



# NEWS MAGAZINE

Official Publication of the American Merchant Marine Veterans



We were honored to have Michael Perry, Chief Engineer from the SS Maersk Alabama, speak at the AMMV Convention in Tampa, Florida.

IN PEACE AND WAR



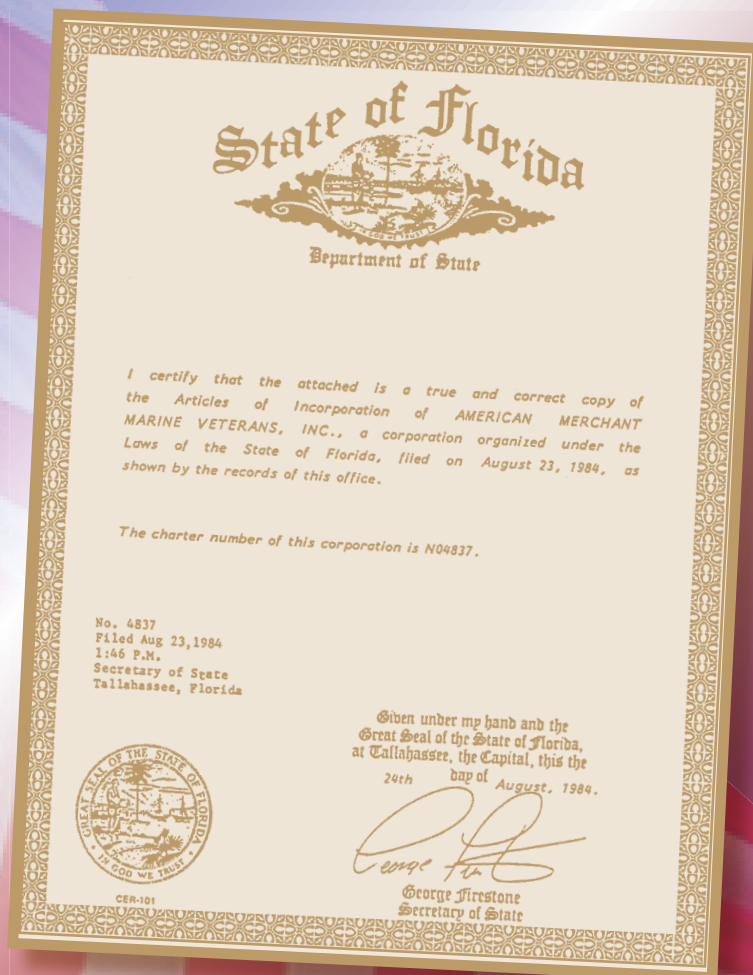
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# *Celebrating 25 years*



***Established August 23, 1984***

***The voice of the Merchant Marine Veteran***



***Honor ★ Country ★ Camaraderie***

# *Happy Birthday!*



**American Merchant Marine Veterans  
Official Publication  
NEWS MAGAZINE**

Published quarterly for the benefit of our members.

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for AMMV members.

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NATIONAL HEADQUARTERS

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A.J. Wichita..... President

Sindy Raymond..... Editor and AMMV Office Administrator

Carole Gutierrez..... Webmaster and Communications

The editor and publisher of this magazine assume no  
responsibility for errors in submitted material.

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# AMERICAN MERCHANT MARINE VETERANS

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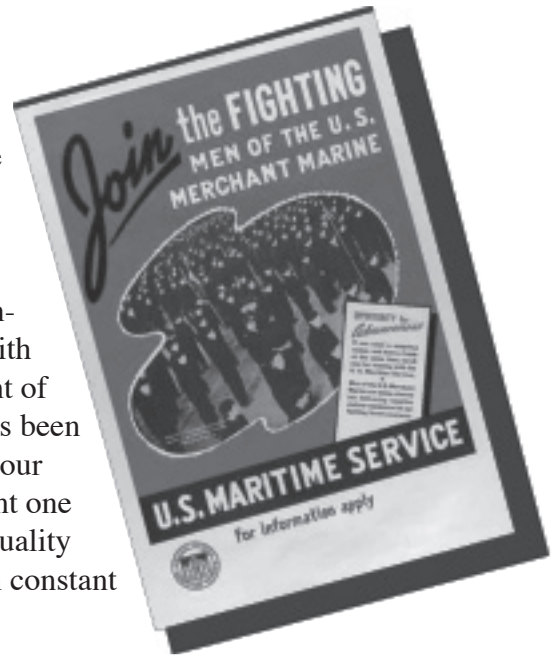


# President's Fireside Chat

July 4, 2009

The AMMV National Convention in Tampa, Florida was a tremendous success. I want to thank everyone who supported me in my bid to be re-elected as National President. I would like to welcome aboard National Vice President Don Trimbath and incumbents Secretary Nelson Cauble and Treasurer Cal Berry.

Major General William Matz gave the keynote speech at our convention banquet. It was a rousing speech and he was besieged with a crowd of admirers to express their appreciation. He is President of the National Association of Uniformed Services (NAUS) and has been heavily involved in supporting the WWII Merchant Mariners in our quest for equality. He has worked with several Senators and spent one and a half hours with Senator Akaka explaining our cause for equality deserved the Senator's support. Gen. Matz' legislative staff is on constant alert to move us forward.



Our WWII Merchant Marine welcomed, with pride, three present day mariners from the *SS Maersk Alabama*. These gallant men lived up to the motto "Don't give up the ship!" The Third Mate, Colin Wright, Second Mate, Ken Quinn and the Chief Engineer, Michael Perry, recounted the stirring events of the pirate's efforts to seize the vessel for ransom. Ultimately the pirates were outwitted by the crew led by Chief Engineer Michael Perry, who wrestled one of them to the deck and subdued him with a small knife. The Captain was later rescued by the U.S. Navy with three rifle shots from sharpshooters on the *USS Bainbridge* killing the remaining pirates who were hoping to make their getaway in one of the Alabama's lifeboats.

The failure of the Somali pirates to take over the American flag vessel *Maersk Alabama* reminded the nation the "Fighting Merchant Marine" is alive and well. Every paper in the country carried the story. Since WWII, our citizens have never before had this much coverage about the U.S. Merchant Marine and their importance in peacetime and war. The Maritime industry employs hundreds of thousands of people throughout the country with more than 21 unions supporting this endeavor. There is one Federal and five state academies training future mariners. Without the Maritime industry our nation could not survive in peacetime and would never win a war. George Washington proved it; Franklin Roosevelt proved it and every administration since thrive and survive from exports processed by our U.S. Maritime companies.

To Morris Harvey and his magnificent convention staff: Congratulations! And thank you for a great convention.

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



## NATIONAL HEADQUARTERS AMERICAN MERCHANT MARINE VETERANS

*Serving America in Peace and War*

### NATIONAL VICE PRESIDENT'S REPORT

My name is Donald Trimbath and in a recent election, I was chosen to fill the office of National Vice President of the American Merchant Marine Veterans.

I have been an active member of the AMMV organization since 1994. During those fifteen years, I started three chapters in the western Pennsylvania area including the Mon Valley Chapter in McKeesport, the Westmoreland Chapter in Greensburg and the Southwestern Pennsylvania Chapter in Brownsville. I also assisted in the formation of the Three Rivers Chapter in Pittsburgh, the Western Reserve Chapter in Youngstown, Ohio and the Susquehanna Chapter with Clarence Newcomer, in Eastern Pennsylvania. Also, during that time, I served as President of the Mon Valley Chapter for two years and as Regional Vice President of the Valley Forge Region for several years until June 30, 2004.

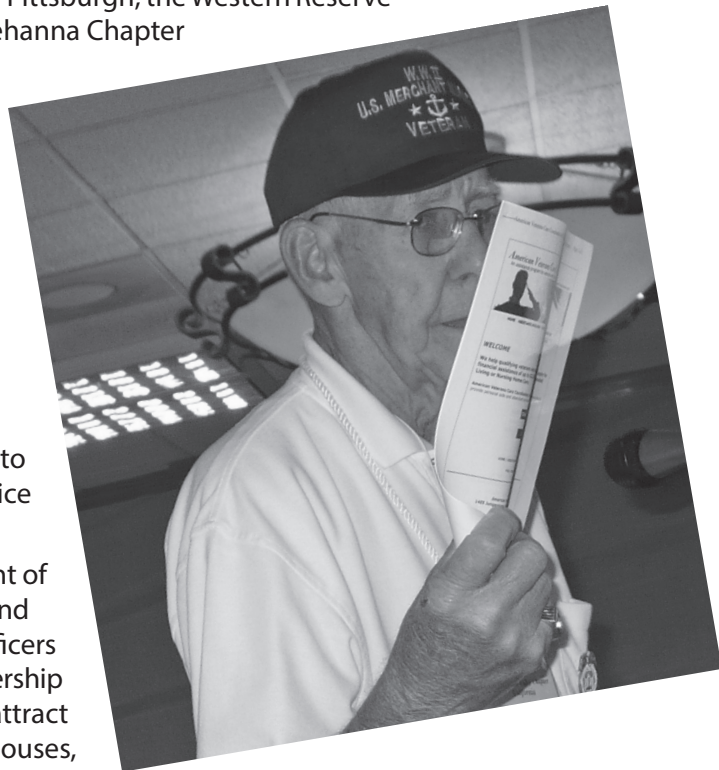
23 years of experience in business after an honorable discharge from the Merchant Marine following World War II, the formation of AMMV chapters, and service on the Constitution and By-Law committee of the AMMV over the years, has given me the ability to fulfill the obligations of the office of National Vice President.

My main goal is to assist the National President of the AMMV, A. J. Wichita, in all his endeavors and do what I can to enable him and the other officers and members to encourage and increase membership in this nation-wide organization. We need to attract younger merchant mariners along with their spouses, family and friends, to our group and, in that way, assure continuous representation at the national and local levels and educate the future generations of the importance and the sacrifices of this proud group of men who have served the United States of America since 1776.

Input, suggestions and recommendations which you feel would benefit this organization would be appreciated.

Respectfully,

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:

It's hard to believe that we are now starting another brand new AMMV year, but that's where we are. The convention is over and what a great event that was. Once again, we congratulate Morris Harvey and his hard-working committee.

Before the convention, I was asked by A.J. to change my travel plans and reservations to come two days early and assist him in the sudden and vital decisions needed for the smooth transition of the National Office from Cape Coral to California. I want to assure each of you that every decision made during those two days was done with only one thought, and that was to protect, preserve and maintain your National Office and records. This has now been accomplished and the office will continue with the same efficiency in the days ahead as we have had in the past years.

I pledge to you my full support this next two years, and as before, you have my ear to hear your concerns, and my voice to fight for you whenever needed. I will continue to be the contact for those that we find from the NAUS magazine. We have sent applications to hundreds in the past months and they are joining AMMV. I was so honored to have met General Matz at the convention and we discovered in our conversation with him that he and our son were in the Army in Vietnam and were in basically the same place at the same time. Both were wounded and he told me that their paths had very likely crossed during that terrible time. I was greatly impressed with his genuine concern when I received a phone call from him after we got home. He once again talked about our son, and their time in Vietnam.

We have also been busy over the past months fighting for recognition in several monuments, and will continue to fight as long as there is hope. Some we have won, some we may have lost. The dedication in Florence, Oregon was terrific. Full recognition, flag flying, emblem on the new wall, and "Heave Ho" played ... A FIRST! With the explanation that it was the first time the MM had been recognized equally there. We received applause and shouts of "It's about time!", and handshakes. The Sergeant-at-Arms of Oregon said that was the first time she had heard it and wished she had a copy! She does now! She said it would be played many times in the future. We received an e-mail from Santa Barbara, CA asking if we could provide any names of MM vets in their area, so they could be honored at the D-Day ceremony. We sent him 32 names! I will be anxious to hear about their ceremony.

I was saddened at the convention when the roll call of the chapters was made for votes, and many of our AMMV chapters were not represented! No votes were sent in! Fellow mariners, this is your organization and we need your support and your participation in the decisions we make in the future. Please encourage your chapter to stand with us and make your voices heard. Let's fight the final years of our battle together.

I now wish to salute the extraordinary efforts being made by those who are fighting for the passage of our S663 and struggling to stay afloat in the cold, shark-infested waters of Congress.

Remember, TOGETHER WE CAN, AND TOGETHER WE HAVE MADE A DIFFERENCE!

Nelson Cauble  
National Secretary, AMMV





## NATIONAL HEADQUARTERS AMERICAN MERCHANT MARINE VETERANS

*Serving America in Peace and War*

### FROM THE EDITOR

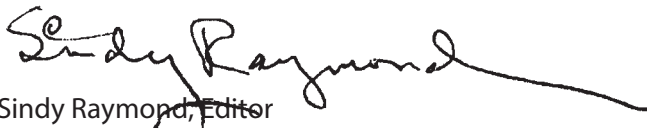
There has been a great deal of activity in the American Merchant Marine Veterans organization since the last issue of the NEWS MAGAZINE. The 23rd Annual Convention in Tampa, Florida was a tremendous success. National officers were elected at the Convention as well as a new West Region Regional Vice President, Bill Cantua. And since the Convention, we have some newly Appointed Officers and Committee Chairs and a new Communications and Webmaster person, Carole Gutierrez from the Oregon Chapter. Welcome aboard to all!!! We will miss some of the prior personnel but, if AMMV wants to survive, growth and change is necessary.

Barbara Reher, National Office Administrator, has retired and, as you've probably heard, the office in Cape Coral, Florida has been moved to my home in Ferndale, California, where it was welcomed by the local weekly 6-page newspaper with headlines on the front page 'FERNDALE NOW NATIONAL HEADQUARTERS FOR THE AMERICAN MERCHANT MARINE VETERANS'.

I am honored to have been chosen as the new National Office Administrator and will try to continue the precedent set by Barbara in the quality of administrative duties. Having gotten used to an "open door" policy with the Just Compensation Committee and as the Editor of the AMMV NEWS Magazine, I will continue to be available to help with questions, problems, or suggestions, now, in all three areas. Call me at (800) 545-4173 ext. 1, fax (707) 786-4557, email me at [saaren@frontiernet.net](mailto:saaren@frontiernet.net) or write me a letter at P.O. Box 186, Ferndale, CA 95536-0186. I'll try to be of assistance wherever I can.

The National Convention also approved an amendment to the Constitution allowing wives of members in good standing to become Regular members of the AMMV. As we all know, wives have been playing a big part, at Chapter level, in the mechanics of operations. Welcome aboard to the wives, too. It's about time.

And please keep the information coming my direction for the AMMV NEWS. Without it, we would not have a magazine. And, please, keep the oars in the water for the Just Compensation cause. I know it's a long, tedious battle, but it can and will be won. You Merchant Mariners of WWII earned it!

  
Sandy Raymond, Editor  
AMMV News Magazine





# MERCHANT MARINE MEMORIAL DIRECTORY PROJECT

## We are seeking your help!

We are at a crucial point in our efforts to record for all time the location of every permanently placed Merchant Marine Memorial located in the United States or abroad. These markers honor all who have served in the Merchant Marine from 1775 till present. A book is being planned to present this information to the public.

*This flagpole and pillar are one of seven that create the new "Heroes Memorial & Tribute" in downtown Gresham, OR. (Gresham is a suburb of Portland.)*

*The park was dedicated May 2, 2009. Each pillar is a tribute to the service branches plus fire and police. The Merchant Marine shares its pillar with the US Navy.*



This project needs your help, NOW, because if we hesitate, we risk losing the knowledge of many in our group who have participated in the placement and funding of many memorials over the years.

A successful completion of this project will require the efforts and cooperation of all members of the AMMV. The response to my Chapter inquiries has not been very good. As of today, a total of 28 chapters have responded out of 72. I have begun contacting, by phone, those chapters which have not responded. Members-at-Large with information should also contribute.

These memorials serve as a lasting recognition of the American Merchant Marine Veterans' sacrifice and service to our country. It is, therefore, imperative that a directory be maintained as to their location.

Please submit all information to me: Richard Mallett, 79 Little Neck Road, Centerport, NY 11721-1615, telephone: (631) 754-2698, email: [rdmallett@yahoo.com](mailto:rdmallett@yahoo.com).

## Coming to your computer soon

**[www.AMMV.info](http://www.AMMV.info)**

**the new website for American Merchant Marine Veterans**

# AMMV

## Profit & Loss

July 2008 through June 2009

<b>Income</b>					
401 · AD NEWSLETTER	540.00	SUQ · SUSQUEHANNA VALLEY	1,740.00		
402 · CONTRIBUTIONS	275.00	SVM · SILICON VALLEY MARINERS	297.00		
403 · INTEREST INCOME	1,740.81	SWF · SOUTHWEST FLORIDA	380.00		
404 · LIFE MEM INT INC	200.00	SWP · SOUTHWESTERN PA	220.00		
410 · CHAPTER DUES		THR · THREE RIVERS	1,570.00		
AKG · ALASKA GREATLANDS	100.00	TRC · TREASURE COAST	100.00		
BMC · BUCKEYE MARINERS	460.00	TRI · TRI STATE	560.00		
CAC · CACTUS MARINERS	420.00	VIK · VIKING MARINERS	1,180.00		
CAS · CASCADE MARINERS	480.00	VUL · VULCAN CHAPTER	160.00		
CEC · CENTRAL CALIFORNIA	920.00				
CHC · CHINA COASTERS	1,240.00	<b>Total 410 · CHAPTER DUES</b>	<b>65,827.50</b>		
CIC · CENTRAL INDIANA	420.00				
COL · COLORADO	660.00	<b>Total Income</b>	<b>68,583.31</b>		
DAR · DENNIS ROLAND	6,400.00				
DES · DESERT MARINERS	2,140.00	<b>Expense</b>			
DVC · DELAWARE VALLEY	380.00	500 · FIXED EXPENSE			
EMS · EMERALD SEAS	520.00	502 · COMPUTER REPAIRS	281.00		
EOH · EDWIN O'HARA	1,060.00	506 · INSURANCE	546.35		
EOM · EASTERN OKLAHOMA MARINERS	492.50	507 · TELEPHONE	2,260.51		
GLD · GOLDEN GATE	1,740.00	508 · RENT/OCCUPANCY	7,346.50		
GUL · GULFSTREAM	3,060.00	509 · UTILITIES	670.17		
HIR · HIGH ROLLERS	560.00				
HOA · HEART OF AMERICA	360.00	<b>Total 500 · FIXED EXPENSE</b>	<b>11,104.53</b>		
HSE · HIGH SEA ERA	515.00	520 · MISSION ADVANCE			
HSM · HIGH SEAS MARINERS	500.00	521 · AWARDS	416.20		
HUD · HUDSON VALLEY	740.00				
HUM · HUMBOLDT BAY	500.00	<b>Total 520 · MISSION ADVANCE</b>	<b>416.20</b>		
JDF · JUAN DE FUCA	260.00	530 · NEWS LETTER			
JOB · JEREMIAH O'BRIEN	600.00	533 · POSTAGE	7,185.38		
KEY · KEYSTONE MARINERS	420.00	536 · PRINTING	22,127.00		
KPC · KINGS POINT	1,020.00				
LOC · LOWER COLUMBIA	260.00	<b>Total 530 · NEWS LETTER</b>	<b>29,312.38</b>		
LON · LONE STAR	440.00	550 · PERSONNEL			
MAC · R. J. MCALVANAH	500.00	551 · ADMINISTRATOR	14,900.00		
MAL · MEMBERS AT LARGE	9,045.00	552 · NATIONAL PRESIDENT	2,000.00		
MAM · MID AMER. ANCIENT MARINERS	440.00	553 · NATIONAL SECRETARY	500.00		
MCO · MID-COLUMBIA	1,140.00	554 · NATIONAL TREASURER	500.00		
MGC · MISSISSIPPI GULF COAST	500.00	555 · NATIONAL V.P.	2,000.00		
MON · MON VALLEY	1,280.00	556 · REG. V.P.	1,219.80		
MOV · MISSOURI VALLEY	1,440.00				
MPA · MARINERS OF PENNSYLVANIA	480.00	<b>Total 550 · PERSONNEL</b>	<b>21,119.80</b>		
MSO · MID SOUTH	520.00	560 · OPERATING EXPENSES			
MWE · MID WEST	600.00	562 · COPIER	122.36		
NBM · NORTH BAY MARINERS	260.00	563 · LEGAL	411.25		
NEN · NEW ENGLAND	1,240.00	564 · OFFICE SUPPLIES	1,379.90		
NOA · NORTH ATLANTIC	1,060.00	565 · POSTAGE	2,208.30		
OCA · OCALA CHAPTER	1,060.00	566 · PRINTING	832.14		
OHV · OHIO VALLEY	720.00				
OKM · OKLAHOMA MARINERS	480.00	<b>Total 560 · OPERATING EXPENSES</b>	<b>4,953.95</b>		
ORE · OREGON	940.00				
ORS · OREGON SOUTHERN	140.00	<b>Total Expense</b>	<b>66,906.86</b>		
ORV · OSWEGO RIVER VALLEY	200.00				
PEC · PECONIC BAY	600.00	<b>Net Income</b>	<b>1,676.45</b>		
PUG · PUGET SOUND	1,430.00				
RKO · RUDY KOZAK	100.00				
ROG · ROGUE VALLEY	620.00				
ROR · ROAD RUNNER	360.00				
SAC · SACRAMENTO	1,420.00				
SAJ · SAN JUAN	780.00				
SAR · SARASOTA-MANATEE	1,240.00				
SDE · SAN DIEGO	200.00				
SJR · ST. JOHNS RIVER	700.00				
SSM · SMALL SHIP MARINERS	648.00				
SSP · SS SAMUEL PARKER	1,110.00				
STH · SS STEPHEN HOPKINS	1,440.00				
STI · STATEN ISLAND	260.00				

**AMMV**  
**Balance Sheet**  
As of June 30, 2009

	<u>Jun 30, 09</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
101 · B OF A #0036 0350 7185	19,891.00
108 · SO TRUST WACHOVIA CD(96946850)	30,625.00
Total Checking/Savings	50,516.00
Other Current Assets	
208 · PR PD RENT	1.45
Total Other Current Assets	1.45
Total Current Assets	50,517.45
Fixed Assets	
250 · FIXED ASSETS	52.00
Total Fixed Assets	52.00
<b>TOTAL ASSETS</b>	<b><u>50,569.45</u></b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Other Current Liabilities	
309 · WWII WAR MEMORIAL	805.00
310 · BOARD RESTR	840.00
JCC · JUST COMPENSATION FUND	-80.00
Total Other Current Liabilities	1,565.00
Total Current Liabilities	1,565.00
Long Term Liabilities	
320 · LIFE TERM MEMBERSHIPS	4,400.00
Total Long Term Liabilities	4,400.00
Total Liabilities	5,965.00
Equity	
390 · EARNINGS	42,928.00
Net Income	1,676.45
Total Equity	44,604.45
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>50,569.45</u></b>

**THE AMERICAN MERCHANT MARINE VETERANS**  
**PROPOSED BUDGET 2009/2010**

<b>INCOME PROJECTED</b>	
DUES 3300 MEMBERS x \$20.00	66,000
INTEREST INCOME	450
<b>TOTAL PROJECTED INCOME</b>	<b>66,450</b>
<b>FIXED EXPENSES</b>	
TELEPHONE	2,200
PROJECTED FIXED EXPENSES	2,200
<b>MISSION ADVANCE PROJECTED</b>	
AWARDS AND RECOGNITION	200
DONATIONS	200
JUST COMPENSATION COMMITTEE	1,000
PROJECTED MISSION ADVANCE	1,400
<b>PROJECTED NEWSLETTER</b>	
PRINTING	24,000
SHIPPING	4,400
POSTAGE	500
SUPPLIES	500
PROJECTED NEWSLETTER	29,400
<b>OPERATING EXPENSES PROJECTED</b>	
COPIER	400
OFFICE SUPPLIES	1,600
PRINTING	550
POSTAGE	1,500
PROJECTED OPERATING	4,050
<b>PERSONNEL PROJECTED</b>	
ADMINISTRATOR	14,600
NATIONAL PRESIDENT	2,000
NATIONAL VICE PRESIDENT	1,000
NATIONAL SECRETARY	500
NATIONAL TREASURER	500
REGIONAL VICE PRESIDENTS	2,000
PROJECTED PERSONNEL	20,600
<b>TOTAL PROJECTED EXPENSES</b>	<b>57,650</b>

July 2009

Good morning fellow Mariners:

Another year behind us and we continue to remain in a sound financial position. You have always elected sound financial men and fine men to work with, and for this I say thank you.

I want to ask every Treasurer of all the Chapter to carefully check the amounts that I show as having received from you in the past year as against the amounts you have actually sent to National. This is the only check we have to make sure monies sent are properly credited. If there is a difference, a call or a letter to Cindy or me will clear it up.

I look forward to working with all of you for another pleasant and successful year.

Calvin G. Berry, National Treasurer

# NEWLY APPOINTED OFFICERS & COMMITTEE CHAIRS

Sometimes our hopes and dreams are bigger than our means. But I am always amazed at the "Greatest Generation's" willingness to challenge time, their faculties and their bodies. In the Just Compensation legislation area, we have recently learned that the grassroots efforts of our membership have impressed Senator Bill Nelson enough to say he will "work towards our goal of Just Compensation with Senator Akaka or work around him."

In the spirit of our membership and our selected officers, I see a renewed energy and a desire for accomplishment. We all need each other's help and assistance. I believe our newly appointed chairmen and elected officers express that attitude.

Welcome aboard!

And God Bless you all.

A.J. Wichita

## Henry "Hank" Kaminsky – Judge Advocate & Constitution and By-Laws

Born 12/3/37. Life time resident of New Jersey. Married wife Mary Lou in 1965 and raised three boys. Grandparents of 7.

Became interested in a seagoing career in my high school years while crewing on a private motor yacht cruising the waters of New York harbor and coastal New Jersey. Attended the U. S. Merchant Marine Academy graduating in 1959 with a Third Mate license and a commission as Ensign USNR. Served seven months active duty on an Amphibious Command Ship as a Deck Division Officer. Released from USNR service as LTJG in 1972. Sailed on deck license mainly with United States Lines and advanced license to Chief Mate Oceans Unlimited.

Came ashore in 1965 to get married. Was employed in various positions with stevedoring and steamship companies all around the Port of New York. Retired in 2000 from a RO-RO LO-LO ocean carrier, Manager of Operations, Port of New York.

## Herman "Gerry" Starnes – Government Affairs

Starnes was born and brought up on small farm in Southwest VA. The Starnes family had immigrated from Germany to NY in 1710 and migrated to VA in 1744. He went to school in TN and graduated high school in 1944 during WW II. During his last year of high school, he

worked as a conveyor belt operator in the largest book bindery in the country for a year. Starnes decided he wanted to join the Maritime Service despite his cousins and friends telling him he was tending toward lunacy.



He applied at the Atlanta Merchant Marine recruiting office. The recruiter looked him over and asked: "Are you a high school graduate?"; answer "Yes sir." "Have you ever had any trouble with the law?"; answer only "one parking ticket." "I'd be happy to sign you up in a minute," said the recruiter,

"But, I think you ought to try to get an appointment to the Academy" and handed the surprised boy a description publication on the USMMA at Kings Point and an Application form for an appointment. Starnes' high school Principal made affidavit saying he was certain without the long nights work, that Starnes' grades would have been in the top of the class and he was very capable of handling college level work. Neighbors who had known him all his life wrote supporting letters and Gerry was appointed and sworn in as Cadet/Midshipman US Naval Reserve and Maritime Service.

Starnes survived the rough basic training and dismissals at Pass Christian, MS and was ordered to NY where he was assigned to a new T-2 tanker in the shipyard for full inspection and repair after its maiden Voyage. As steam was raised and the SS San Pasqual prepared to sail, a huge crack was found in the stern post. About a week was required to grind out the crack and reweld it in sequence to avoid building in any stress areas. 131,000 barrels of 100+ octane aircraft fuel was loaded in NJ and the vessel headed to Rangoon to supply the American pilots flying over "the hump" to China. In one last desperate raid, the Japanese bombed the fuel jetty in Rangoon. Had the crack repair not delayed the voyage, the San Pascual might have been discharging her cargo at the jetty the enemy attacked.

After a year on the tanker, Gerry returned to the Academy at King's Point and graduated. Two days later he went to work as 3rd Asst. on a Cities Service Oil Co. T-2 tanker. He spent six years with the company and received his Chief Engineer's License in NY two days after his 26th birthday.

From the tankers, Starnes went to work for General Electric as a Field Engineer and, over 32 ½ years, was involved in all kinds of projects and programs with very interesting management and engineering assignments.

Starnes has been actively been working on the Just Compensation cause for about 4 years and is a member-at-large of the AMMV.



### J. O. Nelson – Veterans Affairs

I served in the American Merchant Marine for three years during WWII. I have been a member of the Ameri-



can Merchant Marine Veterans, National Organization and the Sacramento Valley Chapter More than 19 years, serving as President for three years.

I served as AMMV Western Regional Vice President for four years and was organizer of the Western Regions Conference four times coordinating with other Northern Chapters. I assisted with

the coordination of the National Convention held in Sacramento in May of 2004.

I am looking forward to serving the National Organization as Veteran's Affairs Officer

### Toni Horodysky – National Public Relations

My career at sea was rather short: 14 days as a displaced person coming to the United States with my parents on the C-4, General R. L. Howze. Thanks to that trip. I can truly relate to talk about storms in the North Atlantic, since



ours was scheduled to be a 10 day crossing. My additional "sea time" has been as passenger on the SS Jeremiah O'Brien and SS Lane Victory, under attack by Nazi warplanes or Spanish frigates. I spent my school years in New York City and New Jersey and occasionally took the ferry to Staten Island or Statue of Liberty. I learned a degree in chemistry from Rutgers University. After some years as a chemist and technical writer, I "retired" to raise a family with my husband Dan.

For many years we were active in human rights efforts focused on the Soviet Union, and I accumulated many press clippings, was interviewed by Jane Pauley on the Today Show, and gave a speech in the Reagan White House.

Dan sailed in WWII and Vietnam, including ATS, MSTs, and "civilian" shipping companies. He became active in AMMV and together we initiated the website "American Merchant Marine at War – usmm.org. Our original intent was to provide a simple website with information about applying for veteran status, getting records, and a basic background about the merchant mariner role in World War II, Revolutionary War and Vietnam. Today the website comprises over 600 webpages (probably 3-4,000 printed pages), and includes information about the merchant marine in every war.

Since March 1998, we've answered questions from the Congressional Research Service of the Library of Congress, newspaper reporters, librarians, teachers, students, county

veteran assistance offices, and many more. Typically, each month we have visitors from over 100 different countries which add up to over 1.5 million visitors each year.

As you can imagine, I have a really extensive library including a nearly complete set of "The Mast" published by U. S. Maritime Service, press releases issued by War Shipping Administration, and WSA Regulations.

The website includes a list of Ships sunk or damaged during World War II listed alphabetically, chronologically, and by region. We also have names of merchant marine and Navy Armed Guard casualties and Prisoners of War. We've been able to supply lists of casualties for a particular state or city upon request. I appreciate donations to support my research.

I am a member of the Emerald Sea Chapter in Eugene, OR and give a short talk at each monthly meeting.

### Carole Gutierrez – Webmaster and Communications

Carole retired from the Portland Metropolitan Chamber of Commerce (now the Portland Business Alliance) in 2002. She worked for the chamber for 13 years, serving as its Vice President of Communications.

During her tenure, Gutierrez was responsible for public relations, corporate identity and publications. As part of her duties, she published the monthly news magazine, several annual directories and two hard-bound books which generated significant revenue for the organization. In addition, Gutierrez created membership marketing pieces, applications, brochures and developed collateral pieces for chamber events. She was part of the team that created the chamber's new website and was responsible for providing its content.

Prior to joining the Chamber staff, she worked in both radio and television with a wide variety of responsibilities ranging from news reporter and writer, producer and director and on-air radio personality. She has also worked as a freelance writer for local newspapers, a wire service and national specialty magazines, such as Cat Fancy.



In 2008 and 2009, Gutierrez compiled and designed the memory magazines for the American Merchant Marine Veterans national conventions.

Gutierrez graduated from the University of Oregon, majoring in Broadcast Communications and Journalism. She has post-grad training in computer science, graphic design and marketing. Interests include gardening and landscaping, sewing, reading, crossword puzzles and Sudoku.

She is married to Max A. Gutierrez, a retired photo-journalist and proud American Merchant Marine Veteran of WWII. They make their home in Portland, Oregon. Both are AMMV members of the Oregon Chapter.

# 23RD ANNUAL AMMV CONVENTION



MG William Matz, A.J. Wichita, Joe Colon



Linda and MG William Matz, NAUS



Morris Harvey, Gerry Starnes, Burt Young



Leroy Ditmar and Burt Young,  
Credentials Chairman

The AMMV convention held in Tampa, Florida is now history. But we conducted business, had fun and are better informed. We saw old friends and made new ones. To begin with, we were welcomed to Tampa (via video) by Florida Governor Crist.

The Board meeting was informed by President A.J. Wichita, Barbara Reher had resigned and the Cape Coral Office would be closed. AMMV Secretary Nelson, National Treasurer Cal Berry and President Wichita met in the Cape Coral national office and evaluated the cost of maintaining the site. It was felt the same service could be run from a home office at a considerable savings.

The Board of Directors approved the following changes to the AMMV Constitution.

A combination of proposals by Joe Bracken and one from the Golden Gate Chapter regarding membership. The Constitution will now read:

Article IV – Membership  
Section A. (pertaining to Regular

membership)

F. Wives and widows of members in good standing  
Section B: The following persons are eligible for Associate Membership in the American Merchant Marine Veterans:

- A. Children, grandchildren and descendants of members in good standing.
- B. Any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry. Associated members shall be held to twenty (20) percent of the membership.

A proposal by Joe Bracken, Ocala Chapter, to include Mariners of the Middle-East wars in the Our Purpose Is section, (Article III) was also approved. Mandates to Act by Hank Kaminski, Dennis A. Roland Chapter, and Bill Marker, Oregon Chapter, were also passed.

At the first regular session, after the opening of the meeting by Chairman



John McSpadden, Nominating Chairman



# TAMPA, FLORIDA - MAY 14-18, 2009

Morris Harvey, presentation of the flag and the invocation, a video greeting from Senator Ben Nelson of Nebraska on Just Compensation was shown. Chapter representatives introduced themselves. And candidates for National office spoke. Credentials Chairman Burt Young called for chapters to submit their votes, if not previously done. Co-chairmen of the Just Compensation Committee Ian T. Allison and Gerry Starnes gave enthusiastic "reminders" about the need to continue working hard on getting our legislation passed. And then there was the ladies lunch. The afternoon session included speakers Timothy Brown, President of Masters, Mates and Pilots and Tom Suneson from the Marine Engineers Beneficial Association.

Sunday's business meeting opened with more political discussion, followed by the reading by Cindy Raymond of a letter on Just Compensation from Congressman Bob Filner which MG

Matz, President of NAUS, hand-delivered from Washington, DC. Then, on to the election of National Officers. The Election Committee, Burt Young and John McSpadden, Nominating Chairman, were assisted by Leroy Dittmar as votes were cast by the Chapters and representatives present.

Elected, during regular session, for another two year term, were A. J. Wichita, National President, Don Trimbath, National Vice President, Nelson Cauble, National Secretary and Cal Berry, National Treasurer. It was decided to hold our 2010 convention in Las Vegas.

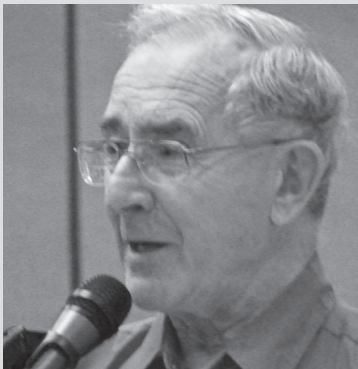
It was a very productive and enjoyable Convention, thanks to the coordination of the Convention Committee members Morris Harvey, Chair, John and Barbara Reher, James Waters, Carole Gutierrez, Bob and Dottie Bukovac, Felix De Rosa, Lois Taylor, Irene Harvey and Richard and Ann Parrish. Thank you, Committee.



Mitzi Tacey, High Rollers Chapter, Las Vegas



Morris Harvey, Convention Chair, and Ann Marsh, FSU historian



Bill Marker, Oregon Chapter



Ian T. Allison, North Bay Mariners



A.J. Wichita, Larry Brooks, Cal Berry, Fr. John Hale



Joe Bracken, Ocala Chapter

# ***“Drop Dead!”***

I recently received a response from a Senator whom I asked to co-sponsor our bill, S. 663, *“A Belated Thank you to the Merchant Marine.”* The Senator replied with a terrific paragraph telling me about the great service the Merchant Marine performed for our country and enumerated many of our accomplishments. He recounted our many sacrifices in the face of the enemy. Then he wrote, *“Should the bill reach the Senate floor for a vote, I will keep your thoughts in mind on the matter.”* This ambiguous reply really means ***“Drop dead!”*** With our WWII veterans dying every day and the cost of our legislation declining daily, one wonders why Senators are reluctant to co-sponsor our bill. The House of Representatives passed the companion bill H.R.23 in mid-May.

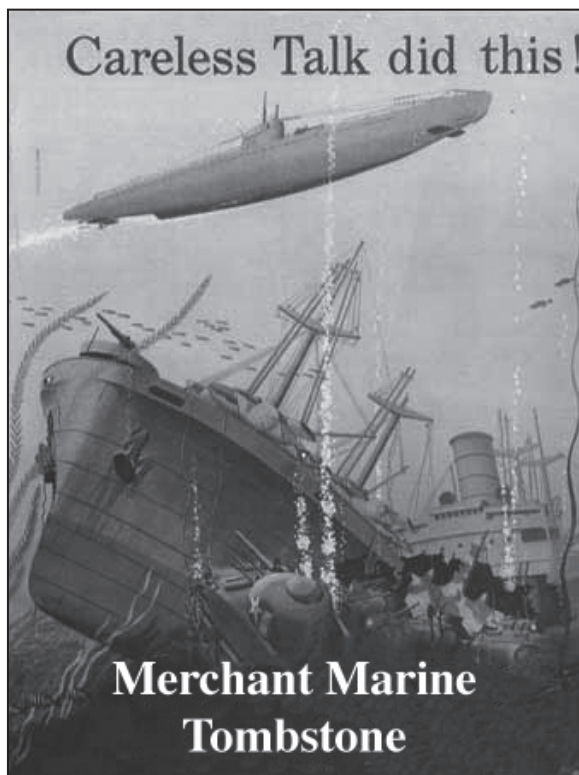
The Senate Veteran Affairs Committee held a hearing in late April on pending veterans’ legislation including our bill, S. 663. The American Merchant Marine Veterans were not invited to testify, but the Chairman, Senator Akaka, did invite the Veterans of Foreign Wars (VFW), who oppose our bill. Before his death, President Roosevelt had asked Congress to include veterans’ benefits for merchant seamen because of their meritorious service to our country.

A 1947 VFW letter stated they believed including the Merchant Marine’s 250,000 veterans for benefits would cause other smaller groups such as the WAFs and Flying Tigers to want the benefits and that would jeopardize the benefits of the 16 million other veterans the Merchant Mariners brought home from the war. The VFW’s objections have not changed much over the years. But now, 64 years later, the WWII Merchant Marine Veterans number fewer than 5 percent of the original 250,000. Are VFW leaders *still* afraid we will endanger the benefits of the rest of the nation’s

veterans or are they waiting for the rest of my shipmates to drop dead?

Meanwhile, in this Congressional session, a bill passed for compensation benefits to the Filipino Scouts for their service in WWII. These scouts no doubt deserve the benefits and as one Senator

said, it upheld the honor of the United States to the Philippine Government. U.S. Merchant Mariners suffered very high casualties bringing supplies to our armies in the Philippines, as stated by General McArthur. *“They shed their blood and left their dead in all the seven seas and at every invasion. The tombstones for 9000 gallant seamen are the ships they died in when torpedoed. Our Armed Services depended upon the Merchant Marine to come through and if necessary fight their way past submarines, air bombardment, cannon fire, surface raiders and mines to bring them food, ammunition, gasoline, tanks and planes to pros-*



*ecute the war.”*

Congress upheld the nation’s honor with the Filipino Scouts. Now it is time for them to honor our own U.S. Merchant Mariners who fought and died for this country. We believe every veteran deserves recognition for serving their country honorably. It is time for the leaders of the VFW to end their bias against our WWII Merchant Marine warriors – the volunteers who spilled their blood bringing the supplies needed to win the war to our forces around the world.

Our current status falls far short of the equality we fought for and are currently fighting for. If you wish to help our cause for *“Just Compensation”* please email Cindy at [saaren@frontier-net.net](mailto:saaren@frontier-net.net) or call: (800) 545-4173, ext. 1.

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







I was deeply honored to meet and talk with the many veterans, who so gallantly served their country, at the 23<sup>rd</sup> AMMV Reunion/Convention. I heard many inspiring and unforgettable stories. Since that reunion, the Institute has received nine memorabilia donations from Merchant Mariners, for which we are forever grateful. We want to continue to work with you in preserving your history so that it is not forgotten. For those of you who were not able to attend the reunion here is some information about us.

The Institute on World War II and the Human Experience was started in 1997 after people contacted Dr. Oldson, a History professor about their memorabilia. He became Director because he realized the need for a depository for WWII memorabilia, whether the person(s) were military or civilians helping to serve their country. We have over 7,000 individual or unit collections of letters, diaries, photographs, log books, unit histories, newsletters, books, artifacts, oral interviews, etc.

Because the Institute on WWII is housed at Florida State University, we have a wonderful opportunity to educate students about Merchant Seamen who courageously served their country. The Institute averages over 100 students a year as well as other researchers using these irreplaceable collections in our reference room.

We will take anything that is related to your service during WWII and the period before and after. So, if your career as a Merchant Mariner continued into the Korean War and after, then we are interested in that too. So far we have the following from Merchant Seamen:

Letters, photographs, books, passports, ship discharge certificates, medals, seamen certificates, dvds, artifacts, and oral interviews

If you are in doubt about whether we would be interested in particular items, please give me a call or just send it. Other items we would greatly appreciate are: union newsletters, union cards, letters from the shipping administration, etc. If you do not have memorabilia you can still participate with us by writing down your story and sending it to us. We want to learn about your particular experiences.

The Institute on WWII wants to join forces with "Battling Pete" so let us be the depository for your memorabilia. Your contributions will be preserved and treasured for generations to come so that your history will not be lost or forgotten. You can send your memorabilia to the following address:

Attn: Anne Marsh  
Institute on WWII and the Human Experience  
Florida State University  
Room 401 Bel  
PO Box 3062200  
Tallahassee, FL 32306-2200

If you have any questions you can reach me by e-mail: [amarsh@ww2.fsu.edu](mailto:amarsh@ww2.fsu.edu) or phone: (850) 644-9545.

If you are ever passing through North Florida I would love to meet you and give you a tour of the Institute on WWII. Please call in advance. I am very appreciative of all your support.

Anne Marsh  
Archivist & Computer Support

# LETTERS TO THE EDITOR

## FROM FORMER DIRECTOR OF COMMUNICATION & WEBMASTER

Finding the right epitaph to give justice to my years of service with the AMMV has been difficult. I have deep and emotional feelings for the AMMV because it has been such an integral part of my life for so many years. The tasks I was honored to perform were well within reach and I enjoyed doing them immensely. These past two years as Director of Communication & Webmaster have been invigorating, challenging and above all, rewarding.

It was a real pleasure to work with President A. J. Wichita and others on staff and in volunteer capacities. You all are some of the finest people on the planet. Many of you know that when I sold my private Advertising and Marketing Company to a Law Firm, my terrific support staff went with that transition. This of course terminated our Pro Bono cost free work for the AMMV. However, I am confident my successor will "fit the bill" and carry on in true AMMV tradition.

Adios, Ladies and fellow mariners. I will lose contact with AMMV mainstream publication activities, but rest assured I will not go away. I look forward to seeing many of you at National and Mini-Conventions. (That's if God is willing and the creek don't rise.) Now, as the final chapter of my official AMMV activity comes to an end, the AMMV Web Site as we know it, and AMMVEDITOR@AOL.COM address will fade away. However, anyone with unfinished business may contact me at Kerkow@att.net. Thank you friends and may God hold you in the palm of his hands. 30/30

Lawrence W. Kerkow, Ph.D.

## FROM A.J. WICHITA

The June 2009 publication of the Gulfstream Chapter's "Log" reported Mr. Joe Colon's assessment of the recent activity at the National Office in Cape Coral. "He (A.J. Wichita) closed down the National Office in Cape Coral and moved it to where Sindy Raymond lives. This was done without bringing it up to the Board of Directors." The "Log" did not include the details leading up to this action and the following are presented for the reader's evaluation: Barbara Reher

had expressed a desire to retire. It seemed apparent that her decision was based on a disagreement with Cal Barry, our National Treasurer of 17 years. I asked Nelson Cauble, our National Secretary, to meet me in Cape Coral on May 12th and discuss the matter with Barbara. When Nelson and I arrived, Barbara asked Cal Barry to be present as well.

Barbara had prepared documents for the three of us to sign off on: mail box key, office keys, mailing lists and other things of importance. We did as she requested; whereupon she stated "I will no longer pick up the mail and do Cal's bidding". We accepted her statement and advised her pay period would end as of May 15th and we would provide two weeks' severance pay.

Nelson Cauble, Cal Barry and I decided to make what we considered practical and financially beneficial decisions for the AMMV. We felt that there was no reason to have a "physical" office which essentially is a mail drop and a phone service. The administrator's duties of chapter record keeping and bookkeeping could be done elsewhere. We discussed the possibility of training someone, or finding a person who would do the same work from their home for salary. This would save the AMMV about \$8000 a year for rent and amenities. This was an opportunity to cut AMMV expenses, keep the charter in Cape Coral, Florida and provide phone and mail service from another location. These details were discussed at the May 14<sup>th</sup> Board of Directors Meeting.

After the election we felt in the interest of continuity for the AMMV we would ask our magazine editor, Sindy Raymond, if she would consider such an assignment. She has many years of office administration and accounting experience and would be an immediate benefit to the AMMV. She did accept the position for the same pay as the previous office administrator. This move, if left as is, will save the AMMV approximately \$16,000 over the next two years. If desired in the near future, the full Board of Directors could review the emergency actions taken and decide if the move was satisfactory or what adjustments or changes we should pursue.

With best regards,

A.J. Wichita

Wayne A. Adamson  
 Eugene R. Allison  
 George E. Anderson  
 Eldon N. Bachman  
 Donald L. Barnosky  
 Jesse C. Barron  
 Donald Beech  
 Jack Behrens  
 William V. Bentley  
 Capt. Wm. Berry  
 M. Vaughn Bitner  
 Homer Blolock  
 Longworth Bodden  
 Michael Borzeka  
 Steve Boyd, Jr.  
 Stanley E. Bristol  
 Orville M. Brudvig  
 Jack Bryant  
 Eugene E. Bulin  
 Allen W. Bundy  
 John J. Burke  
 Richard F. Cadogan, Jr.  
 Craig A. Caffall  
 Bernard Casserly  
 Arne G. Christiansen  
 Roger C. Christiansen  
 Robert W. Claunch  
 Thomas J. Clossey  
 William P. Coen  
 Tom Collins  
 Paul H. Conner  
 John H. Connors  
 Robert H. Cooley  
 Robert C. Cossman  
 Paul L. Cost  
 Ernest J. Cox  
 Donald I. Crutcher  
 James R. Cummings  
 Jerry A. Dalgo  
 Alvin Dalley  
 Francisco T. Darosa  
 Robert M. Davidson  
 Alfred E. De Laria  
 Charles Derby  
 Robert Dewar  
 Edward G. Dierkes  
 Charles J. Dinsmore  
 William H. Disney  
 Luke E. Doerr  
 William B. Durlin  
 P. Barnett Evans  
 William T. Exley  
 Gerard T. Fasano  
 William F. Field  
 Wally Finnern  
 Max E. Fisk  
 Bernard Flatow  
 Charles P. Follansbee  
 Howard D. Forman  
 George H. Fredericks  
 Leo G. Friederich  
 Gerald Gerry V. Gale  
 Betty Gerba  
 William J. Glynn  
 Abel Gomes  
 Frank A. Goonan  
 Manley Gould  
 James Grant  
 Donley Gray  
 Leonard Greenberg  
 Morris L. Groom  
 Lucille Hale

Robert J. Halloran  
 Alfred L. Hamel  
 Dwight W. Hancock  
 Alvin S. Hanson  
 Dick Harness  
 Frank Hawthorne  
 Julius E. Haydel  
 Joe R. Headley  
 Agner J.D. Henningsen  
 Donald W. Hewett, Sr.  
 Fritz Hoch  
 Capt. James F. Hogan  
 Walter H. Homann  
 Alfred F. Hooper  
 Stanley Hryciw

Charles F. Koch  
 Jerome A. Konkel  
 Robert Konstad  
 Arthur E. Koski  
 Joseph Kosloski  
 Cyrus Kutz  
 K.H. 'Bud' Lange  
 Orval F. Lavender  
 W. Russel Law  
 Meredith Leegard  
 Thomas Leinweber  
 Samuel Lesante  
 Robert Lewis  
 Walter Lipnicky  
 Harrison H. Lloyd

Jack Mc Nair  
 Harry F. Messinger  
 James A. Mijares  
 Dean E. Miller  
 Clifford L. Miller, Jr.  
 William T. Mitchell  
 Edward C. Moll  
 William Moore  
 James Morrison  
 John B. Morrison  
 Don F. Mueller  
 Harold Lee Mundy  
 Rev. Gordon C. Murray  
 Joseph 'Jerry' E. Napier  
 Harry Neale  
 R.R. Nordhagen  
 Fred S. Northington  
 Reider H. Olsen  
 Joe R. Osborne  
 James F. O'sullivan  
 William G. Oswald  
 Warren E. Patterson  
 J. Fred Penley  
 Capt. Sixtus Petraeus  
 Thomas Poole  
 Capt. C.A. Register  
 Warren Rice  
 Capt. Virgil J. Roberts  
 James C. Rocco  
 Capt. Fred D. Roman  
 Antonio Rose  
 Jeanne Savage  
 Coleman 'Coke' Schneider  
 Angelo Sciascia  
 Stanton S. Scott  
 Dr. George Searle  
 Gene T. Sexton  
 Frank Shellenberger  
 Enoch Silva  
 Melvin Skahl  
 Donald L. Smith  
 George E. Smith  
 Robert Smyers  
 John M. Spencer  
 Robert L. Spinner  
 Marvin Staley  
 James H. Stancil  
 N.M. Steed  
 Peter Sterenka  
 Clifford B. Strand  
 Betty Jane Stubna  
 Robert E. Thornton  
 Joseph B. Tomalonis  
 Charles Ulrich  
 Michael VAcusulka  
 Henry Van Gemert  
 Howard A. Walker  
 Jacqueline C. Washburn  
 Lloyd Waterman  
 Warren Weekly  
 Robert A. Wellington  
 George W. Whitten  
 George Williams  
 Virgil Willis  
 C.B. Jack Wirt  
 Royal E. Witt  
 Stanley G. Wnek  
 Leon Wortman  
 Gene Yarborough  
 Forrest Zemke  
 Julius Zoldi

## Crossing the Bar

*Alfred Lord Tennyson*

*Sunset and evening star,*

*And one clear call for me!*

*And may there be no moaning of the bar,*

*When I put out to sea,*

*But such a tide as moving seems asleep,*

*Too full for sound and foam,*

*When that which drew from out the boundless deep*

*Turns again home.*

*Twilight and evening bell,*

*And after that the dark!*

*And may there be no sadness of farewell,*

*When I embark;*

*For though from out our bourne of Time and Place*

*The flood may bear me far,*

*I hope to see my Pilot face to face*

*When I have crossed the bar.*

Vernon W. Hurst  
 Rev. Robert E. Imbeau  
 R.N. 'Chick' Jensen  
 Clarence Johnson  
 Glenn K. Johnson  
 Armand J. Joncas  
 Armand J. Joncas  
 Joseph Jones  
 Lloyd Jones  
 Roland 'Bud' Jones  
 Herbert Jones, Jr.  
 Howard M. Keller  
 John G. Killeen  
 Noreen Killilea

Henry W. Loftin  
 Charles Lower  
 Henry E. Lyons  
 Earl Mabie  
 Mis Madsen  
 John B. Malindzak  
 Ernest Manzano  
 Charles N. Mardigian  
 Eugene F. Marelius  
 John Mc Cartney  
 George Mc Ginley  
 William G. Mc Griff  
 Charles Mc Manus  
 Richard C. Mc Mullen





# REGION REPORTS

## Northwest Region

### MEMORIAL DAY – 2009 3 STRIKES AND WE ARE IN!

After three successive years of being invited to be part of the exemplary Memorial Day ceremonies at Willamette National Cemetery on Mt. Scott in Portland, OR only to have been relegated to the second class status (only with the various Veterans' service organizations' flags) regarding where our U.S. Merchant Marine flag was allowed to be flown, finally, thanks to the Memorial Day Support Committee: Ceibert Bryan, Pat Jordan, Keith Kingsley, Claire Pense and Coordinator Roger Huntley, our flag was proudly carried and posted by AMMV Oregon Chapter member Earl Giggers along with the flags of the Army, Navy Marines, Coast Guard and Air Force. Oregon Chapter Past President Bob Roberts carried and posted the Stars and Stripes along with the 5 other services. I cannot tell you how great it felt to have our Merchant Marine service recognized in this significant manner. After 63 years of being

snubbed! Our Merchant Marine story is finally being told.

Our remaining two crusades must still be completed. One is to have our Merchant Marine flag posted in all the National cemetery commitment chapels on a daily basis with the five other services. The other cause is to achieve Just Compensation as per the U.S. Senate Bill S.663, which would partially offset the financial loss we mariners suffered when we were excluded from the benefits of the G.I. Bill by the U.S. Congress in 1946. We must prevail by appealing to all U.S. Senators and to President Obama who have all made statements about the importance of treating all Veterans properly. It is time for them to put their money where their mouths are! Are they really sincere in their statements or are they just trying to get votes? Their votes on the bill will show the truth. Tell Senator Akaka, Chr. of the Veterans' Affairs Committee, to mark-up S.663 so the people's Senators can decide!

Bill Marker, Northwest Region V.P.

### Vietnam Ship Port Calls Clarification

As most Vietnam-era veterans know presumption for Agent Orange related health conditions are based upon the member having actually had "boots on the ground" for at least one day. Those serving aboard ships have been divided into two groups. In the Blue Water groups are those individuals who were considered not to have been in country and among the Brown Water group are those who worked primarily on the rivers and are already considered to qualify.

A question by a veterans organization representative, at a previous quarterly meeting, has led the VA to slightly change the rule. Now if a service member can prove that he was aboard a ship that actually tied up to a pier in Vietnam and that can be proved, the member will be considered as being in country and the presumptive conditions can apply.

If you or someone you know meets these qualifications and has previously been turned down for Agent Orange related conditions, now is the time to re-open your case with the VA.

Submitted by Vince Patterson, Tri-State Chapter

### DD-214's Are Now Online for Copies.

The National Personnel Records Center (NPRC) has provided the following Web-site for veterans to gain access to copies of their DD-214's online: <http://vetrecs.archives.gov/>

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes (or for Merchant Mariners' use for VA benefits). NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel record system to request documents.

You must still apply by mail for the original DD-214 issued to Merchant Marine Veterans in 1988 or after, which will qualify you for VA medical benefits and will be needed when the Just Compensation legislation passes. You can find the application form DD-2168 and the instructions on the web-site [www.usmm.org](http://www.usmm.org) or contact Cindy Raymond and she'll send you one.

# IN MEMORIAM

## Jack Lawrence, Writer of Hit Songs and Heave Ho, Dies at 96.

by Bob Ulrich, Sacramento Valley Chapter

Lawrence wrote Heave Ho, The Merchant Marine song while serving as director of the Merchant Marine band at Sheepshead Bay. He wrote it, he said, because the Merchant Marine didn't have a song. We Merchant Mariners appreciated it, but the world probably had a greater love for his dreamy, romantic songs which included the following:

If I Didn't Care. He wrote both music and lyrics in 1939.  
The Ink Spots first hit.

All or Nothing at All. A hit by Frank Sinatra and Harry James Orchestra 1943.

Linda. Lawrence wrote the music and lyrics. 1947 Buddy Clark. 1963 Jan and Dean.

Tenderly. Sung by Sarah Vaughn in 1947 and again in 1952 when it would re-ignite Rosemary Clooney's career.



Jack Lawrence, 1952

Although he had no musical training he wrote his first published song, Play Fiddle Play, the same year he became a Podiatrist. He said he went to Podiatry school because of parental pressure. I asked for quotes from a couple of people who knew him.

Mr. Ulrich,

Jack Lawrence was a superb musical professional whose many compositions and lyrics to songs including All or Nothing At All, Tenderly, Linda, Sleepy Lagoon, Beyond the Sea, and Sunrise Serenade, to name just a few, will live on in the American Songbook for many future generations. I visited him at his home in West Redding, Connecticut to present the well-deserved Honorary Doctorate from the US Merchant Marine Academy for his composition written during World War II of Heave-Ho My Lads, Heave Ho, the Song of the Merchant Marine. He was a true gentleman and a gracious individual. He was proud of his service at the Sheepshead Bay Brooklyn Maritime Training Base (Now Kingsboro Community College) and pointed out that Nelson Riddle, Frank Sinatra's famous arranger, played trombone in Jack's USMS band. He also noted that Phil Lang, the Dean of Broadway show arrangers ("Annie," "42nd Street," "Camelot" etc.) was also under his guidance at the base. Jack lived in an era of greats: Irving Berlin, Cole Porter, Harold Arlen....the list goes on. Surely on that list is Jack Lawrence, a person who added so much to American Music and left American Merchant Mariners with a song worthy of their noble seafaring tradition.

Captain Ken Force, USMS Director of Music USMMA Kings Point, N.Y.

Hi Bob,

Years ago I contacted Lawrence and he told me to use it (Heave Ho) without worrying about copyright. He also sent me a list of about 30 songs he had written. Imagine having that talent and no one really knew about it. He wrote Heave Ho because he said all other services had their song and we did not.

Hank Cap

Photo from [www.jacklawrencesongwriter.com](http://www.jacklawrencesongwriter.com)

## **Why don't the bands play our Merchant Marine song at patriotic events? They don't have the sheet music. Let's take care of that.**

by Bob Ulrich, President, Sacramento Valley Chapter

Today I would like to tell you about a grievance I have harbored for a long time. I have expressed my displeasure about this in the past, but pardon me if I do it again. Memorial Day comes along, then the 4th of July and Veterans Day celebrations, and the same old thing happens that has happened for sixty some years now. We are totally overlooked in the ceremony. As a Merchant Mariner, this just down right pisses me off. Pardon me folks, but that is putting it as mild as I can put it. When I attend an event to honor our nation's heroes, and it concludes without so much as a mention of the Merchant Marine, I want to scream. I mean, I really want to scream! Were you to ask my wife, Nancy, she would tell you that she has had to calm me down and hold me back to keep me from storming the bandstand and screaming into the microphone "Hey! Haven't you forgotten something, like the Merchant Marine? Duh!" Her objections are probably well-grounded, as it is an after-the-fact objection and folks have a tendency to be a bit negative about that behavior, especially at a patriotic event. But hey, to be totally left out is an insult. We have a right to be mad as hell, and I don't think we ought to take it anymore. Lately there are signs that it is changing and some service organizations like the American Legion are making an effort.

You may know that famous World War II composer and bandmaster, Jack Lawrence, died last March 15th. He wrote "Heave Ho" while serving as bandmaster of the MM band at Sheepshead Bay. He said he wrote our song because we didn't have one and all the other branches did. Partly as a tribute to Lawrence, we should push this song on bandmasters all over the country. We should do this for ourselves as well. Our song is like our flag. Our flag should fly, and our song should be heard at any event that praises our nation's heroes and plays the music of our military branches. Each chapter can help in getting this to happen.

Every chapter should inquire in their area as to what band might be performing at an upcoming patriotic event. The chances are that even if they have heard of "Heave Ho," they won't have the music. Then take away their very legitimate excuse. Provide them with the sheet music for the entire band. The music consists of about 43 pages. Capt. Force, who is Bandmaster at Kings Point, tells us we need not concern ourselves about the copyright for Heave Ho, so you may print it and distribute it at will. I have done so to several bands in our area, but it is a work in progress. Captain Force says Lawrence had the music copyright issued to the U.S. Merchant Marine.

I have made a CD that contains each page of the sheet music. It may be printed on a computer or taken to a copy shop like Kinko's and printed for about 10 cents a sheet. You can make a complete set for about 4 dollars. Who can't afford that? My chapter will accept the expense of making the CD and mailing it to any chapter who wants it. It is the master with which you print the music. It is then up to you to print it and pass it out.

I have found that the bandmasters are very interested and will gladly accept the music, and I think most will play it. One exception was a call from an Army Major Bandmaster. He was nice but said they received a directive from the DoD in 2002 telling them not to play it as it set a precedent for others like the WASP's, ambulance drivers, etc. to demand their music be played. Most bands will play it however. By providing the band in your geographical area the ability to play the Merchant Marine song, you and your shipmates will be helping our fight for recognition in a big way.

Let me know if you want a CD. Contact me with a mailing address and I will make one for you.

Bob Ulrich, President, Sacramento Valley Chapter AMMV

1106 Maple Lane

Davis, CA 95616

Email: [bulrich@pacbell.net](mailto:bulrich@pacbell.net)

website: <http://www.ammvsacvalley.com>



# Welcome Aboard to these New Members of the AMMV

YOUR MEMBERSHIP IS IMPORTANT TO THE AMERICAN MERCHANT MARINE VETERANS ORGANIZATION.  
WE WANT AMERICA TO KNOW THE PRICE MERCHANT SEAMEN PAID FOR THEIR FREEDOM.

MAE ABBOTT	WINDERMERE	FL	LEWIS M. HILLER	WHITING	NJ	G. A. REID	EVERTON	AR
RAFAEL ACOPA	WAILUKU	HI	COSMOS HOFFMAN	SARASOTA	FL	JOHN E. RESPESS	SMITHFIELD	VA
CHESTER ADAMSKI	MYRTLE BEACH	SC	DANIEL D. HOOK	DAVID CITY	NE	CHARLES M. REYNOLDS	BEDFORD	VA
ROBERT R. ARTER	HENDERSON	NV	DONALD H. HORNER	PFUNGSTADT	GER	DONALD RIEHL	LANCASTER	PA
JAMES J. BAKER	MADISON	NJ	DORIS L. HUDGENS	GLENDAL	AZ	HENRY F. RISNER	MORA	NM
DALLAS BANGHART	ALBUQUERQUE	NM	EDWARD HUDOCK	FRANKLIN	IN	GEORGE J. ROEWE, JR.	HOCKESSIAN	DE
BETTY F. BEARDSLEY	CARMEL	IN	DARIN HUGGINS	BEAUMONT	TX	HENRY C. ROGERS	PORT HADLOCK	WA
RALPH B. BEARDSLEY	CARMEL	IN	FRANCIS C. IOTT	ADRIAN	MI	RAYMOND C. ROSS	FT. MYERS	FL
MAURICE BENOIT	SMITHFIELD	RI	JAMES R. JENKINS	TYLER	TX	CLYDE ROSS	SAN JOSE	CA
DALE BODILY	BURLEY	ID	EUGENE JOHNKOSKI SR.	PALM CITY	FL	STANLEY J. ROSSBACH	PERRYSBURG	OH
REX BOONE	OLATHE	KS	DICK JOHNSON	LEE'S SUMMIT	MO	ROBERT H. ROYCE	BAINBRIDGE ISLAND	WA
THEODORE E. BORG	HOPKINS	MN	PAUL KAZARIAN	CRANSTON	RI	JAMES M. RUCKER	GLADYS	VA
EARL A. BORRE	ITASCA	IL	ROBERT W. KIMBALL	HOLTON	IN	LOWEL RUSSELL	GLADSTONE	MO
ARNOLD BRAUFF	PHOENIX	AZ	JOSEPH KLUSCARITS	WERNERSVILLE	PA	JENE RUTHERFORD	RAYMORE	MO
BERNARD BRAUN	CLARKSVILLE	IN	FRANK H. KNAPP	TRAPPER CREEK	AK	WALTER A. SCHAEFER	FOND DU LAC	WI
CHARLES BREWER	LEE'S SUMMIT	MO	JOHN N. KNIGHT, JR	SAN JOSE	CA	MARY SCHRAEDER	PHOENIX	AZ
JACK E. BRIGHT	INDIANAPOLIS	IN	JOHN A. KOPEC	REDDING	CA	DORIS SCHUMACHER	EVANSVILLE	IN
TAYLOR B. BRIM, SR.	COOL RIDGE	WV	BERNARD KORAB	ELLENTON	FL	WILBUR F. SCHUMANN	ROCHESTER	MN
LEONARD G. BURESH	FOX RIVER GROVE	IL	MARCEL KRATER	BRICK	NJ	EMANUEL J. SEDLACEK	UPPER MONTCLAIR	NJ
RICHARD F. BUSHBY	CEDAR FALLS	IA	RALPH KURTZ	LEE'S SUMMIT	MO	JAMES L. SHACKELFORD	NEWBURGH	IN
O'NEIL BUTLER	BEECH ISLAND	SC	JERRY LAAKSO	BELLINGHAM	WA	PHIL SHELTON	HARRISONVILLE	MO
THOMAS BYRNE	PALM BAY	FL	DONALD T. LAMONT	EDGEWATER PARK	NJ	RAJENDRA SHIVAPRIYAU	BAINBRIDGE ISLAND	WA
LAMAR B. CANNON	ALBANY	GA	ROBERT J. LE ROY, SR.	CATONSVILLE	MD	WILLIAM SIMMONS	INDEPENDENCE	MO
JOHN B. CERULLO	WEITERSTADT	GER	DONALD M. LEONARD	SOUTH YARMOUTH	MA	MARCEL SIMON	PUNTA GORDA	FL
H. DANA CHASE	BRANDON	FL	JOSEPH T. LETTELEIR	INDIANAPOLIS	IN	HUGH SMITH	MONROE	WA
JOSEPH CHOMSKY	EAST MEADOW	NY	DELBERT LEWIS	INDEPENDENCE	MO	WILFRED N. SMITH	COLORADO SPRINGS	CO
JAMES W. CLARK	PORT ST. LUCIE	FL	JACK LEWIS	KANSAS CITY	MO	J. C. SNOWDEN	MONTGOMERY	AL
RALPH H. CLARK	COTTONWOOD	AZ	DAVID J. LONG	OCEAN VIEW	DE	CARL SOLUM	MASON CITY	IA
JACK COCHRAN	INDIANAPOLIS	IN	HAROLD L. LOTTO	DELRAY BEACH	FL	MARVIN L. SOME	AVENTURA	FL
STANLEY B. COHEN	NATICK	MA	HERBERT H. LYLES	CHARLOTTE	NC	WARREN SPICKELMER	INDEPENDENCE	MO
THOMAS A. COTTER	JOHNSON	RI	BAYRAL MADAN	EASTSOUND	WA	JAMES H. SPIELBERGER	NEWPORT NEWS	VA
JOHN B. CRUMP	GREENWOOD	IN	MARIA MAHAN	HENDERSON	NV	ROY G. STANLEY	VENICE	FL
JACK CUTRONE	SANTA ROSA	CA	MICHAEL J. MALAST	INDIANAPOLIS	IN	EDWARD STOMNER	ST. GERMAIN	WI
C. L. DAVIS	LITTLE ROCK	AR	HERBERT MALETZ	STATEN ISLAND	NY	CHARLES W. STOUTD	ORION	IL
LESLIE H. DAY, JR.	BOISE	ID	PEYTON MARCH	MEDFIELD	MA	ED STULTZ	PALMER	AK
PATRICK N. DEFELICE	DANVILLE	NH	LOUIS A. MARI	NIAGARA FALLS	NY	LILLIAN SULLIVAN	LEESBURG	FL
BILLIE D'ENTREMONT	LAS VEGAS	NV	THOMAS D. MARSHALL, JR.	CHAMBERSBURG	PA	RALPH SWEET	COOS BAY	OR
PAUL DOERING	OLATHE	KS	DONALD E. MARTIN	KINGMAN	AZ	BOYD L. SWISHER	HARRISONBURG	VA
BEN D. DRIVER	SPARTANBURG	SC	NORMAN MAY	KANSAS CITY	MO	GENE TAYLOR	FAIRLAND	IN
ROD DUCKER	BELLINGHAM	WA	JAMES E. MC COMAS	SOUTHAMPTON	NJ	GEORGE TAYLOR	LAWRENCE	KS
DONALD E. DULL	YREKA	CA	GLENN H. MC EACHERN	CASTLE ROCK	WA	THOMAS W. TAYLOR	ROCKVILLE	IN
ARMAND DUPONT	BEDFORD	NH	JOSEPH MC MANAMIN	NAPLES	FL	JACK THALER	SANBORNTON	NH
SAMUEL DYER, JR.	INDEPENDENCE	MO	MARY D. MCCAMY	ASTATULA	FL	CORY THOMAS	NEW YORK	NY
EUGENE EIDE	PRAIRIE VILLAGE	KS	ROBERT MINCKLER	SEATTLE	WA	MILTON TORDSEN	EDINA	MN
CAROLE L. ELLWOOD	PENDLETON	IN	BENINA MOGAN	WEIRTON	WV	ROLAND TOWN	INDIANAPOLIS	IN
ANDREW G. ERVIN	AUBURN	CA	JOHN A. MOON	COUPEVILLE	WA	LEONARD TUNIS	VERO BEACH	FL
FREDERICK A. FARLEY	EL PASO	TX	WILLIAM A. MYERS, JR.	MURRELLS INLET	SC	THOMAS TYNDAL	WOLCOTT	CAN
GERALD E. FARRINGTON	CENTER CONWAY	NH	ROBERT H. NATION	AVA	MO	THARON L. VARVIL	GALVESTON	TX
DONALD F. FENNESSEY	AMHERST	MA	CHARLES E. NEAMAN	SANDY	UT	RICHARD W. VIECK	VINCENNES	IN
ROBERT E. FIDLER	TOLEDO	OH	GEORGE H. NEWTON	VIRGINIA BEACH	VA	JOSEPH VIOLETTE	WILLIAMSTOWN	VT
WALTER R. FITZA	DEMING	NM	C. SCOTT NISBET	AMARILLO	TX	PHILIP VOGEL	SHAWNEE	KS
FRANK FLORES, JR.	HOUSTON	TX	DR. STANISLAV O'JACK	ROCK SPRINGS	WY	JOE WAGY	ORLANDO	FL
GORDON FRAZER	WYOMISSING	PA	AMUND J. OLSEN	WEST PATTERSON	NJ	PAUL WAGY	ORLANDO	FL
JOHN E. FREEMAN	NEW HARTFORD	NY	JACK OPET	BERKELEY	CA	LEO G. WARD	TAYLOR	MI
LAURENCE F. FRONK	ALTAMONT	NY	VINCENT J. O'SHELL	BEAUMONT	TX	FRANK F. WARREN	VIRGINIA BEACH	VA
RAY O. FROST	NEWCASTLE	IN	PAUL C. PARENTEAU	WENONAH	NJ	LOUIS V. WATTS	KINGMAN	AZ
MARTIN FUCHS	MOODY	ME	ANN PARRISH	NEW SMYRNA BCH	FL	BRUCE WEGNER	PALMETTO	FL
JOSEPH G. GAGNON	FARMINGTON	CT	WILLIAM PAVKOV	HASTINGS	IA	ROBERT WEHNER	WILLISTON PARK	NY
JOHN W. GALLAUGHER	ISABEL	KS	WILLIAM S. PAWLOWSKI	CARMEL	NY	MRS. MARIAN WESTREM	LOS ANGELES	CA
ELMER F. GARLING	WEBSTER	NY	JOHN P. PAYEUR	SPRINGVALE	ME	JOHN WHEELER	INDEPENDENCE	MO
EDWARD GAW, JR.	ASHEVILLE	NC	EUGENE PERELLO	OXNARD	CA	WILLIAM W. WHITE	BOSTIC	NC
WILTON E. GERVAIS	STILLWATER	MN	FRANK R. PERRY	MARGATE	FL	EDWARD WIELONSINSKI	MOUNTAIN HOME	AR
DOUGLAS L. GILE	PINE GROVE	CA	MICHAEL A. PERRY	RIVERVIEW	FL	HAROLD WILLIAMS	OVERLAND PARK	KS
BUREL GOMILLION	SCOTCH PLAINS	NJ	JAMES PETERSON	CATONSVILLE	MD	MRS. JACK WILSON	OMAHA	NE
ROBERT J. GOODMAN	VA	VA	NORMAN R. PETERSON	MERCED	CA	WAYNE W. WILSON	SARASOTA	FL
LEROY GORE	LEE'S SUMMIT	MO	JOSEPH V. PHELPS, JR.	PAWLEYS ISLAND	SC	ANN WIMBERLY	EL DORADO	KS
FRANK J. GRILZ	LEESBURG	FL	ROBERT L. PIACINE	HAMBURG	PA	AUDRY WINN	WALNUT CREEK	CA
T. L. HART	CANTON	MI	FRANK A. PIGNATA	RESCUE	CA	KRISTEAN WINROTH	CENTER HARBOR	NH
CHARLES HATCHER	TAYLOR	MI	CHARLES PITT	GAULVESTON	TX	JOHN G. WOOD	BEAUFORT	SC
JOHN W. HAYES	GREENWOOD	IN	KENNETH T. QUINN	LAKESWOOD	FL	BILL WOODY	DAYTON	OH
JOE L. HAYNES	DACONO	CO	GEORGE RASKULINEC	SECAUCUS	NJ	LEONARDO G. WORRELL	CHARLESTON	SC
EDWARD J. HELTSLEY	EARLINGTON	KY	BOB RAWLINGS	OVERLAND PARK	KS	HAROLD YOTTER	SLAYTON	MN
GENE HICKS	SOUTH HERON	VT	HERMINE M. REED	HAIBACH	GER	GEORGE YOUNG	LYNDEN	WA
ALLAN M. HILL	FORT BRAGG	CA	BARBARA REHER	CAPE CORAL	FL	HAROLD B. YOUNG	BINGHAMPTON	NY
RUSSELL HILL	SCOTTSDALE	AZ						

# 23rd American Merchant Marine Convention – Tampa, FL 2009

by Morris Harvey, Convention Committee Chair

We had an outstanding array of guests and guest speakers address our assemblies, including three of the SS Alabama crew members. The 2nd, Ken Quinn, and 3rd, Colin Wright, mates and the Chief Engineer, Mike Perry, attended as our guests and offered personal and heartfelt reports about their pirate experiences. For more details, please see other stories in this issue.



▲ From l-r: John McSpadden, Burt Young, Dr. Bob Simpson, General Matz and Ian T. Allison.

Richard Parrish, Rudy Kozak Chapter, joins the dancers in a high kick dance. ▶

“Marlene Dietrich” sings a rousing version of “Heave Ho, My lads, Heave Ho.” ▼



Nelson and Shirley Cauble, Southern Oregon Chapter. ▼



▲ Distinguished Achievement awards & medallions were won by Shirley and Nelson Cauble, Barbara Reher and Gerry Starnes (not pictured). Above from l to r: Barbara Reher, Mike Perry, AMMV President A.J. Wichita, Colin Wright & John Reher.

Supporting assignments were filled by the USCG Color Guard, Sector St. Petersburg; Naval Sea Cadets Color Guard commanded by LCDR C. Gail Ryan, sponsored by Tampa Navy League; reverend Gary Brooks, American Victory Chaplain since 2001; Fr. John Hale, Chaplain - Ocala Chapter; Mike Wiatrak, Photographer; Don Jaceum, singer and entertainer; Bonnie Grey Productions and Dance Group. A “Marlene Dietrich” singing “Heave Ho, My Lads, Heave Ho” was a great finale to a wonderful convention and it was a financial success.

Naval Sea Cadets Color Guard commanded by LCDR C. Gail Ryan



▼ Fr John Hale, Ocala Chapter Chaplain, celebrates his birthday with a kiss from “Marlyn.”



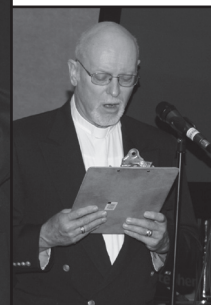
◀ Sunday night was filled with fun, song and dance.



▲ From l-r: Harry Brown, “Frank Sinatra,” (Don Jaceum) and Milton Kriebes



▼ Gary Brooks, USS American Victory Chaplain, addresses conventioners.







MG William Matz,  
President, NAUS



Tom Suneson, Marine Engineers  
Beneficial Association



Ann Parrish,  
Inspirational Speaker

The Keynote speaker MG William Matz, president of NAUS, gave a "barnstormer" speech. Other speakers included Captain Timothy Close, Port Commander, U.S. Coast Guard, Sector, St. Petersburg; Captain Tim Brown, International President of Masters, Mates & Pilots; David Ramga, VA National Service Officer; Tom Suneson, Branch Agent - MEBA; Ann Parrish, Inspirational Speaker; Cal Lloyd, USN Armed Guard; Anne Marsh, Florida State University WWII History Preservation program; Thomas Carroll, Maritime Administration folklorist and preservation historian.



Morris Harvey,  
convention chair (l),  
& Tim Brown, Internat'l  
President, Masters  
Mates & Pilots (r)



Capt. Timothy Close,  
U.S. Coast Guard



Anne Marsh, Florida  
State University



Group picture taken following  
the ladies luncheon



Capt. John  
Timmel,  
President,  
American Victory  
Museum Ship

From l - r: Cal Lloyd, Lt. Fogel, Morris Harvey,  
with the memorial wreath

Color  
Guard  
greeted  
AMMV  
members  
as they  
board  
the SS  
American  
Victory.



Captain John Timmel, local pilot and president of the American Victory Museum Ship also spoke at a banquet after having given us a "grand tour" of Tampa Bay the day before. The American Victory Historic Cruise was an outstanding complement to a great convention and reunion. There were over 400 participants on the cruise and it was a financial success. A memorial service for fallen heroes and a burial at sea for a US Marine was held, entertainment was provided and, except for the temperature, we all enjoyed Tampa Bay's panoramic seascapes.



Enjoying  
lunch  
aboard the  
SS American  
Victory

Onboard  
Entertainment  
made for an  
enjoyable  
afternoon.



Preparations  
are made for a  
Marine burial  
at sea aboard  
the SS  
American  
Victory.



A 21 gun  
Multi-  
Service  
salute during  
memorial  
service  
aboard  
SS  
American  
Victory.



# Maersk Alabama Saga Has Happy Ending

Reprinted from Seafarers International Union "Seafarers Log" / May 2009

In April 2009, 12 Seafarers aboard the Maersk Alabama played a central role in an episode that kept the world transfixed for days. In a story that proved seemingly impossible to miss, the union crew of the Maersk-owned, Waterman-operated containership fought off armed Somali pirates who boarded the vessel April 8, hundreds of miles from Somalia's northern coast.

The pirates were sent away from the American-flag ship within about 12 hours, but Captain Richard Phillips of the Alabama was taken hostage aboard a lifeboat and remained there until Easter Sunday, when U.S. Navy snipers eliminated Phillips' captors.



Chief Engineer Michael Perry from the SS Maersk Alabama speaking at the AMMV convention in Tampa, Florida.

By then, the Alabama – carrying humanitarian cargo – had arrived at its originally scheduled port of Mombasa, Kenya. (For safety reasons, the U.S. military wanted the ship to leave the area where the captain was being held.)

As the story played out, the scourge of Somali piracy finally received the attention long called for by the international maritime community. Additionally, anyone who thought the

first such attack in modern times on a U.S. ship was a fluke, quickly learned otherwise as the SIU-crewed Liberty Sun was fired upon near the Gulf of Aden. That attack took place April 15 and didn't result in injuries, though it damaged the vessel. Once again, the U.S. Navy quickly came to the assistance of the U.S. merchant ship.

Ironically, Phillips was aboard the Navy vessel dispatched to aid the Liberty Sun – an assignment that temporarily prevented him from reuniting with his own crew, which was still in Mombasa, preparing to fly home.

The immediate aftermath of the Maersk Alabama confrontation saw the mariners – represented, respectively, by the SIU; the Marine Engineers' Beneficial Association; and the Masters, Mates & Pilots – hailed as heroes all across the country. Editorials praised their courage, and some writers not normally fond of unions compared them to the heroic American passengers of Flight 93 on September 11.

Union-affiliated training schools including the Paul Hall Center for Maritime Training and Education were credited for their work in preparing mariners for emergencies at sea.

Meanwhile, some Somalis used the media to convey threats of more violence against American crews.

## JOYFUL REUNION

However complex the issue of piracy, there was nothing ambiguous about the emotions that poured out when the plane carrying the Maersk Alabama mariners touched down at Andrews Air Force Base, Md., around 1 a.m. on April 16. Seafarers walked down a portable staircase and into the waiting arms of relieved family members who'd been transported to nearby Washington, D.C., by SIU-contracted Maersk Line, Limited for the reunion.

Members also were obviously happy to see SIU President Michael Sacco

and SIU Executive Vice President Augie Tellez, who eagerly welcomed them after the Seafarers had said their initial hellos to family. (Sacco and Tellez already knew many of the crew members.) SIU members and officials visited at the base and again back at the local hotel arranged by Maersk. Hours later, the three union presidents along with Tellez and SIU Vice President Contracts George Tricker met with most of the mariners to more formally thank them and to discuss some options for combating piracy.

Even before reaching the United States, crew members and officers alike – once they had been assured of Capt. Phillips' safety – emphasized that the media erred in saying that they had regained control of the Maersk Alabama shortly after the pirates boarded the vessel. "We never lost control of the ship," was perhaps their most common refrain, made politely but firmly.

Crew members also said that they were purposely holding back some details of how they overcame the attack, because their techniques may prove useful for other mariners. What is known is that they outran the pirates for hours, were fired upon and were boarded, then outmaneuvered them below decks while intentionally (and temporarily) disabling the ship. The Americans captured and injured one of the pirates, which gave them vital leverage.

Eventually, the frustrated pirates simply wanted to leave – quite a change in demeanor from when they initially climbed aboard and expressed glee at an anticipated large ransom since they'd seemingly captured a U.S.-flag ship. Unfortunately, they managed to grab Phillips, though the SEALs aboard the Navy destroyer USS Bainbridge made them pay for that mistake.

## 'WE HAD NO CHOICE'

The story made big headlines not just because it involved a U.S. vessel but because of how the Maersk Alabama mariners fought back. Piracy has become a multi-million dollar industry

in Somalia, with hijacked crews typically offering little or no resistance and companies paying ransoms. The idea of giving in to the pirates never occurred to the seamen on the Alabama.

"We had no choice but to fight back," Bosun William Rios told the Seafarers LOG. "That's how we're born. What kept us alive was the training, the discipline and the knowledge we learned from the SIU."

Rios credited the captain and crew and thanked the Navy personnel who boarded the Alabama as well as those from the Bainbridge. Like his shipmates, he also said he had no idea that as the story unfolded it literally was a round-the-clock lead item.

"We thought it was just another day at sea, because piracy has been going on for so long," Rios noted. "It wasn't until we got to Mombasa that we said, 'Wow, this is a big story.'"

He concluded, "I feel great now, but there's a lot of work we've got to do to prevent future incidents."

Electrician John White stated, "You couldn't find a braver crew than this one. If we hadn't stuck together, we'd probably be dead." White added that shipboard safety drills led by Phillips paid off during the incident. "I'd sail with him any time."

AB Hector Sanchez said he appreciated the affectionate homecoming, especially after the harrowing time aboard ship. "We just tried to save people's lives," Sanchez stated. "It was hot. For a while we didn't have any water or food, but later on we got some water. It was difficult, but we're here, you know? We made it."

AB ATM Reza, who helped disarm and disable one of the pirates, said, "I feel great. I'm so happy to be with my family."



President A. J. Wichita with Alabama Second Mate Ken Quinn at the Tampa convention.

Of course, it was tough for the families, to say the least. After Capt. Phillips had been rescued, but before the crew returned home, Sherry Rios, the bosun's wife, said, "It has been a horrifying ordeal but I'm glad it has a great ending. I still didn't believe everything was okay until I spoke to [William] on Saturday.... The union and Maersk were great, making my family feel like we had someone helping us, someone I could talk to. I saw for myself it's more like a family than a union."

During that same period, Nelida Navarro, wife of AB Sanchez, said, "Of course I was very worried about him and all the crew. Everyone at my church has been praying. I tried to stay calm, but it's been a difficult time. Everybody's keeping a watch on the TV. He has called a few times now, so that makes it easier on everybody."

Longtime SIU member AB Abdul Gharama, who recently sailed aboard the Maersk Carolina, is related to Chief Cook Husain Salah – and happened to be staying at his home while his own residence was undergoing work. "I was feeling like everybody else, worried about the whole crew and of course for Husain," he said. "I was jumping from station to station and received a couple of calls from the company, with updates. Even when the ship was released, we were worried about the

captain himself. As a seaman, I understand. The lifeboat is very small inside. I was thinking about him."

The SIU crew of the Maersk Alabama consisted of Bosun Rios, ABs Sanchez, Reza, Andrew Brzezinski, Clifford Lacon and Mohamed Abdelwahab; Electrician White; QMED Jimmy Sabga; GUDE Miguel Ruiz; Chief Steward Richard Hicks; Chief Cook Salah; and SA Mario Clotter.

Nine of the 12 SIU members on the Maersk Alabama have been to the Paul Hall

Center, and one of the others took shipboard safety training (chemical, biological and radiological defense) from a Paul Hall Center instructor aboard ship.

Throughout the recent ordeal, SIU officials kept in touch with the families and stayed in constant contact with company and military officials.

In a letter to the crew, President Sacco wrote, "The entire SIU family is overjoyed to know that all of the mariners from the Maersk Alabama are now safe.... You risked your lives to stand up for yourselves, for your shipmates, for your vessel and for the American flag.... You showed the whole world what the U.S. Merchant Marine is all about."

He continued, "At this time, I'm also in the process of conveying my thanks and appreciation to the Navy, the F.B.I. and our brothers and sisters at the MM&P and MEBA. This saga was, to say the least, a team effort. Naturally, I include a special acknowledgement for Captain Phillips, whose strength and selflessness are truly remarkable."

The SIU president concluded, "You have written a remarkable chapter in the history of a union whose background features many examples of bravery and sacrifice. Your story takes a back seat to none of them."



## A fascinating message from a Maersk Alabama officer during the pirate attack.

*The message is from Maersk Alabama to Maersk Arkansas  
(which is on the same run to Africa)*

Sent: Friday, April 17, 2009 6:55 PM  
Subject: The Maersk Alabama facts  
To: Maersk Arkansas - 1st Engineer  
Subject: from Matt Fisher

Hey Greg,

Everyone on here is okay. We're on our way to Mombasa with Navy protection on board. Captain Phillips is still hostage in the lifeboat with the 4 pirates. I hear they're flying out reliefs for everyone, but I'm not sure what all's going to happen once we get to Mombasa. Supposedly the FBI is coming out to investigate the crime. Maybe we'll be on the next CSI Somalia.

I wanted to let you know some of the lessons we learned so you guys can better prepare yourselves for something similar. The only guys actually captured by the pirates were on the bridge: Capt, 3/M, and 2 AB's. I don't really know why they stayed on the bridge until the pirates got up there. Then they had keys to everything and were able to unlock everyone's rooms.

The pirates got up to the bridge very quickly once they were onboard. We had a locked cage door over the ladder well from main deck, but it only took a second for them to shoot it off. They then got to the bridge up the outside ladders. By that time we had taken control of the engine and steering down below.

Mike (Perry) stayed in the ECR and the C/M was out on deck tracking the pirates' movement. We kept swinging the rudder side to side. The pirates' boat capsized, though I'm not sure exactly when or what caused it. After about 20 minutes the engine was killed, I don't know by whom. At that point I shut off the air bottles and Mike killed power. He was also able to get outside and trip the fuel shutoff for the EDG. I think this was critical. The pirates were very reluctant to go into the dark. We will be looking at a way to shut off the EDG from the ECR in the future.

All the crew had been mustered and secured in the steering gear. Our pirates didn't have any grenades, so they would have never been able to break in there. The previous day we had welded a padeye on the inside of the hatch to the fantail so it was secured from the inside.

The only problem with the steering gear was the heat and the shortage of water. In the future we will store food and water in various spots for emergency usage. I think we will also run a fresh water line into the steering gear. We were able to

make a run from the steering gear to the E/R water fountain and fill up some empty oil sample bottles we had back there. The C/M was also able to get some fruit and sodas from the galley and drop them down the line standpipe.

The pirates sent the 3/M unescorted to go look for crewmembers, so he was able to get away. One of the pirates then went with an AB down to the ER to look for people. Mike was able to jump him in the dark and we took him prisoner in the steering gear. No one else came down into the ER.

As the day went on the pirates became desperate to get out of there. Their boat was sunk, and they couldn't get our ship moving. The Captain talked them into taking the MOB boat. The three remaining pirates went down in the MOB boat with Phillips. We were then able to negotiate with them over the radio. We dropped some food, water and diesel to them. We started getting the plant back on line. Unfortunately, the MOB boat wouldn't start. A couple of guys got in the lifeboat and dropped it. They motored over and traded the lifeboat for the MOB boat. We were supposed to exchange their guy for the Captain, but they ended up keeping him.

They motored off in the lifeboat. They had no way of getting back aboard, so we followed them. The Navy showed up a few hours later. We stayed close by for some time, but then the Navy asked us to head out. I heard that several other pirate vessels were heading our way and the Navy wanted us out of the way. That's about it. I'll give you all the details some other time.

Just to reiterate the most important points: Have a well fortified location with food and water supply. Kill all the lights. Leave the alarms going, the noise helped cover our movements through the house. Flashlights and radios are very handy, as well as the sound-powered phone. Anyway, it was a pretty stressful situation. I have to say I am impressed with how the entire crew responded. We didn't have anybody who wanted to give up. I'm pretty confident that Phillips will end up ok. They have to know that if they kill him they'll be done. I assume the company will be forced into taking some kind of action to assure our security from now on. Hope everything is going well there. I'll talk to you later.

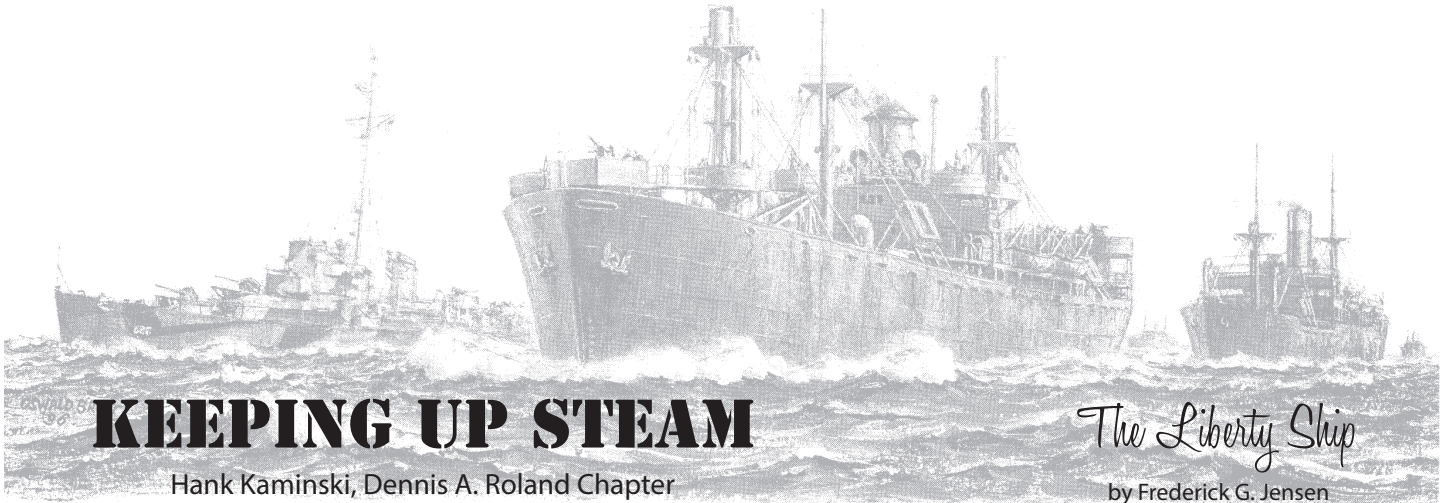
Matt

3/M - third mate AB - able bodied seaman ECR - engine control room C/M - cadet midshipman EDG - emergency diesel generator ER - engine room MOB - man overboard boat
--



Colin Wright, the Third Mate on the Maersk Alabama, joined us for our convention in Tampa.





## KEEPING UP STEAM

Hank Kaminski, Dennis A. Roland Chapter

We are fortunate to have four WWII merchant vessels still in sea worthy operating condition. If not for a dedicated core of mostly WWII veterans these vessels would have been scrapped long ago. I refer to the Liberty Ships SS John Brown and SS Jeremiah O'Brien as well as two Victories, SS Lane Victory and SS American Victory. Another ship, the SS Red Oak Victory, may soon join them. Sixty four years after the end of hostilities these vessels and the activities around them are living examples of how the American merchant marine contributed to final victory in a global conflict.

Today these ships are operated and supported by large volunteer groups. The original WWII veterans serve in mainly an advisory capacity while younger persons have stepped forward to supply administration, maintenance and operating experience. Selling tickets, chipping and painting, taking on stores are done by more able hands. Men with current license in the deck and engine departments operate the vessel. Unlicensed personnel must meet stringent Coast Guard technical and physical requirements.

Where do these volunteers come from? What is their attraction? In general they:

1. Wish to continue educational programs about the merchant marine in WWII, Korea, and Vietnam as well as in peace time commerce;
2. Improve recognition and benefits for Merchant Marine Veterans and aid them in obtaining up to date information and assist in applying for benefits;
3. Promote a stronger American merchant marine industry;
4. Want to advise, promote, volunteer and raise funds to preserve our maritime heritage; and
5. Strive to provide a nation-wide forum for communication and fellowship for all merchant seaman, active or retired, including the Naval Armed guard and all interested associates and well wishers.

The example of the success of these five ships and their volunteers illustrates the way to a continued viability.

These are the kind of people that will keep steam up for the AMMV and send us cruising well on our way into the future.

## *The Liberty Ship*

by Frederick G. Jensen  
AMMV – Puget Sound Chapter

She sails no more the seven seas,  
Or breasts the cresting wave

Her day of derring-do is done,  
No more are tales to save

She gave us life the while we sailed  
Across the ocean's miles

She blessed the crew she carried off  
In salt and sunny smiles.

Her coat of gray was never gay  
But ever humbly worn;

The work she did adorned her fair  
A record daily born;

In lots, and bags, or barrel stowed,  
The bilge and buntline free.

Her decks and hatches fully crammed  
With tank artillery;

The good of war to bring to men  
Who ever bear its pain.

Who seek an end to endless war,  
That peace may ever reign.

We learned the salty seaman's craft  
In daily watch and wake.

It fell our part, eventually,  
The victory to take.

We spent the peace, but lost the way  
To look for harmony.

The men and ships are faded now,  
But not the Liberty.



# CHAPTER NEWS

## Cascade Mariners Chapter



After lunch, at the April meeting, a celebration was held to mark the 16th Birthday of the Cascade Mariners Chapter of the American Merchant Marine Veterans. Sam Peter and Bill Hughes, two of the eleven survivors of the original thirty-three Charter Members, were serenaded with an rousing rendition of "Happy Birthday". Then, all shared in the delicious cake; a couple of dutiful husbands took slices home for their wives. Slices were also sent to Ed Nitkowski and Barbara and well as to Earl Martin and Ruby. Ed and Earl are also survivors of the original members.

Congratulations are in order to all the members, associate members and honorary members for their continual support. Considering this chapter started with thirty-three members and now still has thirty of which eleven were here at the beginning, it is most impressive, considering the sorry state of larger chapters that are dying or have kicked the bucket.

*Yours was the first front on every ocean and without you no army and navy can survive. When the final record of the war is written, one of the vital teams participating will be recognized as the merchant seamen in dungarees. When the war is over, we of the Navy will salute you with a final 'Well Done.'*

Admiral Harold R. Stark, Commander of U. S. Naval Forces in Europe

## Central California Chapter



Robert Doyle, our Vice-President, held an anchor and plaque ceremony this March 19, 2009 at the Fresno, (CA) V.A. Hospital. Bob had this memorial placed in memory of his wife. A crowd of about fifty people, including Jack Splivalo were on hand for the ceremony.

## Central Indiana Chapter

When I was asked by the National President of the American Merchant Marine Veterans, A.J. Wichita, to submit an article concerning the formation of the only Chapter of the AMMV in Indiana, I was only too glad to do so.

Having been a member of the Korean War Veterans Association (KWVA), I had organized chapters in Fishers, Indiana and Anderson, Indiana, and was Commander of both chapters. Then I was elected State Commander of the KWVA chapters, so I had some experience in forming a chapter of the AMMV.

Starting the only chapter of WWII Merchant Marine veterans in the State of Indiana took a lot of time..... First I had to obtain lists of MM veterans living in Indiana from several sources, then write a letter announcing its formation, and make copies of the applications to join, not only the chapter







# CHAPTER NEWS

but also the National AMMV. I addressed the envelopes and bought the postage stamps to mail them even before any money was available to reimburse my expenses. I was really caught up in the enthusiasm of starting a chapter for veterans who shared the same experiences as I had when we were just 16 or 17 years old being trained as merchant seamen.

Most veterans' organization's memberships consist of former veterans of all the military branches, but none are like ours, as a single branch of merchant seamen. We are unique and have a history older than any U.S. military service. Therefore, we are proud of who we are and what we did for our country when we were called upon to deliver our country's war materials overseas. It's too bad that the VFW and Amvets do not recognize us as fellow veterans.

Many of our citizens had never heard of the Merchant Marines or what they did for our country in WWII when there weren't enough professional seamen to man the thousands of cargo ships and oil / gasoline tankers being built faster than enemy submarines could sink them.

Our chapter started out with six veterans, three wives and the adult daughter of one veteran. Our membership has grown to 40 plus, all due to the several members doing their best, with me, to increase our membership. Still, there are a lot of MM veterans that need to be reached. It's just a matter of time to be able to do it all.

Getting our official MM flag purchased, mounted and placed at the American Legion Post where we meet, alongside the other military flags, is another goal that we set and reached.

What I am so pleased with, and why I am so motivated to organize this chapter of fellow MM veterans, is the eagerness each veteran had in doing everything they could to make this chapter a success. What all of us 80 year old and older Merchant Marine veterans want, and rightly deserve, is the recognition of our service to our country. We want our official flag to be displayed at every place that the other military branches' flags are flown. We want our official song to be played when other military branches' songs are played. Is this too much to ask?

Don Ellwood, President, Central Indiana Chapter

*Since I became Chairman of the Joint Chiefs of Staff, I have come to appreciate first-hand why our Merchant Marine has long been called our Nation's fourth arm of defense. The American seafarer provides an essential service to the well-being of the Nation as was demonstrated so clearly during Operation Desert Shield and Desert Storm.... We are a maritime nation. We must be able to project power across the seas. This means that not only do we need a strong Navy, but a strong maritime industry as well.*

General Colin Powell

## Dennis A. Roland Chapter



(l to r) 1st Vice President George Murphy; President Hank Kaminsky; Captain Richard Phillips of the pirated Ship Alabama; Joseph Kubala

Merchant Marine Veterans were recognized at the 32nd annual Silver Bell Awards Dinner to raise money to fund their efforts in aiding and training mariners, on June 12, 2009, at an event sponsored by the Seaman's Church Institute in New York. Captain Richard Phillips of the SS Maersk Alabama was also honored at the affair.

And on May 25th, we participated in the Bayonne Memorial Day Parade, with the Jersey City Sea Cadets.



(l to r) Hank Kaminsky, Harry Dircks, Joe Kubala, John Dziekan, Jack Strangfeld, Alex Radetich





# CHAPTER NEWS

## Hudson Valley Chapter

### Maritime Day 2009 Observed at Smithsonian Museum

Maritime Day was originally established by Congress in 1933 to commemorate the first successful transoceanic voyage under steam propulsion but since that time, it has developed into a day to honor the sacrifices of America's merchant mariners, and the contributions made to the nation by the U. S. maritime industry.

Guest speakers at this year's observance included U. S. Department of Transportation Secretary Ray LaHood, Smithsonian Institute Secretary Dr. G. Wayne Clough, American History Museum Director Dr. Brent Glass, "On the Water" Project Director Paula Johnson, former Maritime Administrator Vice Adm. Albert Herberger, and the vice chairman of the board for the A.P. Moeller-Maersk company, Ane Uggia.

Secretary LaHood provided the keynote address, awarded medals to two surviving World War II merchant mariners, officially recognized the brave crew members from the Maersk Alabama, and helped cut the ribbon to open the museum's newest transportation exhibit. While congratulating the museum on its fine new exhibit, the secretary paused to honor and remember America's fallen mariners.

"Time and again, civilian merchant mariners and their Navy and Coast Guard counterparts have bravely defended our nation and put themselves in danger to help other in need." Said Secretary LaHood. "More than 6,000 American seafarers lost their lives in World War II and nearly 150 students enrolled in the U.S. Merchant Marine Academy also died serving their country..."

The secretary offered other examples of mariners who answered the call to duty in spite of danger including the mariners who rushed to aid the passengers and crew of US Airways flight 1549 that made an emergency landing in the Hudson River earlier this year, and the merchant mariner crew of the Maersk Alabama who were captured by Somali pirates but survived with courage and dignity. Three crew members of the Alabama were in the audience - 1st Mate Shane Murphy, 3rd Mate Colin Wright and 2nd Engineer Dick Matthews - and were asked by the Secretary to stand and be recognized. They rose and were greeted with hearty applause.

A short while later during the Secretary's remarks, thunderous applause and cheers were heard as he bestowed medals and campaign ribbons on two World War II merchant mariner veterans - E. Spurgeon "Spud" Campbell, of Cullman, AL. and Waldemar Semenov - both of whom came under

enemy fire while delivering supplies to far-flung troops under very hazardous conditions and also managed to survive their sinking ships.

Following the medal presentation, a traditional wreath-laying ceremony was conducted in memory of all of America's fallen mariners while a lone Navy bugler sounded taps.

## Humboldt Bay Chapter

The SS Emidio, a General Petroleum tanker, was the first ship torpedoed off the Pacific Coast by a Japanese submarine after WWII was declared. On December 20, 1941 she was struck off Eureka, CA. and drifted as a "ghost ship" 80 miles where she grounded on the rocks in Crescent City and remained for many years. In the mid-1950s, in order to save her memory, a memorial, including a piece of the hull, was erected in Beachfront Park in Crescent City for her.

On Maritime Day, 2009 the St. George Reef Lighthouse Maritime Museum Project sponsored a ceremony of honor at the site of this State Historical Marker #497, which was attended by Humboldt Bay Chapters' CEO William O'Donnell and members Billy O'Donnell and Sindy Raymond. The event was attended by over 50 people including the Mayor of Crescent City. Speakers included the Mayor, Guy Towers of the St. George Reef Lighthouse Preservation Society, Warren Webb, former Merchant Mariner, who gave us some history of the Emidio and Sindy, who spoke on Just Compensation.

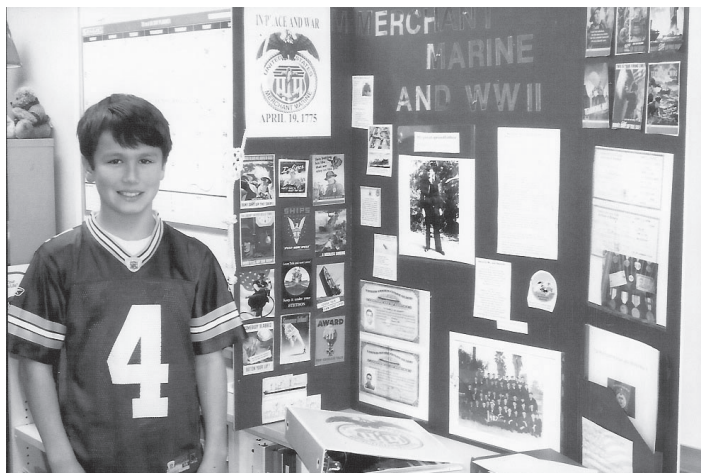


(l to r) Guy Towers, William O'Donnell and Warren Webb.



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## Mic-Columbia Chapter



Marc Cauble, great grandson of Commander Bob Cauble displayed for his Ridge View School 4th, 5th and 6th grade project. Marc chose "History of Merchant Marine of WWII" and his great grandfather's part in the history. Great grandfather Bob was very proud! His grandfather Ron Cauble was a Vietnam Veteran. Marc interviewed his great grandfather, took notes, and collected memorabilia and went online for more information. Parents, grandparents, & friends were invited to see all the displays from all the grades. Of course Marc's was the best, said great grandma. A ne education for the children, teachers and viewers as well.

## Sacramento Valley Chapter



Sacramento Valley Chapter member Frank "Bud" Schmiedel holds a counted cross-stitch done for him by his wife, Mona, who is also a member and Secretary of Sac Valley (her father was a WWII Merchant Mariner.) The piece shows a Liberty Ship, the pattern for which she took from a photo of the Liberty Ship Model "Patrick Henry," which was built by the San Juan Chapter of Bellingham WA. The piece also shows wave designs and other nautical motifs, as well as career Mariner Frank's birth date and theaters of service, WWII, Korea and Viet Nam.

## Rudy Kozak Chapter



Newly elected CEO Dick Parrish presented a plaque for a job well done to Morris Harvey, Committee Chairman of the 23rd Annual AMMV National Convention in Tampa, FL May 14-18th.

## Sarasota-Manatee Chapter

### Normandy – 65th Anniversary

by Jim Waters, editor.

On Saturday, June 6, 2009, most television sets showed clips of the Normandy invasion as well as what dignitaries of today had to say about those who participated in the largest invasion of WWII. As far as I know, none mentioned the role played by mariners in that invasion. Merchant ships of all the Allied Nations participated by there was one outstanding group who made the invasion both safer and efficient. It was those mariners who volunteered to bring the 89 derelict ships to Normandy to extend the Mulberry that was about a mile in length and was comprised of 75 Phoenixes which formed the Mulberry. Each Mulberry could handle about 7 Liberty ships at a time to offload their cargo to landing craft. The derelict vessels were crewed by mariners who had volunteered for this job that was rife with fire from the beach and from airplanes. The extension of the Mulberry with Blockships created a Gooseberry which calmed these seas thus allowing those landing





# CHAPTER NEWS

ashore to avoid having their landing craft overturned by the rough seas.

Our Treasurer, Bill Hepburn, was one of the volunteers to sail a derelict Blockship to Normandy. Bill's ship had been torpedoed off the coast of Scotland. He ended up being available to volunteer for a job in the engine room aboard a Blockship.

One thing most people do not know, and may surprise them no end, is that these volunteers did this as a patriotic duty without pay. The reason for no pay was very simple. They signed Articles the same day the ship was scuttled thereby bringing the law of the sea into the equation. Your pay stops when your ship goes down. A British vessel brought him back to England. Was Bill upset by no pay? Absolutely not. In talking to Bill, I think he was more upset about trying to get back to the states which is a story in itself. If you are interested in hearing that episode, I suggest you sit down and talk to Bill about the experience. Anyhow, regardless of whether the news people report it or not, the fact remains the Merchant Marine was an integral part in the success of the Normandy invasion. But then, we WWII Mariners knew that, didn't we?

## Southern Oregon Chapter

### Our fight to be included on the Crescent City, CA. Memorial

We have not given up yet! But to date after a serious letter writing campaign to several members of the committee, outlining in detail the history, and status of the MM, we have had NO response to our letters. The only communication with them at the beginning of this little project was that they will NOT include the MM on the monument. Their reason? We were "not military". Our last letter to them this week was to cite word for word from the U. S. House of Representatives' Dept. of Veterans' Affairs committee hearing the many paragraphs in which it clearly states that you were weapon trained, by order of the War Shipping Administration Operations Regulation No. 35, and that Fleet Admiral Ernest J. King, chief of Naval Operations directed that Naval discipline and control was to be exercised against Merchant Marine crews in all theaters of war. We also pointed out that military medals were given to Merchant seamen including Navy Cross, Distinguished Service Medal, Silver Star, Bronze Star, Navy Marine Corps Medal and Purple Hearts. Not Military? We will keep trying and have promised them next, we would take our story to the media in the area. We think the public should hear their excuse. Especially when they have torpedoed merchant ship now made a memorial TWO blocks away from where the new monument will be.

## St. Johns River Chapter



A special Armed Forces and Maritime Day program was held on May 16th at the Anastasia Island Branch Library in St. Augustine, FL. Ed Trester, a WWII Veteran spoke on the role of the Merchant Marine in WWII and the history of Liberty Ships. One of the attendees, Ralph Durrschmidt, a WWII Veteran of the Merchant Marine brought wonderful models of a Liberty and a T-2 Tanker, which he had built.

The program was well attended as Ed highlighted how the Merchant Marine helped achieve victory in WWII and how our fight still goes on, now, in the halls of Congress, for our Senate bill S.663, "Belated Thank You".

All in all, it was a great meeting and the people went away with a better understanding of the U. S. Merchant Marine.

## Susquehanna Valley Chapter



Thomas Hill, Eagle Scout, BSA Troop 99, Lancaster, PA stands ready to move the Merchant Marine flag from the staging area to the formal position preparatory to the Armed Forces Day presentation of the colors. The colors of six branches of Military service were presented followed by the individual branches' theme songs.





# CHAPTER NEWS

## Tri-State Chapter



The Tri-State Chapter participated in the Armed Forces Day Parade in Chattanooga, TN on May 1st, 2009 and the Memorial Day ceremonies at the National Cemetery in Chattanooga, TN.

### **ATTN ALL CHAPTER CEOs AND OTHER INTERESTED PERSONNEL ALERT TO ALL HANDS**

## **THE VALLEY FORGE REGIONAL MEETING**

is planned to be held at BEDFORD, PA  
on 13-14-15 (TUESDAY-WEDNESDAY-THURSDAY) OCTOBER 2009  
at the BEST WESTERN BEDFORD INN

Arrival and check in will be on TUESDAY 13 OCTOBER 2009

Main meeting will be held on WEDNESDAY 14 OCTOBER 2009

Adjourn and break for home will be THURSDAY 15 OCTOBER 2009

Best Western staff are in process of working up the meals and accommodations schedule and will be sent out to all chapters as received from Best Western staff.

This post is an alert so that you might be able to make plans in advance so as to attend this regional meeting.

Your return feedback of comments or remarks are expected so that a successful meeting will be accomplished.

Faternally,

GEORGE K. BATHIE  
CEO/TREAS KEYSTONE MARINERS CHAPTER  
REGIONAL VICE PRESIDENT VALLEY FORGE REGION PENNSYLVANIA

## **South East Region Mini-Convention**

The South East Region is planning a Regional Mini-Convention and business meeting for October 29, 30, and 31, 2009. Centrally located venues are being reviewed such as in the Kissimmee area. Mark your calendar - complete details will be published in September Chapter newsletters. For immediate information call SE VP Morris Harvey at 352-397-1540 or email [morris@xtalwind.net](mailto:morris@xtalwind.net).

**"Until you have the courage to  
lose sight of the shore, you will not  
know the terror of being  
forever lost at sea."**

*Larry Kersten*



# JUST COMPENSATION

## The Fight for JUST COMPENSATION benefits lives on.

Congratulations to the Merchant Mariners in Alaska, Colorado, Connecticut, Kansas, Massachusetts, Maryland, New Jersey, New Mexico, Pennsylvania, Rhode Island and Washington for getting both U.S. Senators signed on as Co-sponsors of Senate bill S.663 "A Belated Thank You to the Merchant Mariners of WWII Act of 2009".

BUT that's only 11 states of the 50 states of the United States. We need to keep fighting and get the other Senators signed on. We know that we sound like a tape-recording but we want to WIN THIS BATTLE and show America that we are still worthy of Just Recognition. We need to ask you once again to GET YOUR SENATORS ABOARD. Call, fax, write or whatever is needed. August recess is a great time to contact the Senators in their local offices.

We have had some great national publicity in the last couple of months when the Tribune Newspapers group published an article on our cause and Fox News is coming aboard. MG Matz and NAUS have jumped in with both feet and the

unfortunate piracy incident aboard the SS Maersk Alabama has brought world-wide recognition to the American Merchant Mariners of today, furthering our cause. More than ever, America knows Merchant Mariners exist.

But congratulations, also, to all you Mariners who crossed state lines to fight for the cause on behalf of their fellow Mariners who are unable or unwilling to join in the battle. When asked if he is a Senator's constituent, these folks answer that they are a Merchant Marine Veterans and speaking for others who cannot speak for themselves.



Marvin Willenburg, (left) of the Mid-America Ancient Mariners Chapter is presented an award by CEO Richard Wiggins in appreciation for his outstanding work in getting so many Co-sponsors for Senate bill S.663.

WE MUST KEEP THE BATTLE GOING! We are going to win! Our lobbyists tell us that the Senators on the Veterans Affairs Committee are the most important ones to get on board. PLEASE step across state lines, if necessary, and contact these Senators, as listed below, very soon, and urge them to sign on as Co-sponsors of SENATE bill S.663. After all, this is a nation-wide effort, on behalf of the United States Merchant Mariners of World War II!

God Bless America,  
Ian T. Allison,  
Co-Chairman

U. S. SENATE VETS COMM. NOT SIGNED ON S.663 AS OF 6-28-09								
WASHINGTON D.C. TOLL-FREE PHONE (800) 828-0498								
NAME			WASH DC	DISTRICT ADDRESS			DIST. PHONE	DIST. FAX
			FAX					
			-202					
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
Buriss, Roland	IL	D	not listed	230 S. Dearborn St	Chicago	60604	(312) 886-3506	(312) 886-3514
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
Johanns, Mike	NE	R	228-0436	9900 Nicolas St #325	Omaha	68114	(402) 758-8981	(402) 758-9165
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	5401	(802) 862-0697	(802) 860-6370
Rockefeller, John	WV	D	224-7665	405 Capitol St #308	Charleston	25301	(304) 347-5372	(304) 347-5371



DEMOCRATS

BOB FILNER, CALIFORNIA, CHAIRMAN

CORRINE BROWN, FLORIDA  
VIC SNYDER, ARKANSAS  
MICHAEL H. MICHAUD, MAINE  
STEPHANIE HERSCETH, SOUTH DAKOTA  
HARRY E. MITCHELL, ARIZONA  
JOHN J. HALL, NEW YORK  
PHIL HARE, ILLINOIS  
MICHAEL F. DOYLE, PENNSYLVANIA  
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May 13, 2009

Greetings to the Merchant Mariners of World War II!

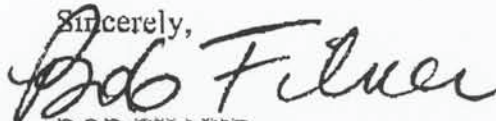
Thank you for all the calls and letters, faxes and emails that you have sent to the nation's Senators and Congress Members to urge their support of my bill, the "Belated Thank You to the Merchant Mariners of World War II Act" (H.R. 23) and its Senate's companion bill introduced by Senator Ben Nelson. I am humbled by the opportunity you have given me, to be the one to introduce this bill. The service of the World War II Merchant Mariners is legendary. It is safe to say that without them, without you, the war could not have been won. The ocean is the unmarked grave of too many of your fellow Mariners, and unfortunately many others have died and are dying each day. It is time to act!

Because, after the war's end, you did not receive the benefits of the GI Bill of Rights. You did not receive 4 years of college paid for by a grateful nation, a way to prevent the flooding of the job market after the war and a path to a better life for returning service men and women and their families. You did not receive a low cost interest home loan, or job priority or even a job guarantee. There were no health benefits, no funding for your widows, no life or unemployment insurance. If you were sick or disabled, you were on your own. I state that this was no way to treat the heroes of the Merchant Marines.

As you know, on May 6<sup>th</sup> of this year, the House Veterans' Affairs Committee, of which I am Chairman, passed H.R. 23, and the full House just passed it on May 12<sup>th</sup>. The Senate Veterans' Affairs Committee has also held a hearing on their companion bill, S. 663, and I know you are contacting the Senators to urge them to join in passing this most important legislation.

It is time to pay an old war debt to these combat veterans. I believe that the nation has a moral obligation to you, and I am determined to continue to fight until that obligation is fulfilled.

Sincerely,



BOB FILNER

Chairman

Committee on Veterans' Affairs

U.S. House of Representatives





## Proposed Schedule of Events

# Western Regions' Conference

*Reno, Nevada –September 27, 28, 29, 2009*

*Sands Regency Hotel*

Note: All activities listed below will be in rooms on the Mezzanine of the Regency Tower.

### *Sunday, September 27, 2009*

*12:00 Noon to 6:00 pm*

*Membership Registration*

*This will take place in the Hospitality Room*

### *Monday, September 28*

*9:00 AM*

*Membership Registration Continues*

*9:00 AM – 11:30 AM*

*General Session*

*Opening Ceremonies and introduction  
of motions issued*

*12:00 Noon*

*Hospitality Room Open*

*12:00 Noon – 1:00 pm*

*Ladies Luncheon*

*1:00 PM – 4:00 PM*

*General Session (more issues and motions)*

*4:00 PM*

*Hospitality Room Open*

*6:00 PM*

*Reception and Dinner*

### *Tuesday, September 29*

*9:00 AM*

*General Session (final presentations and votes)*

*12:00 Noon*

*Hospitality Room Open*

*1:00 PM*

*General Session (final business)*

*4:00 PM*

*Hospitality Room Open*

*6:00 PM*

*Banquet*

### *Wednesday, September 30*

*CHECK OUT. HAVE A SAFE TRIP HOME.*

Hotel Registration Direct - Sands Regency (1-800-233-4939). The room rate this year is \$34.00 plus tax. Be sure you **tell them you are a Merchant Marine Veteran and attending the Conference Sept 27 - Sept 29. The group code for our event is MERCHANT\_2009.** The Sands Regency is located at 345 N. Arlington, Reno, Nev. 89501.

Note: There is **an airport shuttle**. It leaves the airport **on the hour** starting at 6 a.m.

# American Merchant Marine Veterans, World War II Western Regions' Conference

Reno, Nevada - Sept 27,28,29 2009

## Registration Form

*Note: Please register early or let us know you are coming*

	Number	Totals
<b>CONFERENCE REGISTRATION</b>	\$55.00 x _____ =	\$ _____
<i>(Members only. No registration fee for spouses even if a member)</i>		
<b>Monday Noon Ladies Luncheon</b>	\$25.00 x _____ =	\$ _____
Choice of entrée		
Lasagna	_____	
Chicken Ciabiatta	_____	
Dessert Lemon Cake		
<b>Monday Evening Reception/Dinner</b>	No charge x _____ =	\$ ____00.00____
<i>Entrée: Lemon Pepper Chicken-dessert Boston Cream Pie</i>		
<i>(Member and one guest. (Please check above. One or two?))</i>		
<b>Tuesday Evening Banquet</b>	\$40.00 x _____ =	\$ _____
Choice of Entrée: Number of Meals		
Prime Rib	_____	
Salmon Hollandaise	_____	
Dessert Tiramisu served with either.		
		<b>TOTAL \$ _____</b>

*Please make your room reservations separately. Info. on schedule of events page.*

**Members name:** \_\_\_\_\_ **Chapter:** \_\_\_\_\_

**Spouse or others name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

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Please print carefully.

**Send Check or Money Order To:**  
AMMV SACRAMENTO CHAPTER  
P.O. BOX 1793  
CEDAR RIDGE, CA 95924

## *Daring Voyage of SS Seatrain Texas, Code Name: Treasure Ship*



In an August 1972 NEWYORKTIMES article, the SS Seatrain Texas appeared destined for the scrap heap. She is shown here in prouder days.

During World War II, the Mediterranean coast of northern Africa was the scene of several years of see-saw battles between Italian and German armored divisions on one side, and British, Australian, South African, Free French, and Polish forces on the other. The armies continually fought over a narrow strip of coastline 40 miles wide by 1,200 miles long, which included Tobruk, Benghazi and Tripoli.

The fighting consisted of wild dashes from one supply port to another, trying to attack the enemy when he was low on the essentials of desert warfare: water, fuel, ammunition, food, and troops.

In June 1942, British forces were soundly defeated outside Gazala, Libya (east of Tobruk) by Field Marshall Erwin Rommel's Afrika Korps. The British left a garrison at Tobruk to guard their rear while they withdrew to El Alamein to lick their wounds. Tobruk surrendered to the Germans within

one week. The Allies had only 70 of their original 300 tanks remaining to counter the next move of Rommel, the "Desert Fox."

After the encounter, Rommel rested his troops and awaited supplies and reinforcements. Next on his agenda was an attack on El Alamein, Egypt, beyond which were Cairo, the Suez Canal, and the MidEast oil fields.

Prime Minister Winston Churchill and President Franklin Delano Roosevelt were meeting in Washington, DC, when news of the fall of Tobruk reached them. "I did not attempt to hide from the President the shock I received," Churchill wrote later. Roosevelt immediately offered to supply America's newest tanks and anti-tank artillery for newly-appointed General Bernard Montgomery's Eighth Army.

That same day, June 30, emergency orders went out to factories across America. Workers in tank and arms factories





worked 14 to 20 hours a day for the next 9 days, to complete the order. Tanks, howitzers, tank destroyers, and ammunition were loaded on railroad trains and "highballed" to New York, where 6 ships chartered by the Army Transportation Corps waited.

The freighters Fairport, Zaandam, Exhibitor, Tarn, Empire Oriole, and Hawaiian Shipper were loaded as quickly as humanly possible in those days before containerization. The ships were loaded as the cargo arrived, without taking the time to spread the cargo equally among the six ships. The tanks, last to arrive, were all loaded aboard the SS Fairport.

Convoy AS-4, laden with nearly 85 million pounds of war material, sailed on July 13 from New York for the Persian Gulf with 3 destroyers as escort. On July 16, just south of Bermuda, a lone German submarine, U-161, fired 4 torpedoes at the zig-zagging convoy. Two torpedoes struck the Fairport, a C-2 on her first transatlantic voyage, causing her to sink within 10 minutes. The 43 crew, 14 Naval Armed Guard, and 66 Army passengers were rescued by USS Kearny (DD-432).

The remaining ships in the convoy proceeded towards their destination. Fortunately, there were additional newly-designed Sherman tanks available on the East coast.

On July 29, 1942, SS Seatrain Texas carrying a full load of cargo, including 250 tanks [some sources claim 300], left

New York under the command of 44 year-old Captain Kenneth G. Towne on a solo journey towards Egypt. At his Navy briefing, an Admiral whispered to Towne, "Roosevelt is issuing the orders on this one himself."

SS Seatrain Texas was one of two unusual ships built in 1940 by Sun Shipbuilding & Drydock Company of Chester, Pennsylvania for Seatrain Lines of New Orleans. The Seatrain Texas, similar to two older ships in the

company's service, was designed to carry railroad cars on tracks laid on three concrete decks, as well as regular cargo. At 483 feet length, with a 64 foot beam, she could carry over 8,000 tons at 16.5 knots.

Captain Towne did not get much sleep during the 18 days and nights it took to reach Capetown, South Africa. The radio crackled with reports of U-boat attacks along his route, and he knew the lives of thousands of Allied men rested in his hands.

At Capetown, while Seatrain Texas took on provisions, Captain Towne saw the remaining 5 ships of Convoy AS-4 in the harbor. Control over the ship's movement was turned over to the British who code-named her "Treasure Ship." On August 21, in Durban, they picked up a Free French corvette as escort through the submarine-infested Mozambique Channel. Alone again, they headed around Somalia for the Gulf of Aden.

As they approached Socotra Island [now Suqatra, Yemen] the radio operator heard a Morse-coded message, but was unable to decipher it because of severe static. Captain Towne decided to maintain radio silence, and chose not to have the message repeated.

In Aden he learned the text of the message: an Italian submarine was spotted lurking between Somalia and Socotra Island; Seatrain Texas was to change its course. It was fortunate Captain Towne did not hear the message, because the submarine did. She sank two Allied ships on the far side of the island that night.

On September 2, Seatrain Texas reached Port Taufiq at the southern end of the Suez Canal. British stevedores were on board to start the unloading process even before the ship was docked. The ship's 70 ton boom swung the tanks out of the holds onto the docks where British drivers waited.

These Sherman tanks, the first Allied tanks which matched the German Mark IV Panzer in firepower, were a decisive factor at the battle of El Alamein which began on October 23, 1942, and resulted in an Allied victory.



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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

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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 \_\_\_\_\_

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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:**

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**P.O. BOX 186**

**FERNDALE, CA 95525-0186**

**800-545-4173 • Fax 707-785-4557 • [ammv@frontiernet.net](mailto:ammv@frontiernet.net)**



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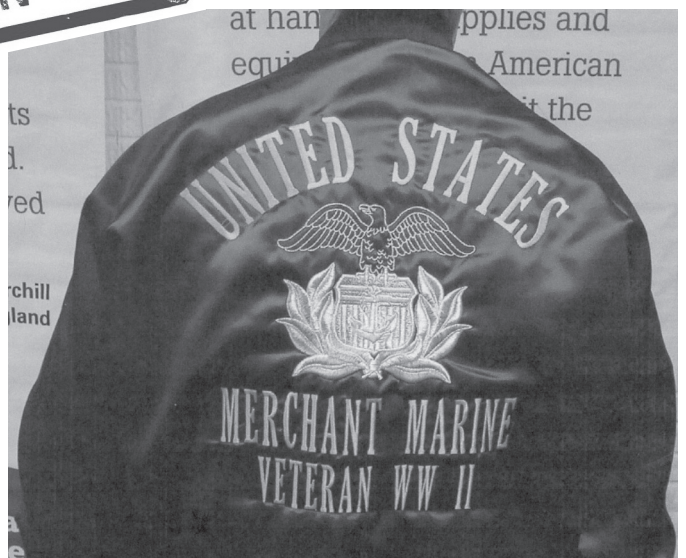
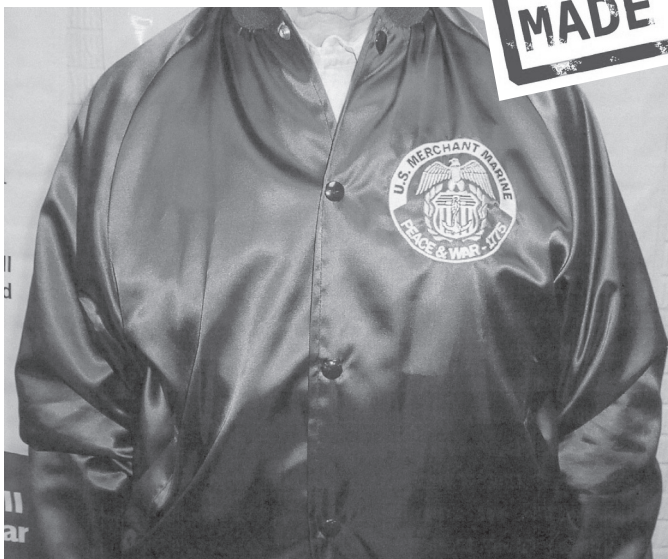
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## JOINING FORCES ON CAPITOL HILL



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)

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

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#### Special NAUS Dues for AMMV Members

One Year	\$12 *Special Rate!
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#### 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)

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#### DUES PAYMENT INFORMATION

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

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Name: \_\_\_\_\_

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Signature: \_\_\_\_\_

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