ROTUNDA WEST	FL	IDA M. SIMMONS	BROOMALL	PA
WALTER J. CONNERS	ANAHEIM HILLS	CA	VINCENT J. KUKIS	BURLINGTON	MA	CAPT. PAUL L. SKRABLE	MOUNTAIN HOME	AR
MAX K. COOK	FREDONIA	KS	RICHARD L. KUKULKA	DIAMOND BAR	CA	HAROLD SMITH	VANCOUVER	WA
MRS. ELIZABETH COOLEY	PITTSBURGH	PA	RICHARD J. LAMERE	CROWN POINT	IN	WILLIAM G. SMITH	OLIVE BRANCH	MS
JOSEPH COPENSKY	BLAIRSTOWN	NJ	NORMAND H. LARAMEE	PAWTUCKET	RI	WILLIAM R. SMITH	BAINBRIDGE ISLAND	WA
ESTHER G. CORNWELL	WENATCHEE	WA	CLIFFORD W. LARSON	TEMECULA	CA	ROBERT SOLTESZ	BOTHELL	WA
ROBERT CRANE	CHERRY VALLEY	PA	ALLEN LE BAUGH	COUNCIL BLUFFS	IA	LT. CMDR. ANTHONY SOTO	NEW YORK	NY
MRS. ANNA H. CUMMINGS	PITTSBURGH	PA	JOHN W. LEADBETTER, JR.	BOTHELL	WA	PRISCILLA SOUTHWELL	VALLEY VIEW	TX
JOHN CURLEW	SEALEVEL	NC	ALVIN L. LEASE	HOLLISTER	CA	WALLACE F. ST. CLAIR	GEYSERVILLE	CA
STANLEY CZEPEAL, JR.	FORT PIERCE	FL	BRYAN LEE	DICKINSON	TX	RANDALL E. STARK	FULLERTON	CA
BARBARA D'AGOSTINO	ARLINGTON	TX	EDWARD S. LEE	MINDEN	LA	RICHARD N. STATCHEN	NEWINGTON	CT
KIMBALL M. DAUN	CARLSBAD	CA	MARGARET LEE	NEW YORK	NY	PETER STERANKA	HUDSON	FL
RUDY DAVIS	FRANKFORT	KY	NICHOLAS LEITNER	HUMMELSTOWN	PA	GERARD K. STEWART	WETHERSFIELD	CT
A. CHARLES DETORRES	PALM COAST	FL	BERYL LINGENFIELD	BLUE RIVER	OR	REV. KRIS D. STUBNA	PITTSBURGH	PA
LESTER F. DEWITT	ITASCA	IL	ROY E. LOMPA	HOLLISTER	CA	MARK SWEET	S. WINDSOR	CT
CAPT. ANTHONY DI LERNIA	BROOKLYN	NY	GEORGE "JACK" LORD	PATTERSON	CA	RALPH SWEET	COOS BAY	OR
VICTOR P. DI VITTORIO	CONCORD	NC	J. DENNIS LUDLAM	FULLERTON	CA	THOMAS D. TAYLOR	SAN LUIS OBISPO	CA
HAL G. DICKEY	LARGO	FL	CHESTER A. MADDEN	HUNTINGTON	WV	ELTON E. THOMPSON, JR.	CONYERS	GA
RICHARD DOBBYN	NEW BOSTON	NH	HAROLD MARESKO	CROWN POINT	IN	JOSEPH H. TIMMINS	CENTRAL CITY	CO
WILLIAM DORAN	NEW CASTLE	PA	DOROTHY MARKS	WINSTON	OR	ALBERT A. TIPPETT	VANDALIA	IL
WILLIAM P. DUNCAN	TOMS RIVER	NJ	BRIG. GENL F. MARRERO	NEW YORK	NY	RICHARD TOWNLEY	MONA VALE	AUS
JAMES L. ELDRIDGE	WILMINGTON	CA	UNILDA MARSHALL	SPARKS	NV	LEO D. TUDOR	RENO	NV
JOSEPH E. ELLEARD	YUMA	AZ	ANATOLIO MARTINEZ	HOUSTON	TX	ARTHUR TUTTLE, JR.	SEALY	TX
E. EMERSON	PAGEWOOD	AUS	SHELBY D. MATHES, JR.	WATERLOO	IL	HORTON VAN ETTEN	BAREFOOT BAY	FL
CLAUDE E. ENGEL	MCMINNVILLE	OR	THOMAS C. MAYTON	GLENSHAW	PA	FRANK L. VERNER	OCEAN SPRINGS	MS
WILLIAM G. ENOS	MICHIGAN CITY	IN	WYLLIE R. MC ALISTER	HEMET	CA	HELEN WALLIN	BROOKINGS	OR
JOE ERNST	HUNTERSVILLE	NC	MRS. CAROL MC COY	PITTSBURGH	PA	WESLEY C. WALSTON	WEST PALM BEACH	FL
EDWARD N. EVANS	FOREST	VA	ROBERT MCLAREN	CINCINNATI	OH	MARTIN WEINER	EAST PATCHOGUE	NY
LOUIS FEDOR	CAMBRIA	CA	CAPT. JOHN MCPHILLIPS	BROOKLYN	NY	IRA WEST	MOUNTAIN BROOK	AL
LAWRENCE FORD	OBER RAMSTADT	GER	HAZEL MCQUONE	FRESNO	CA	RUSSELL R. WESTFALL	LOS OSOS	CA
JOSEPH H. FOREMAN	FRANKLIN	NC	ANTHONY MECHACHONIS	VERO BEACH	FL	JAMES D. WIDDEN	PORTLAND	OR
WILLIAM FOX	VERGENNES	VT	ALBRO P. MICHELL, JR.	PASS CHRISTIAN	MS	EUGENE G. WIDEN	SITKA	AK
LAURA FREY	ST. BLAINE	WA	LUCILLE MIKOLAJEWSKI	SUTHERLIN	OR	EDWARD WILDER	DESERT HOT SPRINGS	CA
JOHN GODZYK	KENSINGTON	CT	FAYE MONTANARO	CUSHING	OK	ROBERT L. WILKINSON	CONWAY	SC
JOSEPH GRAY	BROKEN ARROW	OK	FRANK R. MONTICELLI	HEALDSBURG	CA	JOE W. WILLIAMS	NITRO	WV
DORIS GREENBERG	NEW YORK	NY	KAREN MONTOYA	SERE	OR	THOROLD A. WILLIAMS	PASADENA	CA
GERALD P. GREIG	LAUREL	MS	JOHN MRZOVICH	AMBRIDGE	PA	GLORIA WINKLER	BROOKINGS	OR
EDWARD GRIFFIN	BROOKSHIRE	TX	ROBERT NEBLETT	ASTORIA	NY	MARCIA C. WINTERHOUSE	SAN MARCOS	CA
MARGARET GRILZ	LEESBURG	FL	FRANCISCO E. NEVES	NEWPORT	RI	CAPT. DONOVAN WITHERS	BROOKLYN	NY
CAROLE GUTIERREZ	PORTLAND	OR	CLARENCE R. NOWAK	ALAMEDA	CA	DAVID WITHUSHYNSKI	AVON LAKE	OH
HERBERT E. HALL	CAMARILLO	CA	RICHARD C. NUTTING	ARROYO GRANDE	CA	MAUREEN YOUNG	WARREN	NJ
WINNIE HAMMERSCHMITH	SUTHERLIN	OR	FRANK OLIVER	BELLINGHAM	WA	HENRY ZUROWSKI	PLAINFIELD	CT
FRANK P. HANSELMAN	NEW CUMBERLAND	WV	GORDON J. OLSON	POMPANO BEACH	FL			

AMMV WESTERN REGIONAL CONVENTION

Reno, Nevada – September 27th through 29th, 2009

The annual Reno convention was called to order on September 27th at 9:00am by Master of Ceremonies Bill Fairfield. The Pledge of Allegiance was recited and an invocation was spoken. Our first speaker was Reno's mayor Robert Caskell, who welcomed us and suggested several alternatives to casino "living", if we so desired. A Resolutions and By-law Committee was appointed; members were Rex Farley, RVP Southwest Region, Harold Wagner, Golden Gate Chapter and George Heidel, Sacramento Valley Chapter.

Bill Fairfield and crew member Nils spoke of the SS Jeremiah O'Brien and the need for donations for her upkeep and for volunteers to do the upkeep. Introductions of the



Don Trimbath, NVP; A.J. Wichita, National President; Paula Brown, Oregon Veterans Affairs Agency; Bill Fairfield, Master of Ceremonies; and J.O. Nelson, Veterans Affairs Officer.

continue contacting their Senators and told of the progress of JCC Co-chairman Gerry Starnes and AMMV Membership Chairman Perry Adams.

Bill Cantua, Western RVP spoke about the AMMV National Convention to be held in Las Vegas, Nevada next May 10th – 14th, 2010. Please mark your calendars! Toni Horodysky, National Public Relations Officer, told us about the vast amount of

information on her website, www.usmm.org.

The lady's luncheon, also attended by two gentlemen and organized by Mona Schmeidel with help from others, featured a short message from John Knight regarding a cruise next April to the Mexican Riviera for the benefit of the SS Jeremiah O'Brien. Jeannette Rage of the Nevada Veterans Affairs

office was the speaker. She explained the process of applying for Veterans benefits.

After lunch, Dennis Koller, Executive Director of the National Liberty Ship Memorial SS Jeremiah O'Brien spoke about the ship and gave us a slide show on her. He related that after WWII, she was mothballed for 33 years but saved from destruction by Admiral Patterson, who persuaded authorities

to relax the rules slightly. He told of one trip from Fremantle, Australia bringing home war-brides where the Captain forbade fraternization among the ladies and the crew by drawing a red line down the middle of the floor and forbidding either side to cross. Dennis regaled us with alternative methods of



Chapters present were performed.

Ian T. Allison told about the U.S. Maritime service book that he is having re-printed to educate the public about Merchant Marine history and the need for Just Compensation. He passed around copies to everyone along with postcard to send to their Senator(s). Then Cindy Raymond started a petition around the room for everyone to sign. It urged Senate Majority Leader Harry Reid, who has an office in Reno, to intercede with Senator Akaka and get him to release our S.663 from the VA Committee. She also urged those present to



Rex Farley, Southwest Region RVP.



A.J. Wichita with Frank and Lupe Mendez, Golden Gate Chapter.

“crossing the line” that the passengers and crew thought up.

Two proposals for changes in the AMMV By-laws written by Bill Marker, Northwest Region RVP were read by Bob Roberts, Oregon Chapter. They covered changing the



Don Trimbath, NVP

dates of the National Convention and wording from section 206.C covering the number of members counting and recording the roll call vote at National Conventions. Rex Farley reported that the Committee disagreed with the roll call proposal. The voting was put off until the next afternoon. Don Trimbath, National VP, suggested that tally sheets should be given to

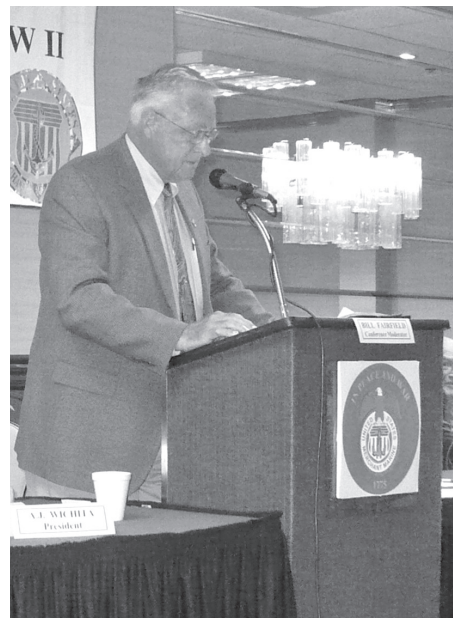
all attendees at the National Convention so they could keep track of the voting individually.

The next morning, Steven Rose from the Nevada Veterans Affairs office spoke about Veterans benefits and stressed the need to apply, if necessary, for an Honorable Discharge form DD-214. This is necessary for the application for benefits from the Veterans Administration. He explained the difference between VA Compensation which is restricted by income limits and VA Pension for service-related injuries which has no income limit. And noted that the

income limits were based on bottom line after medical expenses, cost of household help, if necessary, travel expenses and other expenses are deducted from Veterans income.

Then we heard from John Kastrey of the United States Coast Guard currently stationed at Lake Tahoe. He explained that since Lake Tahoe was bordered by two states that it fell under the CG authority. He also gave us some information about container security and hazardous cargo at seaports and the MSST teams that work this area.

Paula Brown, from the Oregon Veterans Affairs agency, was our next speaker. She stressed, again, the need for a DD-214 and explained additional information not covered by Jeannette Rage or Steven Rose. She strongly urged that all support evidence be submitted with paperwork and that all rulings could be appealed. She stressed that it is really important to fill paperwork out properly and urged getting help from a qualified Veterans Affairs service officer. She noted that Oregon has finally started offering Merchant Marine license plates for autos. And she offered a resolution asking for our support for House Bill



Bill Fairfield, Sacramento Valley Chapter

HR.3358 which calls for a 90-day “soft landing” for troops coming



home from the Middle East. This 90 days would give them time to readjust to civilian life after the traumas of battle. The resolution was moved and seconded by the attendees.

After lunch, the vote was taken about the 2 proposals and both were defeated. The meeting was officially adjourned.

At the banquet that night, National President A. J. Wichita presented Frank and Lupe Mendez of the Golden Gate Chapter AMMV Distinguished Service Awards in gratitude for their hard work on behalf of the U.S. Merchant Mariners in all areas.

AUSTRALIAN U.S. ARMY SMALL SHIPS IN WWII:

ABOUT OUR AUSTRALIAN ALLIES UNDER THE SOUTHERN CROSS



A Ditch Digger brought ashore by a vessel of the US Army Small Ships, they also transported tanks & artillery.

Shortly after Pearl Harbor was bombed and the U. S. World War II efforts in the Pacific arena were increasing, U.S. Army Captain Sheridan Fahnestock, who had led a South Seas expedition in a 130ft. 3-masted fishing schooner earlier, met with Brigadier General Arthur Wilson and showed him a plan that by using a group of specialists, the harbors of Australia between Adelaide and Cairns could be scoured and small Australian sailing vessels could be commandeered, purchased or leased to help in the war efforts. These vessels needed to be of shallow draft and capable of transporting troops to the battle front as there were no landing crafts available at this time. They also had to be capable of re-supplying these troops, both American and Australian, with the necessary ammunition, guns, food, medical supplies and other items, including tanks, necessary at the front lines where the troops were fighting

the Japanese to retake New Guinea.

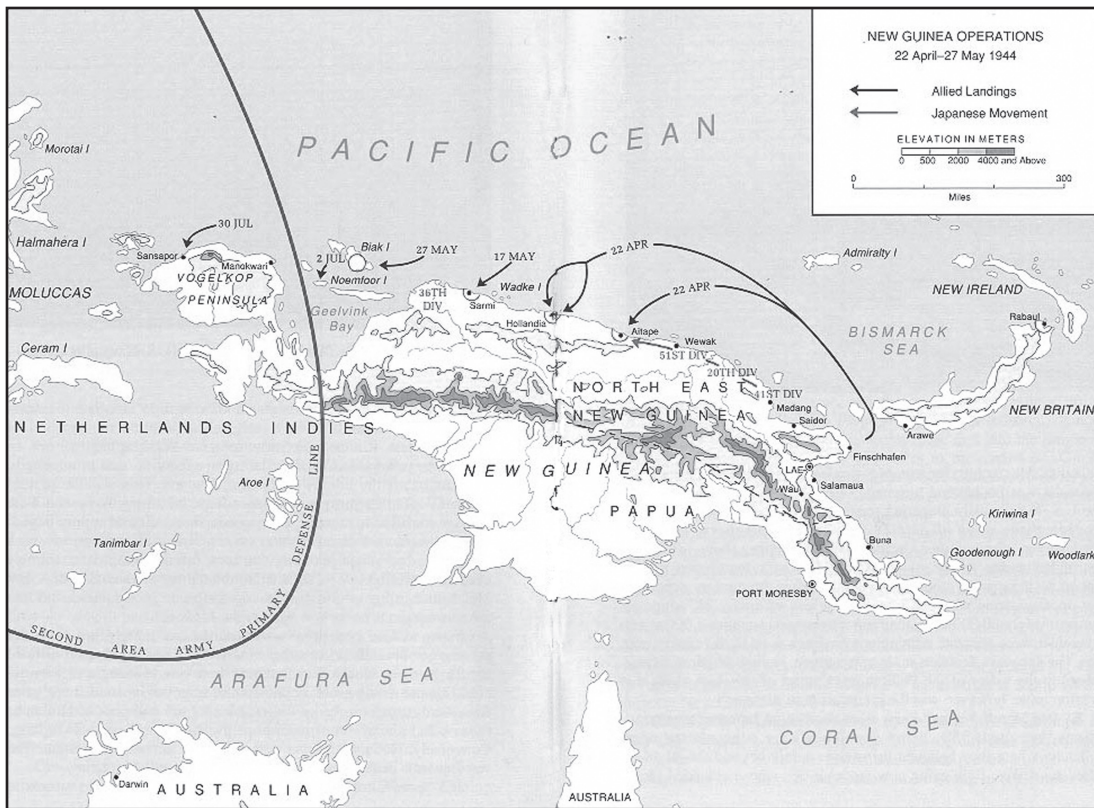
This plan was approved and the mission, officially titled Small Ships Section, U.S. Army Services of Supply (USASOS), was known as "Mission X".

It was decided to use Melbourne, Australia as the headquarters. When the specialists arrived in Melbourne, they learned that the American

Army in the Philippines had surrendered and that General MacArthur and his staff had escaped and were also based in Melbourne. It was here that MacArthur's plan to stop the Japanese was to draw a line in the sand and New Guinea was to be that line. The proximity of Australia to New Guinea made the Small Ships Section an extremely important operation for both the Australians and



25pdr guns being loaded onto a captured Japanese barge for the A.I.F. which was then towed by the U.S. Army Small Ship in the background.



Government allowed the Small Ships to run a training school for 15-year old boys of 1 months duration and then send them to New Guinea to man vessels in the combat area.

According to Reday in March, 1943, "The Small Ship operation is no picnic. There is still not sufficient aerial control to make their passage along the north of New Guinea coast a safe one, nor will there be so long as the Japs hold Rabaul.

the Americans.

Much of the New Guinea coastline was uncharted. Ticketed ship's officers were very hard to find and few of them could do both the required celestial and coastal navigation. Ladislaw Reday left a diary about his experiences with the initial recruiting group which has been printed as "The Raggle Taggle Fleet". Reday wrote "Possibly a crash course in navigation would have been a great assistance for all of the officers of this strange flotilla. But time was too short if we were to get any of our forces into action before the enemy would be into Australia and attacking Sydney and Melbourne. Any delay in getting into action in New Guinea would have made the whole mission useless."

The crews to man the small ships were extremely hard to find and came from a variety of places. Some were adventurers, chronic jobless, charlatans, bums and imposters. These filed applications along with patriotic ex-engineers, skippers and mates wanting to fight for the cause. Some were on the ships that were confiscated. The Australian Government allowed the U.S. Army to hire boys with a minimum age of 15-17 and men who were over the required military enlistment age or medically unfit for the Australian Military Service. Crews were so scarce that the Australian

move up by night, generally, hide out by day, and run up close to the beach to unload. Out of the initial fleet of from 160 to 180 ships, the losses have been heavy. Bombing, stranding, strafing and wreck have all taken casualties. There is a lack of maintenance and repair equipment. The crews, in many instances, have been green and unskilled. The general working conditions, the heat, the malaria, dengue and dysentery, all contribute to make the island, or island-to-island campaign in these waters yet more appalling, and the word is used advisedly. The picture is neither pleasant nor optimistic, but at the moment it's the only picture there is."

The Small Ships and their crews served in New Guinea, then went on to serve in Cape Gloucester, Biak Morotai, the Philippines, Okinawa, the liberation of Chosen, as Korea was then known, and the Occupation of Japan. The Small Ships Section was disbanded in 1947.

Editors note: Our thanks to the AMMV Small Ships Mariners Chapter in Australia and their CEO Ern Flint for the information in this article. If you would like more information or to purchase a copy of "The Raggle Taggle Fleet", check their website: www.usarmysmallships.asn.au or contact Ern at 28 Tallawalla Rd, Coomba Park, NSW, 2428, Australia.

FROM THE NATIONAL MEMBERSHIP CHAIRMAN

A Vision For Our Future

Now is the time for all good Mariner Veterans of World War II to come to the aid of our organization. We can certainly enlarge that number by including our spouse and our children and our grandchildren. But we should also enlarge our numbers by including Merchant Seamen who served our country in our other wars – Korea, Vietnam and the two most recent wars in the Middle East.

What we need here is a multi-step program that I believe will accomplish a number of real advancements over time. Step number one would be to strengthen the Merchant Marine Act by making the Merchant Marine one of the Armed Forces in time of war or other emergency. This would make the Merchant Marine, like the U.S. Coast Guard, truly the sixth armed force. If this had happened during WWII, we would not have been left out in the cold when we came home. So we need the Congress to enact stronger legislation spelling this all out. Passage of bill like HR.2984 – United

States Mariner and Vessel Protection Act of 2009 – will certainly help in giving full recognition to the Merchant Marine being fully capable of defending itself.

The Government and the Navy have found that Merchant Mariners can operate their ships better and certainly a lot cheaper than the Navy has ever done. It is probably time for all Navy ships, except those designed for combat, be turned over to the Merchant Marine for operation. It will take the Navy out of the transport business and into the business of what it was originally designed to do and that is to fight an enemy. It will leave all the transports, all the tankers, all the supply ships and support ships to be operated by the sixth armed force, the U.S. Merchant Marine.

We will ensure our ongoing organization as the American Merchant Marine Veterans.

Perry Adams

Silicon Valley Mariners Chapter

AMMV National Membership Chairman

REGIONAL VICE PRESIDENT REPORTS

For The Good of the Order

Let me clarify the meaning of the title. My purpose is to help ensure that all of our future AMMV National Convention business meetings will be conducted in such manner that we adhere strictly to our Constitution and By-laws. Also, let me be clear that what follows deals with principles and concepts. And it is not meant to be directed at any certain persons.

The first issue concerns the role of the Board of Directors and its responsibility with reference to any proposed Constitution and/or By-laws changes, as prescribed by Article V – Amendments. Section 501S, Sentence 2. The Board is directed to compile, review and assign a number to each proposal prior to submission to the Editor. In the past, the Chair of the Constitution and By-laws Committee has done this for us. In addition, at the Convention, that Committee had done a final review before giving its recommendations to the Board of Directors. The Board then discusses and gives its recommendation to the General Business session.

Section D directs how the voting shall be done. At Tampa, voting on the proposed amendment on membership was done by a show of hands. This violated the prescribed voting procedures where in it is clear that all of the votes properly registered with the Credentials Chair are to be counted. More over, it takes a 2/3 majority in any case. When just a show of

Delegates' hands is used and a Delegate from a chapter with, say, 40 dues-paying members raises one hand, the votes of the other 39 members are not counted.

Next, let's take a look at the role of a Judge Advocate – in Section 207. Appointed Officers, 1. Judge Advocate; it says 'be prepared to give legal counsel and advice as the President or the National Convention may require.' It further establishes Roberts Rules of Order as the authority for parliamentary procedure. Consider two points: One, to give legal counsel and advice a Judge Advocate should be a legally trained professional. Two, under Roberts Rules, a parliamentarian can be appointed to deal with parliamentary procedures. In Tampa, the Judge Advocate declared certain proposed By-laws changes to be out of order due to alleged errors in procedure for preventing such charges. This was not a legal issue but rather a parliamentary issue. Thus, we do need a parliamentarian for all of our business sessions in the future.

Finally, I feel that we can be proud that the tone of our recent convention business sessions has been civil even when dealing with serious and emotionally charged issues. This has not always been the case in years past. Let's do our part to keep things this way in the future.

Bill Marker

Oregon Chapter

Northwest RVP

Do politicians go to heaven?

The founders of our nation, the men who crafted the Constitution, were men with spiritual backgrounds. Many were ordained ministers and some were theologians. When they ran into an impasse in the wording of the Constitution, they took a 3-day "sabbatical" to refresh their minds and spiritual attitude. In their wisdom, they gave us a secular Constitution which provides religious freedom and protection from our own government. But they left us with spiritual reminders which are evident and imprinted on national monuments, documents and our money. Our forefathers and coauthors of our Constitution no doubt all had ambitions to go to heaven when their life was over.

Perhaps today those ambitions do not seem to be as much in evidence. It appears the legislators we put into office have assumed a princely demeanor and now feel we are beholden to them. It seems that a prerequisite to becoming successful in the political world is to learn "doublespeak." Example: In response to a letter requesting cosponsorship of our bill S-663 "A Belated Thank You to the WWII Merchant Marine", Senator C., who cosponsored it last year, now replies: *"Your service to our country was invaluable. My father was in the Air Force and I have tremendous admiration for those Americans who answered their nation's call. I remain dedicated to advancing the interests of our Merchant Marine. I will keep your views in mind should this legislation be considered by the full Senate."* This means: **"Forget it! I am not cosponsoring Senate Bill S-663."**

The Senator knows legislation needs the promised support of cosponsors to get to the

Senate floor for a vote. Meanwhile, our Senators have voted to give compensation to the surviving WWII Filipino Scouts because it was a matter of national honor and fulfilled field commanders' promises. The Commander-in-Chief of the United States in WWII promised the Merchant Marine Veterans status including the GI Bill of Rights but

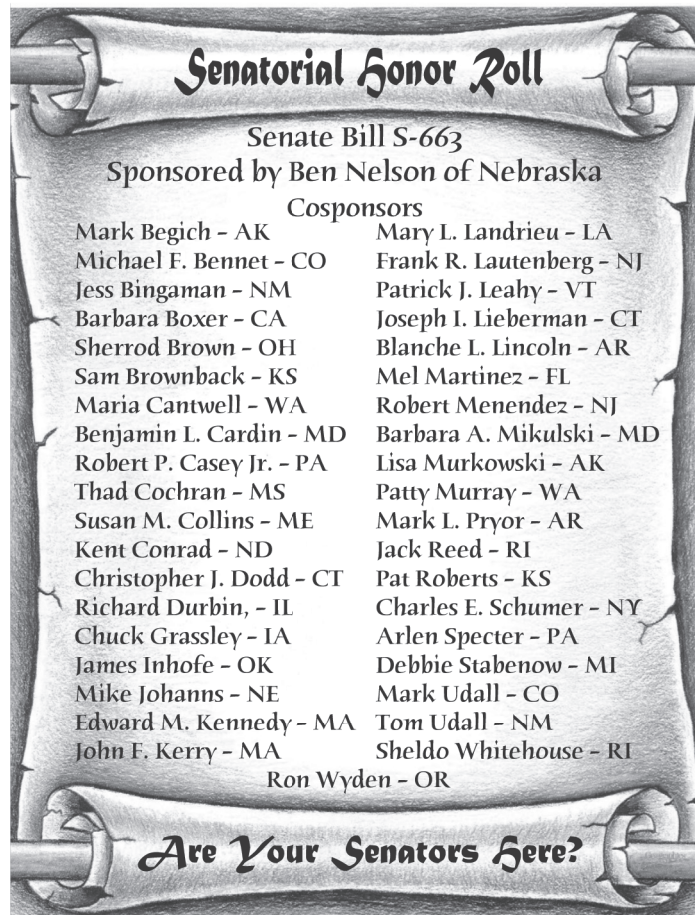
legislators have ignored that. This does not reflect the tools of fair balance our forefathers endeavored to provide for future legislators.

The Senate is taking an August "sabbatical" which hopefully will refresh their minds and spiritual attitudes. We are still hoping our Senators will honor President Roosevelt's promise and remember President Abraham Lincoln's counsel "Take care of your veterans." We pray the members of the Senate will do some soul-searching to give us the final approval and fulfill President Roosevelt's wish before he died. We pray our Senators will again seek guidance from our

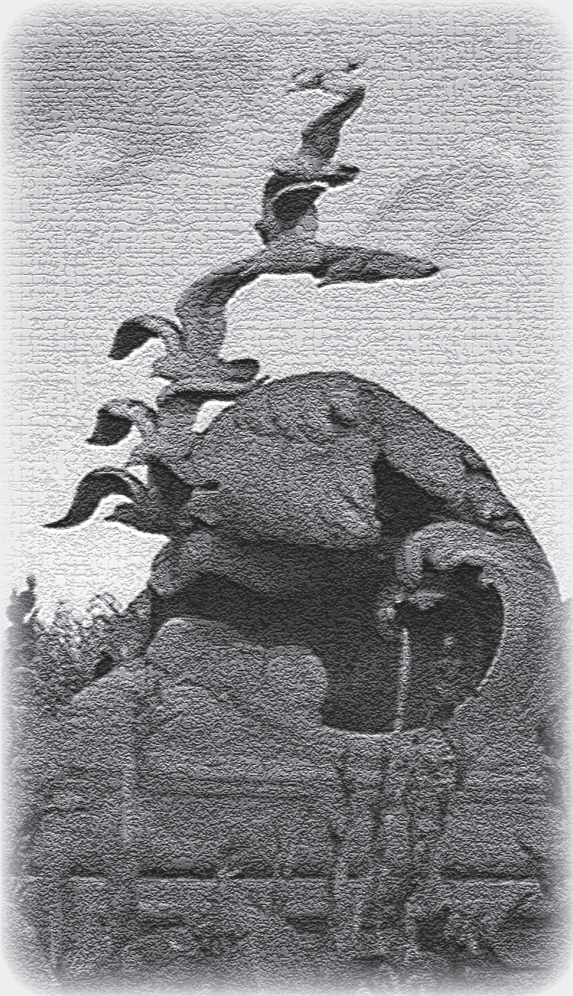
higher power before every legislative session as they once did. And then maybe, they, too, shall go to Heaven.

August is a good time for you to help us in our quest for a successful conclusion to our legislative efforts. Senators are in their home districts with key staff members and may be more accessible. Should our readers wish to join us in our current efforts for *Just Compensation and Senate Bill S.663*, or have any questions, please contact **Sindy** at (800) 545-4173 or email her at saaren@frontiernet.net.

A.J. Wichita, National President,
American Merchant Marine Veterans



In memory of those who have Crossed the Bar



There are no roses on a sailor's grave,
No lilies on an ocean wave;
The only tribute is the seagull's sweeps
And the teardrops that a sweetheart weeps.

GUSTAVE ASH

JOHN BARBOSA

JAMES J. BRUCE

ROBERT W. CLAUNCH

EDWARD A. CORDOZA

EUGENE J. CROASDALE

CARMEN S. DECREE

KEITH HENRY DIMMOCK

DAVID DURNFORD

PAUL EDWARDS

CHARLES W. ENGLEBRETSSEN

BRUCE L. FELKNOR, RVP

LLOYD J. FORSTER

GERALD E. GALLAGHER, VP

EDWARD C. GARDNER, VP

VITO GENTILE

PAUL GATTS MILPITAS

HARRY J. HANSEN

LEO J. HAYWARD

FRANK HODGES

CAPT. JOSEPH JOHNSTON

OSCAR KAISER

GEORGE F. KILLMER

DANIEL KRAMER

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HEROLD E. SUBOTER

OSCAR THOMPSON

IRVING TUMAN

WILLIAM E. WESTMORELAND

MARVIN WILLENBURG

JOSEPH YONKOF

CAPT. EARL G. YOUNG

To honor a loved one, memorial donations may be made to the American Merchant Marine Veterans organization on the loved one's behalf. This is a tribute to their memory and the dedicated service they gave to their country and to mankind. Thank you for your thoughtful gesture. Donations may be sent to: AMMV, P. O. Box 186, Ferndale, CA 95536-0186.

Don Hewitt : The CBS News “60 Minutes” creator & A Merchant Marine Veteran of World War II

Note: In mid-August, Don Hewitt, a well-respected journalist and creator of CBS's 60 Minutes news magazine show, crossed the bar. In the many tributes that followed there were passing mentions of his service in the Merchant Marine during World War II. What follows are excerpts from Hewitt's memoir “Tell me a story: Tell me a story: fifty years and 60 minutes in television” published in 2001 by the Perseus Books Group.



“On December 7, 1942, one year to the day after Pearl Harbor, and seven days before my twentieth birthday, I arrived as a cadet at the Merchant Marine Academy at King's Point, New York. ... It wasn't Annapolis, but it was the next

best thing. The Academy didn't waste a lot of time before sending us to sea. ...

“I was a cadet on one of 40-odd ships making up a North Atlantic convoy that was all but wiped out by a wolf pack of German subs. After all those frigid morning lifeboat drills on Long Island Sound at the Academy, the only thing I remember praying for was, ‘Please God, let ‘em hit us amidship. I didn't want to freeze to death in a lifeboat.’

“We managed to survive, either because they ran out of torpedoes or our rusty old tub wasn't worth wasting one on. It's funny, but I wasn't frightened until an ammunition ship got hit and exploded in a horrific fireball. Anyway, come the dawn and our escort ships are gone and we're rolling in the North Atlantic like a buoy in rough chop. That's when I noticed two dots on the horizon – a couple of RAF planes coming to escort us in. As the two dots got bigger, all I could think was: ‘Where's the music?’ Without a Hollywood score to go with it, it wasn't happening. That's what comes from going to too many movies. ...

“From Scotland we were convoyed down to London where we had maybe ten days before we would be headed back to the States for another cargo and another port of destination to deliver it to. While there I made the rounds of the newspaper offices, figuring there might be some way to cover this thing as a war correspondent. At *Stars & Stripes*, I found a former *Herald Tribune* reporter named Bob Moora, who was now editor of *Stars & Stripes*, and his assistant, Bud Hutton. ...

“How I talked [them] into believing that they needed someone to cover the Merchant Marine is beyond me. ... They agreed to grease the way for me. So they talked to the officer in charge, Ensley Llewellyn, and got him to write a ‘To Whom It May Concern’ letter requesting my services to fill ... the ‘desperately needed’ post of merchant marine editor.

“I hand-carried Llewellyn's letter back on the return trip to New York, a voyage that was almost as eventful as the trip over. We were driven way up north into a field of icebergs by German subs and took a torpedo midships. We saw it knifing its way through the water and figured we were going down for sure. But the damn thing hit the side of the ship, didn't explode, and sank to the bottom. It was a dud. Now I was convinced more than ever that I was leading a charmed life.

“Homework for the academy cadets was the order of day on the trip back, but I didn't do any of it. I was sure the job in London was mine. When we arrived, we were met by officers of the Maritime Service who asked me for my homework. ‘Well, sir, I didn't do it,’ I said, and I handed one of the officers the letter from *Stars & Stripes*. He read it, perplexed and angry. ‘What the hell is this? This doesn't mean anything to us,’ he barked.

“‘Well,’ I said, ‘I think it's suppose to go to someone in Washington.’

“The next thing I knew I got a call from the head of public relations for the Maritime Service in Washington asking me to come

down to discuss the job. To my surprise, he hired me and told me to arrange for credentials as a war correspondent. By July 1943, I was back in London, accredited to the Supreme Headquarters, Allied Expeditionary Force (SHAEF), and at work covering the merchant marine under the auspices of the War Shipping Administration. In effect, I did double duty: I issued press releases for the WSA and I served as Merchant Marine editor for *Stars & Stripes*. ... The posting also carried with it something called the ‘simulated rank’ of second lieutenant. That, among other things, enabled us to eat in the officers' mess (and sometimes by mistake being saluted by GIs).”

A charmed life perhaps, but there's an irony. When he returned to London after Normandy, he had a letter waiting. “Congratulations, you've been drafted.” The Army wanted him but he didn't want the Army. Rather, he was sworn in as an ensign in the Naval Reserve. In his words, “It meant that I'd go back to sea...”



Twenty year old Cadet Don Hewitt covering U.S. Merchant Marine deadly skirmishes with German submarines in the North Atlantic, 1943

LETTERS TO THE EDITOR

FROM RAY CARREAU, Tacoma, WA

The Summer edition AMMV NEWS Chapter report contained an article from Sarasota-Manatee Chapter regarding the mariners who volunteered to bring the 89 derelict ships sent to Normandy to extend the Mulberry in June, 1944. I, too, served in that mission and have a letter dated August 1, 1944 from U. S. Navy Admiral E. S. Land of the War Shipping Administration which reads in part "I should like to express to you on behalf of the War Shipping Administration and the United States Government our thanks for successfully completing your dangerous mission and to commend you for your gallant conduct beyond the call of duty."

However, the Sarasota-Manatee member may have been a volunteer, but all the crews at the Marsham Court Hotel in England said their tiny skeleton crews were confiscated along with their ships.

—Raymond M. Carreau

FROM EDESL BRYNER

Southwestern Pennsylvania Chapter

The Summer issue of the News Magazine included a story of the S.S. Seatrain Texas. Having remote ties to this heroic vessel, I relate them here. Three members of her crew consisted of Captain Aloysius J. Shutsy, brother Irvin J. Shutsy W.O. and Brother in law Seaman Henry J. Michalowski. The Shutsy brothers were born in Fayette County Pa., the same area of my birth. I did not know them in my childhood, but became acquainted with Irvin Shutsy, as my Industrial Arts teacher in high school, in the early 40's. Irvin had a good engineering background, was an impressive teacher, and was a young, handsome man that you could never forget.

Patriotism was at an all time high during my senior year in school. Against the advice of my coach, (he said I would get a scholarship in sports), I dropped out of school to join the Navy. Being turned down; they directed me to the Merchant Marine recruiters, who appeared to be dressed exactly as the Navy men. I signed up and soon went

to Sheepshead Bay for training. After making several voyages, and upon the end of WW II, I came home and was forgotten by our government. Then after being made a Veteran, (after a long hard battle by good men such as Joe Katusa), I assisted Don Trimbath in forming the Southwestern Pennsylvania Chapter of the AMMV.

At our first organizational meeting, I saw a man who was a perfect image of my school teacher friend Irvin Shutsy. After the meeting when I asked if he could be related, to my surprise it was actually him! He had not aged at all. Remember, I had not seen him in nearly 50 years! I then learned he was now a professor at California University of Pa. and we enjoyed many conversations about the Merchant Marines, school, family and "the good old days".

The Shutsy brothers, documented all their voyages on the Seatrain Texas with diaries. Their two sisters, Eleanor Shutsy Reynolds and Florence Shutsy Michalowski exerted pressure on their brothers, and finally succeeded in granting approval for Eleanor to retype these diaries in the form of a book. The name being the "Sea Logs of WW II - The Ship That Saved Africa". Becoming aware of her publication I searched and found Mrs. Reynolds. I explained my ties to Irvin and my desire to buy a copy. She graciously granted my wish by donating me a copy, signed by Captain Shutsy as well as the two sisters.

This book consists of 481 pages, and details their activities daily on their voyages. I treasure this book and am proud to have had some ties to this heroic family. Note, sister Florence served as a Woman Air force Service Pilot during WW II. Aloysius just recently passed away, while Irvin died in 1998. I consider it an honor and a privilege to have led the Memorial Service for Irvin to a large crowd in the First Presbyterian Church in California Pa.

There was a limited edition of "Sea Logs of WW II", but I recently saw a copy for sale on Amazon.com. If you would like to purchase it, it may still be available.

—Edsel S. Bryner



WARRANT OFFICER IRVIN J. SHUTSY
U.S. MARITIME SERVICE
CIRCA 1943

LETTERS TO THE EDITOR

FROM CLARKE VALLES, Denver, CO

With the need for publicity for our Just Compensation legislation, I feel that all avenues must be searched. When I heard that 60 Minutes anchor Andy Rooney's best friend Don Hewitt had crossed the bar and that he had been a Merchant Mariner, I emailed a short but historical message to Andy Rooney's website in the hopes that 60 Minutes would notice. It was posted the next day. I would like to urge everyone to do the same and get their attention to help us with our cause. The link is www.cbsnews.com/sections/60minutes/rooney/main3419.shtml, click on Andy Rooney's best friend, Don Hewitt on the opening screen and please send in your emails pushing this important legislation and Merchant Mariner history.

— Clarke Valles

**FROM BOB ULRICH
Sacramento Valley Chapter**

I would like to update the distribution the band music of "Heave Ho" to every band that will play it.... and then some.

So far I've had about 20 requests from all over the country for the cd to print our music from. I sent a copy to every Regional Director in AMMV, also. I thought as liaison to their chapters, that they might need to have it close at hand to be able to provide the sheet music for Heave Ho to a chapter or band in their region.

I got a letter from Capt. Walter J. Botto, who is an Admissions Field Representative of the MMA at King's Point. Capt. Botto was enthusiastic about the distribution effort and offered to help in any way he could. He said he would publish the offer of the sheet music cd in several publications associated with Kings Point and that should bring in a lot of requests.

Please contact me at (530) 758-6570 or email bulrich@pacbell.net for your free copy.

— Bob Ulrich, VP

IT DOESN'T TAKE A COMMITTEE

Before Marvin Perrault became a member of the AMMV Puget Sound Chapter, he attended a chapter meeting. He felt, from what he heard and saw, that the WWII Merchant Mariners needed publicity if they were ever going to get the Just Compensation bill passed. He called the *Seattle Times* and a reporter became interested in his story. Three weeks later the *Times* published, on the front page Sunday July 4, 2009, the battle stories and tragic losses suffered by the WWII



A.J. Wichita and Marvin Perrault

Merchant Mariners. It was a 22-paragraph story of our fight for recognition. Marvin has since become a member of the AMMV and just finished work with a public service TV station to provide live interviews of WWII Merchant Mariners. This was aired on October 4, 2009.

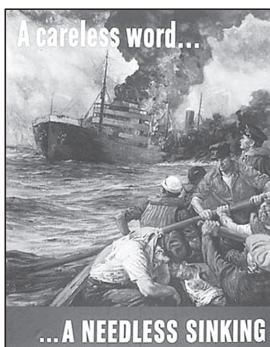
LOCAL RADIO AND TV PUBLIC SERVICE ANNOUNCEMENTS ARE FREE TO THE PUBLIC!

When have any of us taken advantage of that? Call your local public service stations and arrange for information to be posted on the air. You can also develop copy for local newspapers. They need human interest stories and our history and experiences are almost brand new to the public. They do not know what the U.S. Merchant Marine is and they have rarely heard anything about our fascinating history. Our history and experiences can be very attractive to the media.

What has been published has helped us get support for Just Compensation and it has certainly gained us many new members. Every member can do this individually as Marvin Perrault's efforts have shown. Or you can band together and be very productive for your chapter and for Just Compensation. AMMV needs to grow to survive.

Stories that have been carried by publications like the *Los Angeles Times* have been picked up by dozens of other papers. The interest generated by these articles has helped us start AMMV chapters, such as one in California by George Hale. Other new chapters starting are in South Carolina by John Schmidt and in Montana by George Salovich. Besides helping us in states and areas where chapters did not exist before, using the media can rejuvenate older chapters as well.

— A.J. Wichita, National President



A careless word ... A needless sinking

by Capt. Arthur R. Moore

Available from:

Dennis A. Roland Chapter (NJ) AMMV
P.O. Box 306
Midland Park, NJ 07432
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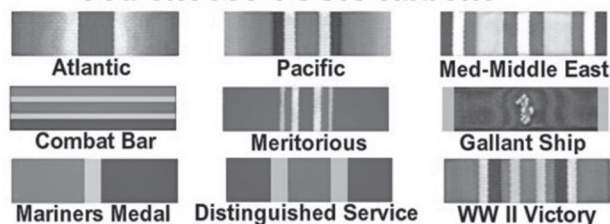
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South Portland, ME 04106

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LOCALS REMEMBER THE OLD DONBASS III

THE HUMBOLDT BEACON
February 26, 1998

EUREKA—The storm-beaten stern half of a Russian tanker ship once served as part of the “heartbeat” of the Humboldt Bay area. As servicemen returned from World War II in the late 1940s ready to build homes and start new lives, demand for Humboldt County timber increased. And as new mills sprang up and existing ones strived to increase their output, the Pacific Gas and Electric Co.’s existing power supplies were fast becoming overburdened. But since it would take at least a couple of years to bring in new power transmission lines or to construct a new plant, the company needed an alternate and speedy, if temporary, solution to the problem. Engineers considered bringing up a war-surplus, flatcar-mounted plant from the south, but it wouldn’t fit through a railroad tunnel at Fort Seward. But they soon learned about another kind of war surplus item that could help the cause – if an unorthodox one.

Enter the Donbass III, an electrically propelled American-built tanker ship borrowed by the Russians during wartime through the lend-lease program. The ship was built in Portland, OR. In 1944 as the Beacon Rock before the Russians took it over to import U.S. war material from Western shipping ports. The Donbass III was enroute to Vladivostok in February, 1946 with her tanks full of oil and her decks loaded with tanks and airplanes when she encountered heavy seas off the Aleutian Islands. When the storm cleared, only the back half of the ship remained afloat. Its Captain and 14 crew members had been lost with the 280-foot section of the bow. Luckily for the remaining crewmen, the Donbass was sighted five days later by a passing American tanker, which rescued the crew and took the wreckage under tow to Port Angeles, Wash.

When PG&E learned of the Donbass, it bought it at a Maritime Commission auction for \$125,000. The ship and the two tugboats that towed it to Humboldt

encountered more storms between Seattle and Eureka, but the Donbass was pulled into Humboldt Bay on November 3, 1946 and was soon docked at the foot of Washington Street.

Next in line was a major cleanup and overhaul in preparation for the ship’s new role. It was cleaned out, the engine room overhauled, and its tanks filled with oil in order to ground it.

Finally, in December, the Donbass was pressed into service. Its turbine and generators revolved at 3,600 revolutions per minute around the clock, churning out 5,400 kilowatt hours of electricity at full capacity

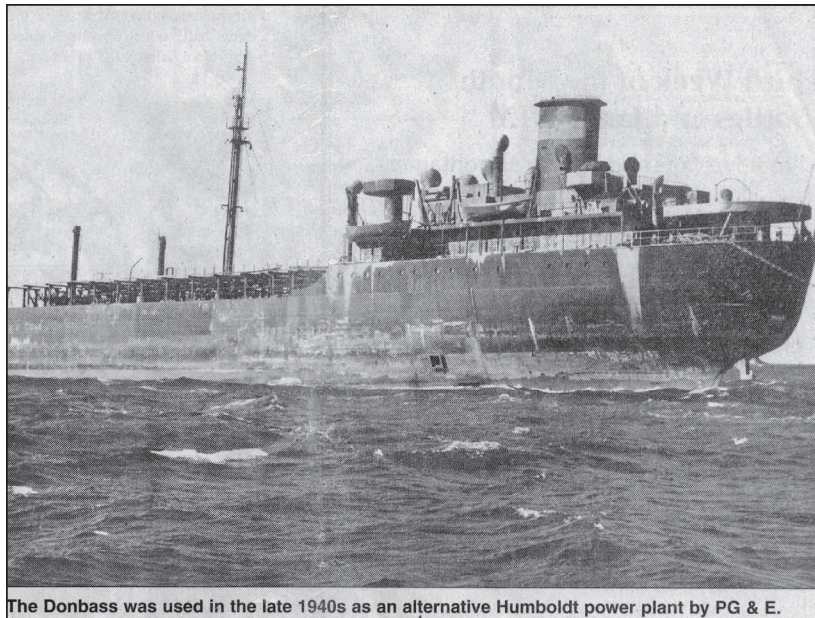
(or about 6,700 horsepower). The ship was staffed by a constant crew of three, including an “operator”, utility man and a fireman to stoke the boilers. They worked in eight-hour shifts.

Local resident Sam Pelley worked on the Donbass for about five years after he was hired by PG&E in 1946. He earned about \$2 per hour. “It isn’t fantastic now, but it was real good at that time,” he said.

While mud and muck presented a problem, Pelley said the ship’s machinery was very reliable. “It just lasted and lasted and lasted, like a Model ‘A’ Ford,” he said. Pelley, ironically, had been working on a tanker ship during the Donbass’ seaworthy days, and his ship actually passed the Donbass as the latter steamed on its fateful voyage.

The completion of a new transmission line in 1948 and the Humboldt Bay power plant in 1956 decreased the reliance on the Donbass, and three year later it was stripped and towed to San Pedro for scrap. Airlock doors from the ship were among the parts salvaged and were used in the nuclear plant nearby. They remain today, a strange kind of memento to a ship that was useful even after its back was broken.

Editors note: Contributed by Capt. Burt Besseliu of the AMMV Humboldt Bay Chapter. If you have interesting articles about the subsequent uses of WWII vessels, please send them to me at P.O. Box 186, Ferndale, CA 95536 for future publication in the AMMV NEWS Magazine.



The Donbass was used in the late 1940s as an alternative Humboldt power plant by PG & E.



Public Relations In Merchant Marine

It appears that there were "background" people ashore, as well as those who served at sea.

The family of the late Bernard Casserly, proud member of the Viking Chapter of the American Merchant Marine Veterans organization. Mr. Casserly was the president of the organization during World War II. That office covered the states of Minnesota, Nebraska, North Dakota, and South Dakota.

This collection is quite extensive and includes the pictures shown here. The collection also includes his office covered in the collection as well as a wide variety of other memorabilia, including lists, payroll information, lists of books about the Merchant Marine and a proclamation for the 1944 National Maritime Day on May 21, 1944 with original proclamations. We plan to feature some more of this collection in the next few NEWS Magazines.

Mr. Casserly must have been his own best recruit; in 1945, he went to sea. He was a merchant seaman by occupation. The American Merchant Marine Veterans organization is dedicated to keeping the history of the U.S. Merchant Marine alive.

AMMV Profit & Loss

July 2009 through September 2009

Ordinary Income/Expense

Income

401 · ADD NEWSLETTER	176
402 · CONTRIBUTIO	10
410 · CHAP DUES	
VER VULCAN	20
MAC ROBERT J MAC ALVANA	20
AKG ALASKA GREATLANDS	40
BEE BEEHIVE	280
BMC BUCKEYE MARINERS	400
CAC CACTUS MARINERS	400
CAS CASCADE MARINERS	500
CEC CENTRAL CALIFORNIA	900
CIC CENTRAL INDIANA	360
DAR DENNIS ROLAND	4,140
DES DESERT MARINERS	1,020
DNE DOWNEAST	360
EMS EMERALD SEAS	340
EOH EDWIN J O'HARA	1,120
EOM EASTERN OKLA	400
GLD GOLDEN GATE	1,660
GUL GULFSTREAM	2,100
HIR HIGH ROLLERS	560
HOA HEART OF AMERICA	280
HSE HIGH SEAS ERA	293
HSM HIGH SEAS MARINERS	380
HUD HUDSON VALLEY	1,240
HUM HUMBOLT BAY	300
KEY KEYSTONE MARINERS	320
KPC KINGS POINT	660
LOC LOWER COLUMBIA	220
LON LONE STAR	395
MAC R J MACALVANA	380
MAL MEMBERS AT LARGE	5,179
MAM MID AMER ANCIENT MARINERS	840
MCO MID COLUMBIA	1,060
MGC MISSISSIPPI GULF COAST	200
MON MON VALLEY	1,060
MPA MARINERS OF PENNSYLVANIA	440
NBM NORTH BAY MER MARINERS	1,100
NEN NEW ENGLAND	1,420
OCA OCALA CHAPTER	420
OKM OKALHOMA MARINERS	460
ORE OREGON	540
ORS OREGON SOUTHERN	820
ORV OSWEGO RIVER VALLEY	140
PEC PECONIC BAY	580
PUG PUGET SOUND	990
RKO RUDY KOZAK	460
ROG ROGUE VALLEY	620
SAC SACRAMENTO	1,280
SAJ SAN JUAN	540

SAR SARASOTA-MANATEE	860
SDE SAN DIEGO	660
SJR ST JOHNS RIVER	900
SSM SMALL SHIP MARINERS	675
STH SS STEPHEN HOPKINS	1,060
STI STATEN ISLAND	280
SUQ SUSQUEHANNA VALLEY	500
SVM SILICON VALLEY MARINERS	580
SWF SOUTHWEST FLORIDA	400
SWP SOUTHWESTERN PA	200
THR THREE RIVERS	1,500
TRC TREASURE COAST	280
TRI TRI STATE	460
VUL VULCAN CHAPTER	440

Total 410 · CHAP DUES 46,032

Total Income 46,218

Expense

500 · FIXED EXPENSE	
507 · TELEPHONE	619
Total 500 · FIXED EXPENSE	619
530 · NEWS LETTER	
532 · NEWS SERVIC	1,100
533 · POSTAGE	1,670
535 · PRINTING	4,895
537 · TRANSPORTATION	33
Total 530 · NEWS LETTER	7,698
550 · PERSONNEL	
551 · ADMINISTRATOR	3,600
Total 550 · PERSONNEL	3,600
560 · OPERATING EXPEN	
564 · OFFICE SUPP	102
565 · POSTAGE	883
566 · PRINTING	356

Total 560 · OPERATING EXPEN 1,341

Total Expense 13,258

Net Ordinary Income 32,959

Net Income 32,959

Fellow Mariners:

Would the Treasurer of each Chapter please carefully check the amounts that I show as having been received from you in the first quarter and verify if they are correct. This is the only check we have to make sure monies are properly credited. If there is a difference, please call or write Sindy or me to clear it up.

Calvin G. Berry, National Treasurer

TO THE SEVEN SEAS AND BEYOND

Editor's note: This is an excerpt from a piece by Gabe Frank of the AMMV Edwin J. O'Hara Chapter, originally written as a remembrance of their member Capt. Joe Gerson.

The years have passed and we pursue our daily lives and our seagoing days fade in memory---and into the past. At times, when we bring forth those memories, it is like a dose of cool air on a hot desert. As we pass along life's journey, we can taste the sweetness of just one day. The gaze of a child, the taste of cold water, the fresh, vigorous breeze of a mountain peak or sandy beach.

Brother mariner! Wherever you are, relax and think back - close your eyes - gone are the worldly cares - you're out there again. In your dungarees and chambray shirt - you're young again. The waves mount - you reach for that delight. With a gaze of amazement - you're reaching - reach.. You're going aloft - the gantline over your shoulder - brother - you never knew it - but you had it all. Can you ever compare to this day that feeling - you moved aloft - you held on for dear life.

Can you recapture that thrill? That long voyage o'er countless horizons and now you're coming home. Can you remember the smell of the sea as you neared your home port? Boston - winter, cold, Galveston - sunny and warm. All hands on deck - readying the gear. What a feeling! You're going to see your loved ones. Land comes into sight - you're anxious - your mind races with the rhythm of the wind - you don't know which way to turn - exhilaration - homeward bound - all hands fore and aft. Can you measure that feeling again? Can you?

Remember the Sudan, Algiers, Tunis, Haifa and the Holy Land, Constantinople and the Golden Horn, the Mediterranean, sunny Italy and its aroma of mystic romance? Oh, yes! The memories are there. Did you ever touch the handrails in the engine room fidley at 120-130 degrees going down into a steaming engine room in the Persian Gulf - your eyes full of salty tears - not a breath of air?

Did you ever tend water in the fire room in a steaming Venezuela port - fans off - natural draft - no air - sweat running off your body - tending the water by hand - boilers emanating heat - you can't quit - you're down there.

Did you ever maneuver in the Suez Canal on a T-2 tanker in the summertime where the engineer tells you (the oiler) to relieve the fireman before he passes out?

Did you ever maneuver in the Panama Canal - full ahead - full astern - the telegraph going wild? Close the fires - open - watch your water - watch your steam pressure - move it! The ship is moving - you're ready.

Did you ever steer thru close quarters - vessels gliding by - steady as you go - you're up there - watch that wheel! Hard right! Ease it - steady as she goes.

Did you ever see Mt. Fiji on your port side coming into Tokyo Bay or look up on the stern of Shimizu? Look up - there it is.

Did you ever steer up the Saigon River or thru the Shimonoseki or Hakodatt Straits? Have you ever seen the Southern Cross or round the Cape of Good Hope? Did you go up Table Mt. and see this majestic view of the Atlantic coming into the Indian Ocean? Or in Wakamatsu/Kyushu - as the spice of the Orient permeates your being - Yokohama, Kobe, Moji, Bombay, Malabar, Calcutta, Mombasa, Zanzibar, the Gold Coast, Ivory Coast and Congo.

Did you almost kiss the sea while on the shelter deck on a tanker as the seas mounted - and you grabbed the legs of a fellow seaman as he was being carried by the sea - over the side?

Gibraltar - Frisco - Seattle - Anchorage - Beirut - Beaumont - Port Arthur - Baltimore Street - Philly - Marcus Hook - Portland, Maine - Havana - San Juan - Grenada - Haiti - Trinidad - sunny ole Mexico - down thru the Argentine - up to Montevideo - Rio de Janeiro - catch the aroma of Columbia - onto Panama, (remember??). Down to Buenaventura, Callao, Matarani, Ilo, Arica down the sunny coast of Chile down to Valparaiso. Those memories seem to fade away - yet, you had it all.

Yes! You're out there again. At sea - under that vast and starry sky. Did you realize it? You've got to search again for that feeling. You're out there again. The wind rustles through the stays and shrouds. The deep nite is mystic as the ship moves o'er a far-off horizon. The white smoke from the stack dances to and fro. The ship is moving thru the nite. You're alone on deck - time and space stands still. The sweet air caresses your being as if in an embrace of love - the sea rises - you are transfixed - can you feel that rising sea? You are in communion with that Higher Being. And you know - you left the sea - and yet - that is where you left a part of you - it will never be the same!

Benefits for Merchant Marines

On January 19, 1988, the Secretary of the Air Force declared certain Merchant Marine service as qualifying for Veterans benefits. Merchant seamen who served in active oceangoing service from December 7, 1941 to August 15, 1945 are considered to be veterans. Also eligible are Civil Service crewmembers serving aboard U.S. Army Transport Service and Naval Transportation Service vessels in oceangoing service. **If you wish to be considered for VA benefits, you should apply for a discharge certificate (DD Form 214) by completing DD Form 2168 (Application For Discharge of Member or Survivor of Member of Group Certified To Have Performed Active Duty With the Armed Services of the United States) and sending it to:**

**USCG – National Maritime Center
(NMC-421)
ATTN: WWII
100 Forbes Drive
Martinsburg, WV 25404
Main Inquiry Line: 1-888-I-ASK-NMC (1-888-427-5662)
Alternate Line: 1-304-433-3400**

The discharge certificate issued by the Coast Guard will reflect dates of all wartime voyages. The remark section will show inclusive dates of each voyage. Each voyage will be considered a separate period of active service in determining eligibility for benefits and services.

In general, merchant marine veterans who obtain discharge certificates and their survivors may be eligible for the following benefits from the Department of Veterans Affairs (VA):

Disability Compensation – The VA pays compensation for disabilities incurred or aggravated during military service. It is of primary importance to list information on the application form showing dates and places of medical treatment received in service which relate to the condition for which you are claiming service connection. If medical records are available, please include them with your application. If not, the VA will make every effort to obtain the records. **Use VA Form 21-526 to apply.**

Dependency and Indemnity Compensation – Payments are authorized for surviving spouses, unmarried children under 18 (as well as certain helpless children and those between 18 and 23 if attending a VA-approved school) and certain parents of veterans who died from service connected disabilities. Surviving spouses and children **use VA Form 21-534 to apply.** **Dependent parents use VA Form 21-535.**

Disability Pension – For wartime veterans, surviving spouses and children with limited incomes. Veterans who are permanently and totally disabled because of nonservice-connected disability may be eligible. Veterans use VA Form 21-526 to apply; survivors **use VA Form 21-534.**

Medical Care – The VA provides hospital care covering the full range of medical services for all service-connected conditions, to veterans in receipt of VA pension or those eligible for Medicaid. Outpatient treatment is available to veterans with service-connected conditions. Hospital care may be provided on a space-available basis to nonservice-connected veterans with incomes within certain limitations. Veterans with incomes more than these limitations may be furnished hospital care on a space-available basis if they agree to make a co-payment to the VA. Application should be made to the VA Medical Center on VA Form 10-10EZ.

Dental Treatment – Treatment is available for veterans with dental disabilities resulting from combat wounds or service injuries.

Home Loan Guaranty – The VA will guarantee your loan for the purchase of a home, manufactured home or condominium. **Apply for a certificate of eligibility on VA Form 26-1880.**

Burial Benefits – The VA provides certain burial benefits, including interment in a national cemetery, a headstone or marker, partial reimbursement for burial expenses and a burial flag. Postmortem requests for burial in a national cemetery should be made to the director of the cemetery in which burial is desired. **Application for the burial allowance should be made on VA Form 21-530, for a headstone or marker on VA Form 40-1330, and for a burial flag on VA Form 21-2008.**

GI Insurance – Life insurance (up to \$10,000) is available for veterans with service-connected disabilities.

Vocational Rehabilitation – In limited circumstances, eligibility for vocational rehabilitation may be established. Basic eligibility requires a service-connected disability rated by VA at 20%, however there are certain exceptions and eligibility will be determined on the merits of individual cases. If eligibility is established, the VA will pay tuition, books, tools or other expenses and provide a monthly living allowance. Employment assistance is also available to help a rehabilitated veteran get a job. **Use VA Form 28-1900 to apply.**

IMPORTANT NOTE: Section 402 of P.L. 105-368, “Veterans Programs Enhancement Act of 1998”, amended title 46, United States Code, by adding chapter 112, which provides that the “qualified service” of certain merchant mariners between August 16, 1945, and December 31, 1946, would be deemed active duty service for purposes of benefits eligibility under chapters 23 (Burial Benefits) and 24 (National Cemeteries and Memorials) of title 38, United States Code. Depending on the type of merchant marine service, certification of “qualified service” must come from the Department of Transportation or the Department of Defense.

Basic eligibility has thus been extended to covered merchant mariners for the following benefits: burial flags, burial allowance for certain indigent wartime veterans, plot allowance payable to a State for burial in certain “state owned” cemeteries or cemetery sections, headstones and markers, internment in national cemeteries, markers in memorial areas of national cemeteries, and markers in memorial areas of Arlington National Cemetery. In general, benefits may be provided only for deaths occurring after November 11, 1998. However, in the case of an initial burial or columbarium placement in a national cemetery after November 11, 1998, benefits incident to burial and the provision of a headstone or marker are authorized regardless of the date of death.

INSTRUCTIONS FOR COMPLETING FORM

1. Use typewriter or print information when completing this form. Submit in original copy only. Complete all items. If the question is not appropriate, write “NONE.” Attach all documentation available to support information you enter on the form.
2. The burden of proof is on the applicant to show he or she was part of the group that provided the recognized services. List all attachments or enclosures. Use plain bond paper for additional explanation, if needed.
3. Include any supporting documents which support your claim. Supporting material may include, but is not limited to, separation discharge certificates, mission orders, identification cards, contracts or personnel action forms, employment record, education certificates, diplomas, pay vouchers, certificates or awards, casualty information, and any other supporting evidence of membership and character of service performed.
4. The appropriate service will not provide counsel representation for applicant, nor will it defray cost of such counsel under any circumstances.
5. In the event the service decides information provided by the applicant is incomplete, the application will be returned without prejudicing later information.

APPLICATION FOR DISCHARGE OF MEMBER OR SURVIVOR OF MEMBER OF GROUP CERTIFIED TO HAVE PERFORMED ACTIVE DUTY WITH THE ARMED FORCES OF THE UNITED STATES (Read Instructions on reverse before completing.)				Form Approved OMB 0704-0100	
<u>Privacy Act Statement</u>					
<u>AUTHORITY:</u>		Public Law 95-202, Sec. 401, The G.I. Bill Improvement Act, and EO 9397.			
<u>PRINCIPAL PURPOSE:</u>		To assist the secretary of a military department in determining if applicant was member of a group which has been found to have performed active military service and, after an affirmative finding as to the applicant, to assist the secretary in issuing an appropriate certificate of service.			
<u>ROUTINE USE:</u>		To establish an individual personnel record.			
<u>DISCLOSURE:</u>		Voluntary; however, if information is not furnished, application may be returned to applicant. The use of SSN is to assure proper identification of individual and records.			
I. GROUP MEMBER PERSONAL DATA					
1. MEMBER'S NAME b. LAST, FIRST, MIDDLE AND MAIDEN, IF ANY b. ALIAS(ES)		2. PRESENT ADDRESS (Street, City, County, State, Zip Code, if applicable)		3. SOCIAL SECURITY NO. 4. DATE OF BIRTH	
II. SERVICE GROUP DATA TO SUPPORT CLAIM					
5. NAME OF GROUP SERVED WITH		6. IDENTIFICATION NO.	7. HIGHEST GRADE / RANK / RATING HELD		8. HIGHEST PAY GRADE (or actual pay)
9. ENTRY INTO SERVICE a. DATE b. PLACE (include City, State of Military Installation)			10. ACTUAL MILITARY SERVICE BEFORE/AFTER THIS SERVICE a. DATES b. DEPARTMENT(S)		
11. HOME OF RECORD AT TIME OF ENTRY (Street, City, County, State)			12. GRADE / RANK / RATING AT TIME OF ENTRY		
13. MILITARY INSTALLATION WHERE ORDERED TO REPORT (Include City and State)				14. SPECIALTY / JOB TITLE(S)	
15. DECORATIONS, MEDALS, BADGES, COMMENDATIONS, CAMPAIGN RIBBONS AWARDED / AUTHORIZED					
16. TERMINATION OF GROUP SERVICE (Separation, Discharge, Resignation, etc.)					
a. TYPE OF TERMINATION		b. REASON	c. STATION BASE / LOCATION	d. SERVICE COMMAND AFFILIATION	e. DATE SERVICE TERMINATED
III. APPLICATION INFORMATION					
Applicant must sign in the space provided. If the record is that of a person who is deceased or incompetent, legal proof of death or incompetency must accompany this application, If the application is signed by a spouse, widower, next of kin, or legal representative, give relationship or status in the appropriate box below.					
17. RELATIONSHIP TO APPLICANT (X one)					
<input type="checkbox"/> a. SPOUSE		<input type="checkbox"/> c. WIDOWER		<input type="checkbox"/> e. LEGAL REPRESENTATIVE	
<input type="checkbox"/> b. WIDOW		<input type="checkbox"/> d. NEXT OF KIN		<input type="checkbox"/> f. OTHER (specify)	
I MAKE THE FOREGOING STATEMENTS, AS PART OF MY CLAIM, WITH FULL KNOWLEDGE OF THE PENALTIES INVOLVED FOR WILLFULLY MAKING A FALSE STATEMENT OF CLAIM. (U.S. Code, Title 18, Sec. 287, 1001, provides a penalty of not more than \$10,000 fine or not more than five years imprisonment or both.)					
18. APPLICANT					
a. NAME (Last, First, Middle)		b. SOCIAL SECURITY NUMBER	c. TELEPHONE NO. (include area code)		d. DATE SIGNED
e. MAILING ADDRESS (Street, City, State, Zip Code)			f. SIGNATURE OF APPLICANT		
IV. DISCLOSURE OF INFORMATION					
19. I hereby authorize the release of copies of any official records maintained by the National Personnel Records Center to the appropriate military personnel office for the purpose of processing my application for discharge under Public Law 95-202					
a. SIGNATURE OF APPLICANT			b. DATE SIGNED		

SHIP AHOY – Memories of Ocean Liner Row – New York City

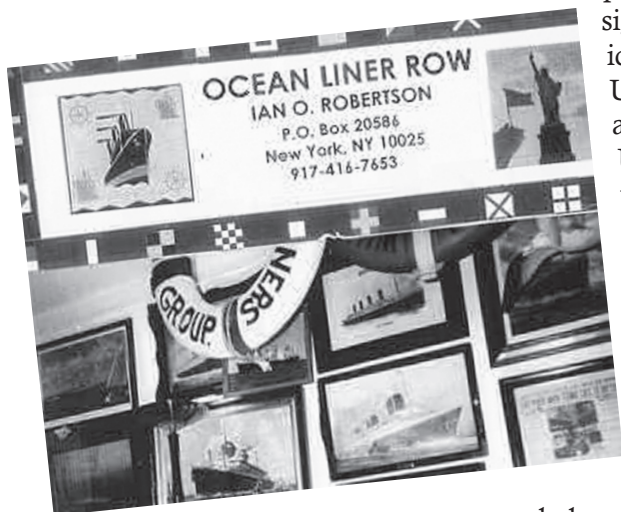
Over the years, the United States and nearly every country in Europe have sent their ships to and from New York across the Atlantic, carrying mail and hundreds of thousands of passengers. Sadly, the demise of the great passenger fleets began as progress in the form of the airplanes that took to the skies,

signaling the end of the great iconic liners, such as the SS United States, the SS France and the Queen Marys. Unfortunately, once retired, these liners cannot survive forever. So it remains for us to protect the memory of this bygone era in maritime history for future generations.

And whether the ships carried your family, full of hopes

and dreams, with their worldly possessions packed in suitcases, to start a new life in America or were taking loved ones on the cruise that they had always dreamt about, the memory of these ocean liners should be kept alive.

Over the last 30 years, Ian Robertson has devoted time to collecting ocean liner memorabilia. Treasures have come from ports like Genoa, La Havre, Cherbourg, Hamburg, Oslo, Stockholm, Rotterdam, London, Liverpool and Southampton and are currently on display at the Port Authority of



NY/NJ Bus Terminal by the George Washington Bridge in New York City. The exhibit will be on display until the end of 2009 and Mr. Robertson is looking for a permanent display place after that, preferably one along the Hudson River in New York City.

For more information on this exhibit, please check out the website www.oceanlinerrow or call Ian Robertson at (917) 416-7653 or email ian@oceallinerrow.com.





CHAPTER NEWS

Central Indiana Chapter

Lisa Wilken is an Air Force veteran and not a Merchant Marine child or grandchild, but she is going "over & beyond the call of duty" to help us with the Just Compensation cause. On our behalf she is working to get the legislators in Washington, D.C. from a number of States, to be co-sponsors.

She has arranged for CEO Ellwood, Richard Blair and their wives to go to Chicago with her to be interviewed on a Veterans Forum TV station with a free hotel room.

Later, she arranged for a donated free 15 passenger van with driver, to take about seven of us MM veterans and wives to Chicago to a veterans rally, and has been setting up a number of interviews with Senator Lugar's staff about our Senate Bill S.663. She has made numerous phone calls on our behalf.

We couldn't possibly pay a lobbyist firm for what she has done FREE at no cost to our chapter or to the National AMMV. This is one lady veteran that should be a guest speaker at the Branson convention. It was she, more than anyone else, who got Senator Bayh to reverse his stance and become a co-sponsor, and now she is busy convincing past co-sponsoring Senators to sign on again. An admirable lady and we are proud to have her on our team.

Dennis A. Roland Chapter



The DAR participated in the Randolph, NJ 4th of July parade on July 3, 2009. Pictured are (L to R) Joseph Kubala, Roscoe Jennings, VP George Murphy, Sec'y Harry Dircks, Membership Sec'y Elisabeth Dircks, Voyager (Newsletter) Editor Jack Strangfeld, Pres. Hank Kaminski.

Desert Mariners of Arizona Chapter

Saturday, September 8, 1984, was a RED LETTER DAY for the American Merchant Marine Veterans, as they and their ladies came to Apache Junction, Arizona to meet for a potluck dinner and to meet old Sailors. There were 17 men, 15 ladies and 3 state legislators present.

It was decided to start a Chapter and this would make us the third Chapter in the United States. There was one in Florida and one in San Pedro, California. An election was held and officers elected: Executive Officer was John A. Forsberg, Assistant Executive Officer was Theodore Vincent of Sun City, Secretary was Richard Vaughan of Paradise Valley, Treasurer was Donald Gibbs of Tempe, Publicity was Ralph Iorio and Legal Consultant was Robert F. Casey, Mayer, Arizona.

Dues were voted on and it was decided the \$25.00 per year was okay with \$12.50 going to the National.

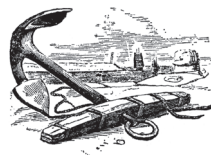
Members voted to meet each month and see how it would go. The next meeting was set for October 13, at the Apache Junction Elks Lodge. John would have the Lodge serve lunch. John Forsberg said the Chapter could use his address and all present agreed.

From then on the Chapter continued to grow. By January, 1985 we had 84 members. As of today, Tedd Vincent and John Forsberg are the only two Officers surviving who were at the first meeting. Today we have 53 paid up members and still looking for new members, so we can help National grow.

Edwin O'Hara Chapter

In September, we honored the memory of our namesake hero, Cadet-Midshipman Edwin J. O'Hara, who lost his life fighting for our freedom. The battle is recounted elsewhere but for a detailed account of the voyage, I strongly recommend *Action in the South Atlantic*, written and painstakingly researched by Gerald Reminick, an O'Hara member. The extraordinary courage and heroism of the Merchant and Navy Armed Guard crews of the SS Stephen Hopkins during and after the uneven battle, including 31 days in a lifeboat, is among the finest in all history.

— Arnold Johnston, CEO





CHAPTER NEWS

Golden Gate Chapter

On June 6, 2009, the National Liberty Ship, S.S. Jeremiah O'Brien, held a commemorative 65th Anniversary ceremony remembering the only American vessel present at the Normandy invasion to return for the 50th anniversary of D-Day in 1984. It was quite a celebration with live music by the San Mateo Marching Band, food, drinks and interesting speakers. Over 300 guests attended, of which eleven were members of the Golden Gate Chapter. Guests were invited to tour the ship before and after the ceremony as she is the last unaltered Liberty Ship in the world. It was a most memorable day!

On July 8, 2009, four of eight flags were stolen from the Veterans Memorial Park in Union City, CA. Flags stolen were the Merchant Marine, M.I.A., California State, and the USMC. The Golden Gate Chapter offered to replace the MM flag, and on September 7, 2009, a ceremony was held at the park and all eight flags were again raised.



Harold Wagner and Frank Mendez, Golden Gate Chapter, with Union City Veterans Memorial director.

Gulfstream Chapter

Reprinted from the Gulfstream Log, July / August, 2009 issue.

Seagoing Unions Urge Government to Provide Military Force Protection Teams.

The following letter was sent to President Obama.

We represent the American Maritime Officers (AMO), the International Organization of Masters, Mates & Pilots (IOMMP), the Marine Engineers' Beneficial Association (MEBA) and the Seafarers International Union (SIU). On behalf of the officers and members of our unions, we wish to express our deepest appreciation to you and to all those in your Administration who were involved in bringing the recent acts of piracy against U. S.-flag vessels and their United States citizen crews to an end. We are especially grateful to the Department of the Navy and the naval personnel who, despite the unique and difficult circumstances, responded with great skill.

Nevertheless, American mariners working aboard U. S.-flag vessels operating in that region continue to face an immediate and ongoing threat from international pirates. As our American mariners simply attempt to do their jobs, their lives are in constant peril as these pirates decide when to take further aggressive action against U. S.-flag ships.

We believe that the most effective step that must be taken to prevent further aggressive action against U. S.-flag commercial vessels and their crews is for our government to immediately provide U. S.-flag vessels with the force protection necessary to prevent any further acts of piracy against them. There should be no questions but that this is the responsibility of the United States government to provide the protection necessary to ensure the safety of life and property aboard United States-flag vessels.

When a vessel flies the United State flag it becomes an extension of the United States itself, regardless of where in the world the vessel is operating. We stand ready to continue to meet with the appropriate persons in your Administration to discuss a realistic, long term solution to this problem. We further believe collaborative effort among all parties – domestic and international – is necessary to develop and implement solutions that have the potential to reduce, if not end, piracy on the high seas, and we stand ready to participate in this process.

Sincerely,

Thomas Bethel, President AMO
Timothy Brown, President, IOMMP
Don Keefe, President, MEBA
Mike Sacco, President, SIU



CHAPTER NEWS

High Rollers Chapter

IT'S TIME TO MOVE FORWARD! An open letter from Roy Mahan, CEO.

Most articles, conversations, etc. for the most part of the last few years have dealt with the past 64 years of waiting, hoping and fighting for what we earned in WWII. Defeat after defeat has pretty much been the recurring theme in this timeless battle... battle weary and disillusioned, I believe that it is time to take stock of this situation.

Gentlemen, it is time to move forward. And I mean move into the future!!

At our last chapter meeting, I read a brief concerning the National Association of Uniformed Services (NAUS) and their activities in helping the AMMV and the Just Compensation Committee. All of a sudden, there were two, three or four reports coming from the attending Mariners. They were all read and evaluated, along with personal experiences with NAUS. I told the members I believed that it would be a great gesture on our part to inform General Matz that we have a 100% sign-up in our chapter.

Applications and checks will soon be in the mail to back up our support of NAUS. This made me so damn proud of my boys and girls... to see them rally. It was exciting to see such swift action on this very important decision by all 26 of our members in this small Chapter.

I am sure that this motivation will surely carry through to our National Convention here in Las Vegas in 2010. And, of course, you are all invited.

I feel that we can keep this momentum going and once our forces are assembled and rolling, that it will give the Just Compensation the huge shot in the arm that just might help put this crusade over the top.

Let us never forget our past. BUT, LET US MOVE AHEAD... towards the future, Mariners. IT'S TIME TO STEP UP and be counted.

Humboldt Bay Chapter

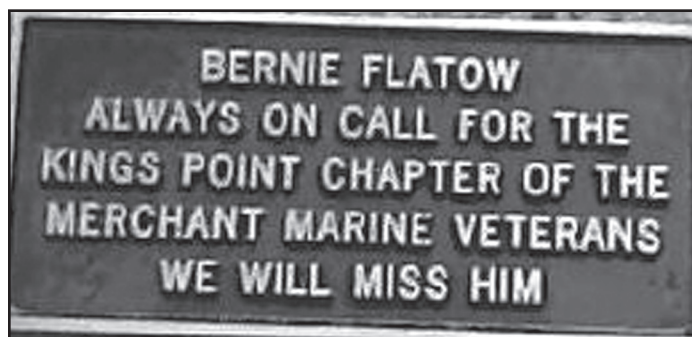
At our September meeting, our guest speaker was Paulette Gilliam, military mom and coordinator for a program called Socks for Soldiers. When her son was deployed to Iraq in March of 2003, he wrote that he was in need of basic necessities, including combat boot socks and laundry soap. She was stunned that these basic supplies were not readily available to her Army son stationed in Kirkuk. She didn't have time to care about

why they weren't available; he needed them and she immediately shipped him what he needed.

Word got around and soon she was shipping other "care packages" to all branches of the military. Each one is wrapped in tissue paper and looks like a real gift when it is opened. She took up the crusade and, since that first SFS box, has shipped more than 10,500 care packages but knows that the number of soldiers that the supplies have reached is much greater. The packages have expanded to include knitted watch caps, lip balm, cough drops, razors, eye drops and other items necessary to make life a little more comfortable for our troops overseas. This is truly a volunteer community project for the Eureka, CA area. As a fund-raiser to help support the program, she is currently selling volume 2 of a Socks for Soldiers cookbook.

If you would like to know more about this project, please contact Paulette at (707) 442-9322 or email pjgilliam@aol.com or write to SFS, 1672 Nedra Avenue, Eureka, CA 95501-1540. You can also check her website: www.socksforsoldiers.com.

Kings Point Chapter



Members of the Kings Point Chapter pay tribute in honoring a plaque dedicated to Bernie Flatow at the Kings Pt. Academy arbors. (L to R) Pete Squicciarini, CEO, Lawrence Sheeham, Capt. George Kraemer, Robert Owens, VP, John Bunch, Mike Purcell, Chaplain, Capt. Henry Schulman, Treasurer. Photo taken by Chris Kutch, Secty.



CHAPTER NEWS

Mid-Columbia Chapter



AMMV Mid-Columbia Chapter Commander Robert Cauble told his son, Ron, that he wished he had a tall flag pole. He said he thought we all should be flying our Merchant Marine flag where it could be seen. He had short poles attached to the front of the house but they didn't stand out like he thought they should. Ron started to work. The result is shown. It is made from 2" stainless steel schedule 40 pipe. It is 27 ft to the top of the eagle. Ron said if he ever built another one it would be made from 2" schedule 40 aluminum pipe. It was a job getting the heavy stainless steel pipe up. It took two sections of scaffolding and they had to round up two more neighbor men to get it lifted up and it still didn't go up easily.

Sacramento Valley Chapter

The Sacramento Valley Chapter has contributed \$1,000 to the SS Jeremiah O'Brien fund to help maintain the old ship. I wanted to wind up my term as president of the Sacramento Valley Chapter with something that might be remembered. I proposed, and the membership approved, the first of what will be a yearly contribution. Each year in July we will consider making another similar contribution to the O'Brien. This will depend on the continued financial well being of the chapter. The membership will vote each year in June about making that year's contribution.

Other chapters have made sizable contributions to the ship when their chapters have shut down or closed their operations. The Juan de Fuca, Washington, chapter contributed \$1,395. The Stockton, California, chapter gave the O'Brien \$5,000. Several members of the former Stockton chapter now belong to the Sacramento Valley Chapter.



Ray Westberg handing check to Bill Fairfield, volunteer on the SS Jeremiah O'Brien.

CEO Ken Blue reports that the Humboldt Bay Chapter News in the Summer *AMMV NEWS Magazine* really grabbed him real good. If you've read his book, *Civilian at Risk*, you can guess why. At 16, he sailed in the General Petroleum Fleet on four ships up the West Coast. He was on the Mojave, the Tejon, Lebec and Emidio. Our 3rd Engineer, Ben Winters, left the Mojave and transferred to the Emidio in time to be one of the casualties when it was torpedoed December 20, 1941.

— Bob Ulrich



CHAPTER NEWS

San Diego Silvergate Chapter



Above: (L to R) Bill Finch, his wife Peggy, Paul Hedgepeth and his companion Norma McFarlane.

Below: Not shown but in attendance was Phil Proctor, front row, second from right, with the crew of the SS Bernard Baker on Christmas Day, 1943 in Murmansk, Russia.



On August 29th, the Silvergate Chapter sent a group of six of us, including Byron Ayres, CEO (not shown) to represent the Merchant Marine when Cindy presented an AMMV Distinguished Service award and a "Thank You" letter and poster from the Just Compensation Committee to Congressman Bob Filner at Friendship Park in Chula Vista, California. Bob was celebrating his birthday as well as his 30 years of service in politics. Several hundred people attended. It was the most men we could assemble due to the heat of the day, the health of the men able to attend and the distance that had to be traveled to get to the celebration. But a good time was had by all.

Sarasota-Manatee Chapter

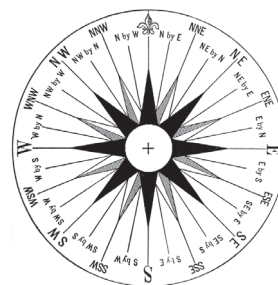
The Sarasota National Cemetery will conduct a Wreaths Across America ceremony on December 12, 2009. This will be the first annual presentation at this cemetery. The host for this ceremony will be the Manatee County Veterans Council.

The ceremony starts at 11:30am with an introduction and the Setting of the POW/MIA table. Presentation of the ceremonial wreaths is at 12:00pm. Ceremonial wreaths representing the Army, Marine Corp., Navy, Coast Guard, Air Force, Merchant Marine and POW/MIA will be placed at the base of each respective flag by veterans representing each respective service.

Please contact Jim Waters, location leader at (941) 729-1346 for further information.

St. Johns River Chapter

More than 70 Seafarers International Union (SIU) members at the Jacksonville, Fla., hall recently signed a petition urging support of Senate bill S.663 "Belated Thank You to the Merchant Mariners of World War II Act". Some of those members are shown in the accompanying photo, taken in early August. The companion bill HR.23 passed in the House of Representatives earlier this year. The petition was coordinated by the St. Johns River Chapter and then was sent to U.S. Senator Bill Nelson (D-Fla.), asking for his backing.





CHAPTER NEWS

Susquehanna Valley Chapter

A wonderful magazine, *The Pointer*, is put out by the Navy Armed Guard, under the auspices of Charles Lloyd. Strictly by donations when he has enough money to publish an issue. Many merchant seamen send the group a donation each year because we really enjoy the magazine. Contact is: USN Armed Guard WWII Veterans 15 Wall Creek Dr., Rolesville, NC 27571. Phone (919) 570-0909. Website is www.armed-guard.com and email is clloyd@nc.rr.com.

Sometimes a guy does something neat and it just dies there. Sometimes a guy does something extraordinary and it just lies there. Some guy did something that needs display. After the Armed Forces Ceremony at City Island, Ed Gannon put together a very attractive binder filled with pictures of the event with comments scattered throughout. Ed presented each of our members who attended the function with a copy of this booklet. We would like to recognize Ed for this touching gesture.

Everyone deserves the National Defense Service Medal (NDSM)

The NDSM is currently authorized for four service periods dating back to the Korean War. But the criteria for being authorized the NDSM existed continuously since the Revolutionary War. Every American who served Honorably should be authorized the National Defense Service Medal for wartime whether in battle or not, and peacetime for helping to prevent war.

The Mission of Operation RetroActive Recognition is to get Legislation introduced and passed by Congress to make the NDSM retroactive to our Nation's beginning so that every American who Honorably served is honored for that service. Request your veterans and civic organization to support the Mission of Operation RetroActive Recognition.

Operation RetroActive Recognition:

<http://www.americanwarlibrary.com/retroactive/retro.htm>

The current NDSM Issue Regulations:

<http://www.amervets.com/replacement/nd.htm#isr>

NOTE: Currently eligible personnel should ensure the NDSM is listed on your current 201A Military Award Report:

<http://www.amervets.com/201areq.htm> (or... [amervets.com/201a](http://www.amervets.com/201a))

Contact Person for this posting: Roger Simpson, PIO

Public Information Office: <http://www.13105320634.com>

The American War Library: <http://www.amervets.com/>

16907 Brighton Avenue

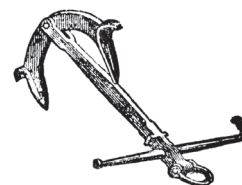
Gardena CA 90247-5420

Phone / Fax: 1-310-532-0634

Midwest Chapter Anniversary Celebration



A Dinner celebration of Chicago's Midwest Chapter's 21st Anniversary in the AMMV took place at the VFW Hall October 11 2009. President A.J. Wichita was invited to attend and give an update on JCC and the health and activity of the AMMV. He presented Valeria Urbikas the AMMV's highest Distinguished Service Award for her years of service as the "Loglady". She produced a newsletter at the beginning and has been the chapter's cheerleader ever since. Dr. Karyn Holm, daughter of Bob McGaghie, Midwest Chapter's Presidential Council was presented the Merchant Mariner's "One Knot Rosary" crafted by Bud Schmeidel, of the Sacramento Valley Chapter, by A.J. for her many volunteer efforts for the chapter. Then it was A.J.'s turn. He was presented with a book written by Pete Petersen entitled "They Couldn't Have Won The War Without Us!" And Charles Scott presented him a cowhide valise. A.J. was sure it came from a Texas cow he once knew.



YOUR NAME IN HISTORY

Proposed by Mark Gleeson, Mon Valley Chapter, AMMV

With the establishment of a World War II Merchant Marine presence in the Florida State University Institute of World War II and the Human Experience, the veterans of the Merchant Marine, licensed and unlicensed, can participate in an educational opportunity that will be called Your Name in History. This opportunity can be accomplished by contributing personal memorabilia, participating in a personal oral history, and financially participating in the development of a library of publications, films, and videos dealing with the Merchant Marine in World War II. I have, personally, contributed \$100.00 towards the purchase of a book.

This collection of books, films, and videos can be accomplished in a number of ways:

Chapter Donations

Most published books cost between \$25-40.00. A local chapter can now make a donation of a \$100.00 minimum to the Merchant Marine Book Project, Florida State University Institute on World War II and the Human Experience. Books will be purchased by the Institute using the chapter contribution, and a page will be inserted in the preface of the books noting that the books had been purchased through a contribution of the local chapter. The names of the chapter members will be included.

Personal Donations

For a donation of \$100.00 minimum to the Institute, books will be purchased and a biographical sketch of 250 words maximum of the individual donor will be inserted in the preface of the books. The Institute will prepare and edit the veteran's biographics that should accompany the contribution. It shall be noted that the books are a personal contribution of that veteran. There is no limit to the amount of a contribution but the increments after \$100.00 shall be in \$50.00 units.

Individuals are also encouraged to make additional personal contributions directly to The Institute to support its present activities and to aid in their expansion of The Institute.

Donation for a deceased member

The contributions for donated books is an easy and perfect way for the family and friends of a deceased veteran to honor and preserve the name and service of their family member or friend to his country. The process to follow is that for a personal donation of \$100.00 or more. The biographical background of the deceased veteran should be included with the donation.

Personal collection

It has been noted that some member veterans maintain

personal collections of books and written material on the Merchant Marine of World War II. The Florida State University Institute on World War II and the Human Experience will accept these books and will include information regarding the donor using the same system as outlined for a personal donation. The veteran must submit personal data to be included in a book.

Selection of books

There are a number of bibliographies of books on the Merchant Marine of World War II. The website, www.usmm.org, maintains an extensive listing of books and written material on all facets of the war. There are references in the website to publications on the Armed Guard, ship sinkings, voyages, etc. There is also a website called Battle of the Atlantic Bookstore. While most of the books listed deal with Naval operations, there are many good books on the Merchant Marine activities. The Naval Institute Bookstore in Annapolis also carries many good titles on the Merchant Marine of World War II.

The library at the Merchant Marine Academy at Kings Point, NY maintains a listing of critical publications. We will request the Kings Point Library to provide a list of books they believe are most appropriate and informative.

I will request several of our members who have had extensive experience in researching and writing on the Merchant Marine of World War II to help prioritize the bibliographies on the Merchant Marine of World War II that would be appropriate to be sponsored. In this way, the staff at the Florida State University Institute on World War II and the Human Experience will have some guide to the purchase of the significant books and other material available.

The Staff at the Institute will have the discretion in selecting publications purchased. This will avoid duplications.

How to proceed with donations

Checks for the purchase of books for the Florida State University Institute on World War II and the Human Experience dealing with the Merchant Marine of World War II should be made out to: Institute on World War II. Please note on the check --Merchant Marine Book Project

The check and information relating to the donor/donors should be mailed to:

Institute on World War II and the
Human Experience – c/o History
Attn: Dr. William Olson
Florida State University
Tallahassee, Florida 32306-2200

(continued on next page)

As a member of the American Merchant Marine Veterans, I know there are many goals for all of us to reach in the years ahead. Probably each of us has a goal, a project we really want to do. I feel that the establishment of this book project finally establishes in a national institute of higher learning an open and visible place where our service to our country can be fully noted, examined, explored, and researched.

What better place than the special educational Institute on World War II located in the history department of a major university.

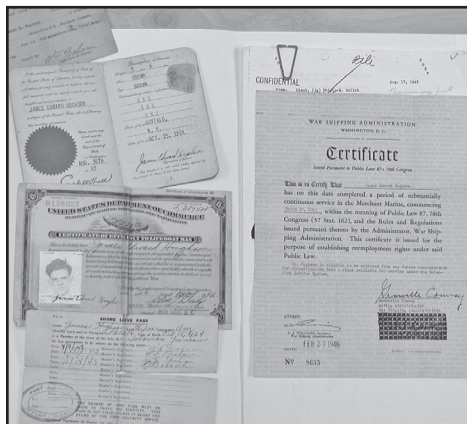
We have never had such an individual or collective opportunity before, and it not too late to take this opportunity to help preserve the history of our service, our names. What a wonderful and easy way to honor shipmates who died in the service of our country or friends or relatives who have crossed the bar.

Someone once wrote, "Never again will the world see such a fleet of ships, nor such a group of men who sailed them." I know this, and all of you do too. It is now for all of us who remain of that group of men to make sure that others in the future can come to a special place and discover anew what our contribution to our country really was and how that contribution was a major factor in our country's final victory.

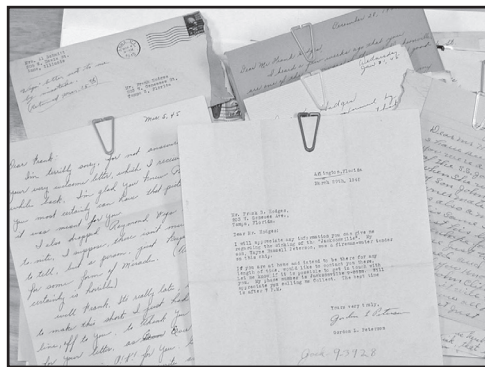
Please take advantage of this personal opportunity.

Regards,

Mark S. Gleeson



Part of the Hughson Collection 09.0136



Part of the Hodges Collection 09.0032

Merchant Seamen's Collections Gratefully Received

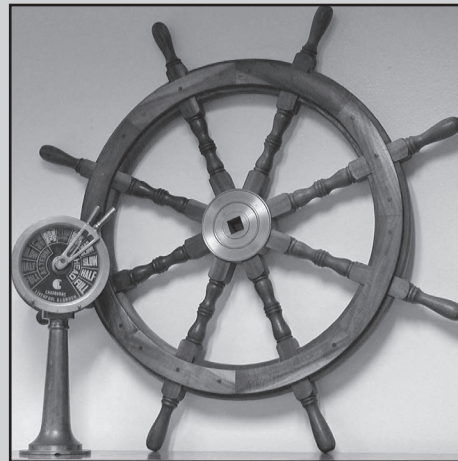
Since the last *AMMV News Magazine* we have received several donations and they are greatly appreciated. Some of the items that have been donated so far include the Frank B. Hodges Collection. He was on the SS Jacksonville, a tanker that was attacked and exploded. He and an Armed Guard were the only two survivors.

His collection includes many letters from relatives of crew members writing him in hopes that their loved one might still be alive and asking for details. The Edward A. Gallagher collection contains prototypes of a brass compass binnacle, a ship wheel and an engine order telegraph, among other items. Thank you for allowing the Institute on WWII to keep your history alive.

I have a student doing an history honor's thesis (50-75 pages). He wants collections pertaining to the Murmansk Run. I talked with some Merchant Mariners at the Reunion/Convention in Tampa who participated in the Murmansk Run. Those who participated and have written down your experiences or have memorabilia about that particular experience please contact me either by email amarsh@ww2.fsu.edu or call (850) 644-9545. The student may also be interested in interviewing some of you.

Anne Marsh

The Institute on World War II and the Human Experience
Florida State University
Tallahassee, FL



Part of the Gallagher Collection 08.0013



Part of the Patterson Collection 09.0085



JUST COMPENSATION

WE MUST KEEP THE BATTLE GOING!

Our Just Compensation legislation is certainly still a Just Cause. We cannot give up now. We have not only gained new Senate Co-sponsors but we are receiving the help of other people, on the behalf of U. S. Merchant Mariners of WWII, from across the country. People like Lisa Wilken from Indiana, Jill Herring from Pennsylvania and members Marvin Perrault and Clint Quirk. Unfortunately, we have lost one of our hardest workers, Marvin Willenburg of Kansas City, who worked 24/7 on contacting Senators. Without a computer, Marvin can probably be credited with swaying more Senators in our direction than anyone in our long battle efforts. He will surely be missed. WHO'S GOING TO STEP UP TO THE PLATE FOR HIM?

At the AMMV Western Regional Convention in Reno, NV., a petition was presented to Senate Majority Leader Harry Reid urging his participation in our fight for recognition. The petition requested that he intercede and help us with the stumbling block we are facing in the Senate Veterans Affairs Committee with Senator Akaka. The petition was accepted by his office very cordially. Senator Reid's Veterans Aide spoke with A. J. Wichita the next day and, after receiving more information, said she would see that Senator Reid received the petition. They advised that we NOT GIVE UP THE SHIP!

And speaking of petitions, the recent distribution of petitions to ask the non-signed Senators to Co-sponsor S.663 has been beneficial to our cause. Petitions were sent to AMMV Chapters in states where we need Co-sponsors and to individuals who are active in our political cause. More were sent to Montana and Vermont members as their Senators are very important to our cause. Connie Heffern of St. John's Chapter got over 350 signatures on their petition to present to their Senators. Others have reported that they've gotten over 100 signatures and sent their petitions in. We need to keep any kind of pressure we can to get more Co-sponsors. If you would like a petition for a non-signed Senator, please contact Sindy Raymond at (800) 545-4173 and she'll be glad to send you one.

It has come to our attention, lately, that some



(l to r) A. J. Wichita, National President; Nelson Cauble, National Secretary; Toni Horodysky, Emerald Sea Chapter; Bud and Mona Schmeidel, Sacramento Valley Chapter; Eugene Tomlin, Emerald Sea Chapter; Ken Klepach, Puget Sound Chapter; Sindy Raymond, Humboldt Bay Chapter; and Ken Blue, Sacramento Valley Chapter in front of Senator Reid's Reno office.

Senators' offices are telling constituents that the funding for our Bill is not stipulated. Here is an explanation from AMMV National President A.J. Wichita:

The funding for Just Compensation bill S-663 for the WWII Merchant Mariners comes from discretionary funding, which is a separate account than regular VA funds and is handled by the House of Rep. Appropriations Committee. Congressman Filner had already gotten the funding approved before House bill HR 23 passed in May 2009. There should not be any quarrel about this but I feel sure Senators have been getting pressured into believing the funding for our bill was coming out funds needed for veterans' health care.

Our Just Compensation bill passed in the house in May and is identified by the house as HR23. It is funded by the 13 member Subcommittee, Military Construction, Veterans Administration & Related Agencies of the House Standing Appropriations Committee. Since Senator Nelson's staff has, at our request, made S.663 identical to HR 23, there is no need for any funding from the Senate Appropriations Subcommittee. Rick Jones, from the National Association of Uniformed Services with whom we are now affiliated, confirms the funding. He works with Congress on current legislation being considered for veterans.

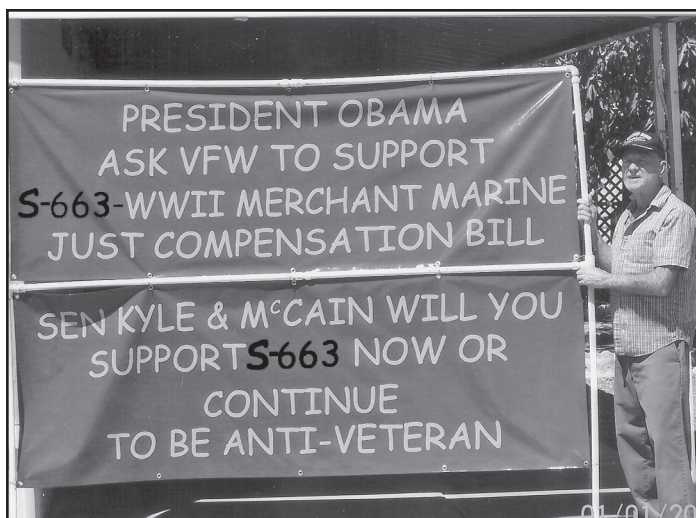
We are getting more national exposure in the press



JUST COMPENSATION

and on television. But more is needed! Information about Merchant Mariners and their role in WWII needs to be known to the public. To that end, we have reprinted the 80-page archival booklet, *The United States Merchant Marine at War*, a historical record of the Merchant Marine and its combat Veterans during WWII as documented by the U. S. Government under President Franklin D. Roosevelt. It was originally printed by the War Shipping Administration in January, 1946. We have sent everyone on the 11,000 person JCC mailing list a copy.

Our objective is to get this publication into the hands of the public to counteract the lack of understanding about our history and the great effort and sacrifices we made during WWII. All of this will help



AMMV Member-at-Large Clint Quirk of Phoenix, AZ displays his message regarding our Senate Bill S.663 to President Obama and to the 2 Arizona Senators attending the V.F.W. National Convention on August 17, 2009.

promote the passage of our current Senate Bill S.663. The Just Compensation Committee will ship you a box of 20 for distribution at your request. AMMV Chapters, too, can get involved. Suggestions for distribution include:

- Local offices of your U. S. Senator & Congressional Representative
- Local VA office, VA district office or VA Medical Center
- Libraries – county, college and high school
- Museums – regular and maritime
- Offices of any veterans group, including American Legion, DAV, VFW and any other veterans' organization
- Any maritime union or organization located in your area
- The Liberty and Victory ships located nationally
- Children, grandchildren, neighbors and families.

This will let them know what you really went through in WWII. Remember, Christmas is coming and these make great stocking stuffers.

Contact the Just Compensation Committee at (800) 545-4173 or write to the Just Compensation Committee, P. O. Box 1705, Santa Rosa, CA 95402 for more details.

The battle is not over until it is won! And we are not giving up. Our advisors are still telling us to get our Co-sponsors on board. The most important ones are the Senators on the Veterans Affairs Committee. And it is felt that the most likely to sign are Jon Tester from Montana, Bernard Sanders from Vermont and Jim Webb from Virginia. So, PLEASE GET YOUR NON-SIGNED SENATORS TO SIGN ON S.663.

– IAN T. ALLISON

U. S. SENATORS - VETERANS AFFAIR COMMITTEE - NEEDED FOR S.663 AS OF 10-10-09

WASHINGTON DC TOLL FREE PHONE (800) 828-0498

NAME			DC FAX: (202) ...	DISTRICT ADDRESS			DIST. PHONE	DIST. FAX
Isakson, Johnny	GA	R	228-0724	3625 Cumberland Bl #970	Atlanta	30339	(770) 661-0999	(770) 661-0768
Akaka, Daniel	HI	D	224-2126	300 Ala Moana Bl 3-106	Honolulu	96850	(808) 522-8970	(808) 545-4683
Wicker, Roger	MS	R	228-0378	245 E Capitol St #226	Jackson	39201	(601) 965-4644	(601) 965-4007
Tester, Jon	MT	D	224-8594	222 N. 32nd Street #101	Billings	59101	(406) 252-0550	(406) 252-7768
Burr, Richard	NC	R	228-2981	2000 W 1st St. #508	Winston-Salem	27104	(336) 631-5125	(336) 725-4493
Graham, Lindsey	SC	R	224-3808	101 E Washington St #220	Greenville	29601	(864) 250-1417	(864) 250-4322
Webb, Jim	VA	D	228-6363	507 E. Franklin St	Richmond	23219	(804) 771-2221	(804) 771-8313
Sanders, Bernard	VT	I	228-0776	1 Church St., 2nd Floor	Burlington	05401	(802) 862-0697	(802) 860-6370
Rockefeller, John	WV	D	224-7665	405 Capitol St #308	Charleston	25301	(304) 347-5372	(304) 347-5371

The United States MERCHANT MARINE AT WAR

Editor's note: this is an excerpt from the recent booklet re-printed by the Just Compensation Committee as an answer to the "nay-sayers" about the Merchant Marine and our bill S.663

Efficiency Means More Lift:

Despite the size of the merchant fleet, WSA officials operated under the maxim "there are never enough ships."

The utmost use was squeezed out of each vessel. Every attempt was made to plan and organize the use of the fleet at maximum efficiency. This called for the exercise of ingenuity and good management.

Throughout the war new ways were devised to carry more cargo per ship. Previously unused deck and under-deck space was pressed into service. Aircraft, tanks and landing craft were loaded on the decks of tankers especially devised to carry these unusual loads. During the early days of the war this saved precious time and valuable dry-cargo shipping space. During 1944 from Pacific ports alone 2,727 airplanes, 993 boats, 296 amphibious craft, and 1,223 vehicles were shipped out as deck cargo. Deep tanks of dry-cargo vessels served to carry excess bunker oil to the United Kingdom at a time when shortage of oil threatened the success of Britain's war effort at home.

As a result, studies made for the year 1944 show the volume of dry cargo loaded on decks of tankers and in-transit vessels to have been equivalent to the capacity of 475 dry-cargo vessels carrying an average cargo of 400,000 cubic feet.



Even dry-cargo vessels carried gasoline.

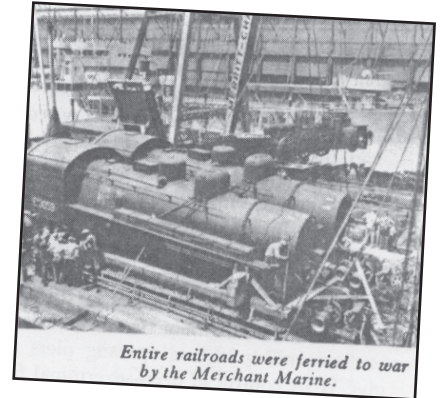
The amount of surplus fuel loaded in deep tanks of dry-cargo vessels was equivalent to the cargo capacity of 57 tankers carrying an average cargo of 12,000 tons.

Unusual cargoes had to be carried for special military uses overseas. Plans for the invasion of France spurred many of these guarded secret activities. A number of vessels were specially

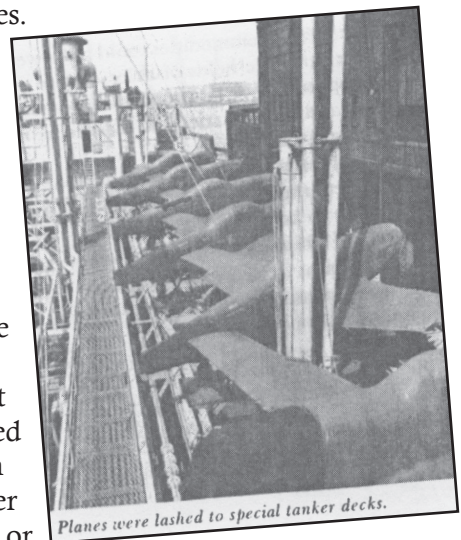
outfitted so that unboxed vehicles could be rolled out in rapid fashion to save turnaround time in their shuttle across the Channel. Ingenious wooden false decks were prefabricated in the country, stowed knocked-down ready for installation. Plans and instructions were carried for the Army to erect them when the ships had arrived.

Bulk ore carriers were fitted out for carrying grain. They loaded the largest cargoes of this vital commodity ever carried. Ten power units were shipped to Russia in the winter of 1944. They were mobile generating sets used to supply light and power to destroyed cities.

They were mounted on railway trucks, each unit some 52 feet long, and carried unassembled on deck. This was the first time such cargo had been carried, but they were shipped across the North Atlantic in winter without damage or loss.



Entire railroads were ferried to war by the Merchant Marine.



Planes were lashed to special tanker decks.

Last Trip To Trieste

"I've sailed the seven seas, my lad, I've sailed the seven seas."

The Captain very calmly said to Jimmy at his knees.

"Tell me more," young Jimmy begged, "Will you, Cap? Please do!

Tell me all about your trips out on the ocean blue."

"O.K., O.K." the Cap replied, "I hardly know what's best.

But I shall tell you something of my last trip to Trieste."

"We docked along the cattle pier one night at half past nine,

And on rushed the cowboys, a thirty-two man line.

They grabbed and growled and clawed and fought, 'til each a sack had won,

And acted like a bunch of kids, just out to have some fun.

Those boys, ah me, they were a mess, I've never seen their beat.

My lad, my lad, what boys they were, you should have seen them eat!

The first day out they all got sick, or at best all but a few.

They didn't work, they didn't eat, but oh how they did spew!

No matter when I took a look, along the metal rail

I saw a bunch of cowboys, sick and deathly pale.

A few, however, as I recall, acted like happy boys

And hopped and skipped and jumped around, like kids with brand new toys.

Now when the deck crew put to work to raise some hay or oats,

I nearly toppled off the Bridge to see how young was Boats.

But as I watched from day to day, their work was very good

When chow time rolled around at night, they'd earned their daily food.

They very seldom beefed or griped, or gave me any sass,

But, my, they hated quite a bit to raise a half dead ass.

The boys who labored day and night down in the engine room

Were still a different bunch from those who daily manned the boom.

They usually kept her going right, the prop would spin and whirl

And leave behind us on the blue a foamy, frothy swirl.

But every other day or so along our pleasant path,

The ship got very, very tired, and so they'd let her stop!

One more group I'll tell you of, they ate in the saloon,

For them the trip across the deep was ended none too soon.

The first mate was a splendid guy, the third was quite a clown

The second always liked to sleep but never let me down.

Young Sparks, the Vets, and all the rest who had this chow with me,

Would whistle loudly every time the Purser's girl they'd see.

Now, lad, the trip itself was very fine, especially for one thing,

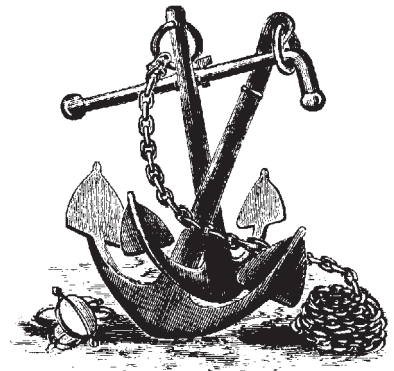
We missed the holidays at home, the songs by Frank and Bing

We missed the crowds, the Christmas rush, the trouble and turmoil,

No trees to bother fixing up, no gifts, no wrappers, no foil

But my, we had a lot of fun, we really had a spree

With songs and poems and everything, a regular Jamboree!"



-Anonymous Cowboy

FROM THE COLLECTION OF THE LATE BERNARD CASSERLY

A Special Invitation From National President A.J. Wichita,
Gulf Region Maggie & Jack Grothe, Helen & Karl Kinney, Jimmie & John McSpadden

Gulf, Central & Great Lakes Regional Convention

November 19 - 22, 2009 – Ramada Inn, Branson, Missouri

Date	Time	Activity
Wed. Nov. 18	Arrival	Travel, Shows
Thurs. Nov. 19	9:00AM	Registration, Hospitality, see shows, Free Day
Fri. Nov. 20	9:00AM	Color Guard: Introductions, National President A.J. Wichita
	9:15AM	Keynote Speaker:
	11:30AM	Break for Lunch
	12:00PM	Lunch at Ramada Inn Restaurant
	1:30PM	General Session: Burt Young, Cindy Raymond, Jack Grothe Branson Entertainers will Welcome Veterans
	4:00PM	Conclude meeting
Sat. Nov. 21	9:00PM	Free Morning
	10:30AM	Purse theater shows & entertainment
	5:30PM	Banquet Dinner
	6:30PM	Raffle
	7:00PM	Entertainment
Sun. Nov. 22		Weigh Anchor

The Regional Merchant Marine Convention in Branson takes place on **November 19th to the 22nd at Ramada Inn, 1700 West Highway 76. Make room reservation by calling 1800-641-4106. Our price for a room is \$49.95 + tax, including a hot breakfast.** Branson is popular with veterans because the town and entertainment community always makes a great effort to honor and recognize veterans and they will send in a few days; a packet of all the shows, sights, and wonders that you will be able to experience.

Name: _____ Address: _____

Phone: _____ Email: _____

Registration Fee.....	\$15X	_____ per couple
Lunch at the Ramada Inn Restaurant.....	\$15X	_____
Saturday Banquet at the Ramada Inn Restaurant.....	\$25X	_____
TOTAL		_____

**Make checks payable to “SS Samuel Parker in care of John McSpadden” and mail to
5621 Silver Lake Dr. Haltom City, TX 76117-2657
Email: jimlou2@sbcglobal.net • Phone: 817-281-0770**



APPLICATION FOR MEMBERSHIP

Join the American Merchant Marine Veterans, a growing organization of active and retired seamen. Help us gain recognition for what we, the men of the Merchant Marine, have done for our Country in war and peace.

We stand for a strong American Merchant Marine and will help launch and support legislation along these lines. We intend to help the cause of American seamen and American seapower.

The American Merchant Marine Veterans is a national organization with Chapters throughout the United States and overseas. National membership dues are \$20.00 per year, collected by Headquarters or through its Chapters. Chapter dues are determined by the membership of each Chapter.

DATE _____

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ E-MAIL ADDRESS _____

AGE _____ POSITION ABOARD SHIP _____

Please check the appropriate box(es):

- ☐ WW II ☐ KOREA ☐ VIET NAM ☐ DESERT STORM ☐ MIDDLE EAST ☐ PEACETIME ☐ NAVY ARMED GUARD
☐ ARE YOU AN ACTIVE U.S. MERCHANT SEAMAN ☐ ACTIVE OR RETIRED MEMBER OF THE U.S. ARMED FORCES
☐ WIFE OF MEMBER IN GOOD STANDING ☐ WIDOW OF MEMBER IN GOOD STANDING
☐ MARITIME ACADEMY CADET ☐ ASSOCIATE MEMBER

If you qualify in one or more of the above categories, you are eligible to join the American Merchant Marine Veterans, Incorporated. Sign on with the American Merchant Marine Veterans and help us with our efforts to improve the quality of life for all Merchant Mariners, past, present and future. Enjoy the activities of our organization while rendering a service to our COUNTRY, your FELLOW SEAMEN, and the AMERICAN MERCHANT MARINE.

We are a not for profit organization, Charter No. 4837 in the state of Florida. The Chapters operate within the purview of our National Constitution and By-Laws. Active members receive the National News Magazine quarterly. If you live in an area where no Chapter is available, you can request help from our National Office to organize one.

SEND COMPLETED APPLICATION AND DUES TO:

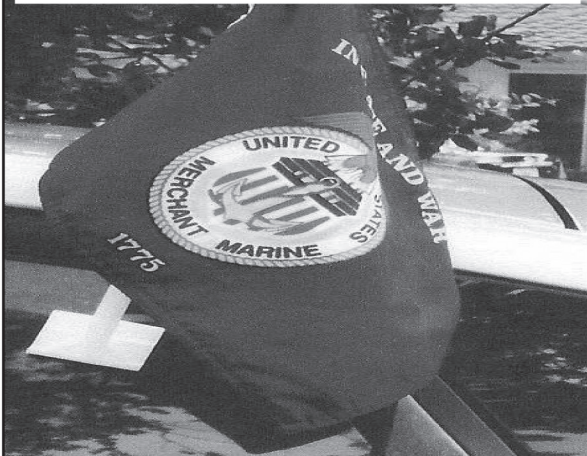
AMERICAN MERCHANT MARINE VETERANS

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NO METAL NO RUST
\$5.00 each + \$1.60s/h



Battling Pete Emblem
\$4.00 ea. s/h incl



BACK BY POPULAR DEMAND
Due to request for our shirts, Gulfstream will again have this item available for sale. Prices will be \$22 for short sleeve shirts. We will have a limited amount of long sleeves shirts @ \$24 per shirt. Plus shipping and handling charge of \$5.00 per shirt. As before 12 or more items ordered and mailed to one address we will pay shipping. . For information call 954-478-1522 or 954-720-1613.

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U.S. MERCHANT MARINE MERCHANDISE ORDER FORM

U.S.M.M. 3'x 4'Flag	\$25.00 (S/H included)	___ Qty. \$
U.S.M.M. Car Flag	\$20.00 (S/H \$5.00) (includes car flag mast)	___ Qty. \$
U.S.M.M. Polytuff Tag	\$ 5.00 (S/H 1st Tag \$1.60 add. tags .50 each.)	___ Qty. \$
Battling Pete Emblem	\$ 4.00 (S/H included)	___ Qty. \$
2 Flag Desk Set	\$10.00 (S/H \$2.60 ea.)	___ Qty. \$
Shirt, short sleeve	color <input type="checkbox"/> size <input type="checkbox"/> qty <input type="checkbox"/> color <input type="checkbox"/> size <input type="checkbox"/> qty <input type="checkbox"/> \$	
Shirt, long sleeve	color <input type="checkbox"/> size <input type="checkbox"/> qty <input type="checkbox"/> color <input type="checkbox"/> size <input type="checkbox"/> qty <input type="checkbox"/> \$	

COLORS: Black, White, Red, RBRoyal blue, Navy, LBlight blue. **SIZE:** M, L, XL **Total \$**

Ship To:
Name: _____
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Phone 1: _____ Phone 2: _____

Check Payable to:
Gulfstream Chapter A.M.M.V.
c/o S.I.U. 1221 South Andrews Ave.
Ft.Lauderdale, FL. 33316
Phone Office: 954-759-9985



JOINING FORCES ON CAPITOL HILL



The National Association for Uniformed Services® (NAUS) is pleased to welcome the American Merchant Marine Veterans as an affiliated organization. NAUS is proud to be the only other veterans organization to strongly support the Belated Thank You legislation on Capitol Hill, and will work hard with you and your leadership at AMMV to enhance the status of our nation's Merchant Marine veterans.

As part of our affiliation agreement, AMMV Members may join the National Association for Uniformed Services® at the steeply reduced dues rate below, and enjoy the benefits belonging to a larger organization can offer. Benefits including a free subscription to the NAUS bimonthly magazine, which will keep you up-to-date on important legislative issues and include special coverage of merchant marine issues in every edition; low group rate health, life, auto and homeowners insurance; travel discounts; a no-fee NAUS Visa card and more.

**Joining NAUS will ensure a stronger voice on Capitol Hill,
and help carry on the proud legacy of the U.S. Merchant Marine.**

NAUS Application for Membership

☐ **YES!** I'm an eligible American Merchant Marine Veteran
Please enroll me in NAUS today.

AMMV09

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone #: _____ Date of Birth: ____/____/____ (mm/dd/yy)

Email: _____

If you served in any other Branch of the military, please enter it here: _____

Rank/grade: _____

Special NAUS Dues for AMMV Members

One Year	\$12 *Special Rate!
Three Years	\$33 *Special Rate!
Life Membership (age 70+)	\$55 *Special Rate!

Note: Special dues rate only for members of American Merchant Marine Veterans

*Regular Dues are \$15 for one year, \$37 for three years and \$130 for Life (age 70+)

Membership Term: _____ year(s)

Dues: \$ _____

DUES PAYMENT INFORMATION

☐ Check or Money Order enclosed (make payable to NAUS) *PLEASE DO NOT SEND CASH*

☐ Please charge my credit card

Check card used

☐ Visa

☐ Master Card

☐ Discover Card

☐ American Express

Credit Card #: _____ Exp. Date: _____

Name: _____
(as shown on card – please print)

Signature: _____
(Required if using credit card)

Please mail application and payment to:
NAUS • 5535 Hempstead Way • Springfield, VA 22151

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