

AMERICAN MERCHANT MARINE VETERANS

AMMMV NEWS

MAGAZINE



IN PEACE AND WAR



1775

FALL 2010

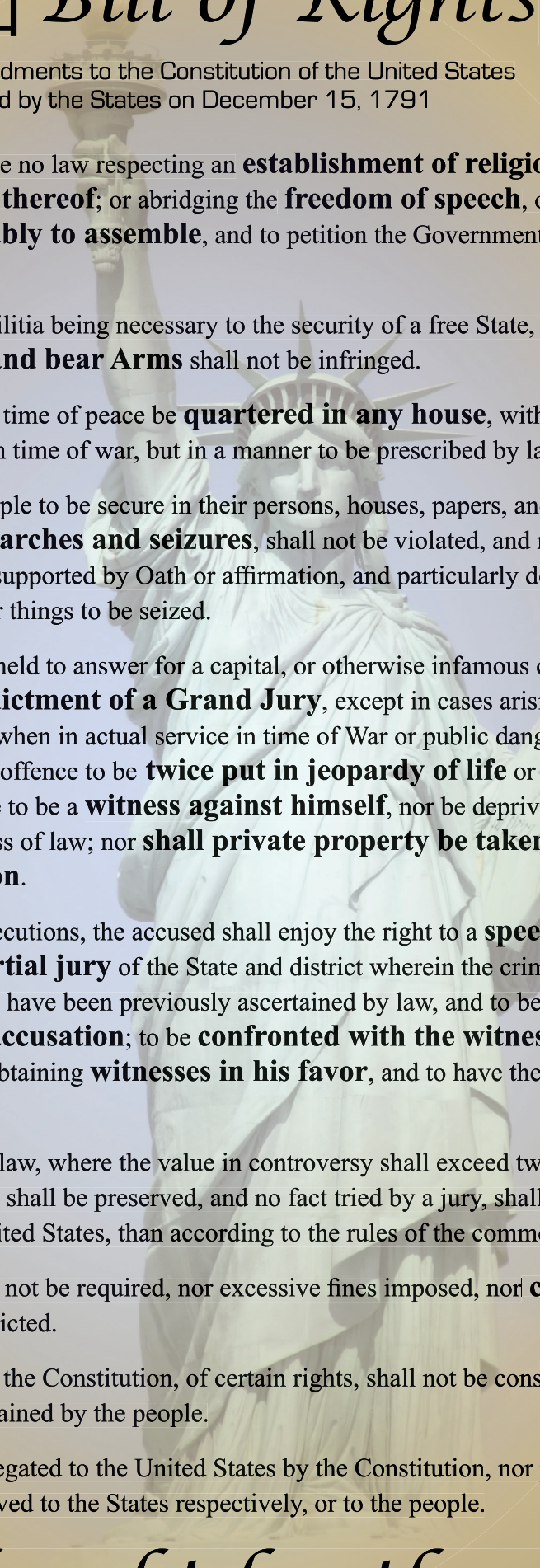
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\$4.00

Your Bill of Rights

First ten amendments to the Constitution of the United States
Ratified by the States on December 15, 1791

- 
- I** Congress shall make no law respecting an **establishment of religion**, or prohibiting the **free exercise thereof**; or abridging the **freedom of speech**, or of the **press**; or the right of the people **peaceably to assemble**, and to petition the Government for a **redress of grievances**.
- II** A well regulated Militia being necessary to the security of a free State, the right of the **people to keep and bear Arms** shall not be infringed.
- III** No Soldier shall, in time of peace be **quartered in any house**, without the **consent of the Owner**, nor in time of war, but in a manner to be prescribed by law.
- IV** The right of the people to be secure in their persons, houses, papers, and effects, against **unreasonable searches and seizures**, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.
- V** No person shall be held to answer for a capital, or otherwise infamous crime, unless on a presentment or **indictment of a Grand Jury**, except in cases arising in the land or naval forces, or in the Militia, when in actual service in time of War or public danger; nor shall any person be subject for the same offence to be **twice put in jeopardy of life or limb**; nor shall be compelled in any criminal case to be a **witness against himself**, nor be deprived of life, liberty, or property, without due process of law; nor **shall private property be taken for public use, without just compensation**.
- VI** In all criminal prosecutions, the accused shall enjoy the right to a **speedy and public trial**, by an **impartial jury** of the State and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be **informed of the nature and cause of the accusation**; to be **confronted with the witnesses** against him; to have compulsory process for obtaining **witnesses in his favor**, and to have the **Assistance of Counsel** for his defence.
- VII** In suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury, shall be otherwise reexamined in any Court of the United States, than according to the rules of the common law.
- VIII** Excessive bail shall not be required, nor excessive fines imposed, nor **cruel and unusual punishments** inflicted.
- IX** The enumeration in the Constitution, of certain rights, shall not be construed to deny or disparage others retained by the people.
- X** The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

You fought for them!



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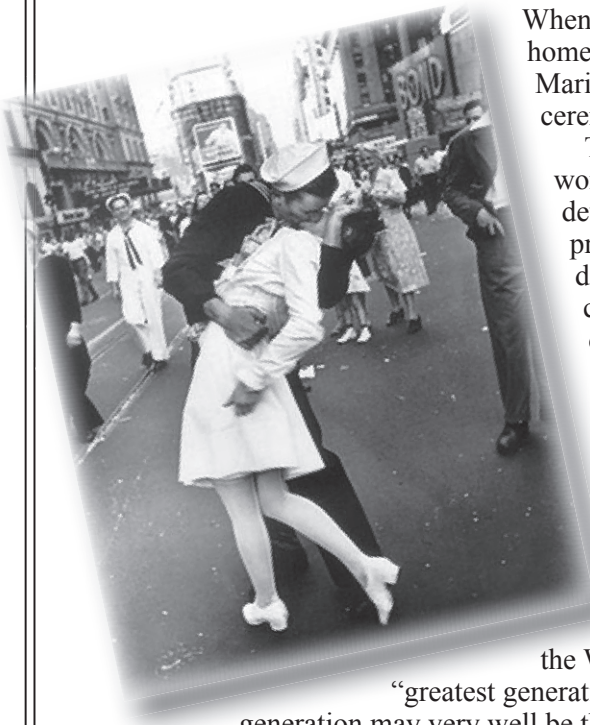
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The Luckiest Generation



When WWII was over, Merchant Mariners and veterans were coming home, glad to be alive and be with their loved ones again. Merchant Mariners were not included in the parades and welcome home ceremonies but we were happy to be back re-starting our lives.

The postwar period was a grand era. It was a struggle finding work or going to school but soon we started families and careers developed. By today's standards we had large families. A period of prosperity and peace came to America. Children could run up and down the streets without parents worrying about dope or problems children have today. At suppertime father and the family would sit down to dinner and talk about the days happenings. *It was good times!*

New products came on the market, including flashy new cars. The automobiles were distinctive and you could tell one brand from another. It was a simpler time, one phone per family, if you could afford it. The new technology was television. It was something we saved up for or purchased on the new easy payment plan. And after supper, the family and neighbors all gathered together to watch the black and white screen showing comedies and musicals. A book published years after

the WWII described veterans and the people of that era as the "greatest generation". In truth, we are the "luckiest generation." The greatest generation may very well be that of our great grandchildren. For they will learn to survive new challenges that may very well be in the making today.

Seeking "Just Compensation"

We are now in positive effort mode to get our bill for "**Just Compensation**" passed. There are many indications and signals that tell us a number of key legislators will move in favor of it. We are affiliated with the **National Association for Uniformed Services (NAUS)**. It is a seasoned veterans' lobbying group which is only one of two who can legally lobby congress. They have been working hard on our behalf and have been spending their time and treasure seeking to get the Senate to pass our **Just Compensation bill (S-663)**.

Major General William M. Matz, Jr., president of NAUS, and **Rick Jones**, their chief legislative negotiator, have been working the "Hill" in addition to seeking President Obama's direct assistance. They have recently been invited to the White House to discuss the tragic oversight Congress had made in neglecting the Merchant Marine at the end of WWII.

Meanwhile our dedicated members need to continue their appeal to the Senators as they have for the past six years sending their daily letters and emails.

Please help!

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





National Vice President **Donald L. Trimbath**

Now is the time to step forward and produce. It is the responsibility of the members of all chapters to assist in the chapter's operation. There are too many chapters that still have the original President because no other chapter member will step forward and give him the assistance he needs. Some chapters have actually disbanded because no one would step up and help. It should be noted that many times our health and age factors into the equation and some members just like/want to attend but do not want any responsibility.

Attendance is sometimes a big problem for some members. It only takes a few moments to make a phone call to remind someone of a meeting or offer a ride to an event to let another person know that you are being considerate.

All of us need to think of ways to recruit new and younger members to our organization and get the word out that the organization exists, what we do and where we meet. Sometimes, a film or an interesting speaker adds interest to the meeting, and, of course, a tasty luncheon is an added incentive to attend.

During this past year, 4 or 5 new chapters have been added to the AMMV, thanks to the diligence and hard work of A.J. Wichita, Sindy Raymond, and others. Placing our very impressive AMMV magazine in all the licensed and unlicensed union halls has also helped let people know about our organization, as has A.J.'s page in the bi-monthly NAUS magazine.

Attendance and participation in parades, Veterans Day ceremonies, and other events brings public recognition to the American Merchant Marine Veterans as well.

Many thanks to all who have sent me your chapter newsletter relating some of your chapter's activities. There are many hard-working members in this organization and your efforts are greatly appreciated.

Sincerely and respectfully,

Don Trimbath

National Vice President



National Secretary Nelson Cauble

Dear Fellow Mariners and Friends,

By the time you read this, we will have been to our Reno fall conference. And so, today as I write this, my mind has drifted back just a few years.....(63 of them to be exact!) to another trip that Shirley and I made to Reno, and at this very same time of year. That trip was for us to be married. This picture was made as we left Reno that morning to go "home" to San Francisco and start our life together. Brother Bob and Janell were with us, and Janell took the picture. Everything we owned in the world was in the trunk of my 1941 Mercury that you see in the picture. I wish I still had it!



Our AMMV years have also gone by and we now turn our thoughts to the days ahead and look forward to going to Reno. To meet the friends we have made over the years and also to think of those that we will not find there anymore and that we miss. Those who have worked hard for our AMMV and have taken our message to the public to gain recognition that you deserve. Such devoted members as Hank Cap, Glenn Johnson, Ken Yearsley, Frank Espinola, Ray Court, Richard "Bulldog" Wiggins and J. O. Nelson, just to name a very few, that come to my mind as I write this. There are many more, of course, and our memory also includes some of our faithful Chapter Presidents here in Oregon like Bill Silva and Gene Jernigan. We have valued their friendships and they will be missed in Reno and at home.

As 2010 winds down, we're grateful for the strong leadership that President A. J. has given us these past years. He has worked so hard and has urged us to stay

strong and keep up the fight. Let's support our Just

Compensation fund and Ian Allison who has given this battle his full attention and backing. We owe him a huge debt of gratitude. If you appreciate his efforts, why not send him a little thank you and a little help. NAUS organization with Gen. Matz has done an outstanding job of helping and they, too, need our thanks and appreciation. Join that group and give them your support. By the way, do you think that our Sindy Raymond ever gets to sleep?

So, until next time, please keep up the good work, know that you are appreciated and that we hope to see you along the way somewhere. Don't say "maybe I'll go next year". Let's don't wait too long! Look back now over the years with pride, applaud the things you have done, and realize that.....

TOGETHER...WE CAN, AND TOGETHER WE HAVE MADE A DIFFERENCE.

Sincerely,

Nelson Cauble
National Secretary



Editor / AMMV Office Administrator **Sindy Raymond**

BIG news from the Just Compensation Committee.

In a recent fax memo, JCC Co-chairman Ian T. Allison announced that it has been decided that, due to decreased contributions, the toll-free 800 number for Just Compensation will be eliminated along with my services for the Just Compensation Committee. AMMV National office services and the AMMV NEWS Magazine will continue as before. **The new telephone number for the AMMV National Office is (707) 786-4554 and the telephone number for the JCC office in Santa Rosa is (707) 545-4171. For Just Compensation legislation updates and reports, please call the Santa Rosa number and Ian, Joyce or Sidnee will be happy to help you.** The Just Compensation legislative cause has been an interesting, challenging and, sometimes frustrating factor in my life for many years; one which I will sorely miss. *For AMMV business, I will look forward to your calls.*

One of the reasons that I enjoy getting the NEWS Magazines together is the variety of information that is submitted to me. You fearless and noble readers cannot be more versatile in your interests. Just this issue, there are three submittals requesting personal historic information to be used to educate the public about the U. S. Merchant Marine and its Mariners. Anne Marsh of Florida State University and Valerie Urbikas, “Log Lady” of the Midwest Chapter are suggesting submittal of your maritime history on preprinted forms, Roger Hardy of the New England Chapter suggests that you might want to be interviewed on a local public television station and NVP Don Trimbath has an alternative suggestion. Call Don for the details.

Wow, and that’s just about you and the USMM life you led. Then there are the CAUSES. The Just Compensation legislative efforts have proven, beyond a doubt, that you are all still interested in fighting for a cause. Of course, there is the AMMV constitutionally mandated cause of achieving Veterans’ status for Korean, Vietnam and Middle-East war Merchant Mariners. Other recent causes are: (a) the fight for Veterans status for coast-side tugboat and barge personnel in WWII, (b) the need to STOP the repeal of the Jones Act currently being touted by Senator John McCain, (c) the fight for recognition of the U. S. Merchant Mariners and the need for more memorials, statues, plaques, flags and even more distribution of the music and words to “Heave Ho, My Lads”. You have not quit wanting to fight for what you believe in. You did it in World War II and you’re still doing it. Don’t quit now!

Perhaps one of the most important causes we can rally for is the education of the general public about Merchant Mariners and who they are. Have you ever been asked “What did the Merchant Mariners do?” Or, “Who were they?” Ian Allison and the Just Compensation Committee have recently distributed 40,000 books “The United States Merchant Marine at War.” Newspaper articles and books have been written and published and movies have been made. But, still, the general public does not have the foggiest idea that you were the base – the foundation – upon which the “others” stood to fight the battles. Without a foundation, those necessary supplies, food and equipment, where would they have been? Let’s take up the cause and let them know.

So, please keep those cards and letters coming in, folks! Of course, I realize that I couldn’t get this magazine together without the others on the staff – A.J. Wichita, National AMMV President and the best “tweaker” of my articles, Carole Gutierrez, master of the graphics portion of cover design and Susan Alexander of Pronto Printing in Universal City, Texas for her never-ending tolerance of my moving pages around and her talented layout abilities. A big THANK YOU to you all and to all the contributors in every issue. I couldn’t do this without you.

Smooth sailing and calm seas,



Communications Director & Webmaster

When Sindy Raymond, AMMV NEWS editor, asked me to create this issue's cover doing something with the Battery Park Merchant Marine Memorial, I had no idea I would venture into research on memorials around the world, but that is just what I did.

The first thing that struck me is that other countries truly respect the efforts and sacrifices of Merchant Mariners. ***They get it!*** They understand that, without these remarkable sailors, today's world would be quite different ... that German and Japanese language and history would be required subjects for all Americans and most likely everyone else, too.

I found all sorts of memorials, from the simplest of plaques to the quite grand. I even found one that honors Merchant Mariners of World War I.



Merchant Navy Tower Hill Memorial, London.



Merchant Mariners War Memorial South Shields, Newcastle, UK

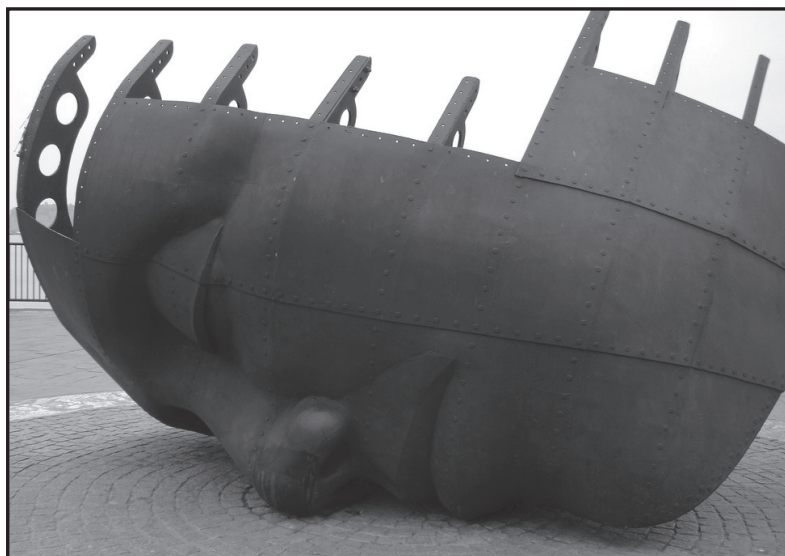


Outside the Australian National Maritime Museum, Sydney, Australia



Navy and Merchant Marine World War I memorial, Lady Bird Johnson Park, Washington, D.C.

There was one I couldn't get out of my head. It touched me somewhere deep in my soul. This remarkable sculpture is in Cardiff Bay, Wales, in the United Kingdom. The hull rests on a circular mosaic by artists Louise Shenstone and Adrian Butler. Inscribed around the edge of the mosaic are the words: ***"In memory of the Merchant Seafarers from the ports of Barry Penarth Cardiff who died in times of war."*** No other words are needed other than to give credit to the designer and sculptor – ***Brian Fell***, whose father was a merchant seaman in World War II.



"Lost at Sea"



www.ammv.info

Carole Gutierrez



Northwest Regional Vice President **Bill Marker**

The response to an inquiry letter, dated June 10, 2010, written by Richard L. Harriman to the Veterans of Foreign Wars (VFW) contained what I consider ignorant remarks by Legislative Director Eric Hilleman. The letter reads (and I have highlighted the areas of ignorance) and my response will follow:

“Thank you for your letter concerning the U.S. maritime service, also known as the merchant marines. The VFW certainly recognizes their heroic service during WWII. However, we do not support legislation in favor of merchant marines for a few reasons.

First, their status as veterans of the U.S. armed services is a concern. During WWII, all members of the merchant marines served under the authority and command of the War Shipping Administration. It was a congressionally authorized agency separate and distinct from the **Department of War, who had the authority and command of all our armed forces. They were well paid** volunteers commercially contracted to the U.S. government **able to quit their job at any point.** Their U. S. Navy counterparts, who earned a percentage of the merchant mariners’ wages, were obligated to serve for the duration of the war. In addition, **the War Shipping Administration had its own decorations and awards authority**, a critical factor in considering VFW membership. Based on this information, section 5(1) of our by-laws precludes WWII merchant marines from the scope of our efforts.

Our organization is comprised of armed service combat veterans from foreign wars. The merchant mariners’ service is not devalued by this, but it does not meet our membership requirements as **they were and are not members of the armed service.** The equally vital government service is given by many Department of Defense civilians on a daily basis in Iraq and Afghanistan – yet they too are excluded from membership on the same grounds. Conversely, the American Legion is in support of merchant marines since they can be accepted into their organization per their requirements. However, because we lobby Congress on behalf of our membership, we do not support efforts pertaining to ineligible members.

I hope you now have a better understanding of our position regarding the merchant marines. Thank you for your service and support of America’s veterans, service members and their families.”

My response to this VFW Legislative Director Eric Hilleman in July, 2010:

The status of DD214 qualified Merchant Mariners of WWII cannot be of concern to anyone. It is a matter of Law, not opinion.

As you no doubt know the ultimate authority in our nation’s military command is our President. When the Merchant Mariners of WWII signed Articles to be assigned for active duty on a U.S. flagged ship, they came under the same chain of command all the way from the ship’s officers, the ship’s Captain and the U. S. Navy Commander who directed, through written orders, all of the merchant ship convoys and sailing during the war and on up to Presidents Franklin Roosevelt and Harry Truman. We were subject to court martial and more than 600 Merchant Mariners were Prisoners of War. That doesn’t happen to civilians.

Yes, we were all volunteers. However, the question of pay has nothing to do with either status as veterans nor your VFW By-laws. On the issue of “Well Paid,” I suggest that you do thorough research as how our pay compared, rank for rank, with the U.S. Navy.

Merchant Mariners could not quit and did not quit while under Articles. It would have been nice to be able to “quit” when German torpedo bombers sunk 17 merchant ships in about 20 minutes in the harbor of Bari, Italy, causing over 1,000 Merchant Mariner’s death.

Awards, medals and decorations are not part of your VFW membership requirements. The only legitimate basis for respect and recognition is the honorable foreign service of veterans who were in harm’s way.

Better understanding? Absolutely! It’s clear your position is not based on complete facts, rather it’s based on misinformation and faulty judgement.

We remain hopeful that you will more thoroughly seek the truth and follow up with action to change your By-laws to allow DD214 qualified Merchant Mariners to become members of your massive organization and thus have a voice with which to gain your support of the interest of Merchant Marine Veterans of WWII.

Bill Marker

N.W. Regional Vice President

American Merchant Marine Veterans

THE O'BRIEN STILL SERVES HER COUNTRY, 67 YEARS ON

Reprinted from "Steady As She Goes," the official newsletter of the National Liberty Ship Memorial and the S.S. Jeremiah O'Brien. Written by Carl Nolte.

The Jeremiah O'Brien took a great mini-voyage up the Sacramento River in May and made a couple of discoveries. The trip up the river, 82 miles from San Francisco, is through the heartland of California, the great Sacramento-San Joaquin River Delta. To make the trip the ship passes under seven bridges, from the Richmond-San Rafael



The good guys arrive in the officers' salon to rescue the "hostages," played by Jeremiah O'Brien crew members. Photo by Jeff Wiener.

Bridge to the Rio Vista drawbridge on the Sacramento River. It also is necessary to steam up the long Sacramento Deep Water Channel.

We made another discovery as well – the O'Brien is an excellent platform for drills involving law enforcement agencies. We made this spring's trip at the request of the Department of Homeland Security in the Sacramento area.

Homeland Security was part of a statewide exercise called Golden Guardian; this year's drill involved ports. So the Sacramento people lined up 15 different agencies, from the West Sacramento Fire Department, the Sacramento police, the FBI and the El Dorado County Sheriff's office, to run an exercise involving a simulated hostage situation.

They had a complete scenario, involving the O'Brien at the port of Sacramento. A dissident group of ex-military people, angry at some government policy, had seized a cargo ship and taken the crew hostage. The scenario involved stopping the intruders (they called them "the bad guys") and freeing the hostages with minimum casualties.

Several of the O'Brien's crew members and a few of the passengers who rode up from San Francisco with the ship volunteered to be hostages. They were held in the officers' salon by two or three gun-toting intruders. Emmanuel Vouard, a deckhand, volunteered to be a special hostage. He was taken out and "shot". The first time went so well, he came back to life and was "shot" again.

Eventually, the good guys, armed to the teeth with unloaded weapons, broke into the salon and freed the hostages. There was also a simulated fire on the ship. It all sounds like great fun – an exercise with good guys and bad guys, cops and robbers.

But there were valuable lessons. At one point, it was clear that some of the law enforcement agencies had no idea about the complexities of a ship – how to get to the engine room quickly, the long corridors and cabins inside the deck house. The ship was like an oceangoing labyrinth.

Later, there were long debriefing sessions – lessons learned. Mike Laughlin, the chief Homeland Security official in Sacramento and the head of the exercise, paid the O'Brien a compliment. Reflecting on the ship's wartime history, he said, "After 67 years, the Jeremiah O'Brien is still defending her country."

Within weeks of the hostage exercise at the Port of Sacramento, law enforcement in Sacramento had a real hostage case involving an armed man who was holding a small



Police officers work aboard the O'Brien's main deck. Photo by Jeff Wiener.

child hostage.

It is hoped that the lessons learned on the Jeremiah O'Brien were useful in a real life-and-death situation.

THIS WAS ONLY A DRILL

Fortunately, the recent events involving the O'Brien at the Port of Sacramento were just for practice. Given the state of the world in 2010, however, this was a grim necessity. The purpose was to give law enforcement officers a chance to learn and practice the art of repossessing a captured ship from pirates, terrorists and other nefarious scoundrels.



A "terrorist" (local police officer in disguise) keeps an eye on the "hostages" in the officers' salon. Photo by Jeff Wiener.

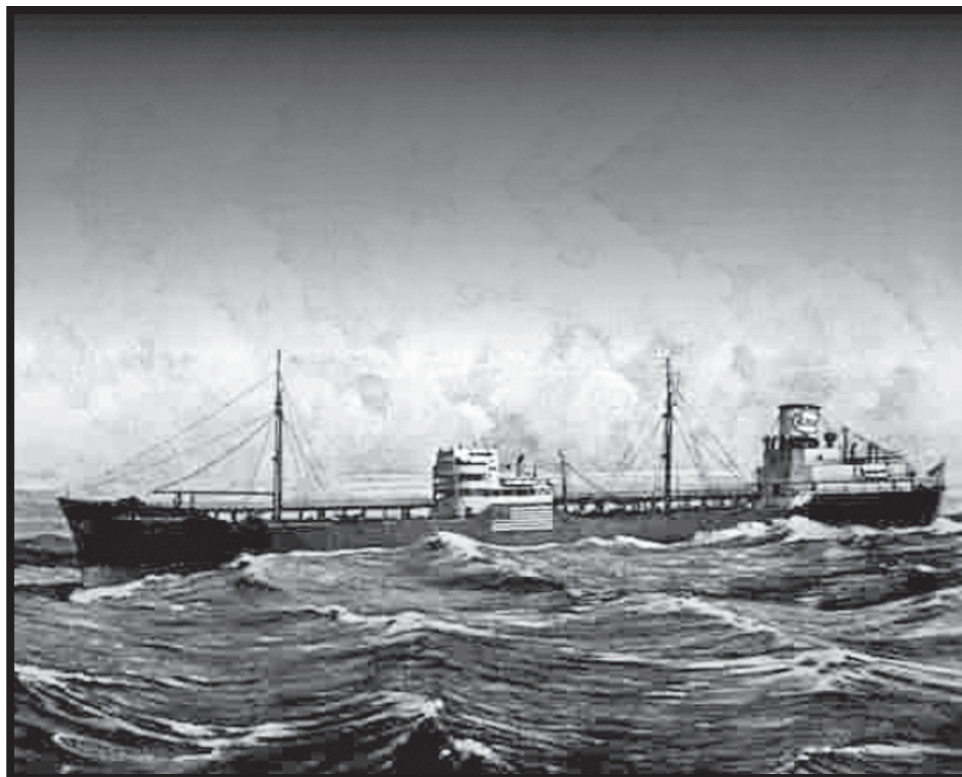
The Case of the “Mystery” Rescue Ship

Editors note:
 Captain Arthur Moore, author of “A Careless Word...A Needless Sinking” and member of the Down East Chapter, AMMV forwarded this information to us. The transmittal information was discovered in 2009 by a friend of his, David Sibley of East Ayton, England, who specializes in researching Allied Merchant Marine losses during WWII. Mr. Sibley is also a licensed officer in the British Merchant Marine. Captain Moore writes that “after reading about the men in this lifeboat I think you will see that this indeed is a tragic story that will leave you asking many questions, and if you are like me, very sad.”

On Sept. 21, 1942, the Tanker Esso Williamsburg, carrying 110,000 barrels of special Navy fuel oil, was sighted by the German U-boat U-211. Because the ship was flying a strange flag, the Commander radioed submarine headquarters to get permission to sink the tanker. This permission was obtained...in the meantime the sub proceeded to get ahead of the tanker.

At 01.16 hours on Sept. 22nd, U-211 fired a spread of two torpedoes at the unescorted Williamsburg, which was steaming at 15 knots about 500 miles south of Cape Farewell, Greenland. Two hits were heard but the tanker continued on and contact was lost due to very poor visibility, so they probably missed. At 00.26 hours on Sept. 23rd, one torpedo was fired from about 2,000 yards, which struck amidships, causing a violent explosion and set the ship on fire. Ten minutes later, the stern torpedo was fired but missed. At 01.05 hours, another torpedo was fired, which struck on the starboard side amidships, causing the entire ship to light up in flames. The tanker broke completely in two and U-211 left the scene with both parts of the tanker still sinking.

Date: Sept. 25th. Escorts from the Westbound Convoy



ESSO WILLIAMSBURG

ON-131, the HMCS Skeena (call sign Abner) and the HMCS Saguenay were searching for a lifeboat containing the 42 crew members and eighteen Naval Armed Guards from the Williamsburg. HMCS Skeena was hindered by contaminated fuel. During the night by pumping considerable quantities of contaminated fuel over the side, it was decided that it

was possible to burn what remained in the tanks. She stayed and continued the search for the lifeboat. On the 26th, 00.29Z, the Skeena reported “received lifeboat signals. Fuel situation improved. In view of FONF’s 0029/26 intend searching to limit.”

The following is an extract of Mr. Sibling’s recently discovered signals received and made between the HMS Skeena and the Williamsburg lifeboat on 500 kilocycles on Sept. 26, 1942.

0730 from Skeena to lifeboat

Keep transmitting we are trying to take a bearing

0745 from lifeboat to Skeena

S.O.S. We were carrying Navy fuel to Iceland when struck approx. position 53 30 North 41 West. S.O.S.

0750 from lifeboat to Skeena

In God’s name send help quickly we were swamped yesterday and could not send other messages S.O.S. S.O.S.

0758 from Skeena to lifeboat

Received your signals make Z and long dashes if you can hear us

0810 from lifeboat to Skeena

S.O.S. Have receiver generator still working please take a bearing 30 minutes past each hour.

0838 from lifeboat to Skeena

Our approximate position 52 30 North 41 West we will send 30 minutes after each hour so you can get a d/f bearing on us please hurry and get us in God’s name

0930 from Skeena to lifeboat

*Can you hear me please go ahead note if you can hear me
call me with call sign Abner*

1059 from lifeboat to Skeena

S.O.S. Badly in need of water and medical assistance

1200 from Skeena to lifeboat

*We are coming to your aid keep sending our call sign is
Abner can you hear me now*

1355 from lifeboat to Skeena

*Yes and thanks to God old man to you we will send from
here on the hour and 30 minutes after the hour as the men
get very tired of cranking the generator*

1400 from Skeena to lifeboat

*I am going to drop a depth charge in five minutes let me
know if you hear it*

1425 from lifeboat to Skeena

We did not hear your depth charge

1435 from Skeena to lifeboat

Will send again in 10 minutes

1545 from lifeboat to Skeena

*S.O.S. Need medical aid and water immediately will send
again in 15 minutes*

1617 from lifeboat to Skeena

*The sun has just broken through to the West of us we
have a bright orange tag up from a 20 foot mast we did
not hear your gun fired or depth charge*

1633 from lifeboat to Skeena

*The sun is shining and the sea is very slightly choppy we
have to use oars to be kept from being swamped the wind
is blowing up*

1718 from lifeboat to Skeena

*We just sighted you North East of us and coming closer
we are firing a flare in a few minutes.*

1730 from lifeboat to Skeena

*Flare pistol won't work but you appear to be steering
towards us*

1735 from lifeboat to Skeena

*The ship that we sighted was 2 to 5 miles away is that
you?*

1740 from Skeena to lifeboat

Am going to fire a rocket report if you can see it

1742 from lifeboat to Skeena

We are between you and the sun

1800 from lifeboat to Skeena

The ship that we see has one stack

1810 from Skeena to lifeboat

Did you see my rocket or hear my charge

1815 from Skeena to lifeboat

Am I still steering for you

1828 from Skeena

No further transmissions were heard from the lifeboat.

Both the HMCS Skeena and the HMCS Saguenay had two stacks, so neither one of those two could have been the ship the men in the lifeboat saw. They were in bad shape and perhaps their eyesight was affected by the ordeal and the ship that they "saw" was actually a mirage. It is also possible that the ship they saw did not see them, or, if it did see them, they were afraid to approach for fear it may be a U-boat.

Nothing was ever reported by a Merchant or Naval Ship as having picked up any survivors from this lifeboat. So what was the ship the men saw approaching the lifeboat? And if she picked the men up, was she then sunk herself with the men aboard? It's a mystery that is likely to remain a mystery forever.

MERCHANT MARINE MEMORIAL PROJECT

Richard Mallett – Historian

I am pleased to report that the Memorial Project begun in Fall 2008 is near completion. The Project got off to a slow start but after several appeals, phone calls, illnesses etc we have been able to find and document a large number of Memorials throughout the United States. The majority of these Memorials exist only through the efforts of the AMMV membership. We have been advised of the existence of other non AMMV memorials some of which have been verified and included in the Directory but others still await verification.

This Directory will be available soon as I am anxious to wrap it up. The intent has always been that this be an ongoing project with new or newly discovered Memorials added in the future.

Efforts to Save Showpiece Ships



OLYMPIA



USS NEW JERSEY



SS UNITED STATES

Moored along the Delaware River between Philadelphia, PA and Camden, NJ are three aging showpiece ships in dire need of saving: the 1892 cruiser Olympia, the World War II battleship USS New Jersey and the ocean liner SS United States.

As a cruiser, Olympia, a National Historic Landmark, is a bridge between the great sailing ships and the advent of steam power. She is the oldest steel warship afloat and her guns, and those of the ships she led, blasted away a Spanish fleet in Manila Bay, heralding America's arrival as a naval power. She is the last American warship to have both masts for sails and smokestacks to vent her muscular steam engines. Fixing the Olympia amounts to a roof and basement job. Leaks in decks have been patched in 1,200 places. About 70 tons of concrete poured over the original Douglas fir deck to seal it must go; then all the wood must be replaced. As the most endangered of the three, she needs \$10 million for hull repairs or she could sink to a watery grave within three years. The owner, the Independence Seaport Museum, will close the ship to the public on November 22nd and one of the options is to dump it at sea to make an artificial reef. Or she may be sold for scrap.

The battleship USS New Jersey is in good shape physically. She is the nation's most decorated battleship, repelling swarms of enemy aircraft. She was mothballed for eight years, but in 1999, when she was berthed on the Delaware River, she has been restored and opened as a educational museum and a tribute to the brave sailors who served on her during her long and distinguished career. She attracts over 200,000 visitors annually. But the State of New Jersey has threatened to cut off the financing of half of its budget. She has about a year to operate before she will require a major cash infusion from the State and in these economic times, that may not be possible.

Downriver, the hollowed-out SS United States has been rusting away since 1996, awaiting its last voyage to the scrapyard. Built, in 1952, at a cost of \$78 million, the luxury passenger liner is the largest ocean liner constructed entirely in the United States. Her construction was

partially subsidized by the U.S. as she was designed to allow conversion to a troop carrier should the need have arisen. She is the fastest ocean liner to cross the Atlantic in either direction, winning the famous "Blue Riband" award in 1952 for her westbound voyage as a passenger liner. She retains that record today.

But, for now, she's out of immediate danger.

Several groups have tried to raise the needed capital to save her, including the SS United States Trust, whose Board of Directors includes AMMV member Ian Robinson and Honorary Chairman President Bill Clinton.

But Susan Gibbs, whose grandfather designed and built the United States, could not accept that this massive 990-foot Atlantic liner might, one day, be reduced to razor blades by its current owner, Norwegian Cruise Lines. She formed the SS United States Conservancy and it, along with the numerous supporters and friends of the Conservancy, have saved the SS United States from extinction.

Also with a personal tie to the ship, a former cable television mogul, Mr. Lenfest is negotiating to buy the ocean liner for \$3 million. And he has pledged another \$2.8 million to cover about 20 months of maintenance while the Conservancy tries to find someone to develop the ship, perhaps as a floating hotel or casino. Mr. Lenfest's father, a naval architect, may have built some of the ships' watertight doors at his machine shop. Conservancy staff members are looking for these doors since the ship has been stripped by various owners.

The bad news is: The Olympia will close to the public in November and there are no viable plans to save it. The New Jersey has about a year to operate before it will require a cash infusion from the State of New Jersey. And the SS United States has about two years to get a plan financed.

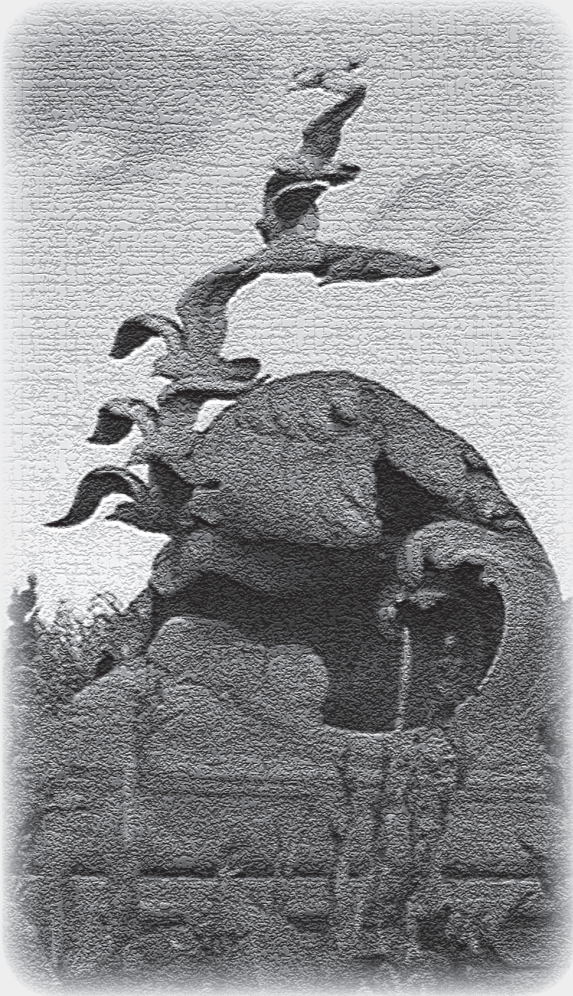
Anything you can do to help will be greatly appreciated by all.

For more information, please check out the websites www.cruiserolympia.org, www.battleshipnewjersey.org and www.unitedstatesconservancy.org.

Welcome Aboard to these New Members of the AMMV

DORIS K. ARTHUR	ORLANDO	FL	FRED GILMAN	CLARENCEVILLE, QUE	CAN	DOROTHY J. OSBORN	SANTEE	CA
WILLIAM L. BAKER	ARROYO GRANDE	CA	GEORGE GOLLAR	PHOENIX	AZ	MARY PAULUS	SPOKANE	WA
RICHARD J. BENJAMIN	GREENWOOD	IN	ANGEL L. T. GOMEZ	JUANA	PR	GUADALUPE R. PEREZ	HOUSTON	TX
PERRY W. BENSON	MULBERRY	FL	JOHN GORMAN	FLUSHING	NY	THOMAS D. PERROW, SR.	TUCSON	AZ
H. D. "HAP" BLEDSOE	LAS VEGAS	NV	CLINTON R. GREGG	SAN FRANCISCO	CA	RUBY PIXLER	FORT WORTH	TX
CAPT. JOSEPH L. BOLICK	N. MYRTLE BEACH	SC	CAPT. ROBERT GRIFFITH	NEW YORK	NY	TERRY PRESLAR	PENSACOLA	FL
DONALD E. BRAITHWAITE	NEW YORK	NY	ALVIN HANSON	COEUR D'ALENE	ID	JULIAN QUINTERO	HOUSTON	TX
SAL BRANCIFORTE	STATEN ISLAND	NY	VELDA HAYES	MOODY	AL	MIKE RATHMAN	HOLYOKE	MA
MELVIN G. BROOKS	MONTROSE	CO	JAMES HEIDER	NORTH FT. MYERS	FL	ISAAC P. REYES	MOBILE	AL
ELTON BROWN	PASADENA	TX	GERRY HICKSON	KENNEWICK	WA	J. FRED RODRIGUEZ	STATEN ISLAND	NY
JACK D. BURGESS	DALLAS	TX	ROBERT E. HODGDON	TYLER	TX	CAPT. RON ROMAN, SR.	MURRELLS INLET	SC
RUDOLPH CAMPOS	HOUSTON	TX	RONALD HOLMQUIST	LIBERTY LAKE	WA	RUBEN SANTILLAN	HOUSTON	TX
JOE N. CAPLEY	NORTHPORT	AL	LYNDON HOWELL	HOUSTON	TX	WILLIAM H. SCHAFER	SANTA MARIA	CA
NATHAN CARR	APACHE JUNCTION	AZ	ROBERT E. HUFFMAN	BIG FORK	MT	JAMES E. SCHEDER	PITTSBURGH	PA
LINDA CAUBLE	KENNEWICK	WA	NELSON JECAS	BERNARDSVILLE	NJ	IRMA SEARLE	EAST BRUNSWICK	NJ
FRANK C. CERASO	WILTON	CT	RALPH E. JOHNSON	ONEONTA	AL	HAROLD SEIBEL	TAVARES	FL
BRYCE H. CHAMBERLAIN	GROTON	CT	BILLY H. JONES	HOUSTON	TX	JOHN SEWELL	POUGHKEEPSIE	NY
LEE CHAVEZ	LAS VEGAS	NV	DONNA JORDON	PILOT ROCK	WA	DONALD SHEA	PALMERTON	PA
JOSEPH J. CLADE	SLIDELL	LA	GENE KEISTER	CUMBERLAND	PA	WENDELL W. SMITH	MYRTLE BEACH	SC
NORMAN COLLES	EVANS HEAD	AUS	JOHN KOSTICK	NEW YORK	NY	CAPT. JUDITH SOTO	NEW YORK	NY
JOHN H. CROSTHWAITE	WILLIAMSBURG	VA	LOUIS KRIEGER, JR.	MYRTLE BEACH	SC	MARLA STEINBAUGH	LAS VEGAS	NV
PAUL A. CURRIE	WESTMINSTER	CA	DONALD LAUX	NEWARK	TX	PEGGY STEWART	FORT WORTH	TX
HERBERT B. DANIELSEN	FORKED RIVER	NJ	KAREN M. LAYCOCK	COVINGTON	KY	SINCLAIR O. SWAN	MYRTLE BEACH	SC
TURA P. DAVIS	BIRMINGHAM	AL	JOHN J. MADRID	MORRO BAY	CA	JOHN E. THOMPSON	APACHE JUNCTION	AZ
CLAUDINE EDWARDS	MAHOPAC	NY	BARBARA MARRS	ALLEN	TX	CAPT. WAYNE TUCKER	STATESBORO	GA
GIBLIN EUGENE A.	HOUSTON	TX	ROBERT E. MAXWELL	SEATTLE	WA	CARMEN TUCKER	MESA	AZ
LORALEE FARLEY	EL PASO	TX	THOMAS L. MC CULLOCH	BIRMINGHAM	AL	LOUIS J. WALKER	SAN ANTONIO	TX
DON FAY	LITTLE RIVER	SC	RAY MINICHELLO	NORTH LAS VEGAS	NV	PETER D. WEST	WASHINGTON	PA
L. ANNETTE FEDOR	CAMBRIA	CA	JENNINGS W. MITCHELL	BIRMINGHAM	AL	LINDEN E. WITHERELL	BURLINGTON	VT
VI FORAKER	RICHLAND	WA	DAVE MUNROE	MARSHFIELD	MA	EDWARD WOODS	ATLANTA	GA
JEAN FOSTER	ARROYO GRANDE	CA	LLOYD A. NORMANN	GRAND MARAIS	MN	GERALD ZIMM	GRANTVILLE	PA
WILLIAM W. GARRISON	REIDSVILLE	NC	PHYLLIS O'CONNELL	FRANKLIN SQUARE	NY			

In memory of those who have Crossed the Final Bar



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

DON ADAMS
T. DEAN ALLEN
ROBERT L. ASHMAN
HAROLD G. AULT
DEAN BEAUMONT
JOHN E. BONAMICO
CLIFFORD L. BRUMBAUGH
LESLIE BULLOCK
JIM B. BURNS
FRANCIS M. CAMPBELL
DALE CHASE
JAMES B. CLEMENS
JACK COCHRAN
WILLIAM COSTELLO
ABE COTTON
ANASTACIO DeCASTRO
ARMAND J. DOUCETTE
BEN D. DRIVER
WILLIAM DURGIN
JOHN E. FALLON
WALTER R. FITZA
PAUL M. FITZSIMMONS
JOHN A. GRIMES
RAYMOND GROLL
WARREN W. HARRIMAN
CAPT. CLEMENT HILL
ORA JOHNSON
HAROLD G. JONES
ROBERT W. KIMBALL
FRANK KOLETAR
JOSEPH D. LEVESQUE
MORTIMER LEVINE
DAVID J. LOCKE

ROBERT LUCE
FREDRICK W. MACGREGOR
CHESTER MATHEWS
MARION "BOB" McDONALD
JOSEPH Mc DONNELL
ANTHONY MECHACHONIS
ROY L. MILLER
ROBERT H. NATION
CAPT. FRANK OLIVER
JOHN PASKO
HENRY REMBISZ
ROBERT ROBINSON
TOM E. RUSSELL
HAROLD H. SCHAEFFER
ROBERT SCHOWERS
WILLIAM SCOTT
MARTIN SEIFERT
EDWARD SEPP
JOE SHEETS
ROBERT L. SIMPSON
WILLIAM H. STEIN
WESLEY STEWART
LEWIS TABARRINI
ALEXANDER TANOS
ELLIOTT TANZ
ARTURO TOPAZIO
AXEL VIKJAER
ROBERT FAIR WATSON
WILBUR G. WEHLAU
DONALD WEST
ROBERT A. WETTSTEIN
BARNEY WINTERS
V. EDITH ZANELLI

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

AMMV Profit & Loss *July through September 2010*

Income

401 · AD NEWSLETTER	150.00
402 · CONTRIBUTIONS	244.00
403 · INTEREST INCOME	349.31
410 · CHAPTER DUES	
BEE · BEEHIVE MARINERS	260.00
BMC · BUCKEYE MARINERS	300.00
CAC · CACTUS MARINERS	460.00
CAS · CASCADE MARINERS	420.00
CEC · CENTRAL CALIFORNIA	860.00
CHC · CHINA COASTERS	1,020.00
CIC · CENTRAL INDIANA	240.00
CVN · CT. VALLEY - NORTHERN MARINERS	40.00
CWM · CARL W. MINOR - CENT. CA. COAST	20.00
DAR · DENNIS ROLAND	1,920.00
DES · DESERT MARINERS	800.00
DVC · DELAWARE VALLEY	420.00
EMS · EMERALD SEAS	260.00
EOH · EDWIN O'HARA	860.00
EOM · EASTERN OKLAHOMA MARINERS	420.00
GLD · GOLDEN GATE	1,780.00
GUL · GULFSTREAM	1,800.00
HIR · HIGH ROLLERS	360.00
HOA · HEART OF AMERICA	200.00
HSM · HIGH SEAS MARINERS	540.00
HUD · HUDSON VALLEY	1,120.00
HUM · HUMBOLDT BAY	280.00
JTS · JOHN T. SCHMIDT/PALMETTO	490.00
KEY · KEYSTONE MARINERS	280.00
KPC · KINGS POINT	760.00
LON · LONE STAR	600.00
MAC · R. J. MCALVANAH	640.00
MAL · MEMBERS AT LARGE	10,060.00
MAM · MID AMER. ANCIENT MARINERS	330.00
MCO · MID-COLUMBIA	1,140.00
MGC · MISSISSIPPI GULF COAST	180.00
MON · MON VALLEY	840.00
MOV · MISSOURI VALLEY	660.00
MPA · MARINERS OF PENNSYLVANIA	220.00
NBM · NORTH BAY MARINERS	780.00
NEN · NEW ENGLAND	1,180.00
NOA · NORTH ATLANTIC	480.00
OCA · OCALA CHAPTER	520.00
OKM · OKLAHOMA MARINERS	420.00
ORE · OREGON	480.00
ORS · OREGON SOUTHERN	600.00
ORV · OSWEGO RIVER VALLEY	140.00
PEC · PECONIC BAY	600.00
PUG · PUGET SOUND	544.00
RKO · RUDY KOZAK	500.00
ROG · ROGUE VALLEY	560.00
SAC · SACRAMENTO VALLEY	1,280.00
SAJ · SAN JUAN	600.00
SAR · SARASOTA-MANATEE	1,140.00
SDE · SAN DIEGO SILVERGATE	500.00
SJR · ST. JOHNS RIVER	840.00
SSM · SMALL SHIP MARINERS	480.00
SSP · SS SAMUEL PARKER	800.00
STH · SS STEPHEN HOPKINS	1,040.00
STI · STATEN ISLAND	240.00
SUQ · SUSQUEHANNA VALLEY	900.00
SVM · SILICON VALLEY MARINERS	500.00
SWF · SOUTHWEST FLORIDA	560.00
SWP · SOUTHWESTERN PA	160.00
THR · THREE RIVERS	1,320.00
TRC · TREASURE COAST	160.00

TRI · TRI STATE	460.00
VUL · VULCAN CHAPTER	520.00
Total 410 · CHAPTER DUES	48,884.00

Total Income 49,627.31

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	60.00
507 · TELEPHONE	600.00
509 · UTILITIES	-21.38

Total 500 · FIXED EXPENSE 638.62

520 · MISSION ADVANCE	
521 · AWARDS	383.80

Total 520 · MISSION ADVANCE 383.80

530 · NEWS LETTER	
533 · POSTAGE	1,925.79
536 · PRINTING	5,845.00

Total 530 · NEWS LETTER 7,770.79

550 · PERSONNEL	
551 · ADMINISTRATOR	4,100.00
555 · NATIONAL V.P.	1,000.00
556 · REG. V.P.	73.52

Total 550 · PERSONNEL 5,173.52

560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	754.72
565 · POSTAGE	937.38
566 · PRINTING	0.00

Total 560 · OPERATING EXPENSES 1,692.10

Total Expense 15,658.83

Net Income 33,968.48

DUES ARE DUE!
*If you haven't paid your dues for
fiscal year 7/1/10 thru 6/30/11,
please contact your chapter, or, if you
are a Member-at-Large, please send
your National dues to the National
Office in Ferndale, California.*

REQUESTS FOR MERCHANT MARINERS' "HISTORIES"

In World War II, you may have been on a ship that was torpedoed and sunk or worse. Or maybe not, but your experiences were different in other ways. You need to pass your stories on. Not only the public but your family and friends need to know the details about what President Roosevelt was referring to when he said, in 1944, "The American Merchant Marine...have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and dangerous transportation job ever undertaken."

Experience has shown that there is a great interest in your special history and all the details.

LET YOUR STORIES BE KNOWN

Anne Marsh of the Institute of WWII and the Human Experience at Florida State University in Tallahassee, FL and Roger Hardy, along with Jack Petersen, of the AMMV New England Chapter, are vitally interested in getting your stories heard and the details be made available to the general public.

They offer different methods but the message is the same.

- Anne Marsh is offering a chance to submit your experience in pre-printed forms

- Roger Hardy gives you the opportunity to have your story on local public access TV.

Whichever method you choose, please act today!

A Plea from Anne Marsh at the Institute on WWII and the Human Experience



Back in 1988 the Midwest Chapter in Chicago put a request out to their members suggesting that they fill out a form that asked for some personal history and the names of ships and type of ship, cargo, destination, etc. they were on. They also asked for short stories

about their trips on the ships. Mrs. Valeria Urbikas (a.k.a. The Log Lady) organized the information and typed it up. Some 300 members filled out the form. Unfortunately when she moved several years ago some of the information was accidentally thrown away by the packers. The remaining information she has recently donated to the Institute on WWII and the Human Experience. I have found it very interesting and it will be very useful information to researchers.

This was a wonderful project that the Midwest chapter took on. Mrs. Urbikas and I would like to see this project continued by the all chapters and individual members. The information can then sent on to me. If this information dies with you, the public will not know how many people served in the Merchant Marine or the vast number of ships that carried the cargo overseas. The remaining information that was collected and organized by Mrs. Urbikas really conveys the kinds of cargo that was carried and the destination, etc. It would be nice if

this information were in a location where researchers could have access such as the Institute on WWII. Being that Institute on WWII wants to be depository for WWII Merchant Mariners, this information only adds to the importance of the role Merchant Seaman played during WWII.

Many of you I realize don't have memorabilia from your WWII experiences but this is a way for you to share your information with the world. The researchers will see the important, fearless role you provided.

Our "Personal History" form asks questions like:

- Your nickname?
- Why did you choose the Merchant Marine?
- Where did you take basic training?
- What ships were you on and whether they were hit or sunk?
- What were their destinations and cargo?

I am requesting that you either download the forms from the AMMV website www.ammv.info or call Sindy Raymond at (707) 786-4554 for a copy. The forms will be available, also, in the Winter 2010/2011 AMMV NEWS Magazine, but why not act now!

If you have stories about when you were on the ships, send those along as well. I hope to hear back from you, especially those I have personally met at the last two AMMV conventions.

Thank you,
Anne Marsh
Institute of WWII and the Human Experience
Florida State University, Tallahassee, FL



Remember Pearl Harbor!



Support The USN Armed Guard

Medfield Community Cable Access Corp.

Medfield TV, Local Access Television
88 South Street Rear, P.O. Box 294
Medfield, MA 02052

Roger Hardy, Executive Producer
Jack Petersen, Host

To all Merchant Seamen and Navy Armed Guard Veterans:

We are seeking contact with all U.S. Merchant Marine and Navy Armed Guard Veterans who sailed aboard and defended Merchant Ships prior to, during and immediately after World War II. We would like to hear of their experiences while serving during those years and possibly record them so that we will not lose the important personal perspective they provide.

In addition, we will consider including the sailing experiences of Merchant Mariners and Navy Armed Guard personnel while involved in other wartime conflicts. We would like to hear from Maritime personnel who sailed and supplied our fighting forces during the Korean, Vietnam, Iraq and Afghanistan conflicts. Additionally, we would like to hear from those caught up in the illegal actions taken against merchant ships by the so-called Somali pirates and others.

The producers ask that individuals responding to this request provide a typed narrative report about their experiences during the time periods specified. If writing a report proves to be difficult, we suggest that the Mariner record their experiences and have a family member or friend transcribe the information into a typed format. After we receive the requested report we will contact them for a possible television taping at a Public Access TV Station nearest to the location of the individual wishing to be interviewed.

Once the tape is transferred to a DVD format the individual making the TV appearance will receive a copy for their personal use. A master DVD will be archived at the Library of Congress. Additional copies will be on file at the Public Access TV Studio in Medfield Island, NY, and at the Massachusetts Maritime Academy located at Buzzards Bay, MA. Additional copies of the DVDs will be available for a small fee to cover costs. Such requests must be made in writing to the Community Cable studio at their mailing address in Medfield, MA or by email at ***JP-RH@Medfield.TV***

If you have any questions regarding this project please contact Executive Producer Roger Hardy at 508-359-4992 or Host Jack Petersen at 508-359-7972.

Roger Hardy
VP, AMMV
New England Chapter

GOD BLESS AMERICA

LETTERS to the EDITOR

MERCHANT MARINE SONG – WW I

Dear Editor:

In the Spring issue of the AMMV News Magazine you included a World War II song by Fred Waring and Jack Dolph, "The Men of the Merchant Marine." Enclosed here are the words and music of another song with the same title. This other song by Captain John Livingstone was composed for the merchant mariners of the First World War. They, like us, were also forgotten when that war was over. History has a bad habit of repeating itself.

I trust you will find this older song dedicated to the merchant marine an interesting coincidence, and worthy of inclusion in the AMMV News Magazine archives.

Regards,
Arthur Murray
Member-at-Large



Editors note: Following are the words of the first verse. If anyone wishes a copy of the entire sheet music, please let me know and I'll be glad to send it to you.

We hear about the Army and the Navy, what they do.

They both deserve great credit, and we'll give it to them, too.

But there's another service branch whose work is seldom seen

*Who transports the "stuff" for our Uncle Sam
- the men of the Merchant Marine*

Chorus:

*Who carries the "Sammies" to France to win
Freedom's cause?*

*Who carries munitions and food without any
pause?*

*Who brings you news from "over there"
about the lads for whom you care?*

*Who goes the limit to do and dare? It's the
men of the Merchant Marine.*

SANTA CATALINA TRAINING STATION

Sindy:

Your article on Catalina reminded me that one time I was talking to a Third Engineer about how I got to the engine room of the Thomas C. Power in 1944. I told him: the War Shipping Administration put out a call for "Men 16 to 17-1/2 years old. I was sent to Catalina, where we were taught how to march, line up for chow, wash our clothes and how to jump off a ship into the ocean covered with burning fuel. They showed us what makes a lifeboat move through the water and they delivered us back to Banning's Landing, where we were to join the Union. I got aboard a Liberty bound for Peleliu Island.

I told him how proud I felt to have been taught how to oil an up-and-down steam engine, get on a 4 on, 8 off routine and do my part to win the war.

The 73-year old Third Engineer said, "I see; sounds like a modern day 'Shanghai' to me."

Just thought you would enjoy.

Doug Ehlers

China Coasters Chapter

AUSTRALIA SMALL SHIPS

Hi Sindy,

Just a short note to let you know that I've read the information that Philip Andrews of Australia sent me through you. It was very interesting to me since I sailed with the Small Boats from 1944-1945. I signed on in San Francisco and was sent to Australia to join my ship, the MV COMARA, a 200-ft cargo vessel. We sailed to New Guinea, Hollandia to the island of Biak, then to Moritai in the Halmaharas. That was to be our run for the next few months. We were moving supplies from New Guinea to Moritai for the Philippine invasion and supply effort. When the war ended they sent our ship to Australia and I was sent home. Met some great people and made friends.

All of our ship's officers were Australian and the crew was mixed, Aussies, New Zealanders, Jamaican, Icelanders and a couple of Brits. I was the only American aboard. It was also my first taste of lamb chops, eggs and potatoes for breakfast Aussie style. It was a great and enjoyable experience. Just thought I'd tell you.

Max Gutierrez

Oregon Chapter

LETTERS to the EDITOR

EASTON, MD. MEMORIAL DAY

To the Editor:

The local Memorial Day ceremony as reported in the local Easton, MD. newspaper *The Star-Democrat*:

"This Memorial Day marked the first Eastern Shore of Maryland memorial ceremony for the Shore's Merchant Marines that included a federally authorized U.S. Merchant Marine flag.

"The Honor Guard of the Vietnam Veterans of America, Easton Chapter 648, carried out the first memorial ceremony at noon, May 30. The ceremony took place at the U.S. Merchant Marine Memorial on the grounds of the Calhoun M.E.B.A. Engineering School on St. Michael's Road.

"The ceremony included the first honor guard on the Shore that used the official, congressionally authorized flag of the U. S. Merchant Marine.

"Connie Erdell rang the Eight Bells, a nautical tradition that marks the end of one shipboard watch and the beginning of the next.

"M.E.B.A. is the oldest maritime union, and the second oldest of all labor unions, in the nation."

Looks like we're finally being recognized.

Marvin Pippin

Member-at-Large

"I AM YOUR FLAG" POEM

Sindy:

Received the Summer, 2010 issue of the AMMV NEWS and was gratified to see the poem "I Am Your Flag" published in its entirety.

In 2004, I was asked to be the guest speaker aboard the SS American Victory's Flag Day ceremony which would also include the official presentation, by Tampa Postmaster Dick Roman, of the WWII Memorial stamp. I spent hours looking for something that I thought would be appropriate for that day. I accessed the American Legion site on the Internet and found this poem. The original version did not have any reference to the Merchant Marine which I found objectionable, so I contacted the American Legion National Adjutant in Indianapolis to see if they would allow me to insert the reference to the men of the Merchant Marine. The Adjutant's office got back to me and said they had no idea that the poem even existed but found no reason that I could not include the Merchant Marine reference, which is what I did.

On Flag Day, I gave my speech and ended it by

reciting the poem. Needless to say, it did touch the hearts of all on board. Mostly of Postmaster Dick Roman, who had brought a framed picture of the WWII Memorial to present to the ship. He was so taken by the poem that he gave me the framed picture and told the ship he would later provide them with a picture. He never did keep that promise and there is no way in the world I would give up my picture. It has an honored place on my living room wall. However the Postmaster did give all aboard a pin facsimile of the WWII stamp.

May you have fair winds and a following sea.

Jim Waters, CEO

Sarasota Manatee Chapter

MERCHANT MARINE WINDOW BANNER



Dear Sindy:

During WWII most families that had a member in the service had a banner similar to this one in their front window. The banners were for the Army, Navy, Marine Corps and Coast Guard. They also had flags with stars, silver for living-in-service and a gold star, if killed in action.

I purchased this banner from a store in New York City which sold gear for merchant seamen. My old man flew it in our window throughout the war and kept it afterward.

I never saw one of these Merchant Marine banners in any home in New York, Chicago or San Francisco. And I have never met another seaman who ever saw one of these banners. Is this the only one in existence? Has anyone else ever seen one?

Finished with engines,

George Heidel

Sacramento Valley Chapter

U.S. Maritime Training Station - B

One summer morning in 1938, St. Petersburg's liaison officer, Lt. Cmdr. Fred R. Francke of the Naval Reserve, received a telephone call: "Listen," said the Coast Guard officer on the other end, "How'd you like to have a Maritime Training Station?" "Fine," Francke responded. "What it it?"

The USCG had had an anti-bootlegging operation on the Training Station site at Bayboro Bay, which the Coast Guard officer had in mind. But it had recently been decommissioned. By 1939, anti-submarine patrols had begun operating from the adjacent Bayboro Harbor USCG Air Station.

Just a year after that telephone call, the training ships Joseph Conrad and American Seaman arrived. The Tusitala followed. While men trained on the ships, construction began at Bayboro on barracks, an infirmary, a swimming pool, a T-shaped administration building and a classroom structure that recruits called the "upside-down building". An auditorium,

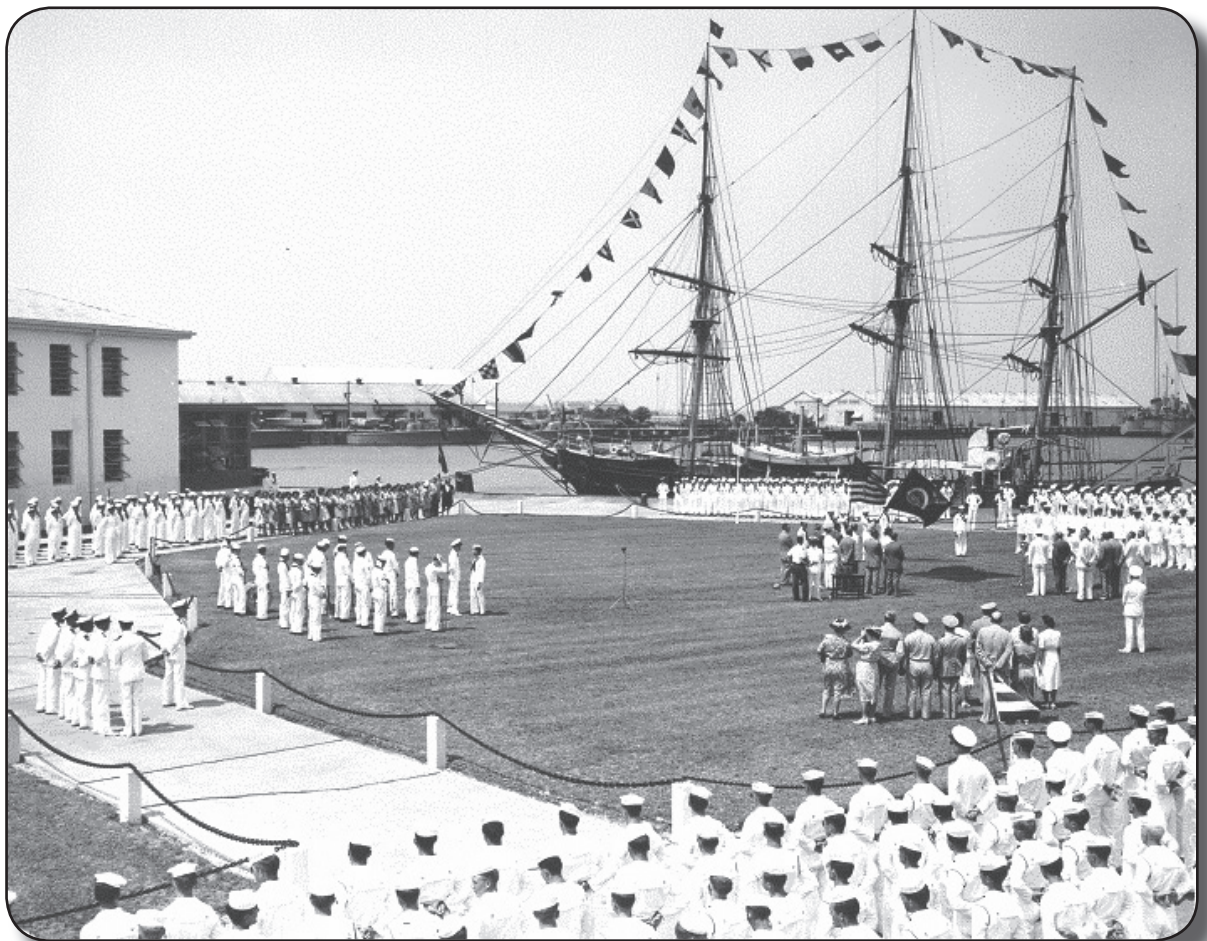
barbershop, dentist's office, boxing ring and basketball court soon followed to complete the station.

This shore training station was selected to provide a location convenient for shipping entering and leaving Gulf of Mexico ports. It was also chosen for its climate, harbor, available hospital facilities, and berthing capacity for training vessels and small boats. The \$1.5-million station opened July 21, 1941.

The U.S. Maritime Service was putting out the message that a "modern cargo vessel is a living, complicated hulk containing within its vast spaces, powerful and intricate mechanisms and machinery developed to carry it

in the water to every part of the globe. The compliment needed aboard the modern cargo vessel must be highly trained to handle efficiently the intricate machinery and scientific instruments installed."

And this was taken seriously at Bayboro. Recruits trained for six months, two ashore and four at sea, aboard such training vessels as the full-rigged sail training ships Tusitala, built in 1883 and the Joseph Conrad built in 1882. The station accepted men age 17 to 35 years of age but the minimum was reduced to 16 in 1944 due to manpower shortages. There were no women but male minorities were accepted. Some learned deck



Bayboro Bay, St. Petersburg, Florida

procedures; others chose steward or engine operation. Everyone mastered seamanship before they boarded ships and all learned firefighting.

The area had other military activity. The United States Army Air Corps established a training station in St. Petersburg in 1942 taking over nearly all of the downtown hotels and camping in large fields throughout the area. That same year the United States Navy anti-submarine base went into commission on the south end of Bayboro Harbor. But also, that year the Cooks and Bakers School was established at the Maritime base and it is rumored that

the stewards studied international foods to vary the menu. And in 1943, the Army Transport Corps Marine Officers Cadet School came to Bayboro. By the time the Army Air Corps discontinued its training center that year, 100,000 Air Corps recruits and instructors had passed through St. Petersburg in a little more than one year. But the Maritime base continued to operate at overflow capacity.

On Maritime Day, 1945, a cenotaph was dedicated at the tip of the Bayboro peninsula as the

first maritime memorial for those who had trained at the base and died serving their nation during the Second World War.

When the St. Petersburg Bayboro Maritime base was decommissioned on March 31, 1950, approximately 25,000 recruits had trained there, for life at sea. Were you one of them?

Editors note: Special thanks to Morris Harvey, RVP, AMMV Southeast Region for the information and many pictures that this article is based on. - Sindy



STILL FIGHTING FOR RECOGNITION OF WWII VETERANS STATUS YOUR HELP IS NEEDED!

Contributed by J. Don Horton, North Atlantic Chapter

One of the least known accountings of World War II is the story of the seamen who served in the United States Merchant Marine. It is time, however, to tell this story and make this accounting public for all to know. With their essential cargoes, our nation's ships became primary targets of German U-boats and Japanese Kamikaze aircraft attacks. Thousands of seamen were killed or wounded, and over 700 ships were sunk. Losses of men and ships were so high newspapers were ordered not to report casualty rates in fear that our young men would steer clear of our ships creating a shortage of volunteers and preventing the enemy from knowing their success. That is why many Americans have never heard the story of courage and the critical role these seamen played in the victory of World War II. Along our Atlantic Seaboard it was a virtual shooting gallery for those German Submarine Wolf Packs. They were sinking our ships faster than we could build them.

There was an even lesser known group of seamen (Some 10,000) who served on very primitive, outdated and unarmed coastwise tugs and barges. They carried bulk war materials to the defense plants that produced the finished products used in the fighting and defense of our country on the three fronts overseas and keeping our shores free of the enemy. Aboard these tugs and barges another historical happening was taking place. Women and families were serving as crew and were doing so without the benefit of being recognized as officially documented Merchant Marine seamen.

At the start of the war, women tried repeatedly to join the US Merchant Marine. They were dealt a deathblow by the War Shipping Administrator (WSA), Adm. Emory S. Land who stated that there was no place in the Merchant Marine for women. By this order from the WSA, the US Coast Guard refused to document women who served. They served anyway and did what was asked of them and without any recognition for their work they served on the barges as well as other vessels, mostly as cooks and messmen. They were paid salaries and Social Security taxes were taken from their wages. Efforts to gain status as seamen by the women were met with stern denials from the Captains of the Port (COTP) located at the various coastal ports. I was present when the COTP of New York, (June, 1942) denied my mother and sister their official documentation as seamen. He stated that by order of the WSA he was instructed to deny women seamen's papers upon their request. Instead he issued an official US Coast Guard Identification Card

to my mother and told her my sister did not need one as she was below the age of 16. Children could move about freely through the security checkpoints on the docks as long as they were with one of their parents.

I expect that denial was told many times to other women as they attempted to gain official documentation to serve in the merchant marine. With as many barges as there were, many hundreds of women and some teenage children were probably affected by that denial. To this day there has been no way for these women to gain their due recognition as seamen of the United States Merchant Marine and thus veterans of this nation.

Three specific government actions took place that have withheld/destroyed/denied the records required to gain recognition as veterans for these seamen.

- A USCG order in March 1944 relieves masters of tugs, towboats and seagoing barges of the responsibility of submitting reports of seamen shipped or discharged on forms 718A.
- After WWII, the deck and engine logbooks of vessels operated by the WSA were turned over to that agency by the ship's owners, and were destroyed during the 1970s.
- A USCG letter in April, 2010 states "The US Government did not issue mariner credentials to females during the World War II."

Alternative methods of recognition are required to assist them. Today, however, the story must be told and our nation's gratitude must be expressed. These veterans and their families need to be shown that our country appreciates their valiant service.

To this end, I ask all citizens to contact their members of the U.S. House of Representatives and ask them to add their names as co-sponsors to **HR 5829, "WWII Merchant Mariners Service Act"** introduced into the House by North Carolina Representatives G.K. Butterfield, Mike McIntyre and Walter Jones. We must also contact our Senators and request them to introduce a similar bill in the senate. Let us do the right thing and show our merchant seamen we haven't forgotten them. We must step forward and correct this travesty just as they stepped up in keeping us free from those Axis enemies trying to invade our shores during WW II.

For more information, please contact me, J. Don Horton at (252) 336-5553 or email jdonhorton@embarqmail.com.

*Thank you,
J. Don Horton*

My Tour of the Red Oak Victory *By Bob Ulrich..Photographs by Stephen Shepherd*

I have been wanting to tell you about my tour of the Red Oak Victory. It was last fathers day and my kids and grandkids had come in from Texas, North Carolina, San Diego and Morgan Hill. There were 9 of us altogether. Everyone found the ship before I did.

The cell phone saved

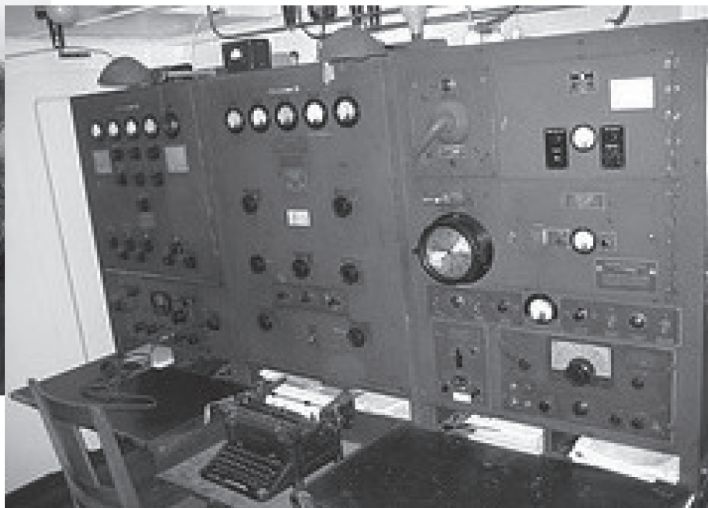


us and Nancy and I finally got there and they had waited to start the tour. We toured her from stem to stern.

(Picture below. Tour guide Chuck points out a Lifeboat. Hey..We have one of these. We tow it in the parade and put flags all over it. It should be about the same. I believe ours was surplus from the Red Oak Victory.)



It was a great tour and here I get to show my family where I spent my time at sea. The Gretna Victory and the Kodiak Victory were very much like all the other Victory ships including the Red Oak. "So Grandpa, you were in this nice warm radio room while everybody else was out in the cold running the ship". Well..no. The guys in the engine room were warm too. Below we look through the plexi-glass into the Radio room.



Navigation and Chartroom

Looking down into Engine Room

In the Engine Room





CHAPTER NEWS

Central California Chapter

On July 26, 2010, Congress passed a bill making August 14th a National Day of Observance. To celebrate the 65th anniversary of the end of World War II, Fresno, California presented a program "Keep the Spirit of '45 Alive" saluting all the services. Attending the program were chapter members Gene Kelley, Jack Splivalo and Rufus Hernandez.

The program was opened with a special tribute to the men of the WWII Merchant Marine. "In honor of those courageous men of the Merchant Marines who sailed their ships into harm's way to deliver the power of America's military forces to the battle fields on foreign shores." This tribute to the Merchant Marine was a first for the "Keep the Spirit of '45 Alive" program and we felt greatly honored.

Dennis A. Roland Chapter



Chapter members joined the Edwin J. O'Hara Chapter at the Seaman's Church Institute for lunch. Pictured are (L to R) D.A.R. Chapter 1st VP George Murphy, E.J. O'H Chapter EVP Gabriel Frank and Pres. Arnold Johnston, D.A.R. Chapter Pres. Hank Kaminski.

We are saddened to report that Colleen Susan Dooley, daughter of past National President Francis J. Dooley, crossed the final bar. She will be sorely missed.

**"No one can do everything,
but everyone can do something."**

Golden Gate Chapter



On September 4, 2010, the Stockton (CA) Marine Corps. Club invited all Pacific Theater Veterans of WWII to a dinner celebrating the 65th anniversary of Japan's surrender. Seven merchant mariners attended from Golden Gate, Jeremiah O'Brien and Sacramento Valley Chapters. Certificates of Appreciation for "honorable and proud Service in the defense of the United States of America and her Allies during the Campaigns in the Asiatic-Pacific Theater of Operations" were presented to each Veteran by the Club. A Certificate of Special Congressional Recognition was presented to each one from U.S. Congressman Jerry McNerney as well as an honorary "dog tag" and a goodie bag containing a hat and cans of Dr. Pepper and Spam.

The exhibits on display were very moving; and executive of the Club and son of a Merchant Mariner of WWII, Victor A. Viera, did the Merchant Mariners display, which will be exhibited at the Reno mini-convention. We were offered a table for memorabilia and we used this opportunity to pass out our historic book "U.S. Merchant Marine at War", donated by Ian T. Allison, and tell people about our compensation legislation, Senate bill S.663.



What put the icing on the cake was that we were the last to sing our song. We were the only ones that had the words to our song, so when our guys got up to sing they really sang out (and so did I), "Heave Ho, My Lads! Heave Ho! And Smooth Sailing."

Sally Raanes, proud wife of a Merchant Mariner.



CHAPTER NEWS

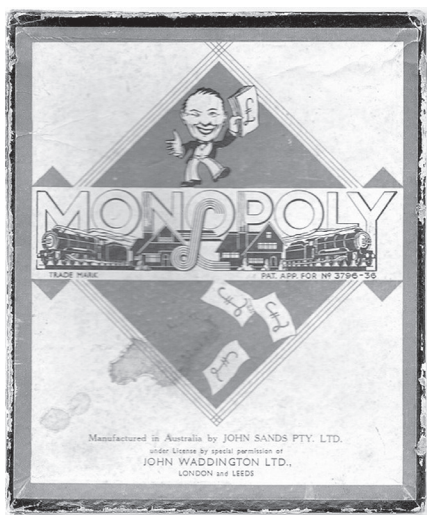
Gulfstream Chapter

Some of our members attended the Maritime Day Luncheon sponsored by the AMO School and the Master, Mates & Pilots of Port Everglades. Our honored guest was Willowstine Lawson, Regional Director to Senator Bill Nelson. Our President Joe Colon invited Ms. Lawson to this luncheon so he could have a chance to speak with her and ask her to have Senator Bill Nelson co-sponsor our Bill before Congress. She promised she would speak with the Senator and was impressed with what she heard about the Merchant Mariners.

Mid-Columbia Mariners

At the July meeting, Commander Robert Cauble reported that the yard sale to benefit the Merchant Marine Memorial bench at the WA. State Veteran's Cemetery was very successful. Thanks to the yard sale, and contributions from the Puget Sound chapter, members and strangers, we can truly say the MM bench was purchased by the members of Merchant Marine Veterans of WWII and not just Bob Cauble. Thank you all for your donations.

***Drag out those old Monopoly games –
you may have a winner.***



Starting in 1941, an increasing number of British Airmen found themselves as the involuntary guest of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape. Now obviously, one of the most helpful aids to that end is the useful and accurate map, one showing not only where stuff was, but also showing the locations of “safe-houses” where a POW on-the-lam could go for food and shelter.

Paper maps had some real drawbacks – they make a lot of noise when you open and fold them, they wear out rapidly and, if they get wet, they turn into mush.

Someone in MI-5 (similar to America's OSS) got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads and unfolded as many times as needed and makes no noise whatsoever.

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort.

By pure coincidence, Waddington was also the UK licensee for the popular American board game, Monopoly. As it happened, “games and pastimes” was a category of item qualified for insertion into “CARE packages”, dispatched by the International Red Cross to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass producing escape maps, keyed to each region of Germany or Italy where Allied POW camps had regional systems. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

As long as they were at it, the clever workmen at Waddington's also managed to add a playing token containing a small magnetic compass, a two-part metal file that could easily be screwed together, and useful amounts of genuine high-denomination German, Italian and French currency, hidden with the piles of Monopoly money.

British and American air crews were advised, before taking off on their first mission, how to identify the “rigged” Monopoly set – by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWS who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war. The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honored in a public ceremony.

It's always nice when you can play that “Get Out of Jail Free” card!



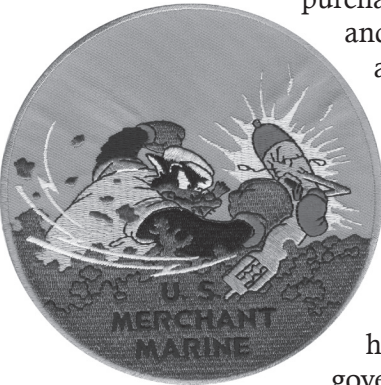
CHAPTER NEWS

Mon Valley Chapter

You may know, our Chapter sells the Battlin' Pete Patch designed by the Walt Disney Studios during WWII. Recently one of our best customers is a female Merchant Marine residing on the West Coast. She sails routes in the Pacific.

She has been corresponding with our Treasurer, Wilbur Driscoll, expressing her love of the patches. She purchases many patches at a time and gives them to experienced and new Merchant Seamen alike. The seafarers are pleasantly surprised with their gifts and were never aware that Disney designed a patch for the Merchants Mariners.

She also expressed her disbelief that the government in being "uncaring" to the World War II Merchant Marine Veterans by not approving Senate Bill S.663. She has promised to write to her government representatives to support the legislation.



New England Chapter

Roger Hardy brought his portable DVD machine to our August 1st meeting and showed a network documentary of the ships and seamen during WWII. It stressed the cooperation of the government and private industry and also the general public towards the all out effort in winning the war. As to the merchant seamen, it stressed the way the union organized crews, which were not racially segregated, treated equally in all other ways, and let to better management of the complete problems of running this huge supply operation.

Small Ships Mariners Chapter



The U.S. Army Small Ships was inducted into the Transportation Corps Hall of Fame on July 9, 2010 at Fort Eustis, VA, USA. Accepting on behalf of the United were two distinguished members: Mr. Philip W. Farley, the last surviving U.S. Army Officer of the Small Ships in WWII, and Ernest A. Flint, CEO of Small Ships Mariners Chapter.

The U.S. Army Small Ships is only the second Unit to be inducted in the Transportation Hall of Fame, the other Unit to be so honored was inducted on the same day; it was 727th Operating Battalion, activated on March 15, 1942. The designation as the 727th Railway Operating Battalion (ROB) Transportation Corps became effective in November, 1942. In its nearly three years of active service in WWII, the ROB operated or was responsible for over 2,400 miles of railroad in North Africa, Sicily, Italy, France and Germany. This unit is also unique as most of those service were previously employed by railways, so they had their trade training prior to enlistment, whereas the majority of Small Ships sailors learnt their trade as they went along.

For more information please visit our web site: www.usarmysmallships.asn.au.

San Diego Silvergate Chapter

In late August, members of this Chapter attended a fund-raiser and Birthday celebration for Congressman Bob Filner in Chula Vista, CA.



(l to r) Byron Ayres, CEO San Diego Silvergate Chapter; Cindy Raymond; Doug Ehlers, China Coaster Chapter; and San Diego Silvergate members Bill Finch and Alex Wowczuk.



CHAPTER NEWS

Southwestern Pennsylvania Chapter

Our Goodwill Project

Bouya Ba, our sponsored girl in Senegal, Africa, has reached her 18th birthday. Our sponsorship at the rate of \$25.00 per mo. will cease at year's end. We are proud to have "raised" this fine young girl since her early years and watched her develop into a beautiful young lady. Jack Heshizer, our contact with Bouya, has submitted the final payment for her care. As a Chapter of the AMMV, we may not have accomplished much, but this is one endeavor we undertook years ago, and followed through to fruition, something we can all be proud of! Congratulations, mates.

Many of you have assisted in backing this venture in the past, and most recently Betty & Bill Fullgraf have donated \$20.00 to her support and Joseph Talpas donated \$25.00. Thanks to Bill, Betty and Joe for these latest contributions. And thanks to all who have contributed in the past.

SS Samuel Parker Chapter

Our chapter has 6-8 members who are currently active Merchant Mariners. Our newest member is Karen Michele Laycock (she prefers Michele). Michele is a Bosun, and has been a Merchant Mariner for 11 years – 3 on inland and 8 deep sea. She has been a Bosun for 3 years. For the past 4 years she has been sailing for the MSC on the USNS Effective, an oceanography surveillance ship. When asked what the ship does, she said it was classified and she couldn't tell me. The USNS Effective is a catamaran (twin-hulls), 235 ft. long, 22-24 ft. draft, 94' beam. It's wide! Michele referred to the ship as a "SWATH". A normal voyage is 3 months at sea, with 1-2 one day stops in port, and 2-3 weeks between voyages.

Michele is taking leave for 2 months to go to the American Maritime Officer's (AMO) School in Panian Beach to take courses for a 3rd Mate's license. She will return to sea and then return to school for another 2 months to finish up the required courses.

Good luck, Michele, with your career path.

Tom Franz, Captain (CEO)



Southwestern Pennsylvania Chapter

There will be a VETERANS VARIETY SHOW at Flagler College Auditorium, St. Augustine, FL on November 7, 2010. Keynote speaker will be Congressman John Mica and the Vietnam Traveling wall will be on display. SJRC member Ed Trester will represent the American Merchant Marine Veterans on stage for the Salute to the Services. Just Compensation Committee Co-chairman Gerry Starnes will also participate. There will be an information table near the front where Ed and Gerry will hand out MM books and information. These shows are well done. Please join Ed and Gerry for the event.

A SPECIAL UNDERWATER FIND

Reprinted from the "Long Island Boating World" – May 2010. Mr. Jecas is currently working on a book "Mermaid Sightings." If you would like more information, please call him at (732) 718-6637.

New Jersey native Nelson Jecas, AMMV Member-at-Large, is one of this publication's longtime contributing writers, and is a leading underwater explorer, researcher, artifacts collector and museum lecturer. He lives on the New Jersey coastline in Bernardsville, and the Atlantic and lesser waters of the state are his beat. He travels, as well, to other states and nations to discover unusual items held for many decades in King Neptune's embrace. With his trusty rake, net, high-tech metal detector and remarkable intuition, Nelson comes up frequently with coins, medals, metal weapons, jewelry, statuary and cooking utensils.

His new find is a hand-carved model ship he raised from four-to-five foot depths in a Keyport, New Jersey inlet. The model, once an odd piece of pine, contains small pieces of copper tubing mounted as cannons, three on each side. Given the fact that long-ago voyagers were without radio, television or many other diversions, whittling was a common, inexpensive pastime. Nelson feels that the model may well have slipped from the grasp of one such sailor, or perhaps a playing child, and was wet for many moons before becoming stranded on a beach and, eventually, embedded in the clutching, masking sands.

Judging from its intricate details, the model must have taken a considerable amount of time to carve back in the 18th century. Nelson intends to donate it to a folk art museum in Manhattan, where many thousand eyes and minds will continue to wonder and surmise.



CHAPTER NEWS

Susquehanna Valley Chapter

Open Letter To the Editor
Lancaster Newspaper, Lancaster, PA
Sir:

Please print this appreciation note to Dick Hoxworth and Representative John Bear. Something that hundred of Veterans should have done. But only a few of us have done so for the past three years.

Thank you.

SALUTE TO VETERANS WEEKEND

Dick Hoxworth's Massing of the Colors during his introduction to PA Representative John Bear's third annual SALUTE TO VETERANS WEEKEND at the Clipper Stadium on May 14th, 2010 brought tears to my eyes! His presentation to each group of Veterans was memorable, but his introduction to the U. S. Merchant Marine was the most outstanding presentation I have ever seen or heard in this area of Pennsylvania, bar none! We, US Merchant Marine Veterans of WWII have been agitating for some recognition since the war ended in 1946, some 60+ years ago. At the previous two year's Salute, we were completely ignored. This year, Dick made up for the years of denial of our very existence. God Bless You, Dick Hoxworth. If we can ever do anything for you, please ask.

I am sure that all the Veterans in the PA. 97th district will join me in expressing our appreciation for the enjoyable evening of entertainment arranged for us by Rep. Bear and his staff. Thanks to all his public supporter for this great entertainment event that was supplied to us at absolutely no expense. Not only was the entertainment free, but Rep. Baer arranged for each Vet and his spouse or companion to receive a five buck chit to help quench our thirst! John, if you ever need us, "Just call out my name!"

*THE VETERAN
IS, TRULY, NOT
FORGOTTEN BY THIS
REPRESENTATIVE'S
OFFICE. THANK YOU,
SIR.*

*William Balabanow
U.S. Merchant Marine Vet.,
WWII, Korea & Vietnam*



GROWTH IS POSSIBLE!! A THANK YOU FOR NEW CHAPTER EFFORTS

Thanks to Gene Hicks and his group a new AMMV Chapter has been started in the far Northeast – the **Connecticut Valley – Northern Mariners Chapter**. They will cover Vermont, Maine, Connecticut, New Hampshire and eastern Canada, with five sub-chapters. They may be interested in perhaps holding a Regional convention in the future. For further information, please contact them at P.O. Box 8082, Brattleboro, VT 05301-8082. Telephone (518) 643-9205.

George Hale held the first official meeting of the **Carl W. Minor – Central Coast Cal. Chapter** in Atascadero, California. They have 13 members and growing. Contact them at 7862 Santa Ynez Ave. Atascadero, CA 93422-4025, telephone (805) 461-1268 for more information.

Another new chapter about to become a reality is the **Big Sky Chapter** of Montana. George Salovich has just about finished the paperwork on that one. I hear a rumor that he will run for National Treasurer at the next National Election.

The **Otto J. Ernst Chapter** which started in North Carolina now has 19 members and they are strongly engaged in Just Compensation efforts. The newly-formed **John T. Schmidt Chapter** in South Carolina has 27 new members and still looking.

It is my pleasure to welcome these new chapters and the members who have joined AMMV. The camaraderie born nearly seven decades ago in World War II is still developing strength and friendship amongst the civilian patriots who volunteered to answer our Field General's call, "We must have these supplies at all costs!" The cost was high, indeed! Many shed their blood and many gave their lives. Those few survivors who are left, gather to share experiences and interests and are actively engaged in holding Congress fully accountable to honor shipmates and the American Merchant Marine Veterans of WWII with our bill S-663 "The Belated Thank You to the Merchant Mariners of World War II Act of 2009."

Besides the above Chapters starting out, I would like to report that the **Heart of America Chapter** has merged with the **Mid-America Ancient Mariners Chapter** of Kansas City. This merger is viewed as an effort to strengthen local Chapter efforts at a time when Chapters are facing tough times and is to be commended.

I, personally, Perry Adams, National Membership Chairman, the AMMV News Magazine staff and other AMMV members salute the efforts of these Chapter founders and charter members. Welcome aboard.

*A.J. Wichita
National President*

Medallion Benefit

The Department of Veterans Affairs provides a medallion, by request, to be affixed to an existing privately purchased headstone or marker to signify the deceased's status as a Veteran.

This new product is furnished in lieu of a traditional Government headstone or marker for those Veterans whose death occurred on or after Nov. 1, 1990, and whose grave in a private cemetery is marked with a privately purchased headstone or marker.



The medallion is available in three sizes: 5 inches, 3 inches and 1 ½ inches. Each medallion will be inscribed with the word “VETERAN” across the top and the branch of service at the bottom.

Once a claim for a medallion is received, approved and processed, VA will mail the medallion along with a kit that will allow the family or the staff of a private cemetery to affix the device to a headstone, grave marker, mausoleum or columbarium niche cover.

Important: This benefit is only applicable if the grave is marked with a privately purchased headstone or marker. In these instances, eligible Veterans are entitled to either a traditional Government-furnished headstone or marker, or the new medallion, but not both.

For family members of eligible Veterans interested in submitting a claim for the new medallion, instructions on how to apply for a medallion will be updated on NCA's web site at www.cem.va.gov/hm_hm.asp. Until a new form specifically for ordering the medallion is available, use VA Form 40-1330; Application for Standard Government Headstone or Marker. Fill the form out completely with the exception of blocks 11 (Type of Headstone or Marker Requested) and 27 (Remarks). Leave block 11 blank. In block 27 put the word Medallion followed by the size requested. For example; use “Medallion 5 inch” to request a 5 inch medallion.

6/2010



Just Compensation

Senator Akaka urged to stop stonewalling WWII merchant mariner bill

Reprinted from the West Coast Sailors magazine, the official organ of the Sailors' Union of the Pacific.

Tony Munoz, the editor of the authoritative maritime magazine, *The Maritime Executive*, has called on Senator Daniel Akaka (D-Hawaii), Chairman of the Committee on Veteran's Affairs, to do everything in his power to gain passage of S.663: The Belated Thank You to the Merchant Mariners of World War II Act of 2009.

Senator Akaka has kept this important legislation, that would provide benefits to those who served in the U.S. Merchant Marine (including the Army Transport Service and the Naval Transportation Service) during World War II, bottled up in his committee despite the fact that it is cosponsored by 51 senators. All Senator Akaka has to do is send the bill to the full Senate for a vote. The House of Representatives, under the leadership of Veterans' Affairs Committee Chairman Bob Filner, passed the legislation on May 13, 2009. Munoz's letter to Senator Akaka follows:

Dear Senator Akaka:

A great travesty of forgotten valor has beleaguered the U.S. Merchant Marine since the end of World War II. Today, recognition and compensation for these veterans languishes in the Veterans Affairs Committee and, as in the past, will soon be forgotten.

Senate Bill 663 will amend Title 38, U.S. Code, and direct the Secretary of Veterans Affairs to establish the Merchant Marine Equity Compensation Fund to provide benefits to certain individuals who served in the U.S. Merchant Marine (including the Army Transport Service and the Naval Transportation Service) during World War II.

Sir, recall watching the bombing of Pearl Harbor from your high school dormitory and remember how you served this nation during the war. And you were not even a citizen of this nation yet. Think of the young Americans who also joined the service to defend their country, many giving the ultimate sacrifice, including the 8,651 merchant mariners who also died. These Americans came to serve their nation no matter what branch of service they ended up in, and many were selected to become U.S. Merchant Mariners.

When the U.S. entered the war in 1941, the Merchant Marine only had 55,000 members within its ranks and it grew to 215,000. The Army and National Guard had 400,000 and that swelled to 11,268,000; the Navy had 10,923 and it grew to 437,524; and the Coast Guard had 12,000 and eventually 160,000. Over 16,100,000 Americans fought against the Axis tyranny in what became the most horrific global war in the history of mankind.

The National Defense Act of 1920 charged the Secretary of War with the planning of mobilization and procurement for the Defense Department. While the U.S. retreated into isolationism after the "Great War," it still recognized that it had to take control of the necessary resources for war and did so throughout the 1930s, including the "nationalization" of the Merchant Marine. In fact, by the time of Pearl Harbor, the U.S. had spent more for wartime procurement than it had spent on the Army and the Navy during all of World War I.

In 1940, Congress passed the Selective Service and Training Act because Germany was invading all parts of Europe as were the Japanese throughout Asia. To put a fine point on Asia, the U.S. seized the Philippine Islands in 1898 after Admiral Dewey's victory in Manila Bay against Spain. From that time and throughout WWII, the U.S. assumed all national defense obligations for the Philippine Archipelago of 7,100 islands and inlets. A few hours after the attack on Pearl Harbor, the Japanese also attacked the Philippines in a similar devastating blow. General Douglas MacArthur and his garrison of 10,000, half of whom were Filipinos, fought valiantly and extracted a terrible toll on the Japanese. MacArthur's stubborn defense of Bataan, Corregidor, and the rest of the Philippine islands stood as inspiration for Americans because their heroic efforts demonstrated to the nation that Japanese soldiers were not invincible. I bring this to your attention because Senator Daniel Inouye, with your backing, had vigorously campaigned to gain full recognition for the Filipino veterans of WWII under the Filipino Veterans Equity Compensation Act.



Just Compensation

Recently, the Senate and the House passed a rider attached to President Obama's stimulus bill which provides the Filipino veterans of WWII a lump sum payment of \$15,000 for each veteran living in the U.S. and \$9,000 for each veteran living in the Philippines, with total compensation of \$146 million.

Sir, did you realize that U.S. Merchant Marine veterans of WWII were denied veteran status four times by the Civilian Review Board until President Reagan signed the U.S. Merchant Marine Fairness Act in 1988? But the inequity didn't stop there because the Air Force administrator overseeing their status arbitrarily chose August 15, 1945 as the end of hostilities, which left about 4,000 members without VA status. From December 31, 1946, the official end of WWII hostilities, to the VA budget of 2010, American veterans and their families have received about \$1,886 trillion in benefits. The U.S. Merchant Marine was on the front lines of every critical battle during World War II. In the first six months after the United States entered the war, 400 Allied ships were destroyed and 5,000 American, British, Canadian and other seamen were killed. About 2,700 ships of the merchant marine were involved with the first wave of the invasion on D-Day, landing troops and munitions under heavy fire. During the next year, merchant mariners delivered 2.5 million troops and 17 million tons of munitions and half a million trucks and tanks from England to France. In 1944, the merchant marine delivered 30,000 troops and 500,000 tons of supplies to Leyte during the invasion of the Philippines. During the invasion of Okinawa, the U.S. merchant ships came under fire by 2,000 kamikazes and conventional aircraft. Forty-four merchant ships were sunk during the invasions from Guadalcanal to Iwo Jima. After the end of hostilities, the U.S. Merchant Marine transported the weary combat soldiers, the wounded and the dead back to the U.S., as well as the surrendered armies back to Japan. Tragically, 25 more US merchant ships were sunk before the official end of hostilities.

Today, the Belated Thank-You to the Merchant Mariners of World War II Act of 2009 still sits in committee. This act would provide a "Merchant Mariner Equity Compensation Fund," which would provide a lump sum payment of \$45,000 to all surviving Merchant Marine veterans or a \$5,000 lump sum payment for the surviving widows of deceased

mariners. It is time for Congress to put an end to this tremendous travesty because those who served in the U.S. Merchant Marine were not mercenaries. Like all Americans who fought against tyranny, these patriots of WWII did so for a nation that had been attacked, and they stood in harm's way. World War II ended 65 years ago, and all that remains are the octogenarians and nonagenarians appropriately known as the "Greatest Generation."

It is incumbent on the Senate and House of Representatives of the United States to finally acknowledge the U.S. Merchant Marine of World War II and extend a hand of gratitude before they all fade away into the final pages of the twentieth century, because "Never in the field of human conflict was so much owed by so many to so few."

Respectfully yours,
Tony Munoz

Editors note :Correction: The current S.663, our Belated Thank You bill provides for the Equity Compensation Fund to make a monthly payment In the amount of \$1,000 to an eligible individual who has engaged in qualified service.

Important Announcement

As of November 1, 2010, the toll-free 800 telephone number will be discontinued.

JCC Co-chairman Ian T. Allison has announced that due to decreased donations, the Just Compensation office in Ferndale, CA and Sindy Raymond's Just Compensation Committee job must be eliminated.

For updates on Just Compensation legislation and other Just Compensation Committee matters, please call the Santa Rosa, CA office at (707) 545-4171 or fax (707) 575-3707.



Just Compensation

S.663 – “Belated Thank You to the Merchant Mariners of WWII Act of 2009”

Sample Letter to Senators Not Signed On

Note: Letters sent to Washington, DC may take several weeks for delivery due to high security. It is better to make a phone call, send a fax or send a letter to the district office. Emails get read quickly. To send an email, type in the senator's name in “Google” and click onto “Contact us” or “Email address.” You may have to scroll to the bottom of the webpage to get this info.

Dear VA Committee Senator,

As a member of the Senate Committee on Veterans Affairs, I am sure you are well aware that we have been working for the past six years to get our “Belated Thank You” bill, S.663, through Congress. Our bill will give the Merchant Mariners of WWII a monthly stipend as a small compensation for being denied the GI Bill for over 40 years after the war. Even though we officially became veterans in 1988, it was too late for the vast majority of Merchant Mariners to access the VA system as we were already in our 60's. Many Merchant Mariners have never received a cent to this day!

In addition to the 10,000 surviving Merchant Mariners of WWII across America, there are many who are constituents in your state, along with several thousand family members including grandchildren and great grandchildren, who will be very grateful for your support.

Senator, we need you to ACT NOW and support our bill.

GOD BLESS AMERICA!

SENATE V.A. COMMITTEE MEMBERS - NOT SIGNED ON S.663 AS OF 3/10/10

NAME	DC PHONE AREA (202)	DC FAX AREA (202)	DISTRICT ADDRESS	DIST. PHONE	DIST. FAX
Isakson, Johnny GA R.....	224-3643	228-0724	3625 Cumberland Bl#970, Atlanta, 30339	(770) 661-0999.....	(770) 661-0768
Akaka, Daniel.....HI..... D.....	224-6361	224-2126	300 Ala Moana Bl 3-106, Honolulu, 96850.....	(808) 522-8970.....	(808) 545-4683
Burris, Roland IL D.....	224-2854	not listed.....	230 S. Dearborn St., Chicago, 60604	(312) 886-3506.....	(312) 886-3514
Wicker, Roger MS R.....	224-6253	228-0378	245 E Capitol St #226, Jackson, 39201.....	(601) 965-4644.....	(601) 965-4007
Burr, Richard NC R.....	224-3154	228-2981	2000 W 1st St. #508, Winston-Salem, 27104	(336) 631-5125.....	(336) 725-4493
Graham, Lindsey.....SC..... R.....	224-5972	224-3808	101 E Washington St. #220, Greenville, 29601	(864) 250-1417.....	(864) 250-4322
Webb, Jim VA D.....	224-4024	228-6363	507 E. Franklin St., Richmond, 23219.....	(804) 771-2221.....	(804) 771-8313
Rockefeller, John ... WV D.....	224-6472	224-7665	405 Capitol St. #308, Charleston, 25301.....	(304) 347-5372.....	(304) 347-5371
Brown, Scott.....MA..... R.....	224-4543	228-2646	240 JFK Federal Bldg., Boston, MA 02203	(617) 565-3170.....	(617) 723-7325

HISTORY IN PROSE

John Ludwick, Member-at-Large

On the month of our eighteenth birthday we received a letter in the mail. It said we have some guns to toe and lots of big ships to sail.

We know that this is unpleasant and we know you are a favorite son. But the world is in turmoil and we have a war to be won. We joined the Maritime Service. Went to training then on our way. Lots of hard work and lots of stress. And by golly very little pay.

When training at last was over and we boarded our assigned ships, we were on our way to see the world. We would make many and many trips.

We were joined by the Armed Guard, a very brave and gallant crew. We all shared the same aim and goal on the oceans so big and blue.

Across the Great Atlantic Ocean and the blue Mediterranean Sea, we carried troops and supplies to again set the whole world free.

From the Port of Casablanca through the Straits, then on to Oran, we supplied the troops with armor to chase Rommel across the sand.

On to Algiers and Bizertic to the meeting of the sea and Nile. Getting ready for the push to Italy. It will come in a very short while.

We were sunk by German U-boats and bombed by planes from the sky. But we kept the propellers turning. It was a case of do or die.

We survived alone in lifeboats. We swam through the burning sea. We picked up our drowning

shipmates as we heard their mournful plea.

We refueled all the landing craft at Sicily, Salerno and Anzio. We watched the shells of Big Bertha as they fell on the ships below.

We sailed on through the Suez Canal and on to the seas of the East. In and out of the Persian Gulf. It was dangerous to say the least.

We made trips around Africa. The days were very hard and long. The stress of all our missions did not give us time for a song.

We traveled through many hurricanes. To keep the ship afloat was a task. We also traveled on many waters when the seas were as smooth as glass.

We watched the porpoise and dolphin swimming ahead and along side. The flying fish and the great blue whale. To watch them filled your heart with pride.

We saw the great Southern Cross in the south so far away. And it guided many a sailor as they began another day.

We saw the Mount Vesuvius as it exploded in the sky. It lit up the port of Naples just like a great sun in the sky.

We made the suicide run to Russia across the dangerous and mystic North Sea. Then on around the coast of Norway. It was a dangerous place to be.

We were amazed at the Aurora Borealis. Its lights dancing from

high above. All the colors of the rainbow. It was a sight to awe and love.

We stockpiled men and equipment by hordes on the British Isles. Every time we unloaded there it brought the people many smiles.

We made the invasion at Omaha, Utah Beach and Normandy. We lost many men and ships. It was a very sad thing to see.

And we sailed the wide Pacific. California to the Philippines. Then on down under to Australia. A very long trip by all means.

We were sunk by Jap U-boats and also by suicide planes. It was a constant fear and threat to get back in the shipping lanes.

When the war was finally over and peace was finally in place, we all went home to our loved ones and we had a big smile on our face.

Thinking back on all the hardships and the great men who were our mates, we will forever remember all the places and all the dates.

To all of us that made it back, we think of those who were lost. We know that this great victory came at a very emotional cost.

So to all of those who were lost, you are the ones to whom we owe. I write these words in memory so all other people will know.

If Davey Jones has a heaven, he has opened the door for you. May your spirit forever rest in peace and a great life begin anew.

WWII Allies honor American Merchant Marine Veterans on WWII 65TH anniversary

U.S. Veteran Mariners still waiting on U.S. Senate to honor them

Six decades after World War II, United States' Allies remember the wartime brutality of their enemies. They continue to honor American Merchant seamen for their courage in defying those enemies to bring supplies to their armies and civilians. In 2008, Iceland, and its President, Olafur Grimsson honored the merchant seamen who manned the Convoys mothered and formed at their Reykjavik harbor for the Arctic journey to Murmansk and England.

Every year Russia makes a great effort to seek out Merchant Seamen who risked their lives on the Murmansk run to bring the food and ammunition needed to resist the onslaught of the German Armies. Other countries annually do the same. **But America**

cannot seem to fully honor the U.S. Merchant Mariners of World War II and give them the recognition they wholeheartedly deserve. Why?

Maybe it is because our country wasn't bombed nor did it have foreign troops crawling over it, as others had. Allied countries appreciate every pound of food the Mariners brought and every weapon we could bring to help them defend themselves. The parents and grandparents in those countries share the history with their children because they don't want to witness the horrors of war again.

Our children have no idea who we fought or anything about WWII because we do not teach enough history in schools. Evidence of battles wasn't witnessed by civilians. Plus, servicemen find it difficult, psychologically, to discuss war with their children. Had we lost in WWII, our children would certainly be well apprised of the war because Ger-



Painting showing an engine cadet firing the last shot and sinking the German Raider "Steir" during "Battle of the Atlantic."



Left, from AMMV NEWS, Fall 2008, commemorating 2008 events. Center, Russian Ambassador, (l) pinning a decoration on Ralph Taylor (r) from the SS Stephen Hopkins Chapter. Right, American Merchant Marine Veterans award membership certificate to Olafur Ragnar Grimsson, president of Iceland.

man and Japanese language studies would most likely be required.

It appears the WWII Merchant Marine quest for recognition, *Senate bill S-663 "A Belated Thank You to WWII Merchant Mariners,"* hasn't yet been passed because most of our Senators aren't Veterans and few of their young staff members have been in the service. Six-

ty-five years after the war, most Senators aren't aware of, or choose to ignore, the history of merchant seamen. Thousands of these men died at sea in combat and thousands more, who survived fiery explosions or lost hands and limbs frozen in open lifeboats, later died in America because they were not

allowed care at the VA hospitals.

Leadership of the VFW and VA still voice continual opposition to our being fully recognized veterans and compensated for not receiving the benefits of the GI Bill at the end of the war because we were considered civilians. We are told this despite the fact we were trained to fight and defend the war supplies we were bringing to our armies. 65 years later there are about 5% of the 240,000 fighting Merchant Mariners left. If you would like to help us in this battle for equal honor, please call **Sindy Raymond** at (800) 545-4173, Ext. 1, or email saaren@frontiernet.net to find out how.

A.J. Wichita, LT USN (Vet)
USCG Lic.Ch.Engr.
National President
American Merchant Marine Veterans



Pearl Harbor Day, December 7, 1941

REMEMBER THE SS CYNTHIA OLSON

In November of 1941 ships and submarines of the Imperial Japanese Empire began leaving their home waters in secret, destination Pearl Harbor, Hawaii and the United States Pacific Fleet. Some would sail for Singapore and others for the Aleutians, but there was no turning back, they were going to start a war with the United States of America and the United Kingdom. The terrible events of that day and those of the next four years are well known, however a lesser known event will be the focus of this story.

While the carrier strike on Pearl Harbor was under way, the submarine war in the Pacific began. Several Japanese submarines were stationed in the North Pacific and as the war began, the first victim of a Japanese submarine was sunk.

The cargo ship Coquina was launched for the U.S. Shipping Board by Manitowoc Shipbuilding on Nov. 30, 1918. She was only 80' long and 2,140 tons, using triple expansion steam engines she could make only 10 knots. In 1935 she was purchased by the Matson Line who kept her name. She was sold again in 1940 to Oliver J. Olson & Company and renamed Cynthia Olson. She was chartered by the U.S. Army and departed Tacoma, Washington with 33 crewmen and 2 U.S. Army personnel and headed for Pearl Harbor.

Lying in wait was the Japanese submarine I-26. She had left Yokosuka in November, 1941, and was sent to reconnoiter the Aleutians and report on any U.S. warships in the area. Following this the sub was ordered to station midway between San Francisco and Hawaii.

Dec. 2, 1941 while on station the commander of I-26 received the coded message Niitakayama nobore 1208 (Climb Mt. Niitaka, Dec 8), this signaled the attack against Pearl Harbor would take place on Dec. 8 (Japanese time). This also meant that merchant ships flying the American flag were fair game. On Dec. 6 the Cynthia Olson was sighted by the I-26, however Commander Minoru Yokota of the I-26 could not attack until the following day. So he set a course that would place his boat in the perfect position to engage the ship on Dec. 7th. This was not difficult as the I-26, while surfaced, could make twice the speed of the Cynthia Olson.

At dawn on Dec. 7, 1941 the I-26 surfaced and fired a warning shot at the Cynthia Olson. The radio officer sent out an SOS which was picked up on the mainland and Yokota reported seeing the lifeboats being lowered, after which he began to shell the ship. Sometime during the attack the Japanese commander received the signal "Tora, tora, tora!" indicating the surprise attack on Pearl Harbor had been a success. However his attack was less than easy. Since the Cynthia Olson was unarmed she would offer no resistance, however the ship herself was less than willing to become the first victim of the submarine war.

Yokota fired 18 5.5" (140mm) rounds at the ship, but she refused to sink. He then submerged and fired a torpedo which missed as the ship was still underway. He surfaced and fired almost 30 more rounds into the ship, but she still refused to go down. After this and with the ship, burning and in sinking condition, Yokota broke off the attack concerned about being attacked himself. After the I-26 left the area the Cynthia Olson finally succumbed to her wounds and sank about 1,244 miles northeast of Honolulu, the first victim of the submarine war in the Pacific.

It is unknown if any of the men on board were in the lifeboats when they were reportedly lowered, or even if the report was true. What is known is that the Cynthia Olson also became the first U.S. merchantman lost with her entire crew. The thirty-three merchant sailors and the two Army personnel were the first casualties of the submarine war in the Pacific.

The Japanese submarine I-26 went on to search, unsuccessfully, for the aircraft carrier USS Lexington (CV-2) following the attack on the Cynthia Olson and then headed for the West Coast patrolling off the entrance to the Strait of Juan de Fuca in the state of Washington. A scheduled shelling of American coastal cities on Christmas Eve, 1941, was cancelled because of the frequency of coastal air and surface patrols. She went into drydock in Japan for a couple of months but returned to action on the Pacific coast.

On June 7, 1942, the I-26 attacked the 3286-ton freighter Coast Trader, which had departed Port Angeles, WA bound for San Francisco with a cargo of newsprint. I-26 torpedoed Coast Trader as it left the Strait of Juan de Fuca and the ship sank in 40 minutes with 1 casualty. The United States Navy apparently did not want to acknowledge Japanese submarine activity off the Pacific Coast and officially attributed the sinking of Coast Trader to "an internal explosion".

On the evening of June 20, 1942, while patrolling two miles off the coast of British Columbia, I-26 surfaced and shelled the lighthouse and radio-direction-finding (RDF) installation at Estevan Point on the west coast of Vancouver Island, Canada, marking the first enemy attack on Canadian soil since 1871. Although the I-26 failed to hit its target and the lighthouse remained undamaged, the incident had a disproportionate effect on coastal shipping, as all lighthouses along the coast were then extinguished for fear of their use by enemy vessels.

The I-26 returned to Japan in July, 1942 but by August, she was in service in the South Pacific. She was officially presumed lost east of Leyte on November 21, 1944. But she is considered the third highest scoring submarine in terms of tonnage sunk. And the SS Cynthia Olson, sadly, with its loss of the entire crew and two Army personnel was her first victim in World War II.

The following are the minutes of the Western Regional Mini-Conference.

The convention was called to order by National Vice President Don Trimbath at 9:00 am on Monday, September 27th. Flags were presented by Frank Mendez and Robert Cauble.

The Mayor of Reno, Robert Caskell and National President A.J. Wichita were escorted in.

Invocation by Nelson Cauble, Nat'l. Secretary.

Mayor Caskell introduced himself and welcomed us to Reno giving thanks to the Merchant Mariners for their service.

President Wichita announced we had 100 signed in for the convention. He reported that the AMMV now has three regional conferences and hopefully there will be a fourth in the Connecticut area next year. He recognized Just Compensation Committee co-chairman Ian T. Allison and reported that AMMV has more money and more members now than we did last year.

President Wichita voiced appreciation of Perry Adams and Gerry Starnes for their hard work on our Senate Bill. And he announced he hoped to have a delegation go the Senator Reid's office during the conference. He reminded all of National Association of Uniformed Services' (NAUS) major support of our bill.

Master of Ceremonies Don Trimbath called on Burt Young

who spoke of his telephone conversation with Senator Ben Nelson, regarding Senate bill S.663 and gave us a report on the progress of the efforts to have the



Bill Jackson

that the first meeting with Congressman Filner was 7 years ago.

The first speaker was Bill Jackson, Chief Engineer of the SS Red Oak Victory, who gave a most interesting talk about his years in the Merchant Marine, working his way up from being a messboy to Chief Engineer and having to overcome the stigma of being "colored". He is now retired after service the past 12 years as Chief Engineer on the Red Oak Victory in Richmond, CA.

Roll call of the Chapters.

Reports were given by Bill Fairfield, Sally Raanes Frank Mendez and Rufus Hernandez regarding events in their areas with good recognition given to the Merchant Mariners.

Geoffrey Millar, a representative of Brayton-Purcell law firm, gave a good report on Asbestosis claims



Bill Fairfield and Ian Allison

and offered to answer questions following the meeting.

MC Don Trimbath opened the microphone to those wishing to speak and Ian Allison and Bill Fairfield led the group singing "America, the Beautiful".

Meeting was adjourned for lunch. Ladies lunch had 26 present. Speaker was Cindy Raymond

MC Don Trimbath called the session back to order at 1:00 and introduced Christian Yuhas, representing the Marine Engineers Beneficial Association (MEBA) union. He entertained us and then gave an informative and interesting report regarding the Jones Act and the current attempts by Senator John McCain to abolish it. He called on us to do everything we can to keep the Jones Act in place and took questions.

Don Trimbath suggested that each chapter work on getting the names and history of members' service including ships sailed on.

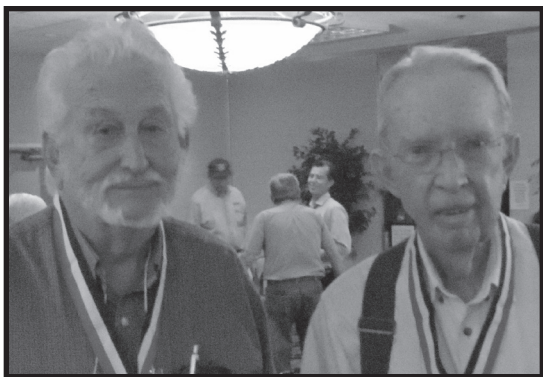
Session was closed and the hospitality room opened.

6:00 pm – Reception dinner and raffle. AMMV Distinguished Service Awards were presented by President Wichita to Richard Hill, Golden Gate Chapter and Ken Blue, CEO Sacramento Valley Chapter.

September 28th, meeting was called to order at 9:00 by MC



Geoffrey Millar



Richard Hill, Golden Gate Chapter and Ken Blue, CEO Sacramento Valley Chapter.

Don Trimbath, followed by the Pledge of Allegiance.

Don introduced Candice Underwood, Chief of Operations of the Memorial Services Network of the VA. She gave an interesting and informative presentation, including a video, about our Nation's National Veterans Cemeteries. She explained how to apply for burial benefits and told of the VA's efforts to expand the system to include all



Don Trimbath, Candice Underwood, Memorial Services, VA and A.J. Wichita

Veterans. She took questions and handed out information.

President Wichita asked all members to contact the families of deceased members and offer Merchant Mariner recogni-

tion for past service.

Secretary Nelson Cauble presented a proposed amendment to the AMMV Constitution and By-laws. The change being to increase the annual allowance for the National President from \$2,000 to \$3,000, and to increase the National Vice President from \$1,000 to \$1,500. annually. Motion was made, seconded and passed to adopt and this will be considered by vote at the National Convention in May of 2011.

A proposed resolution was presented by Bill Marker regarding an AMMV request for a change in policy to include the Merchant Marine flag be flown at National cemeteries at all times. Motion made, seconded and carried. This will also be presented at the National Convention in May, 2011.

Ken Blue, CEO of the Sacramento Valley Chapter requested that since his chapter and the Golden Gate Chapter are sponsoring the National Convention in Reno, NV in May, 2011 and that they also sponsor this Western Regional Convention (in September), that the two events be combined next year. Motion was M/S/C.

The meeting was adjourned.



George Bruno, CEO, Golden Gate Chapter and A.J. Wichita

During the free afternoon before the banquet, a group of 17 AMMV people met with an aide in Senator Harry Reid's office to discuss the Just Compensation bill S.663. In the hour-long meeting, many phases of our progress were talked about including why Senator Reid has not signed on as a Co-sponsor of our legislation and Cindy requested information on the legislative process of a bill such as ours. The aide promised to get back to us with the answers.

The banquet and raffle were held starting at 6:00 pm.

*Respectfully submitted,
Shirley and Nelson Cauble*



STEP EVEN FURTHER BACK IN TIME AT THE AMMV NATIONAL CONVENTION - MAY 2011

Enjoy Virginia City, Nevada on an excursion back in time. Travel to Virginia City via Geiger Grade (weather permitting), giving you spectacular views of Reno, the Washoe Valley and the Sierra Nevada Mountains. Your professional guide will tell you all about the history and characters of the area as you ride along. Arrive in Virginia City and take a brief driving tour to see the Fourth Ward School, the St. Mary's of the Mountains Church, the Cemetery One and other points of interest. A hosted lunch will be next in the historic Delta Saloon (private room) to get you ready for your afternoon of sightseeing. Next, transfer by bus to the V&T Railroad Depot for a ride on this very historic train. Your 45-minute

excursion takes you through the outer area of Virginia City, by deserted silver mines, through tunnels and to Gold Hill just down the road. Don't be surprised if you see a bandit or two! Return to the center of town and have time to explore, shop, challenge "Lady Luck" in the saloon/casinos and take a Guided Trolley Tour at your leisure. Virginia City is much like it was over 140 years ago, with one exception, there are fewer residents now than before. Enjoy walking along the wooden sidewalks of yesterday as you enjoy a spring day in this former silver town. Travel then heads back to Reno and the Silver Legacy with arrival scheduled for 5:30 p.m.

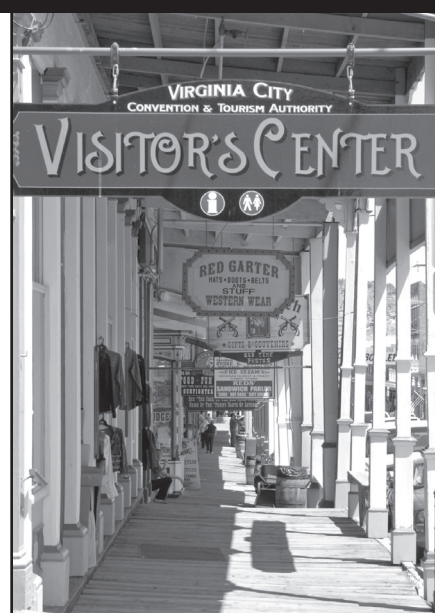


AND WE'LL HAVE THE CONVENTION EXCITEMENT, TOO!!!

The National Convention will be held at the Silver Legacy Hotel in Reno, Nevada. Room rates are \$46.00 per night, plus \$3.00 per night Resort Fee, plus taxes. Registration will be on Sunday, May 15, 2011, with General Sessions Monday, May 16 through Wednesday, May 18. The Ladies Luncheon, and evening dinner will be Monday, and the bus tour to Virginia City Tuesday afternoon. The President's Banquet is scheduled for Wednesday. Prices for these events have not as yet been finalized.

Look for more information and registration forms in the Winter 2010/2011 NEWS Magazine.

Mark Your Calenders!





APPLICATION FOR MEMBERSHIP

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

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

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

DATE _____

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ E-MAIL ADDRESS _____

AGE _____ POSITION ABOARD SHIP _____

Please check the appropriate box(es):

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

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

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

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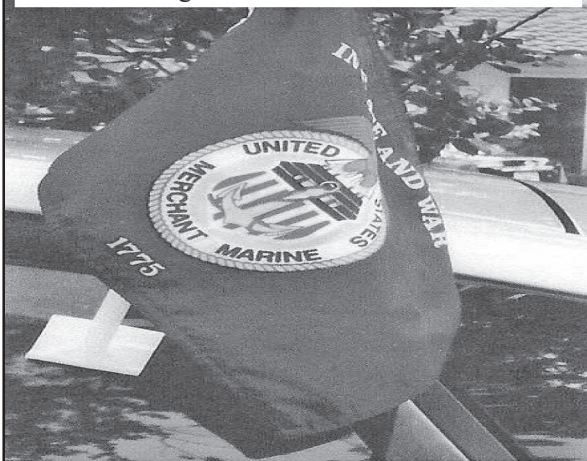
AMERICAN MERCHANT MARINE VETERANS

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U.S.M.M. 3' x 4' Flag	\$18.00 (S/H included)	Qty. \$ _____
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WOMEN'S: Shirt, short sleeve \$18.00 (S/H \$6.00 + \$2.00 ea.additional)

COLOR'S: White, **LB**light blue. **OX**ford, Pink, True **RE**d **SIZE:** M, L, **XL**, **2XL**

color size qty color size qty Women's Total \$ _____

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COLOR'S: Black, **W**hite, **RB**Royal blue, Navy, **LB**light blue. **SIZE:** M, L, **XL**
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NAUS and the AMMV: Joining Forces on Capitol Hill



The National Association for Uniformed Services® (NAUS) is pleased to have 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.

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YES!

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Spouse Name

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City

State

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