

OFFICIAL PUBLICATION OF THE AMERICAN MERCHANT MARINE VETERANS

NEWS MAGAZINE

**National Maritime Day
May 22, 2010**



3D model of S S Savannah courtesy of Jed Swindells.

On May 22, 1819, the SS Savannah became the first steam powered ship to cross the Atlantic. Manned by Merchant Mariners, the SS Savannah's feat is cited in all Presidential Maritime Day Declarations.

IN PEACE AND WAR



1775

IN THIS ISSUE

- ✦ D-DAY AT NORMANDY..... PAGE 22
- ✦ NATIONAL MARITIME DAY PAGE 24
- ✦ JUST COMPENSATION NEWS PAGE 36
- ✦ AMMV NATIONAL CONVENTION REGISTRATION.. PAGE 42



**SPRING 2010
\$4.00**

2010 Year of the Seafarer

Important dates for
American Merchant Marine Veterans

JANUARY						
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

FEBRUARY						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

MARCH						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

APRIL						
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

MAY						
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

JUNE						
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Jan. 19	Most WWII Merchant Mariners granted veterans status (1988)
April	Month of the Military Child
May	National Military Appreciation & National Military Family Appreciation Mo.
May 1	Loyalty Day Law Day
May 8	VE-Day
May 10 - 14	AMMV Nat'l Convention, Las Vegas, NV
May 15	Armed Forces Day
May 20	European Maritime Day
May 21	National Defense Transportation Day
May 22	National Maritime Day
May 23	National Military Spouse Day
May 31	Memorial Day
June 6	D-Day
June 14	Flag Day/Army Day
June 14- July 4	Honor America Days
July 4	Independence Day
Aug. 1	Air Force Day
Aug. 4	Coast Guard Day
Sept. 2	VJ-Day
Sept. 6	Labor Day
Sept. 11	Patriot Day
Sept. 17	Constitution Day Citizenship Day POW/MIA Day
Sept. 20 - 24	World Maritime Day Celebrations
Sept. 26 - 29	AMMV Western Regional convention, Reno, NV
Sept. 26	Gold Star Mother's Day
Sept. 27	Liberty Fleet Day
Sept. 30	King's Point Academy dedicated (1943)
Oct. 12 - 14	Valley Forge Regional convention, Bedford, PA
Oct. 13	Navy Day
Oct.	(Last week in Oct.) SE Regional Convention, Kissimmee, FL
Nov. (TBA)	(1st week in Nov.) AMMV Gulf, Central & Great Lakes Regional convention, Branson, MO
Nov. 10	Marine Corps Day
Nov. 11	Veterans Day
Dec. 7	Pearl Harbor Day
Dec. 12	Wreaths Across America

JULY						
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST						
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER						
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOVEMBER						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



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

Published quarterly for the benefit of our members.

Foreign postage additional.

*Subscription included in membership fee
for AMMV members.*

Non-members: \$4.00 per copy.

NATIONAL HEADQUARTERS

American Merchant Marine Veterans

P.O. Box 186

Ferndale, CA 95536

Phone: (800) 545-4173

Fax: (707) 786-4557

NATIONAL CORPORATE OFFICE

American Merchant Marine Veterans

1946 SE 36th Terrace

Cape Coral, FL 33904

The American Merchant Marine Veterans, Inc.,
a Florida Corporation, not for profit, assumes no
responsibility for unsolicited material.

NEWS MAGAZINE STAFF

A.J. WichitaPresident

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

Carole Gutierrez Webmaster and Communications

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

In This Issue ...

National Officers	4
Regional Vice Presidents.....	4
Appointed Officers.....	4
President's Fireside Chat	5
National Vice President's Report	6
President's Letter to the Unions	7
National Secretary's Report	8
From the Editor	9
Being Heard.....	10
Communications Director's Report	11
Were You There?.....	12
AMMV Profit & Loss.....	14
The Blind Pilot.....	15
Welcome New Members.....	15
Is it too late to save the SS United States?	16
Songs For Merchant Mariners.....	17
Crossed the Final Bar.....	18
Captain Domenic A. Calicchio	19
"The Ship"	20
Merchant Ships Were Our Enemy's First Target.....	21
D-Day at Normandy Beach	22
National Maritime Day.....	24
Letters to the Editor.....	26
Aid to Haiti	29
Chapter News	30
The Attack on the SS Larry Doheny	34
Merchant Mariners Still Fighting	35
Just Compensation	36
Oregon Passes Resolution.....	39
24th National Convention Hotel Registration.....	40
24th National Convention Registration Form.....	42
Convention Memory Book Space Order Form.....	44
AMMV Application for Membership.....	45
NAUS Application for Membership.....	47



AMERICAN MERCHANT MARINE VETERANS

National Officers

National PresidentA.J. Wichita *SS Stephen Hopkins Chapter*
605 Laguna Drive - Richardson, TX 75080-6929 - 972-231-5464 - ajwichita@sbcglobal.net

National Secretary Nelson Cauble *Southern Oregon Chapter*
2657 Gray Fox Drive - Sutherlin, OR 97479 - 541-459-7982 - riverbank2@charter.net

National Vice President...Donald L. Trimboth *Sacramento Valley Chapter*
10556 Combie Rd. - PMB 6497 - Auburn CA 95602-8908 - dtrimboth@gmail.com

National Treasurer Calvin G. Berry *Southwest Florida Chapter*
1946 SE 36th Terrace - Cape Coral, FL 33904 - 239-549-9767 - Fax: 239-945-6307

Regional Vice Presidents

Central Region.....J.B. "Burt" Young *Mo Valley Chapter*
8020 Myrtle Street - Lincoln, NE 68506-3155 - 402-488-1576 - lmbyyoung@gmail.com

Dixie RegionJules Burg *Mississippi Gulf Coast Chapter*
2562 Bryn Mawr Ave. - Biloxi, MS 39531-4707 - 228-388-6512

Great Lakes Region.....vacant

Tri-State RegionC.E. "Bert" Hinds *Interim Ohio Valley Chapter*
49 Twin Lakes Drive - Fairfield, OH 45914-5251 - 513-874-5606 - ceberthinds@juno.com

Gulf Region.....Jack Grothe *S.S. Samuel Parker Chapter*
727 Zeiss Ave. - St. Louis, MO 63125 - 314-631-7492 - jackgrothe@att.net

Mid Atlantic Region.....George Goldman *Dennis A. Roland Chapter*
1135 Emerson Avenue - Teaneck, NJ 07666-2704 - 201-692-9031

Northeast Regionvacant

Northwest RegionBill Marker *Oregon Chapter*
8995 SE Otty Road - Portland, OR 97086 - 503-998-0840

Southeast RegionMorris Harvey *Ocala Chapter*
8055 N. Dacca Terrace - Dunnellon, FL 34433-5413 - 352-564-0267 - morris27@localnet.com

Southwest RegionRex Farley *Desert Mariners Chapter*
17021 N. 45th Street - Phoenix, AZ 85032 - 602-971-2573 - rjf-1923@cox.net

Valley Forge Region.....George Bathie *Keystone Mariners Chapter*
409 Evening Tide Ave., Apt. 110 - Altoona, PA 16602 - 814-949-8228 - GKBUSMC@aol.com

West RegionWilliam "Bill" Cantua *Jeremiah O'Brien Chapter*
19 Hearthstone Ct. - San Rafael, CA 94903 - 415-499-1866

2009-2010 Appointed Officers and Committee Chairpersons

Judge Advocate Henry "Hank" Kaminski *Dennis Roland Chapter*
908-638-8384 - hskaminski@embarqmail.com

Government Affairs Herman "Gerry" Starnes *Member-at-Large*
904-471-4652 - hgstar@juno.com

National Public Relations Toni Horodysky *Emerald Sea Chapter*
usmm.org@comcast.net

Constitution and By Laws..... Henry "Hank" Kaminski *Dennis Roland Chapter*
908-638-8384 - hskaminski@embarqmail.com

Veterans Affairs Officer... J. O. Nelson *Sacramento Valley Chapter*
916-773-2144 - jonelson@surewest.net

Membership Perry Adams *Silicon Valley Mariners Chapter*
650-967-3696 - padams49@sbcglobal.net

Webmaster & Communications Carole Gutierrez *Oregon Chapter*
503-789-7932 - photos@clear.net

Historian..... Richard Mallett *Kings Point Chapter*
631-754-2698 - rdmallett@yahoo.com

Nominating John McSpadden *SS Stephen Hopkins Chapter*
817-281-0770 - iss0b@sbcglobal.net

Credentials J.B. "Burt" Young *Missouri Valley Chapter*
402-488-1576 - lmbyyoung@gmail.com

Director of Public Relations..... Gloria Nicolich *Kings Point Chapter*
718-853-4419

Magazine Editor & Office Administrator..... Saaren "Sindy" Raymond *Humboldt Bay Chapter*
800-545-4173 - Fax 707-786-4557 - saaren@frontiernet.net

The President's Fireside Chat

The leadership of the Just Compensation team have been pushing forward in their respective areas of expertise and the combination of factors looks better for S-663 this year than last.

On February 25 Senator Ben Nelson called me in response to my asking for a meeting in Washington, DC or Nebraska, his home state and mine. His staff had indicated earlier the snow was deeper in

Senator Ben Nelson



Washington, DC than in Nebraska, but not by much. In our conversation, we discussed the need to get around the Chairman of the Veterans' Affairs Committee and what the procedures are about this. Senator Nelson was

very optimistic about our chances for success and he said "We have run into some stumbling blocks but we don't quit".

Senator Nelson touched on the part the two Senators from Hawaii, Akaka and Inouye, can play in our success or defeat. How can they play a part in our success? Senator Akaka has committed to NAUS' General Matz and Rick Jones that he would not put a hold on S.663 if another senator will present it to the Senate Floor for a vote. It is understood that the Senate has to act and the action needs to be taken to the floor and not the Veterans' Affairs Committee. This cannot happen until we have more Senators signed on as Co-sponsors.

Senator Nelson suggested Congressman Bob Filner, of the House, might consider repackaging the already approved House bill HR.23 and move the Merchant Marine measure as part of a larger Veterans bill. Once passed in the House, Filner could try for an agreement, about the Merchant Marine part, in a Conference Committee consisting of House members and Senators. Nelson stated that he would be in touch with Congressman Filner regarding this strategy.

That same day, Gerry Starnes, Co-Chairman of

the Just Compensation Committee, had discussed this same subject with Congressman Filner. In comparing notes with Gerry about his conversation with Congressman Filner, and with General Matz, President of NAUS and Rick Jones, the Chief of NAUS Legislative Committee on the Hill, the conclusion is this year shows more opportunity for success than previously.

The preceding information basically says we have an opportunity to get our bill passed and there are a lot of politically savvy people willing to help with our legislation and the procedure needed to get it passed. We do need to get 60 Senators. We have seven members of the Veterans' Affairs Committee as Co-sponsors but there are eight on the committee who are not. We need to concentrate on reversing that number. It is in their states we can make a concentrated effort with news stories, petitions, and letters to the editors,

calls, emails, faxes. A new "Swat Team" of volunteers is being developed with college students in Washington DC. People all over the country want to help if you ask. Merchant Mariners are proud people and are sometimes hesitant to ask for help. But we need to ask, please.

In my Letter to the Editor, you will see the route our Veterans and supporters are taking to make passage of our bill S.663 a reality. This may inspire you to pull an oar for the benefit of our fellow Veterans. Many of us can no longer do what younger volunteer members can, but we are still fortunate enough to have the ability to

make a difference.

Full speed ahead,

A.J. Wichita, National President



AMMV President A.J. Wichita





NATIONAL HEADQUARTERS American Merchant Marine Veterans

Serving America in Peace and War

From the National Vice President

Lately, the American Merchant Marine Veterans have received permission to place the AMMV National Magazine in these union halls with a letter (see page 7) from A. J. Wichita appealing to the newer merchant seamen to join ranks with the AMMV.

The Seafarers International Union (SIU)
Marine Engineers (MEBA)
American Maritime Officers (AMO)
Island Boatmen's Union (IBU)
Sailors Union of the Pacific (SUP)
Master Mates and Pilots (MM&P)
Marine Firemen's Union (MFU)

I understand that we have received a few new members and requests for information from others. We need the next generation of seamen to take over the American Merchant Marine Veterans organization or it will just drop out of existence.

There have been some complaints from the Korean and Vietnam veterans, as well as present merchant seamen, that everything important is about World War II veterans. If some of the younger generation join and help the older seamen, they, in turn, could assist them in their endeavors.

The AMMV, with the help of the Just Compensation Committee (Ian T. Allison), have distributed "Thank You" Letters to all of the 425 members of the House of Representatives for passage of HR23, "Belated Thank You to the Merchant Mariners of World War II Act of 2009". "Thank You" letters have been sent to the Senators co-sponsoring Senate Bill S.663. Letters asking for their support and requesting that they sign onto S.663 have been sent to the remaining Senators.

Included in the letters to the Senators and the members of the House of Representatives was a Battlin' Pete patch, originally designed by Walt Disney studios, along with a letter identifying the patch and explaining its significance.

Respectfully submitted,

Donald L. Trimbath





NATIONAL HEADQUARTERS
American Merchant Marine Veterans

Serving America in Peace and War

MERCHANT MARINERS OF TODAY, WE NEED YOUR HELP!!

Most people do not realize how critical the Merchant Marine is in peacetime. Merchant Mariners sail across the seas with our goods and bring dollars back to the American economy. Twenty one unions are involved with the Maritime industry and they represent the sweat of millions of Americans. It takes an unfortunate incident such as the pirating of the SS Maersk Alabama, recently, to remind the public what an important job Merchant Mariners have today and how important they are to the history of our great Country.

But during World War II, the American Merchant Marine Veterans shared their youth, their blood and their sweat in the greatest seafight the world has ever seen. Not since the Merchant Marine gave 12,600 lives in the Revolutionary War, were more ships lost in battle and more lives given in defending our nation.

Our Veterans of the Merchant Marine deserve high recognition and respect. When men and women sign on to serve our country they give America a blank check for their life and service. In a nutshell, this nation cannot win a war without the Merchant Marine nor survive in peacetime.

The American Merchant Marine Veterans organization (AMMV) was originally made up of World War II Veterans who have fought for equal status and recognition with other Armed Services. The AMMV Constitution stipulates one of their purposes is:

“To publicize the services of the American Merchant Marine Seamen of World War II and gain recognition for the services and sacrifices of Korean, Vietnam and Middle East Wars as recognized by the Veterans Administration.”

The main goal is to recognize Merchant Mariners of all ages, flag more American vessels, and to preserve and publicize the history of the Merchant Marine and the men and women who represent an important part of our economy in peacetime and the nation's salvation in wartime

But our aging WWII Veterans would appreciate your help! We are asking you to join the American Merchant Marine Veterans organization. Your membership will not only help keep the Merchant Marine legacy alive “in peace and war” but is urgently needed to help us reach our objective of getting Korean, Vietnam and Middle-East Wars mariners their well-deserved Veterans status.

As a Member-at-Large, you will receive quarterly issues of the updated and informative AMMV NEWS Magazine, a colorful new member Certificate and a membership card. And if you provide us with an email address, you will receive periodic electronic updates. So please send your check made out to the AMMV in the amount of \$20.00 for this fiscal year to the address shown below. If you are interested in joining one of our 70 local Chapters, nationally, or would like other information, call Cindy at (800) 545-4173 ext. 1.

Thank you,

A.J. Wichita
National President



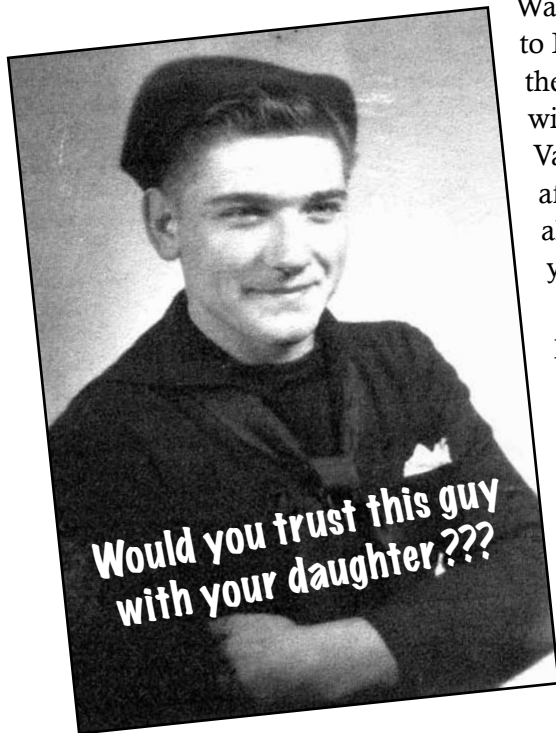
NATIONAL HEADQUARTERS **American Merchant Marine Veterans**

Serving America in Peace and War

From the National Secretary

Is it spring yet where you are? We are now seeing signs of it here at home, but from what we see on the TV, some of you are a long way from seeing blossoms on the trees!

Since my last letter to you, I have had the pleasure and privilege of visiting several of our West Coast Chapters. We attended the meeting of Emerald Sea chapter in Eugene. Last month we went up to Kennewick, Washington, to visit Mid-Columbia Chapter. This month it was down to Rogue Valley Chapter to meet with that great bunch of guys, and then next to Southern Oregon Chapter for that meeting. It's not easy with winter travel, but we have enjoyed each visit. Speaking of Rogue Valley Chapter, it is good news that President Gene is now home after a very long siege health-wise. We sure wish him clearer sailing ahead. That Chapter has vowed to keep going, as have many of your chapters.



At Las Vegas in May we will be voting on a dress code, so the picture on this page is a little reminder of the way it was when we were just a little younger. (Hmmm, I wonder whatever happened to that uniform.) Anyway, I hope you are planning to attend the convention in Las Vegas. All my reservations are sent in, and I will sure be looking for you! Let's meet in the hospitality room and you can tell me a story!

Meantime, spring is coming, hang in there, keep working on the issues we have before us, and let's stay the course the best we can for as long as we can. Our President A.J. is working so hard and has kept us on track and we applaud him for all his hard work! Thanks, A.J.! Thanks too, to our Sindy in the office of

AMMV and doing a terrific job. In spite of the earthquake, she is steady, and strong, and working hard for you!

For now, always remember this: **TOGETHER WE CAN...AND TOGETHER WE HAVE...MADE A DIFFERENCE!**

Sincerely,

Nelson Cauble
National Secretary

**Remember...
DUES ARE DUE
BY JUNE 30TH**



NATIONAL HEADQUARTERS **American Merchant Marine Veterans**

Serving America in Peace and War

From the Editor

Spring is here; as I look out my window the daffodils are waving in the breeze. But I find it hard to believe that an entire quarter has gone by since the last issue. Well, it was a short quarter but we wanted to give you another chance to make out your AMMV National Convention registration. We'll see you there and look forward to it.

I have a confession; editing the *AMMV NEWS Magazine* is always challenging, educational and interesting, for me. For instance, this issue – you try covering the U.S. Merchant Mariners activities at D-Day Operation Mulberry in one typewritten page. There is so much material available on the entire project but not a great deal on the Merchant Mariners participation. And, since I wasn't there, I had to learn all about it. So I went delving and learned it was an amazing event which all Merchant Mariners should be proud of but don't get much recognition for. This is another reason to educate the public about your involvement in WWII.

Additionally, I've learned that you Mariners have another complete language, well practically complete. I found a website -- www.eandk.net/new_page_3.htm -- which lists 35 pages of maritime terminologies and defines them. Check it out on the Web. Maybe you could have fun at your next Chapter meeting, having an entire conversation using almost nothing but these terms. It would be challenging and would probably bring back a lot of great memories.

The National office here in Ferndale is still rocking and rolling, but nothing as bad as the first time. And I, for one, hope we calm down soon. But I shouldn't complain, considering Haiti and Chile.

New AMMV Chapters are really close to being formed in South Carolina and central coastal California. And several other areas in the country are trying to follow suit. One of them is soon going to beat out the Otto J. Ernst Chapter in North Carolina for being our latest Chapter. We're in the process of a new member recruitment drive through the maritime unions, as Vice President Trimbath wrote about in his editorial. And one of the union representatives is inquiring about forming an AMMV Chapter in Hawaii. Wouldn't that be interesting considering our legislative problems with certain Senators? Anyway, WELCOME to all the tentative new Chapters and for the flaying ones, let's really try to keep them together and see this legislative project to a successful conclusion. Anything we can do to help, please let us know.

Now, for the business at hand, we need to remind everyone that **NATIONAL DUES ARE DUE by the end of June** for fiscal year July, 1, 2010 through June 30, 2011. Members-at-Large need to send their dues for \$20 to AMMV National Headquarters, P.O. Box 186, Ferndale, CA 95536-0186. Chapter dues are collected at a local level and the National's portion will be remitted by the Chapters to the National office.

As you know, my door is always open and I can be reached for American Merchant Marine Veterans and Just Compensation Committee business at the address above or by phone at (800) 545-4173 ext. 1 or email saaren@frontiernet.net. I look forward to hearing from you.

And, of course, I'll see everyone in Las Vegas.

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

At press time, I received word that the pending South Carolina Chapter will actually be officially formed. No word yet about the name but more information will be pending. We've added another one. Let's keep up the good work.



Being Heard

By Hank Kaminski

Dennis A. Roland Chapter

The fast approaching AMMV National Convention gives us an opportunity to take a hard look at our organization and what process we need to continue into the next year and onward. The meetings are a forum for many opinions to be expressed in an open transparent discussion. The hospitality room is often a place to debate informally what may be on your mind. Sitting down and enjoying a meal with other shipmates can lead to some surprising dialog. You can come away from the Convention with the feeling of accomplishment even if you were only able to make a single point. The face to face camaraderie leads to a more relaxed less inhibited way to express one's self.

Can we all attend the Convention? Of course not. The strain of travel, health concerns and financial restrictions are all legitimate reasons for not attending. Schedules may conflict, others may need our care at home.

How can you participate without being there? Ask someone to represent you. In the past many Chapters have not sent a Delegate to the Convention thus their voice was not heard. The National Bylaws enables a Chapter to authorize a member from outside the Chapter to speak for them by proxy. A person to approach may be your Regional VP or the CEO of a neighboring Chapter. Perhaps one of the Appointed Officers or a Committee Chairperson would be willing to carry your proxy and express your Chapter or even personal wishes accordingly.

There will be no voting for National Officers in this off year. However the Board of Directors will be considering a number of resolutions to be presented to the membership for consideration. Some of these resolutions have been published in the "News" and hopefully have been discussed at your Chapter meetings. A designated Delegate would be bound to express your wishes on the Convention floor. You or your Chapter may have some individual concerns that are of interest. Send a Delegate, let him add your "two cents".

Do you believe that you can't teach an old dog new tricks? Don't be afraid to think outside the box. Imagination is creative. Your spark could make a difference. Be represented. Be heard.

Communications Director & Webmaster

Let the fun begin!

The 24th National Convention is about a month away but you still have time to register and participate in the Commemorative Book. Las Vegas is calling!

Our hosts, the High Rollers Chapter, are hard at work ensuring that this year's gathering is the best ever. **Roy Mahan**, CEO of the **High Rollers**, and the rest of his crew are doing an yeoman's job organizing and planning the event. If you don't want to cut up this issue of the magazine, there is a whole section on the convention at **ammv.info**. You can download the registration form, see the hotel facilities and much more.

Key to success of the convention is the your support and participation. If you can't make the convention, perhaps you might consider placing something in the Commemorative Book. We are hoping individual members will offer more support. Historically, ads have come from Chapters, affiliated organizations and businesses. But like a reunion, people want to see other people, right? If we can't see you in person, a message in the convention book is the next best thing. Don't want to place an ad or message, we will still accept your *patriotic* contribution. You can download the order form from **ammv.info** or contact Roy at (702) 558-0643 or meicoroy@aol.com.

A real AMMV gem

As I have been researching information for stories and useful tidbits and links for **ammv.info**, I was really struck that the first site listed in nearly all the searches for Merchant Marine was the **usmm.org** site, run by our own National Public Relations officer, **Toni Horodysky** of the **Emerald Sea Chapter** (based in Eugene, OR).

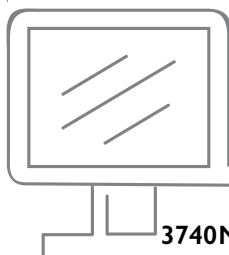
It's more than just good data links or that the site has been up for a while, it is the careful positioning of this site on search engines that makes **usmm.org** the clear authority on the U.S. Merchant Marine. The emphasis is primarily historical but it does contain current info on Just Compensation, how to get your DD214 or your service record and provides a good base to start ship or crew research. Additionally, it hosts many of our Chapter home-pages.

The depth of the information available here is quite remarkable. Elements of many web sites are scant and superficial at best. Webmasters, I guess, think they will loose readers with too much detail or too many words. Toni, on the other hand, offers folks the in-depth information on a myriad of topics. This site is not something you can zip right through. You'll need time; it's like a good book, leading you from topic to another.

Others are impressed by **usmm.org**. Look up U.S. Merchant Marine in the free online encyclopedia, **Wikipedia**. Scroll down to their list of references. The first two listed are **usmm.org**. Check it out and don't forget to bookmark it. You'll keep coming back!

Some have asked "why have two sites?" We don't. The **ammv.info** web site differs from the **usmm.org** on several levels. Perhaps the most important is: **ammv.info** is designed for members of the American Merchant Marine Veterans and those wanting information about our organization. The two sites don't compete, and for the most part, don't duplicate each other. Rather they are designed to compliment each other.

As always, I welcome your suggestions, comments and contributions. Keep them coming so together we can build an informative site for all to use and enjoy.



www.ammv.info

Carole Gutierrez

3740NE 135thAve. • Portland, OR 97230-2712 • photos@clear.net or ammv.info@gmail.com • (503) 252-8250

If you joined the U.S. Maritime Service in Nebraska in January, 1944, you probably hoped to go the Avalon, Santa Catalina Island USMS Training Station. This station was situated on a picturesque island located in the Gulf of Catalina about 20 miles off the mainland and south-southeast of the Port of Los Angeles. And, although the entire coastal area was a war-zone already, this camp, which trained Mariners for deck, engine room and steward duties on Liberty Ships, was like

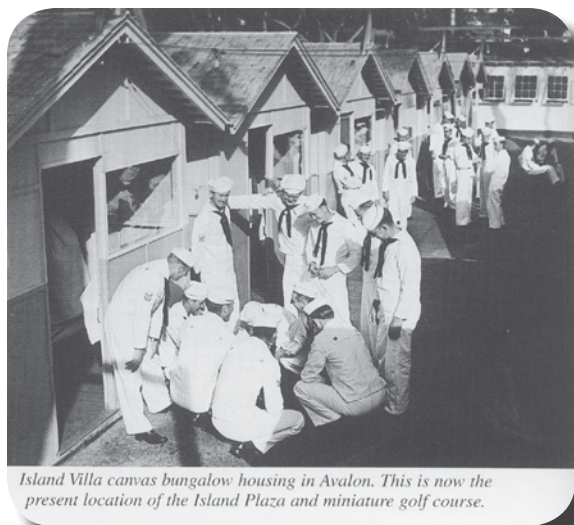
WERE YOU THERE?

Basic Training

Avalon, Santa Catalina Island

discontinued in October, 1945. And after WWII, the Island once again reverted to resort status.

The Avalon Bay facility was, by far, the largest on the island and included all of the hotels, restaurants, clubs and other previous resort facilities. The tent cabins of the Island Villas, the glamorous St. Catherine Hotel and the picturesque Atwater Hotel, along with other lodging places, became trainee housing. The Yacht Club was converted to classrooms and the Chicago Cubs



Island Villa canvas bungalow housing in Avalon. This is now the present location of the Island Plaza and miniature golf course.

visiting a vacationland.

Prior to 1942, the island was one of the most noted year-round vacationing resorts in the world, a mecca for West Coast sportsmen and yachtsmen, visited annually by thousands. In December of 1942, the Avalon Bay area was taken over by the USMS, following the US Coast Guard training camp on the Isthmus, the US Army Signal Corps station at Camp Cactus but before the establishment of a training camp by the Office of Strategic Services at Toyon Bay in December, 1943. The Avalon Bay USMS station was

spring training field became a parade ground and exercise area. The hilltop clubhouse of the Catalina Golf Club was transformed into a hospital. The Casino Theatre was used for boxing matches on Friday night, training addresses by the station commander and various entertainment venues. The gun

emplacements were situated at Casino Point.

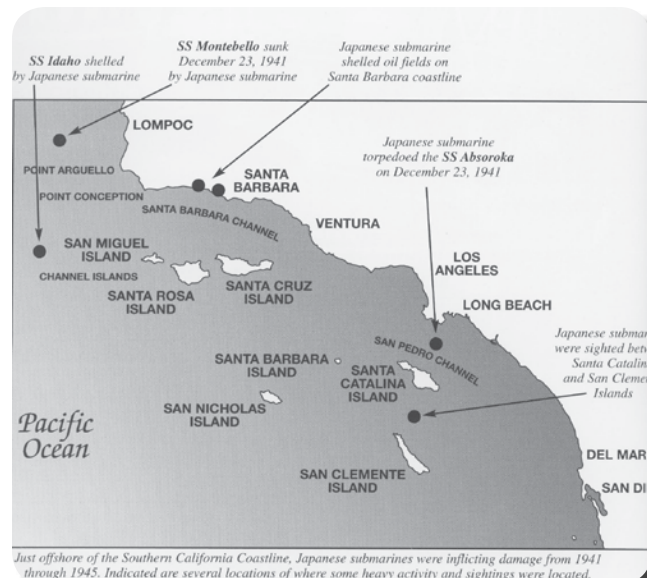
Life was not all fun for the Maritime trainees; there were the typical training maneuvers, life boat drills, swimming through flaming water, gunnery training.

There were classes, marching, physical conditioning and the inevitable inoculations. Trainees spent from four to eight weeks or longer at Avalon depending on the job specialty they were being trained for, and on personnel needs aboard the Liberty Ships. But every Saturday morning at the

parade ground in Avalon Canyon, USMS Commander C. W. Schmidt bestowed weekly good conduct awards. Those receiving these awards then went "overtown" (Islander slang for Los Angeles) on weekend passes. And from there, Hollywood beckoned; you needed to send a



Marilyn Monroe (Norma Jean Dougherty) lived in a house on upper Metropole Avenue in Avalon with her husband James E Dougherty.



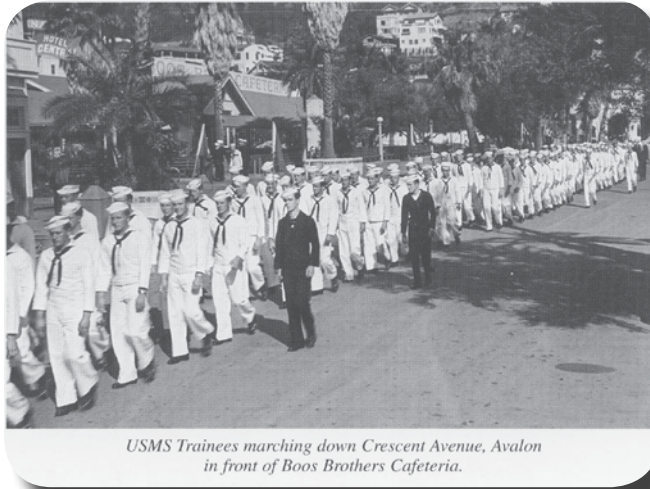
Just offshore of the Southern California Coastline, Japanese submarines were inflicting damage from 1941 through 1945. Indicated are several locations of where some heavy activity and sightings were located.

postcard home.

In the evenings you could always find music being performed in Avalon. USO shows and Big Band visits were common and the smaller clubs in town featured piano players or trios. Bing Crosby, Cary Grant and Bob Hope all performed at the Avalon Station during WWII. The Maritime Service Band was lead by Phil Harris, Mariner, who, with his wife Alice Faye, lived at Las Casitas in Avalon. And Norma Jean Dougherty, later known as Marilyn Monroe, lived there when her husband, James, who was a physical education instructor at the USMS base for about a year and a half.

Sometimes blackout conditions made it impossible to see the bright lights of Los Angeles and made the Island itself pitch black. Every single structure and all vehicle headlights were blacked out. But distant flickering lights just above the ocean's surface could be spotted often. Some of these sightings may well have been submarines of the Imperial Navy signaling to each other. Nonetheless, most Merchant Mariners trained at Avalon Bay came away with fond memories.

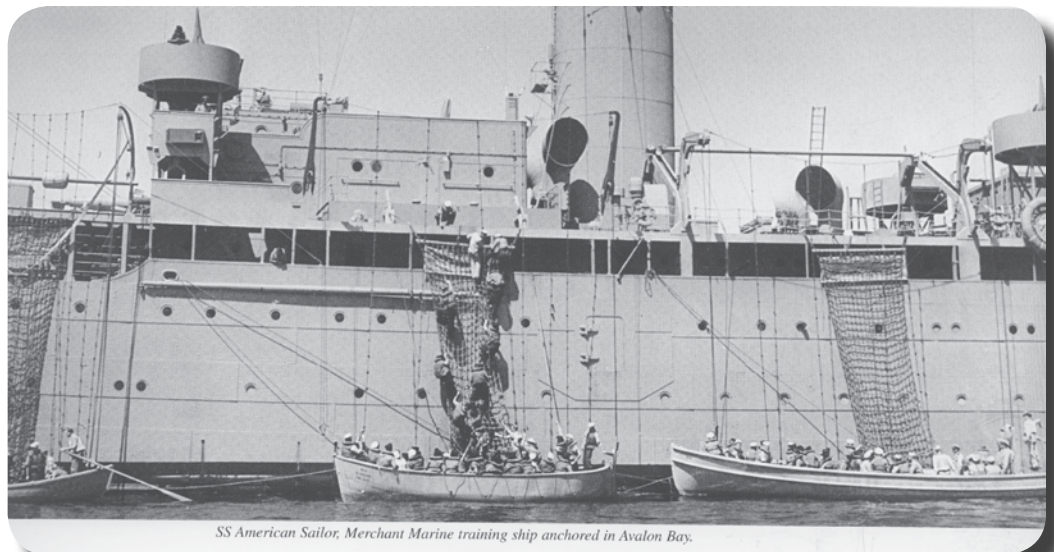
Photos and facts courtesy of "Santa Catalina Island goes to War" by William Sanford White. For purchase information go to www.whitelimitededitions.com or call Mr. White at (626) 335-8730.



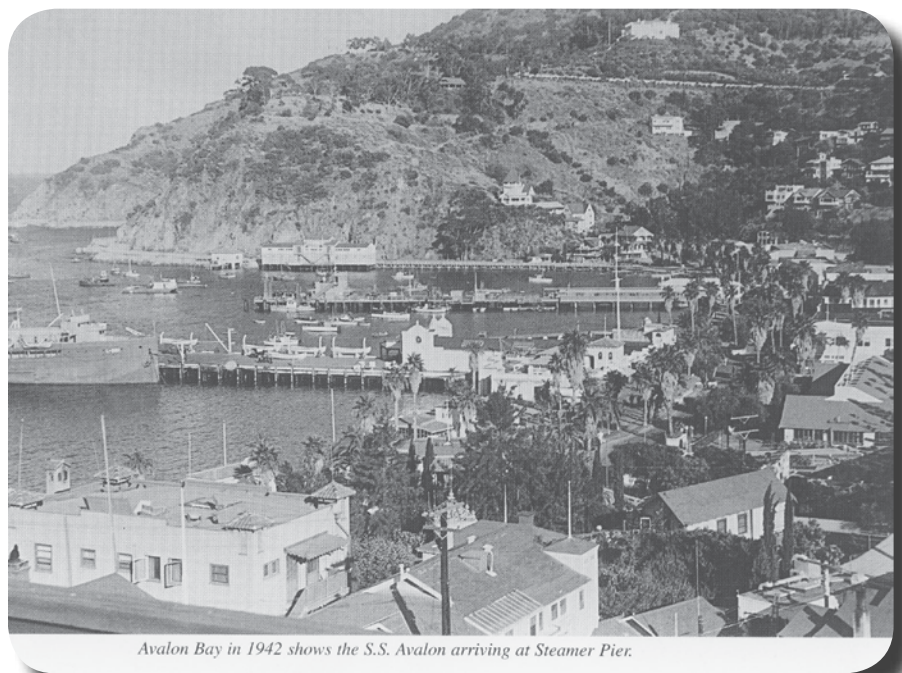
USMS Trainees marching down Crescent Avenue, Avalon in front of Boos Brothers Cafeteria.



U.S. War Bonds sold in the Villa Plaza, Avalon.



SS American Sailor, Merchant Marine training ship anchored in Avalon Bay.



Avalon Bay in 1942 shows the S.S. Avalon arriving at Steamer Pier.

AMMV

Profit & Loss

July 2009 through March 2010

Income

401 - AD NEWSLETTER	877.50
402 - CONTRIBUTIONS	225.00
410 - CHAPTER DUES	
AKG - ALASKA GREATLANDS	40.00
BEE - BEEHIVE MARINERS	280.00
BMC - BUCKEYE MARINERS	420.00
CAC - CACTUS MARINERS	420.00
CAS - CASCADE MARINERS	500.00
CEC - CENTRAL CALIFORNIA	900.00
CHC - CHINA COASTERS	1,160.00
CIC - CENTRAL INDIANA	560.00
DAR - DENNIS ROLAND	4,940.00
DES - DESERT MARINERS	1,050.00
DNE - DOWNEAST	360.00
DVC - DELAWARE VALLEY	420.00
EMS - EMERALD SEAS	460.00
EOH - EDWIN O'HARA	1,120.00
EOM - EASTERN OKLAHOMA MARINERS	420.00
GLD - GOLDEN GATE	2,360.00
GUL - GULFSTREAM	2,180.00
HIR - HIGH ROLLERS	580.00
HOA - HEART OF AMERICA	280.00
HSE - HIGH SEA ERA	293.00
HSM - HIGH SEAS MARINERS	560.00
HUD - HUDSON VALLEY	1,320.00
HUM - HUMBOLDT BAY	380.00
JOB - JEREMIAH O'BRIEN	600.00
KEY - KEYSTONE MARINERS	340.00
KPC - KINGS POINT	660.00
LOC - LOWER COLUMBIA	220.00
LON - LONE STAR	460.00
MAC - R. J. MCALVANAH	620.00
MAL - MEMBERS AT LARGE	7,217.00
MAM - MID AMER. ANCIENT MARINERS	840.00
MCO - MID-COLUMBIA	1,140.00
MGC - MISSISSIPPI GULF COAST	280.00
MON - MON VALLEY	1,100.00
MOV - MISSOURI VALLEY	1,280.00
MPA - MARINERS OF PENNSYLVANIA	440.00
MWE - MID WEST	1,140.00
NBM - NORTH BAY MARINERS	1,100.00
NEN - NEW ENGLAND	1,640.00
NOA - NORTH ATLANTIC	740.00
OCA - OCALA CHAPTER	820.00
OHV - OHIO VALLEY	540.00
OJE - OTTO J. ERNST	180.00
OKM - OKLAHOMA MARINERS	460.00
ORE - OREGON	840.00
ORS - OREGON SOUTHERN	840.00
ORV - OSWEGO RIVER VALLEY	140.00
PEC - PECONIC BAY	640.00
PUG - PUGET SOUND	1,050.00
RKO - RUDY KOZAK	500.00
ROG - ROGUE VALLEY	620.00
ROR - ROAD RUNNER	180.00
SAC - SACRAMENTO VALLEY	1,340.00
SAJ - SAN JUAN	600.00
SAR - SARASOTA-MANATEE	1,020.00
SDE - SAN DIEGO SILVERGATE	740.00
SJR - ST. JOHNS RIVER	980.00
SSM - SMALL SHIP MARINERS	540.00
SSP - SS SAMUEL PARKER	1,000.00
STH - SS STEPHEN HOPKINS	1,380.00
STI - STATEN ISLAND	280.00
SUQ - SUSQUEHANNA VALLEY	720.00

SVM - SILICON VALLEY MARINERS	588.50
SWF - SOUTHWEST FLORIDA	540.00
SWP - SOUTHWESTERN PA	200.00
THR - THREE RIVERS	1,500.00
TRC - TREASURE COAST	320.00
TRI - TRISTATE	460.00
VIK - VIKING MARINERS	1,200.00
VUL - VULCAN CHAPTER	500.00
Total 410 - CHAPTER DUES	61,538.50

Total Income 62,641.00

Expense

500 - FIXED EXPENSE	
506 INSURANCE	-437.15
507 - TELEPHONE	1,800.00
Total 500 - FIXED EXPENSE	1,362.85
520 - MISSION ADVANCE	200.00
530 - NEWS LETTER	
533 - POSTAGE	5,420.19
536 - PRINTING	18,113.79
Total 530 - NEWS LETTER	23,533.98
550 - PERSONNEL	
551 - ADMINISTRATOR	11,400.00
552 - NATIONAL PRESIDENT	2,000.00
553 - NATIONAL SECRETARY	500.00
555 - NATIONAL V.P.	298.00
556 - REG. V.P.	765.00
Total 550 - PERSONNEL	14,963.00
560 - OPERATING EXPENSES	
564 - OFFICE SUPPLIES	582.13
565 - POSTAGE	1,770.00
566 - PRINTING	477.80
568 - TRANSPORTATION	-12.76
Total 560 - OPERATING EXPENSES	2,817.17
Total Expense	42,877.00
Net Income	19,764.00

It is with a feeling of satisfaction that I submit the results of THE AMERICAN MERCHANT MARINE VETERANS financial condition. We continue to be financially strong and I am hopeful that we will finish this fiscal year in the same position.

I have had several communications from Chapter Treasurers regarding funds sent to National and they all were positive. One Treasurer even took the time to write his confirmation. I do appreciate members taking the time to review the work product of this office.

Please note that moving the office has had a positive effect on the results to date and I can report that for some reason the work load here has somewhat lessened.

Respectfully submitted,
Calvin G. Berry, National Treasurer

THE BLIND PILOT

By Richard B. Weir, A.B. SS M&J
Tracy and member of the Edwin
O'Hara Chapter, AMMV

Tracy Coal of New York had several small, old freighters they used to carry coal to their plants that were located in tight spots. I knew nothing about ships "built in the Great Lakes" but Tracy owned about four of them. During and after the First World War there were 330 of them built in any lake ports that had facilities, but most of them came from Cleveland, Ohio. A few of them had been brought from the Lakes by way of the Mississippi River, and had been used in the coal trade along the East Coast. A few had been used by the lumber trade on the West Coast.

The ship was small in every way, and the wheelhouse had only three windows forward, one for the Captain, with marks where his elbows rested on the sill for many years; one for the mate on the others side, and then one for the A. B. steering in the center. Two of these old ships had been lost in 1943, one by collision and the other in a heavy storm on the New Jersey coast. I liked sailing this simple ship. It felt very comfortable. This ship was the M&J Tracy and she introduced me to the Penobscott Bay and up the river to Bucksport on earlier trips north.

On one of our trips we carried a load well up the Delaware River above Philadelphia. Now, that river does not have buoys; it has range lights, which are marks fixed ashore on the banks of the river or on pilings in shallow water. The law required us to take a pilot, and this time we had a tall one. The mate welcomed him aboard, brought him up to the wheelhouse, where the Captain greeted him. I was steering, so the pilot stood on my left, a bit behind me. Dusk had fallen as we started south. The pilot said that he could not find the next range. But the Captain and the mate told him that it was there, a bit to the left; and the Captain gave me

Welcome Aboard to these New Members of the AMMV

ERNEST J. ANDERSON	CAMPBELL	JANE O'REILLY	NORTH PORT
JOHN T. ANDRESEN PUNTA GORDA	FL	WILLIAM O'REILLY	NORTH PORT FL
JOHN W. ARENS PUNTA GORDA	FL	JOHN PAPAMARCOS	BALTIMORE
VIRGINIA M. BARNES	HEATH	DAVID W. PARRISH, JR.	CHARLOTTE
ERIN BERTRAM BAYTOWN	TX	ALBERT D. POWERS	PROVIDENCE FORGEVA
IRA F. BOGARD ARROYO GRANDE	CA	JOE QUILICI BUTTE	MT
ANDREW BRANICKYBENWOOD	WV	JULIAN B. QUINTERO	HOUSTON
BARRY COLBY LONG BEACH	CA	VERNON L. SAVAGE	JACKSONVILLE FL
DONALD G. ENGLAR	BLACKSBURG	SCARR MARIETTA	GA
J. CARL FRONEBERGER, JR.	SUPRISE	AS B. SERRATTO	DALY CITY CA
DAVID L. GISH MOORESVILLE	NC	JAMES J. SMITH	TWIN LAKE MI
ARCHER W. HAMILTON	GAINESVILLE	SMITH TERRY	NORTH PORT FL
JAMES I. HARMAN LANCASTER	VA	GERROD TOLIVER	LONG BEACH CA
RICHAD A. HARRISON	MACHANGIS	VILLISTORRES	JUANA DIAZ PR
ALEX HOLMAN CAPE CORAL	FL	RAYMOND TROXELLSAN	PEDRO CA
CAPT. VEIKKO JAARANEN	ENGLAND	WOLFAN ETEN	ELMER NJ
BRADY JENSEN LAKEWOOD	CA	STEPHEN C. VANNAIS	MOORESVILLE
SAMUEL A. JOHNSTON	VIENNA	ARTHUR C. VOLK	DEPOSIT NY
ALBERT F. KEENEY, JR.	AMBUQUE	QUINENWEST	ACCOMAC VA
WALTER J. MINETT STUART	FL	WILLIAM J. WOOD	KENMORE WA
RICARDO J. MUNOZ RANCHO SANTA MARGARITA	CA	DANA WOODRUFF	SHOREACRES TX
JOSEPH O'CONNOR RIVER FOREST	IL	N. REES WOODY	MEADOWS OF DANVA

the next course to steer. He knew the river as well as the pilot did. The pilot agreed, and we sailed that stretch.

This happened time and again, with the Captain and the mate suggesting courses, and the pilot agreeing, but still complaining that he could not see the ranges for some reason. He became frustrated, and I heard him take out a whiskey flask and try to give himself some confidence. He did that time and again, but still he could not see any of the range lights which were his specialty. The Captain conned the ship all the way down, with the pilot getting drunker and drunker. I could see the ranges, and so I was able to follow the Captain's "suggestions" to the pilot.

Pretty soon we left Philadelphia and came down to the bend in the river where we came across quite a few tankers coming from and going to Marcus Hook, Delaware. The pilot saw most of them and felt better. However, he was unable to see the higher range lights.

By the time we reached Cape

May at the end of the river, the Captain politely thanked the pilot, but the mate had to escort him down to the ladder, holding him up most of the time. Then he stepped through the opening in our rail and slowly climbed down to the pilot boat. He made it, but barely. Back on the bridge I was still at the wheel, but the Captain and the mate were speculating on why the pilot had been having so much trouble. They had had many pilots on their ship without any trouble.

Then the mate suddenly thought of a solution. The Captain was rather short, and the sun got into his eyes a lot. So, years before, he had had a visor of wood built out over the top of the wheelhouse windows. It was painted dull black. That poor pilot had looked out through the black visor, but thought he had a clear view. He had seen nothing of the river ranges all the way down the Delaware. We felt very sorry for a very professional but very tall pilot. And we hoped that he made it home safely.

IS IT TOO LATE TO SAVE THE SS UNITED STATES?

FOR IMMEDIATE RELEASE to United States Merchant Marine Veterans

By Ian Robertson, Veteran Merchant Marine

March 8, 2010 – By the time this article goes to press it may already be too late to save the SS United States.

Early last year Genting Hong Kong Limited (formerly Star Cruises) subsidiary Norwegian Cruise Lines cancelled plans to restore the SS United States to service as a cruise ship and put her up for sale. In deference to her status as a national icon NCL pledged that only offers from U.S. parties with plans to preserve the country's

namesake flagship would be considered. At the beginning of this month, however, those conditions were dropped, opening the door for bids from scrappers. More ominous, though, was their declaration that the United States must be "off the books" by the end of the month.

Even as this article is being written efforts are underway to convince Genting/NCL to wait just a few months more before letting this national treasure go for scrap. Fans of the "Big U" have been working to muster support through the internet with e-mails and videos as well as more traditional media. But it is unlikely at this point that any level of public outcry alone will buy more time.

The 990' liner's current berth on the Delaware River in Philadelphia, Pennsylvania, is said to cost in the neighborhood of \$60,000 per month. Having carried this burden since the purchase of the ship in 2003, NCL is understandably anxious to stop the bleeding. Even selling now at scrap value the company will take a financial loss on the ship that likely overshadows the inevitable loss of reputation. Backlash from scrapping the SS Norway, and the sale for scrap of the SS Independence, was likely a contributing factor leading NCL to offer their original pledge to ensure preservation.

With that promise now broken, the best bet for a stay of execution is cash. One of three organizations looking for solutions, the SS United States Trust (www.SSUnitedStatesTrust.org) has approached NCL with a business-minded plan for avoiding a sale to breakers. Every possible resource will be necessary to come up with over half of a million dollars to secure the safety of the ship through the end of the year.

The most likely source for the money needed to save the United States will be private donors making six digit

contributions. Should the SS United States Trust, or any other organization, succeed in keeping the breakers at bay for at least a few more months, it will then be the actions of patriotic Americans that bring the "Big U" out of the storm and into a safe harbor. It will require the pride of a nation, donating whatever is within means and spreading the word to every fellow patriot they can find, to protect our heritage and secure the future of this symbol of our great nation.

About the author: Ian Robertson was born into a family of three generations of Merchant Seaman. He attended the

National Sea Training Academy at Gravesend, Kent. He sailed aboard the RMS *Queen Mary*, the RMS *Queen Elizabeth*, the SS *Ocean Monarch*, the SS *Queen of Bermuda* and the SS *Lurline of the Matson Line*. Ian is a retired

Merchant Marine who worked on the SS *Swathmore Victory* and the *Seatrail Georgia*, Ammunition Ships which sailed to Vietnam. He received the United States Merchant Marine Vietnam Service Medal.

For the past 30 years, Ian has collected Ocean Liner Memorabilia. He is dedicated to the preservation of our Maritime History. Ian is the Founder of Ocean

Liner Row (www.oceanlinerrow.com), an organization committed to designing exhibits for public venues in the Tri-State area. His current offering is on display at the Port Authority Bus Terminal at the George Washington Bridge, NYC.

Ian is a member of RMS Queen Mary Foundation, the World Ship Society PONY Branch, the National Maritime Historical Society, the Steamship Historical Society and the US Merchant Marine War Veterans. Ian has served as a Trustee of the SS United States Trust from its inception.

For information and how to support our efforts To Save The "Big U," please visit our website at www.ssunitedstatestrust.org.



SS United States in her glory, blue-ribbon days.



SS United States in her present condition docked in Philadelphia, PA.

SONG FOR THE UNSUNG

THE MEN OF THE MERCHANT MARINE



By FRED WARING and
JACK DOLPH

Moderately (*with expression*)

"HEAVE HO, MY LADS, HEAVE HO" and others

U.S. Merchant Marine Veterans have adopted "Heave Ho, my Lads, Heave Ho," written in 1943 by Jack Lawrence, Lt. (jg.) U.S.M.S. as their "theme song" and sing it robustly on many occasions. But there were other songs written for the Mariners, during WWII, including:

- "Song for the Unsung - The Men of the Merchant Marine," written by Fred Waring and Jack Dolph, 1942
- "Song of the American Merchant Marine," words and music by Eleanor L. Neal, 1945
- "Hail to the Merchant Seamen," words by Mabell and Philip Harrison, music by Dazian Brown, 1944

Original sheet music for these songs is part of the collection from Bernard Casserly, late of the Viking Chapter. But a typewritten sheet found with them lists the words to another song, entitled "The Song of the Victory Fleet (Rev.)." The lyrics are:

★Voice

Moderato
a tempo

We'll man and sail them, we'll never fail them;

The Victory Fleet is always on the go.

On every ocean, We'll be in motion.

The Victory Fleet will soon defeat the foe.

We'll man a bridge of ships beyond compare.

We'll soon be able to walk from here to over there.

The world is cheering, the skies are clearing;

For the Victory Fleet. Let's go.

Do you have any information about this piece? Your Editor is wondering if anyone knows this song or has the sheet music? Also, if you'd like a copy of the sheet music we do have, please let me know.

With the National Convention coming up, it would be fun if any of you musicians out there could record these songs and let them be heard at the President's banquet.

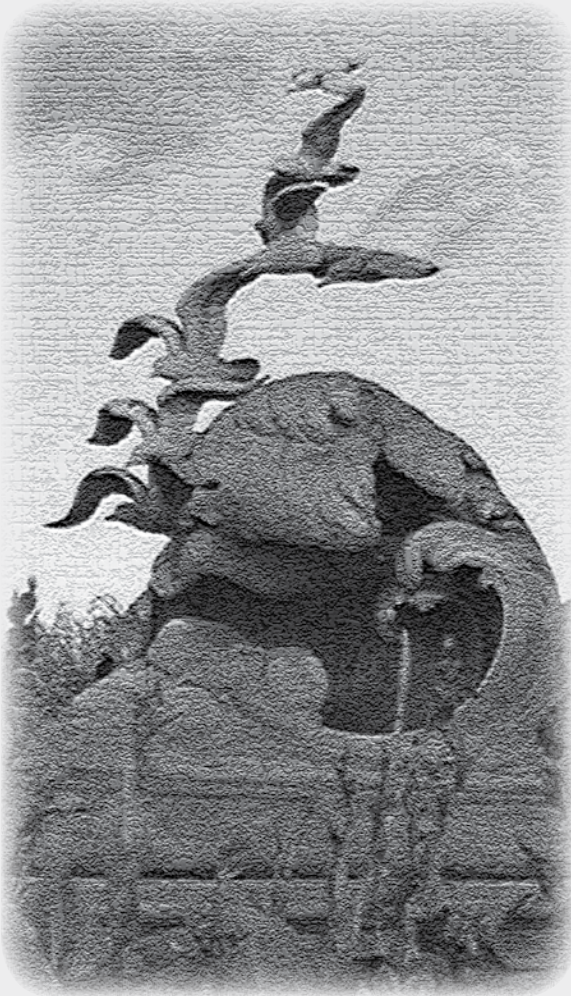
Thank you,

car - ried wheat for the boys to eat with Cindy - Ar - thur at Ba - taan. — I've

★Suggested Interpretation:

1st chorus should be sung out of tempo in a boastful spirit.

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.

ALFRED ANDERSON

HERMAN AROND

GORDON ASPLUND

CHARLES L. CAPLEY

CAPT. BOB DESCHAMPS

GEORGE DEVORE

FRANK ESPINOLA

HAROLD FORAKER

ROBERT W. LONDON

ROBERT L. LANGDALE

JOHN LOCKHART

"H. L. "HANK" LYDICK

FELIPE MADRIGAL

JAMES McCAFFREY

JOHN F. MEUSE

RALPH MOON

JAMES B. NICHOLSON

ROBERT NORDBY

GERALD OSBOURNE

HAROLD J. PETER

JAMES PETTIGREW

HERMINE H. REED

JOHN RHUBART

LEON RICHARDSON

ALLEN ROEDECKER

MICHAEL RUDOVSKY

ROBERT SHARP

LINZA SURRENCY

LAWRENCE B. THOMA

HERBERT M. WALSH

HAROLD WAXMAN

HOWARD L. WINTERS

ALFRED G. WU

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.

The mariners' safety champion: Captain Domenic A. Calicchio

It was war. At 16, he was too young to enlist, but he wasn't too young for the Merchant Marine. So, in 1943, like so many other young boys, Domenic A. "Dom" Calicchio became a merchant mariner. It was a family business; his brothers Michael and Alfred were also merchant mariners, serving their country aboard ship, later as ship's masters and captains.

Joining the Merchant Marine as an Ordinary Seaman, Calicchio came up through the "Hawse Pipe." Seven years later, he had earned an Unlimited Masters License and ended his 23-year career in the Merchant Marine as a captain commanding ships with United States Lines. He learned first hand in importance of marine safety and the peril seafarers face.

When he "retired" from the Merchant Marine, he started a new career in the U.S. Coast Guard under the newly established Public Law 219 that allowed Merchant Marine Officers to enter the Coast Guard with commissions. Calicchio took the commission believing that he could make a difference in the Coast Guard's marine safety field by championing the safety of crews and passengers on board ocean-going vessels. Calicchio's adherence to strict safety requirements, regardless of their cost, sometimes put him at odds with the shipping lines whose safety he regulated.

He had several assignments both state-side and abroad. As a Lt. Commander, Calicchio was put in charge of the Sea Land Project in Rotterdam, Holland where SL7's were being built. It was the first time American flag vessels were being built on foreign soil. As Commander, he was Miami's Officer in Charge of Marine Inspection and Investigations, Marine Safety Officer and Captain of the Port.

Early in his Coast Guard career, Calicchio made a name for himself in cruise-ship safety requirements, especially in regulations guiding lifeboat capacity. One day, he boarded a passenger vessel with his inspection team. The life boats were stenciled with a capacity of 100 people, but Calicchio didn't think the boats could handle that many. To prove the point, he had 100 crew members get into a boats. They were packed like sardines – no one could sit down, let alone row. He told the cruise line to carry more lifeboats or fewer passengers!

As captain, he was called upon to join the panel that was investigating the notorious sinking of the M/V Marine Electric. It was this investigation where Capt. Calicchio would make his mark and sign his own career's political death warrant.

The Marine Electric was a T-2 bulk cargo carrier built during World War II and intended to fill Allied war-time needs. Numerous T-2s found employment in shipping lines after the hostilities, even though designers only intended them to serve for the duration of the War. The T-2s proved so brittle that several of them produced stress fractures or split in two before they set sail on their maiden voyage. To no ones surprise, more and more T-2 tankers fell apart as these vessels grew older and rustier. The Marine Electric saw service well beyond its years and, on a stormy evening in February 1983, the ship sank in the Atlantic off Maryland's Eastern Shore. Of the 34 crew members who went into the frigid seas only three came out alive. The Coast Guard's marine board that was formed to investigate this disaster included Calicchio and two other Coast Guard marine safety officers.



Domenic Calicchio was the first licensed merchant mariner officer to be sworn into the Coast Guard under revised regulations designed to add impetus to its officer recruitment program. Administering the oath was Rear Admiral Edwin J. Roland, Commander, First Coast Guard District. (1968)

"You did what you knew was right, not what anyone told you. You thought for yourself and did the right thing. You listened to people, but in the end, you were your own person and any compromise with something you knew was wrong violated the old man's code."

— Captain Domenic Calicchio

It was due in large part due to Calicchio's effort to uncover the causes of the wreck that the board handed down a criminal indictment of the Marine Electric's owners. The ship's officers were cleared, but the report did hold the Coast Guard partly responsible because it had issued a Certificate of Inspection allowing the vessel to sail. This landmark event in U.S. marine safety history set safety standards for older vessels and led indirectly to the scrapping of about 70 vessels unable to meet those standards. It also led to regulations requiring the adoption of survival suits on board vessels navigating in cold water climates. Lastly, the loss of life in the Marine Electric disaster focused attention on the need for Coast Guard rescue swimmers and spurred support for establishing that fledgling program.

Captain Calicchio left his mark in Marine Inspection, Marine Investigation and Marine Safety "becoming one of the United States Coast Guard's many unsung heroes whose career embodied the service's core values of honor, respect and devotion to duty," said William H. Thiesen, Atlantic Area Historian, U.S. Coast Guard.

In 2007, the Coast Guard created the Captain Domenic A. Calicchio Award which is awarded to a student of the Inspections & Investigation School that best exemplifies the words that the captain lived by – **courage, honor and integrity**.

More information on the sinking of the M/V Marine Electric and the subsequent investigation in the book "Until the sea shall free them," by Robert Frump. Frump covered the story for Philadelphia Inquirer and accumulated years of research before writing the book.

The Ship

Written by Fred G. Jensen
Puget Sound Chapter member

A ship will sail from many ports,
The crew composed of differing sorts.
The wind will board at bow and bell,
And tear and tumble sea and swell.

At sea no more are swells serene:
Embracing storm cuts hard and clean
'Tis nature's blows by wind and wave,
That cull the ballast from the brave.

The captain's lord of life at sea.
The crew obeys his rare decree.
The shipboard tasks an easy one
As long as smiles the blessing sun.

On Articles for year-long terms,
We're servants paid by shipping firms
To call at ports by name or choice;
And home to hear a loving voice.

The pay in owner's books is kept,
The sailor's pockets soon are swept,
As lists we keep of overtime
For labor done, nor paid a dime.

By watch and batch, long and short,
The course is always straight for port;
For all delay is quite forbade
Nor deviation ever made.

The stars above in bright array.
Do help to pass the watch away.
We see them fade reluctantly,
And go below contentedly.

A coastwise course gets constant checks.
By bearings, plots and noted wrecks.
A busy watch is such a one;
A sailor's glad to see it done.

For traffic bound the other way,
We keep a lookout night and day.
The right of way we plainly give,
So closing vessels, too, may live.

The Captain's work is not for talk
When fog-foot creatures ocean stalk.
Or wet and cold, and seas that flow
Threaten cargo stowed below.

'Tis when a seaman's talent counts
To keep the ship as weather mounts.
It's Master's salty-seamen's charm
Will save the souls aboard from harm.

We need a chance to wash some clothes.
Will shirts come clean? Nobody knows!
The grease is black about the deck,
A shirt is soon a mottled wreck.

A cargo rates concern at sea,
The holds are covered carefully.
The shoring must be kept intact;
One checks to ascertain the fact.

In foreign ports we stow the ship;
A discharge lot we dare not skip,
For letters counting copies eight
We're charged to write for missing freight.

The foreign steves discharge at night
To sooner bare the holds to sight.
The night-time steve has extra pay
To early sail the ship away.

The savings comes in seamen's wages,
For all you search the contract's pages.
A pilot boards to set us free;
The last of guests aboard we'll see.

When once we hit a port at home,
The crews discharged and well may roam.
At quarantine the doctor shows,
He's always dressed in shoreside clothes.

You'll rarely see examination
With less of sensible attention.
The crew will stay for pay-day sure.
But pockets full, the shore's the lure.

A ship will sail eternally
A hostile/friendly-flowing sea
To charge the owner's money-clips,
When salty seamen sail the ships.

MERCHANT SHIPS WERE OUR ENEMY'S FIRST TARGET – 1939-1946

Editors note This letter, written by Paul Mc Intyre, San Francisco, CA, is one of hundreds that have been received by the Just Compensation Committee. Please note: WE ARE NOT DEAD IN THE WATER!!! WE NEED TO KEEP FIGHTING!!! The Merchant Mariners of WWII deserve to be treated equally by the Government.

...Even when we knew that the Seamen had a high casualty rate... later shown to be a group the highest in the War... with one in twenty six KIA!!!... 733 Merchant ships sunk!!!!... with unknown hundreds of seamen injured, missing or drowned silently and unseen while dealing with the dangerous, ruthless and unforgiving seas of the world... we sailed even when we knew Merchant ships were being torpedoed at the pilot buoy... with the crews burned, shark ripped bodies washing up on the beach at Coney Island... the Seamen have no battlefields... the Seamen have no tombstones... and no bodies to bury with a bugler sounding taps.

...The United States Navy Armed Guard gunners were also on duty aboard these same suicide missions... they were a great group of real tough sailors and did a great job trying to defend the Merchant fleet... the military's only life line!!!

...It's now 2010 and our 61st year working with Congressional legislators for a small pension from our Government... but in my opinion legislation S.663 and H.R.23 are dead in the water... no pension for WWII Merchant Seamen!!!!

But Merchant ships and these sea demands a rough and rugged group of real men... and these teach them to accept and adjust to any conditions real quick... or else So be it.

Well... it's eight bells and our watch is over... time has run out for the remaining 8 thousand ancient mariners left from WWII... average age today... 83... as always we will remain very proud of our effort and success to save America before, during and after World War II.

We delivered millions of our courageous military men and millions of tons of military equipment with food and supplies to fight the war... over these seven seas and around the world anywhere they were needed to help save America and help the free world return to peace... which at that time... could not have been done without the brute force of the military... and the American Merchant fleet... with a young Merchant Seaman on his first voyage hanging on for survival on a rolling, pitching ship's deck in an 80-knot screaming ice wind with a falling barometer and a 24-inch marlin spike trying to tighten turnbuckles on a violently shifting deck cargo of U.S. Army combat trucks about to be lost over the side of the ship into the sea... and maybe take the ship and its crew with them!!!

The American Seamen with their valiant gun crews and all the Merchant Seamen worldwide who sailed the supply ships during the War... challenging the ruthless storms that tripped the World over... and for years suffered the life and death struggle from the merciless terror of war at sea...

All have a courageous heroes history that will live forever!!!

None will have to go quietly

Into the night.

D-DAY AT NORMANDY BEACH

June 6th, 2010 is the 66th Anniversary of D-Day. On this day in 1944, the Allied Armies embarked from harbors and beaches along the Southern coast of France, forming history's greatest amphibious operation and probably one of the most difficult military operations ever undertaken. Dwight D. Eisenhower, in describing the effort to drive back the German

Army called it "a project so unique as to be classed by many scoffers as completely fantastic" Through these harbors in the next few days after June 6th, 156,000 men with all of their trucks and tanks and artillery pieces, plus food and fuel and ammunition were landed by sea and air on five beaches over a 50-mile front. The Operation was

supported by 1,213 warships, 4,123 landing craft, 1,600 other ships, 11,500 aircraft and 3,500 gliders.

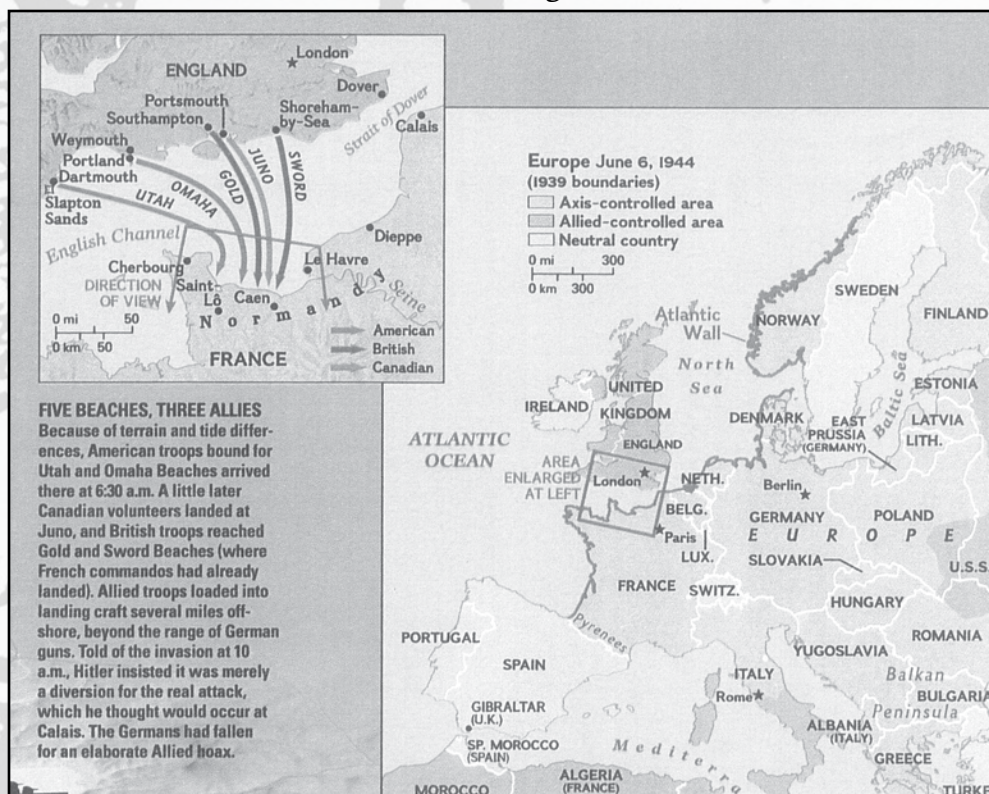
Started on D-Day and completed on D plus 8, over 1,000 Merchant Mariners participated in the massive effort to construct two artificial harbors – code name Mulberry - that offered protection from weather, tidal patterns and warfare to the invading troops and provided landing access for troops and supplies. Secretly built in parts and towed into position by US merchant seamen and a flotilla of tugs were – code

position. These connected the causeways – code name Whale - to shore above the high tide mark. Floated into position by Merchant Mariners on the northeast end of each harbor were battered old freighters sunk in sheltering arcs to supply breakwaters. These were designated code name Gooseberry, These ships had to be accurately positioned in spite of the German shore gunfire and German Air Force attacks. There were no navigational aids to help in this operation. And if not positioned correctly, would allow the ocean waves to break through.

One observer on the Isle of Wight stated that the Lobnitz pier heads were strange-looking pontoons, with chimney-like structures rising from the, grinding and creaking at their moorings. And further down the coast he would have seen great concrete caissons, called Phoenixes, towering above the water like a collection of Noah's arks.

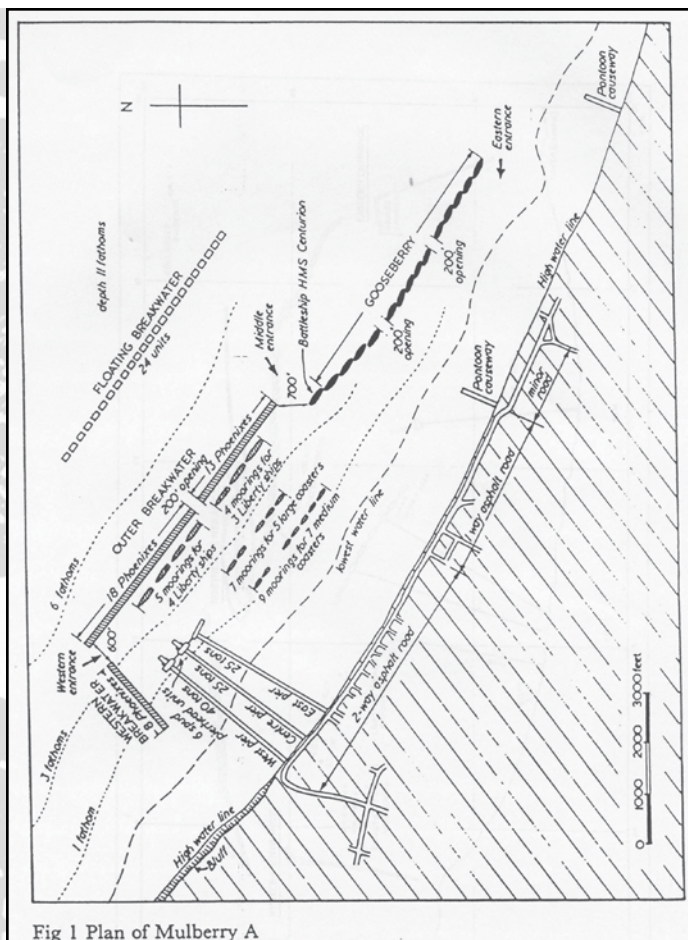
One wonders what German intelligence thought. They mistakenly thought the units to be for blocking their seaports and thought the attack was going to be spearheaded at another beach.

The artificial harbors made possible the embarkation and landing of the troops. They were meant to be temporary



name Phoenix – breakwater structures with unloading docks on the lee side. 100 of these were used. It took four tugs to maneuver each blockship into position and hold it there against the tide while it was sunk.

Floating pier heads inside a steel frame and anchored to the ocean floor – code name Lobnitz – were also towed into



protection for the off-loading of military supplies. And between June 14 and the 18th, an average of 8,500 tons of cargo poured ashore over the Mulberrys daily. As soon as they were unloaded, the merchant ships returned to English ports for another cargo; some making three round trips. This was during the height of the Buzz Bomb era, when the Strait of Dover was known to mariners as Doodlebug Alley for the low-flying V-1 bombs. U. S. Armed Guard crews on several freighters succeeded in shooting down V-1s in port or en route.

On June 19th a ferocious summer storm, the worst June one in 40 years, blew in and lasted for three days. The Mulberry harbors had been designed to insure against this emergency but unfortunately the sudden storm caught the American Beach and Mulberry

or whose anchors were already lost. These threatened to further damage the structure of breakwaters and piers. But through it all, hundreds of tons of supplies, petrol and ammunition as well as hundreds of troops, were landed over the pier heads

The Mulberry Operation proved to be the first time in history that a harbor has been built in sections, towed across the sea, and set down, during a battle, on the enemy shore. Unfortunately, reports of this Operation often do not often include the gallant men of the United State Merchant Marine and Naval Armed Guard but, without these brave men, and their British and Canadian counterparts, this massive amphibious operation could not have been successful.

A before it was finished and all but demolished it. Many of the Phoenixes and lengths of pier were lost or damaged while on tow in the Channel during the storm.

And further out to sea, the floating breakwater of Mulberry A – code name Bombardon – broke up and ceased to give any protection. Both outside the harbors and within them, there were ships in distress, ships dragging their anchors



Editors note: Thanks go to Ray Carreau of Tacoma, WA, Les Ellison of Orange Park, FL and of course, www.usmm.org for providing the facts and photos for this article.

National Maritime Day commemorates the sailing, on May 22, 1819, of the first steamship, the SS Savannah. She was only about 1/30th the size of a Liberty Ship and had a ninety-horsepower engine, collapsible paddle-wheels and a unique elbowed stack. No passengers could be persuaded to make the crossing on the "smoking coffin" even though President Monroe had visited her and took a short cruise on her before she sailed. As the ship was also equipped with sails, the Captain did not use his engines continuously during the twenty-nine day passage for fear of running out of fuel. On her return, the Savannah was converted into a sailing packet and was later wrecked in a storm off Long Island.

A holiday was created by the United States Congress on May 20, 1933 when President Franklin D. Roosevelt proclaimed:

WHEREAS in Public Resolution 7, Approved May 20, 1933, it is stated that on May 22, 1819, the steamship The Savannah departed from Savannah, Georgia, on the first successful transoceanic voyage under steam propulsion, thus making a material contribution to the advancement of ocean transportation; and

WHEREAS by said resolution the President of the United States is authorized and requested annually to issue a proclamation calling upon the people of the United States to observe May 22 of each year as National Maritime Day;

Now, THEREFORE, I, FRANKLIN D. ROOSEVELT, President of the United States of America, by virtue of the authority vested in me, do hereby issue my proclamation calling upon the people of the United States to observe May 22, 1933 as National Maritime Day by displaying the flag at their homes or other suitable places, and I hereby direct that Government officials display the flag on all Government buildings on that day.



Maritime Day dances were popular.



Maritime Day parade

NATIONAL MARITIME DAY



A window display for Maritime Day by The Dayton Company, the largest store in the Northwest.



– Minneapolis - 1942



Joy Blomquist – Maritime Queen – 1943

MARITIME DAY



Maritime Day parade in Minneapolis - 1943



Ethel Brass was Maritime Queen in 1942. She also participated in the local Maritime Day boat races.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Franklin D. Roosevelt.

President Roosevelt continued making annual proclamations and in 1944, praised the American men and women shipyard and factory workers for their construction in the shortest possible time of the fleet of vessels needed to carry out Merchant Mariner activities necessitated by WWII. He honored the men who had already given their lives, and the thousands of others who were daily risking their lives, on ships traversing dangerous seas to carry men and materials to the far-flung battlefields. He cited the Merchant Marine Act of 1936. And he proclaimed:

WHEREAS it is fitting that the patriotism, courage, sacrifice, and labor of these men and women, ashore and afloat, be publicly recognized;

And publicly recognized they were. Stateside, during World War II, National Maritime Day was celebrated with parades and other festivities with an enthusiasm that seems to have diminished over the years.

But the recognition continues. Every year since then, the President has issued kudos to the Merchant Mariners. President Obama, in his National Maritime Day Proclamation, 2009 said:

"In times of conflict and crisis, the Armed Forces rely on the Merchant Marine's seafaring capability to transport critical equipment and supplies. Time and again, mariners have demonstrated their willingness and ability to meet daunting challenges."

So fly those flags proudly, and join the parade.

Editor's note: For complete transcripts of the annual Presidential proclamations, please see the website www.usmm.org. Photographs are courtesy of the Bernard J. Casserly collection, donated to AMMV by the family of the late Viking Mariners Chapter member.

LETTERS TO THE EDITOR

PURCHASE OF KINGS POINT MERCHANT MARINE ACADEMY



Dear Sindy,

Yesterday (5 March) I received a phone call from my '47 classmate, Gerry Starnes, who wanted me to write to you concerning the role of my father, LCDR Medford P. Canby, USNR, in the purchase of the Chrysler estate, now the site of the United States Merchant Marine Academy, Kings Point, NY.

Sixty-eight years ago, March 4th, President Roosevelt signed a bill authorizing the purchase of the Chrysler Estate in the "Gold Beach" area of New York. My father was dispatched to begin the process and do the negotiations, if needed.

He arrived at the home at the appointed time in the morning and was ushered in and introduced to Mrs. Chrysler, who was in the company of two lawyers. They immediately launched on a tour of the house. They covered every nook and cranny, basement, attic, crawl space and closet. After that they started a comprehensive tour of the entire estate. At Mrs. Chrysler's insistence, my father, in her company, had to inspect every square inch of the property plus the surrounding neighborhood. At the completion of this meticulous inspection, they adjourned to the library where the negotiations commenced.

My father started by stating, "Mrs. Chrysler, I am authorized by the government to offer you the sum of one million, one hundred thousand dollars for this property." Whereupon, Mrs. Chrysler arose and said to her lawyers "You boys come with me" and to my father "We'll be right back" and left the room. After about ten minutes

they returned and the senior lawyer addressed my father, saying "Commander Canby, after seriously considering your offer, we must inform you that, due to Mrs. Chrysler's current financial situation and her tax status, the maximum amount that she can accept is one hundred thousand dollars." My father, even after many years of real estate transaction experience was, to say the least, flabbergasted.

After he had recovered his composure, the necessary papers were signed, my father, still in a state of shock, returned to Washington, and that's why the Merchant Marine Academy is where it is.

If you have any questions or comments, please get in touch at oldmedford@comcast.net or 202-362-5367.

Yours truly,
Medford P. Canby, Jr.

SHEEPSHEAD BAY

Dear Editor:

I believe that the NEWS article about Sheepshead Bay U.S. Maritime Training station in the last issue has an incorrect station closing date. The article says it closed in 1945 but I took training there in 1947 and I think it was still in operation in 1951.

Joe Colon
CEO, AMMV Gulfstream Chapter
Past AMMV National Vice President

Thanks, Joe, for the information. The closure date I used was found in a local Brooklyn paper recently. But I found this photograph of the dedication in some records left to AMMV by Bernard Casserly, late member of the AMMV Viking Chapter. It's dated 12/14/42.



LETTERS TO THE EDITOR

APPRENTICE SEAMANSHIP SCHOOL – AUSTRALIA

Dear Editor:

The members of the AMMV Small Ships Mariners here in Australia appreciate all the information on our history that you have published. I thought readers would be interested in another phase of the Australian efforts in WWII.

In February, 1943, the U.S. Army Small Ships was experiencing a shortage of seaman for their vessels. This was brought about on by a number of factors, loss of vessels and crews by enemy action, loss of vessels by grounding on uncharted reefs, the first lot of employees were due to be released as their contracts had expired and they did not want to re-engage, crew members were hospitalized, with sickness or accidents or enemy action and also some killed as a result of enemy action.

The Australian Government authorized the US Army to hire **15-year-old boys** to be students at the Apprentice Seamanship Course. There were three such courses of 4 weeks each with practical seamanship and gunnery training on board the SS Dover, an ex-Tasmanian river boat. The Chief Inspector made his own vessel available for instruction of small boat handling.

These 15-year-olds were taught in the four week duration classes the minimum requirements for ordinary seaman, standard, elementary seamanship and practical small boat handling, navigation, aids to Navigations, compass and soundings, signaling to include Morse Code, Light and Key, Semaphore, the International code in flags, gunnery firing and maintenance of 30 and 50 caliber guns, rules of the road and first aid. School hours were Monday through

Saturday from 8am to 5:30pm. Pay was 2 lbs per week which was taxed by the Government. And then they were sent off to combat.

Major General Maitland said at the unveiling of the US Army Small Ships Apprentice Memorial in March, 2008: "Actually it is a unique story and made ever more so by the tales that we are acknowledging this morning of youngsters only fifteen years old (and I know what I was like at fifteen) who went to war. They went to war at a time when the Australian Army itself enlisted people only at eighteen and wouldn't allow them to go overseas until they were nineteen."

For more information on these courageous lads, please check out our website www.usarmysmallships.asn.au.

Thank you,

Ern Flint

CEO AMMV Small Ships Mariners Chapter, Australia

WHO, WHAT, WHY, WHERE, WHEN and HOW

To our members:

Our members have used many creative ways to reach our senators to plead our case for Senate bill S.663 "Belated Thank You to the Merchant Mariners of WWII Act of 2009". The Senator's responses are less creative and can be as dull and insulting as homemade sin. We have critiqued their responses publicly and privately. As many of you know, Senator Feinstein reacted to your strong efforts to reach her by saying she was tired of hearing from us. That means "full speed ahead" for us because we are getting her attention. A Senator wants to protect his public image. Every Senator who has not signed on as a Co-sponsor is vulnerable because of the upcoming elections. What do we do about it? We turn up the heat and send more letters or faxes, make calls and get our story in the newspaper.

How do you get our story into the paper? Most people, including myself, try sending our story to them by mail or email. The responses are very poor. The most successful way is to call the Editor and ask them for an interview. In 95% percent of the cases they know nothing about the Merchant Marine or the fact that we were the lynch pin for winning the war or losing it. The enemy sure knew it and that is why our mortality rate was the highest of all services. But not everyone knows that. Let's get the word out.

(continued on page 28)



IN MEMORY OF THE MEN AND TEEN AGED BOYS WHO SERVED ON THE US ARMY SMALL SHIPS IN NEW GUINEA, THE PHILIPPINES, OKINAWA DURING WWII AND DURING THE OCCUPATION OF JAPAN.

FROM 1942 TO 1946, AUSTRALIAN & NEW ZEALAND VESSELS THAT HAD BEEN CONFISCATED, LEASED OR PURCHASED WERE PROVISIONED, VICTUALLED AND ARMED AT WHARF NO 10 WALSH BAY PRIOR TO SAILING TO NEW GUINEA AND THE ISLANDS NORTH OF AUSTRALIA DURING THE BATTLE FOR AUSTRALIA.

NO 10 WALSH BAY WAS ALSO THE LOCATION OF THE TRAINING SCHOOL FOR APPRENTICE SEAMEN, WHICH WAS HELD FROM APRIL TO JULY 1943. THE STUDENTS WERE BOYS OF 14 TO 16 YEARS OF AGE. THERE WERE THREE INTAKES EACH OF FOUR WEEKS DURATION.

THE 163 BOYS WHO QUALIFIED WERE THEN SENT TO A COMBAT AREA IN NEW GUINEA TO ASSIST IN CREWING VESSELS OF BRITISH REGISTRY THAT WERE SUPPORTING THE AUSTRALIAN AND AMERICAN TROOPS WHO WERE FIGHTING THE JAPANESE.

THIS PLAQUE WAS UNVEILED BY THE HON ALAN GRIFFIN MP MINISTER FOR VETERANS AFFAIRS, MRS JUDITH FERGIN, CONSUL GENERAL OF THE UNITED STATES OF AMERICA AND MR ERNEST A FLINT MBE ED, PRESIDENT OF THE US ARMY SMALL SHIPS ASSOCIATION ON THE 8TH MARCH, 2008.

THIS PLAQUE WAS BLESSED BY SISTER MARY LEAHY OF THE APOSTLESHIP OF THE SEA.

LETTERS TO THE EDITOR

(continued from page 27)

It may seem intimidating to pick up the phone and call an Editor. But it doesn't need to be. He may have some influence in the neighborhood but his pay scale in many cases may be just about equal to that of a school teacher, truck driver, policeman or a sanitation employee. Many do not make that much. Only a few make more. His hopeful daily goal is to give his readers something new and fresh. Our story is fresh because 99% of the public have never heard it before.

When you are interviewed is the time to put the heat on the Senator's. Tell your story but include the facts about our legislative efforts and the Senator's name. Let the public know who has neglected giving a group of WWII veteran's full recognition and GI benefits. Point out these veterans were thrust into supplying the troops under the most hostile conditions which cost them the highest casualties in the war. And you can point out that the Senator refuses to honor them. You can also add to the story by stating the approximate number of young men who joined the Merchant Marine from your state and how many relatives and descendants are still waiting to hear their kinfolk have finally been honored. After all, the same folks are the Senator's constituents.

To approximate the number of men who joined the Merchant Marine from a state is imperfect but based on the 1940 census numbers from each state and using the 250,000 men who joined the Maritime, you can develop a number that is much better than a wild guess. Most of our WWII Mariners are now gone, But their descendants and relatives are still here and they are looking for justice.

Judging by follow up to articles that have been in the press, the Merchant Marine story resonates with the public. A Senator's public relations director scans all publications for information that will play positive or negative for the boss. Your article should tell the public that WWII mariners have been shamefully

overlooked and disenfranchised by your Senator who has not yet Co-sponsored S-663.

THANK YOU TO THE VOLUNTEERS

On another matter, we are very fortunate in our legislative efforts to have volunteers from outside our organization. Chief among them are the NAUS leaders and our Washington, DC lobbyists who are continually working with Gerry Starnes for our cause.

Veterans from other services have been stepping up to help. Independent volunteers who put the pressure on our Senators, like Lisa Wilken (Air Force), who is very knowledgeable with political procedures. The latest to step forward to



assist our cause are Sorority members, 200 students, from Washington, DC headed by Alexis Keslinke. Their fearless leader, Alexis worked at the AMMV 2006 Convention in Dallas recording the minutes of all business meetings.

We will have a "Swat Team" on the Hill. They will concentrate on those Senators who are most critical to our success. They will not descend en masse but work in teams to get our message across. They will be armed with Ian Allison's colorful booklet "U. S. Merchant Marine at War", copies of news articles about the WWII Merchant Marine and other information. They will be an enthusiastic addition to our volunteers group..

Myself, the Just Compensation Committee and the American Merchant Marine Veterans would like to thank these volunteers for their massive efforts.

A.J. Wichita

National President, AMMV



Our Government can afford hundreds of billions of dollars in pork barrel spending. It can give billions more to every country that comes along with their handout, including our enemies. All this with tax cuts.

Isn't it time they paid a 60-year-old debt to our own World War II Combat Veterans of the United States Merchant Marine? They paid the highest percentage of war dead of any of the services and received nothing after the war. Honor the few that are left. Show them today that they are not forgotten!

Aid To Haiti Emergency Earthquake Relief

From a Press Release released January 26th by MILITARY SEALIFE COMMAND.(MSC)

High-speed ferry ships MV Huakai and MV Alakai are preparing to sail to Haiti in support of Operation Unified Response to provide disaster relief following the Jan. 12 earthquake there.

Huakai and Alakai were originally built to serve as passenger and vehicle ferries in Hawaii but were turned over to the Maritime Administration's custody when the ferry service went bankrupt. The ships will be under operational control of the Military Sealift Command during Operation Unified Response.

The ships' main tasks will be to transfer equipment and personnel in the region. They are configured for the mission to each hold 450 tons of cargo and 500 passengers and can travel at a sustained speed of 33 knots.



lifts, trucks, Humvees, supplies and other equipment at Fort Eustis, Va. Huakai will also carry personnel from the 689th Rapid Port Opening Element, MSC's Expeditionary Port Unit Detachment and elements from the Army's 7th Sustainment Brigade. Huakai got underway Jan. 27 and is scheduled to arrive in

underway for Haiti in the next several days.

Huakai and Alakai are two of 12 ships under MSC control mobilized to date in support of humanitarian relief efforts in Haiti. These ships include hospital ship USNS Comfort, fleet replenishment oiler USNS Big Horn, rescue and salvage ship USNS Grasp, oceanographic survey ship USNS Henson, Maritime Prepositioning Ships USNS 1ST LT Jack Lummus and PFC Dewayne T. Williams, and dry cargo/ammunition ship USNS Sacagawea. In addition, three ships have been activated from the Maritime Administration's Ready Reserve Force to assist with the effort. When activated, these MARAD ships come under operational control of MSC.

Military Sealift Command operates approximately 110 noncombatant, merchant mariner-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.



On Wednesday, Jan. 27, Huakai loaded a rapid port opening package, communications gear, fork

Haiti Jan. 29.

Alakai is currently in Norfolk, Va., and is scheduled to get



CHAPTER NEWS

Dennis A. Roland Chapter



Captain Warren G. Leback, President Hank Kaminski, Rabbi Aryeh S. Oberstein, L. Cmdr. USN and Retired Commander Bayonne VFW Post Glen Flora.

On February 14, 2010, the Dennis A Roland Chapter of the American Merchant Marine Veterans of New Jersey held their Annual Valentine Dinner Dance at Doolan's Restaurant, Spring Lake, NJ. A raffle was held at the party to benefit the UNITED SEAMEN'S SERVICE and its affiliate The AMERICAN MERCHANT MARINE LIBRARY ASSOCIATION.

The UNITED SEAMEN'S SERVICE was organized during WWII when survivors of merchant ship sinkings found they weren't too welcome at U.S.O.s and other so-called charitable institutions. The U.S.S. is still in business helping to make life a little easier for the Mariners stuck in outports throughout the world. The AMERICAN MERCHANT MARINE LIBRARY ASSOCIATION, organized during WWI, supplies the American merchant ships with whole libraries of books, hard and soft cover, magazines, etc. In 2007, over 240 such libraries were placed about U. S. ships. The off watch periods at sea can be an awfully boring time without a good book to keep you company. I knew many an old salt who said that he really didn't learn to read until he started sailing. Every contribution to the A.M.M.L.A. benefits the morale, skill, knowledge, and education of the American Seafarer. For more information contact George Goldman at 1135 Emerson Avenue, Teaneck, NJ 07666-2704.



Eastern Oklahoma Chapter

From the minutes of the January 16, 2010 meeting: Charles Montanaro told of a recent tour he had been on of Old Route 66, one of the stops was at the "Heartland of America Heritage Foundation" in Weatherford, OK. In a room dedicated to WWII he was upset to find no mention of the Merchant Marine. He talked to the Director of the Museum about the lack. The Director told him he would welcome anything Charles would contribute. Charles has donated a Merchant Marine flag and two copies of the book "The Merchant Marine At War". Charles requested that the flag and one book remain with the museum and one book be donated to the city library. Charles received a very nice thank you letter from the museum director for his donation and was told that his wishes had been fulfilled.

Edwin J. O'Hara Chapter

Written by Gabe Frank, Editor; excerpted from the February 2010 Newsletter.

You breathe the wind and air as your spirit feels the rapture of this passage – this moment- and now you're awake – in Maine, Tennessee, Utah, Missouri and Mississippi. It was all a dream. A tear rolls down your cheek. Your eyes are misty. Your being cries out for that feeling. Yes! You had it. You had it! You had it! Look for it. You can find it and if you do – never let it go.

For all the wealth one could have – could you ever feel, experience and really once again know – the way it was? Oh, yes. I can remember that vessel leaving the harbor at night. So long to family, sweethearts and friends.

The ship is secure. The night watches on deck and in the engine room are on duty. You turn in. You wake up in the morning moving through the North Atlantic – you're at sea – no land in sight – you see the clear sky.

How did it feel moving up the mast – looking up at the sky – a look at heaven? How did it feel aloft on the stack of a tanker in the Caribbean? The sun is shining – you're swinging as you maneuver your bosun chair – you're dancing with the wind. Did you ever recently experience that sensation?

You're down in the engine room oiling that up and down reciprocating engine. Hear the beat of the engine as you make your rounds. Was it all a dream? How was it in the fire-room as the ship went full astern – with the water dropping out of sight or filling the gauge glass.



CHAPTER NEWS

Brother mariner – you had to move!

How was it lighting off those burners? How was it when the telegraph signaled (F.W.E.) finished with engines? How was it on deck coming into Boston Harbor after crossing the North Atlantic readying the deck gear and raising the booms? Was it all a dream?

The sea is mounting. I can see that young lad full with the vigor of life – holding on to that stay – the ship is pitching – I see that Merchant Mariner feeling free. I look back at an era gone by – of the way it was – and a dream within a dream.

Hudson Valley/Gene DeLong Chapter

From the International Organization of Masters, Mates & Pilots

GOVERNMENTS “SHIRKING” RESPONSIBILITY IN FIGHT AGAINST PIRATES, INDUSTRY SPOKESMAN SAYS

In a strongly worded statement, the Chamber of Shipping of America (CSA) has called on international governments to immediately implement more effective measures to protect merchant ships and their crews from pirates. “The unacceptable situation prevailing now, with seafarers lives being threatened on a daily basis-and Somali pirates still operating with impunity, cannot be allowed to continue by the nations of the world.” said Joseph J. Cox, CSA President, in a recent statement.

The industry trade group’s strong stance on this issue is perfectly aligned with the position that has consistently been taken by labor unions, including MM&P, on the national and international level.

“There is a growing concern among the national ship owner associations that the international community is not actively seeking to eliminate piracy and is instead treating the current level of attacks against shipping as somehow “tolerable,” Cox said. “It is particularly upsetting when the main focus of some senior politicians both here and abroad is limited to commenting on their objections to the payment of ransoms or even worse suggesting that payments are or should be illegal.” he added.

Under the United Nations Convention on the Law of the Sea, protecting merchant ships from pirates is a clear responsibility of governments. “Traditionally, a primary role of navies has always been to protect merchant shipping and to keep sea lanes open to trade,” Cox said. It is extraordinary that governments today seem less able to protect shipping than they were almost 200 years ago.”

Mariners of Pennsylvania Chapter

Regarding the long fought for memorial approved, finally, for Diamond Park, Butler County, PA.

The memorial committee is still working on the financing, inscriptions and program. Tentatively the dedication will be on Friday, May 28th. Haven’t determined the time, yet, probably around 11 or 12 noon. We haven’t gotten a tally on the monies coming in for the memorial yet. The committee has a lot of work to do; the inscription on the memorial needs to be firmed up and set in granite.

Mid-Columbia Chapter

From the February 10th Chapter meeting minutes: Guest Lucille Mattis gave a talk on when she was in the Secret Service during WWII and was being sent on a mission and expected her ship would be a liner. But it turned out she and another lady were put on a Merchant ship with 58 men on a 50-day trip. It wasn’t all bad as she met the Merchant Mariner that she married a few years later. She said they only had a few records and she can still remember the song that was played over and over “No Letters Today”.

Ocala Chapter



Ocala Chapter added another Merchant Marine plaque to the Marion/Ocala Veterans Memorial Park in Ocala.





CHAPTER NEWS

Sacramento Valley Chapter



Frank and Mona Schmiedel became the new guardians of the SS Jeremiah O'Brien life-ring for 2010. Larry Lydon, who cared for the coveted life-ring during 2009, made the presentation during the January meeting. The life-ring is passed on to another member each year. Other members who have cared for the life-ring in other years are Al Raanes, John Morrison and Bob Baba.



Sarasota-Manatee Chapter

Peggy Van Gemert, the Chapter's representative on the Manatee County Veterans Council, reported that two concrete benches at Veterans Monument Park in Bradenton were still available for \$750 each. Chaplain Vern Bass made a motion that the Chapter purchase one of the benches. The motion was later amended to include engraving the bench with the Merchant Marine logo and "Sarasota-Manatee Chapter American Merchant Marine Veterans". The motion was duly seconded. Members approved the motion without dissent. The total cost for this will run \$900 but will guarantee that the Chapter will always be represented at Manatee County Veterans Monument Park by this memorial. It should be completed by the time the county celebrates the 25th anniversary of the park. The park is located on the riverfront behind Manatee Memorial Hospital, once a service hospital, which continues to waive the patient admission fee for veterans with an honorable discharge. This was part of the agreement made when the hospital was sold to a private health corporation. A little known fact that any veteran should know and use as the admission fees are now over \$1100.

St. Johns River Chapter

At the request of Just Compensation Committee, the members of St. Johns River Chapter accepted the challenge of getting copies of *The United States Merchant Marine at War* distributed to various other veteran groups in our area. We requested and received 50 copies. With donations for this very purpose by members James and Edith Davis and Frank Henly, we were able to accomplish the task with minimal impact to our treasury.

All 50 books were distributed in North Florida to:

- County Veteran Service Offices (6)
- Disabled American Veterans Chapters (3)
- Veterans of Foreign Wars Chapters (10)
- American Legion Posts (15)
- Navy League and various other groups (9)
- Senate offices in Jacksonville, Pensacola and Tallahassee (4)
- Times Union Reporter/columnists (3)

Members of the St. Johns River Chapter consider the task of educating the general public and even veterans of other organizations concerning Merchant Marine Veterans to be a worthy endeavor and we are glad to do it.



CHAPTER NEWS

Susquehanna Valley Chapter

C.A. Lloyd U.S. Navy Armed Guard emails:

A new DVD "A Beautiful Ship", about the Baltimore Liberty Ship SS John W. Brown can be ordered from Project Liberty Ship, Inc. P.O. Box 25846, Highlandtown Station, Baltimore, MD 21224-0546.

The 37-minute DVD costs \$15 with an extra \$3 for mailing. All proceeds from sales support the non-profit SS John W. Brown which honors the merchant seamen and U. S. Navy Armed Guard of World War II who operated and guarded the Brown and other Liberty ships in the war.

Ernie Imhoff, of Baltimore, ordinary seaman on the Brown, shot most of the 200 color pictures and wrote the words for the DVD. Hi wife, Hilda Imhoff, narrated the DVD. The producer is Bernard J. Wulff, a retired architect whose bell tower design was one of six finalists for the World War II Memorial in Washington.

Imhoff wrote "Good Shipmates: The restoration of the Liberty Ship, John W. Brown, 1942-2006, Volumes One and Two", 2006, 2007, Glencannon Press, Palo Alto, CA. The books also support the Brown. Most of the DVD pictures are new photographs not in the books.

The ship, under Capt. Rick Bauman, will begin its 2010 sailing season with a six-hour cruise for passengers on the Chesapeake Bay on May 8.

The Brown plans to sail to Providence, RI September 20, 2010 for a stay in Providence Sept. 22 to Sept. 27, said Michael J. Schneider, a 24-year U. S. Navy veteran,

who is chairman of Project Liberty Ship Inc. The trip completes the Brown's aim to visit all seven East Coast ports where Liberty ships were built. The Walsh-Kaiser Yard built 11 Liberty ships as well as 21 patrol frigates (called PFs) and 32 attack cargo ships (called AKAs).

Joseph Carbo, who sailed around the world 14 times as an engineer in the merchant marine, is chief engineer.



Member Sam Plank note to Editor Bill Balabanow: Here is a picture of the Belleville, VA Honor Roll taken from a postal card, around 1944. Even then the town honored the Merchant Marines. Along about 1946 or 1947 the VFW was formed here in Belleville and a new memorial was planned. The names were all transferred to bronze and placed in front of the VFW home.

HELP, HELP, HELP!

Burt Young, AMMV National Credentials Chairman and C. M. "Beech" Dale, Missouri Valley Chapter Secretary, have launched a campaign to get the American Legion to adopt a Resolution, at their National Convention in July, 2010, committing to full Legion support of our Bills HR.23 and S.663. Burt and Beech already have encouraging support in the two states they live in. The American Legion's national position is "NO OFFICIAL POSITION" on our legislation.

We need to change that! And we can because the American Legion has been helpful to us in many ways. The American Legion magazine had an article on the Merchant Marine four years ago the brought our Just Compensation cause over 2,000 new members. Call Burt Young and he will send you a copy.

We feel that if we can get the Legion to take a full-support position on our legislation, it would help reverse the downright negative position of the Veterans of Foreign Wars on our legislation and that would certainly help ease our political woes.

HOW CAN YOU HELP? We need to influence Legion Adjutants in all 50 states to see that this Resolution is brought forward at their National Convention in July.

If you are an American Legion member and would be willing to work with your state's Adjutant, please contact Beech Dale at (402) 489-7025 or Burt Young at (402) 488-1576 and they'll help you realize thousands of Legion veterans are in sympathy and they'll help you with specifics.

TIME IS OF THE ESSENCE; PLEASE CALL THEM NOW.

THE ATTACK ON THE SS LARRY DOHENY

The SS Larry Doheny was torpedoed and sunk by Japanese submarine I-25 about 10 miles off the coast of Port Orford, Oregon without warning on October 5, 1942. She was enroute from Long Beach, California to somewhere in Canada carrying 66,000 barrels of oil.

This was a second encounter for the Doheny. She had been shelled by the Japanese submarine I-17 on December 23, 1941. Four shells hit and a fire started in her bridge area.

A plane arrived and the sub crash-dived to periscope depth. It launched a torpedo, which probably prematurely detonated and the Doheny escaped. The I-17 is famous for the first shelling of the continental U. S. in WWII, firing some shells at oil tanks off Goleta, CA.

The Japanese sub that ultimately sank her was infamous for launching the aircraft that tried to start fires in the Oregon forests with incendiary bombs. The Doheny lost 2 crew members, Chief Engineer Sven Boman and 3rd mate Harry A. Wesch. Four Naval Armed Guard personnel were also lost. Harry Wesch lost his life in order to save the lives of his comrades. He was seen running into the flames towards the catwalk to get his whistle cord and sound the alarm.

Cal Berry, AMMV National Treasurer and a former Long Beach resident who now lives in Florida, tells his story of the incident. "I was on watch, my first ship as a 19-year old third assistant engineer, when the torpedo hit. I only felt a slight bump and thought perhaps we had hit a log. It was not uncommon to see them floating out there; they had been lost from the many lumber schooners that ran that route. In a few minutes, the Chief opened the door on the top level and called down that we had been torpedoed and to abandon ship.

"I told the fireman and oiler to get out and I followed. I got about halfway up and began to think and decided that, if we had been hit, we must be on fire and that we were going into it. I turned around and went back to the control platform and shut down the

engine. Then I started to the fire room to shut off the fires in the boilers (remember, it was a sin to let a safety valve blow.)

"Then it occurred to me that if we had taken a fish, who cared as the ship would be sinking. So I took off. When I got on deck, all the crew and both surviving life boats were gone, so I went to my room and got my survival gear (life vest and wet suit), went back on deck,

climbed out on a davit and then to the monkey line and let myself into the water.

"One of the life boats could see me and tried to pick me up in about an hour. But when they tried to come out of the fog and smoke, the sub machine-gunned the boat so they ducked back into the fog and smoke. My rescue was delayed about two or three hours.

"When we got aboard the old Coos Bay, now a Coast Guard Q ship, I was

taken to the sick bay where I was stripped of all my oily clothes. The guy there said, come here, and he took me to a full length mirror. I could see that I was oil from head to toe. A Coast Guard guy gave me a pair of pants, another one gave me a shirt and another one gave me a pair of socks and shoes. So there are several guys out there that I owe. When we got ashore, the Red Cross gave me a jacket. I think it was the Red Cross."

Cal notes an interesting prologue to this story. Sixty years after the Doheny went down, he applied for his U. S. Merchant Marine medals. He was advised that he qualified for the Mariners Medal because the ship sank. When he asked about why he hadn't received it sooner, he was told that his mailing address was "on board" the Doheny and it was at the bottom of the ocean.

Now, 68-years later, Monty Montgomery of Port Orford and a member of the AMMV Southern Oregon Chapter, is spearheading an effort to have a memorial plaque, dedicated to the Merchant Mariners and Naval Armed Guard lost on the SS Larry Doheny, placed at the harbor, alongside a plaque dedicated to the lost fishermen of the area.



Merchant Mariners still fighting ... but this time it's "friendlies"

War Shipping Administration: Friend or Foe?

The War Shipping Administration (WSA) was commissioned to supply our troops and those of our Allies. U.S. ships were on the open seas daily being attacked and sunk by the enemy. Loaded ships in port were missing critical sailing dates because they did not have enough seamen to operate. Armies can't fight without munitions and supplies. It was up to the WSA to solve the problem – draft-aged men had been taken by the armed services; retired seamen and those that went to shore-side jobs were already in service. New approaches and drastic measures had to be developed. Delayed sailings put our troops at risk. One effort had some Navy recruiting stations telling volunteers their quotas were full but check with the Merchant Marine recruiters, "if you want to go to sea and serve your country."

To develop man-power to operate ships, the WSA used creative advertising, posters and promotions with Hollywood glitz. Aware of 16 and 17 year old boys' naïveté, they appealed to their patriotism and desire to see the world. With training in seamanship and 60 hours of instruction on shipboard armaments, these volunteers *knew* they were going to serve and fight for their country. At the end of the War, Admiral Land's report to President Roosevelt stated *"It is interesting to note that the personnel system thus evolved resulted in a peak sea-going force of 250,000, and was kept within the framework of the civilian status of the maritime industry, despite the fact that the seamen and officers carried on their work under combat conditions."* The people of the WSA were very proud how they managed the greatest sealift the world has ever seen but they never looked back at the men and boys they sent to sea where many would freeze or fry when their ships were torpedoed.

The Veterans Administration: Friend or Foe?

The Veterans Administration Director Bradley G. Mayes, speaking of Compensation and Pension Service Veteran Benefits on April 29, 2009, gave testimony that improperly quantifies the Merchant Marine service to our country. His appraisal of our history and contribution indicates his job is to present testimony that would avoid expense and additional work for the VA. It should be noted Senator Akaka did not invite Senator Ben Nelson, Congressman Bob Filner or the any of the surviving Merchant Mariners to offer testimony. When Congressman Filner, House VA Committee Chairman, said when he introduced HR 23 on the House floor for a vote, *"There is no way we can adequately compensate those Merchant Mariners of WWII over six decades after they risked their lives for their country."* The VA doesn't want to hear any of that and are content with the status quo. Considering their lack of sensitivity, could they ever imagine witnessing death in the freezing cold of a life boat in the North Atlantic, watching an Aussie in the water singing *Waltzing Matilda* as your ship passes him and the debris from his torpedoed ship or watching shipmates swim away from a torpedoed tanker through oily fires? Enemy action caused

"The officers and men of the Merchant Marine, by their devotion to duty in the face of enemy action, 'have brought us the tools to finish the job. Their contribution to final victory will be long remembered."

**Gen. Dwight D. Eisenhower
National Maritime Day, 1945**

thousands to drown and many thousands more to be wounded or disabled. Mr. Mayes finds it convenient to accept the misleading information given by others who are worried over how our dwindling numbers might dilute GI benefits funding.

Sixty-five years after World War II, U.S. Merchant Mariners wonder why it doesn't occur to Mr. Mayes and other detractors that we were trained in gunnery to fight the enemy and get supplies to our armies. *Note: the Merchant Marine Act of 1936 clearly states "Merchant Mariners are civilians, except in time of war they are*



Their oil tanker sinking from a German torpedo, Merchant Mariners escape their burning ship in life boats. The unbelievable heat from the fire would soon be replaced by the bitter and numbing cold of the North Atlantic.

considered military personnel." Leaders of all Armed Service branches realized World War II could not be won without the Merchant Marine battling the enemy to bring the supplies.

Veterans of Foreign Wars leaders: Friend or Foe?

Leaders of the VFW can take the rest of the credit for the Merchant Marine being overlooked for the GI Bill. They have gone to considerable effort to keep mariners from receiving compensatory benefits as a symbol of our country's recognition. They express their fear of seeing us qualify the same as a farm animal is afraid to share at the feeding trough. A letter dated May 7, 1947, signed by Director Omar B. Ketchum, states *"The position taken by our organization in opposition to extending certain benefits to the Merchant Marine is because of our growing concern that, should these benefits be extended, there would be other groups making claim for such benefits, and in view of greatly increased costs to the nation, the congress might see fit to sharply curtail all benefits."* Their attitude has not changed. Call us civilians if you will but we accomplished our mission. They fear additional veterans would reduce the survival supplies in their lifeboat. It is truly ironic; WWII merchant seaman were their link to survival.

Please help us fight for the GI Bill of Rights benefits and legislation Senate Bill S.663 "Belated Thank You to the Merchant Mariners of World War II Act of 2009." Contact **Sindy Raymond** at (800) 545-4173 or email saaren@frontiernet.net.

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





JUST COMPENSATION

PETITION DRIVE PROGRAM UPDATE

Efforts are continuing to get Senators to sign on to our bill S.663 "Belated Thank You to the Merchant Mariners of World War II Act of 2009". Petitions are a good way to let Senators know that their support is definitely needed, not only by the Just Compensation Committee members but by union members, families, friends and other members of the community, the Senators constituents..

Connie and Don Heffern of the **AMMV St. John's River Chapter** in Jacksonville, FL got together over 300 names which they presented to Senator George Lemeiux's office and sent to Florida's Senator Bill Nelson. They send special thanks to chapter members, maritime union members in the Jacksonville area and others who signed. They requested a reply from the Senators but thus far, have not received one.



Don Heffern (St. John's River Chapter) and Ashley Cook, aide, in Senator George Lemeiux's office in Jacksonville.

AMMV Central California Chapter will be setting up a table at the Fresno, CA City Hall in mid-March to have petitions signed asking support of CA. Senator Dianne Feinstein and HI Senator Daniel Akaka. The cost of the table was prohibitive at first, but local city councilman, Mike Dages, arranged to waive the fees. "U.S. Merchant Marine at War" booklets and other information will be passed out. More information will be available in the next issue of the NEWS.

And **Member-at-Large** Melvin Bockelman is spearheading a petition drive in Missouri to get Senator Claire McCaskill to sign onto S.663.

Call or email Sindy at (800) 545-4173 ext. 1 or saaren@frontiernet.net and she'll be glad to send you petition forms and information. This is a great way to get the notice of Senators.

FROM JCC CO-CHAIRMAN GERRY STARNES

The following is a sample of a letter, and a message from me, recently sent by the JCC to all of the North Carolina Mariners on our mailing list urging them to write to Senator Richard Burr, a member of the Senate Veterans Committee and very important to our cause.

Please write or fax your own Senator non-signed TODAY. THIS IS VERY IMPORTANT!

Note to North Carolina Mariners: *Please do not use this letter verbatim. It is intended to give you the information in going after your senator whom I met in Washington, DC and is well known to my cousin in Eden, North Carolina. She really gets on his case because her son, like myself, is an USMMA graduate. Put your letters into your own words. If Burr's staffers suspect you are sending him a form letter they will most likely toss them all out.*

I will be writing him a similar letter also. I don't know if we can turn him on, but he could put us through the Senate VA Committee if he has the guts to do it. I have spoken with Congressman Bob Filner at length, and our AMMV Pres. A.J. Wichita spoke with Sen. Ben Nelson the same day and they say our plan will work if we can get it by the Senate VA Committee. Our two Lobbyist friends in Washington concur.

If we lose, don't let it be from not trying our best.

Thank you all for your help, "Let's Get 'er Done."

Gerry Starnes

JCC Co-chairman & Government Affairs AMMV

SAMPLE

(Your Address)

(Date)

The Honorable Richard Burr

United States Senator, North Carolina

(Local address)

Phone: 202-224-3154 Fax: 202-228-2981

Dear Senator Burr:

As one of your Merchant Mariner WWII Veteran constituents, I was glad to learn about the announcement of your running for a second term in office in our State of North Carolina. There are some 200 still living old Mariners in the Tarheel State from the original 7,000 or so who went out into the dangerous seas from our shore to serve in the defense of our country according to AMMV calculations. For 65 years, every Congress of the U.S. has denied us the recognition and respect for our extreme effort in helping win that Great War in the early 40's. Now we have one last possible opportunity to finally be compensated for our wartime service and consider the debt paid if you choose to represent us as we North Carolinians expect from those we elect to Congress.

Of course you know that S.663, "Belated Thank You Merchant Mariners Act of 2009" is again held up in the Senate VA Committee while the identical companion bill HR.23 has



JUST COMPENSATION

twice passed in the House. We've seen the WW II Filipino Vets get their compensatory benefits and more from the U.S. government even though the Islands have been a sovereign nation since 1948 and many of the recipients are not U.S. Citizens. VA Committees are duty bound to help old American veterans without partiality and not "stone wall" them.

Some senators are expressing concern about the cost of our stipend benefit and some say the money is better used for those vets returning from Iraq and Afghanistan. Others are looking for "off sets." Those are nothing more than ridiculous excuses to do nothing in light of the richest nation on earth spending and wasting trillions of our taxpayer dollars on Stimulus Packages, bank & automobile bailouts, Mortgage Payment Assistance and Foreign Aid along with thousands of "earmarks" and billions for Fannie Mae and Freddie Mac.

Our sponsors, Senator Ben Nelson and Congressman Bob Filner and their staffs are working together to get S.663 accepted as an amendment to an appropriate bill in the House, and Senator Reid is committed to bringing the bill to the Senate floor. The Senate VA Committee has been and still is the only road block in moving our bill. Chairman Akaka has sent word that he will do nothing to support us, but will not place a "hold" the bill which is likely the only bipartisan bill in Congress. Of the 50 co-sponsors, at least a dozen are Republicans. We have seven co-sponsors as members as of the VA Committee.

Senator Burr, with all due respect, we old Mariners of WWII, taxpayers of North Carolina, cordially request that you now exercise the authority of your position as Ranking Member of the Veterans Affairs Committee by becoming the eighth co-sponsor of S.663 and thereby creating a majority on the committee. Assume control of the bill and "Mark it Up" for Senator Reid's Legislative Calendar so that Senator Nelson can get it to the floor.

We believe you can do this for us and when the story is picked up by the news media you will be honored by the general populace all over the country for correcting a six decade injustice and prejudice against the WW II service that had the highest causality rate. We know this because when we attend veterans' affairs, people who remember the war come shake our hands, hug us, and thank us for risking our lives to keep them free.

It is with regret, that if you cannot supply the effort we respectfully ask, we must remind you sir, that we, our families, friends and kin will all be advised to vote for anyone who opposes you in November

A timely response will be much appreciated.

Most sincerely yours,
(Your name)

OREGON MEMBERS MEET WITH SENATOR MERKLEY'S AIDE

On February 11, 2010 Just Compensation Committee members from Oregon, and accompanied by Jim Willis, Director of the Oregon Department of Veterans' Affairs and his Deputy, Paula Brown,

attended the vote on a Resolution honoring WWII Merchant Mariners in the Senate chamber of the Oregon State Capitol. The vote on the resolution was unanimous.

The members then hurried from Salem to Portland to the offices of Senator Jeff Merkley. They spoke for more than one hour

with Claire Griffin, Constituent Services Director and her aid Benjamin Hier, requesting support for Senate bill S.663. Each mariner took a few minutes to tell about his service and how lack of benefits affected their lives. Ms. Griffin asked many questions and said that her ancestors served in the Merchant Marine during the Civil War and the Spanish American War. The general feeling was the Ms. Griffin would be a strong proponent for our Bill. We look forward to Senator Merkley signing on as a Co-sponsor of S.663.



Oregon State Senate Martha Schrader reading Merchant Mariner proclamation SCR22.

MESSAGE FROM IAN T. ALLISON, CO-CHAIRMAN, JUST COMPENSATION COMMITTEE

We're certainly NOT DEAD IN THE WATER in our efforts for just recognition in the form of Senate Bill S.663. It appears that there is an upswing of activity across the County.

- AMMV President has conferred recently with our Sponsor, Senator Ben Nelson of Nebraska.

- Gerry Starnes is trying to line Congressman Bob Filner up with Senator Nelson for a meeting to figure out an appropriate way to by-pass the Veterans Affairs Committee.

- Perry Adams is constantly emailing members in states where we need Senatorial support.

- The petition drives are working,
- Newspapers articles and Letters to the Editors are getting the word out about our efforts.

- NAUS officials and our lobbyists are working hard for us.

- Members, nationally, are responding to our pleas to write letters, send faxes, telephone or contact their Senators who have not signed on yet for S.663, in any way they can.



JUST COMPENSATION



Ian T. Allison with his "lady-friend" (and Cindy's mother) Chrissy Gardner at the 90th Birthday party.

- A.J. has lined up 200 sorority girls to visit the Senators' offices for our cause.
- We have distributed over 35,000 booklets "U.S. Merchant Marine at War" to date to help educate the public about Merchant Marine history in WWII. I blame myself for not printing these five years ago.
- Resolutions in support of our efforts on a State level are becoming more frequent. Oregon passed one, Indiana is working on one, and Lisa Wilken, our

Veterans advocate volunteer, reports that as of mid-March, "the resolution in the General Assembly in Illinois urging their federal elected officials (Senator Burris) to support the WWII Merchant Mariners in receiving benefits passed out of the State Veterans' Affairs Committee with a 21-0 favorable vote. It is on the way to the floor of the Illinois State legislature."

I firmly believe that if we could get Resolutions of Support by ALL 50 STATES, in support of the WWII Merchant Mariners and our cause, that it would put us over the top and get this thing done. Several states have passed these Resolutions but there are 50 States. This would require some dedicated efforts by JCC members in all of the other States. If you think that you are "up to it", contact Cindy and she'll help you get started. And don't forget to ask her for copies of newspaper articles. She'll be glad to send them.

But THE PLAIN TRUTH IS: We need at least 11 more Senators. EVERYONE needs to help. Please do your share.

On a personal level, I celebrated my 90th Birthday a few weeks ago in grand style. Lots of family and good friends joined me in the festivities. But it was the Big 90 - **LET'S GET THIS THING DONE.** We Merchant Mariners deserve to be treated fairly by the United States government.

God Bless America,
IAN T. ALLISON

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

Toll Free Washington, DC – (800) 828-0498

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

OREGON PASSES RESOLUTION TO HONOR MERCHANT MARINERS OF WWII

Oregon State Senator Martha Schrader introduced a Resolution honoring Merchant Marine veterans of World War II. On February 11, 2010, the State Senate passed the Resolution unanimously.

SENATE CONCURRENT RESOLUTION 22

Whereas the United States Merchant Marines served as the nation's first Navy and helped George Washington's Continental Army defeat the British Navy; and

Whereas since 1775, United States Merchant Mariners have served valiantly in times of peace and in every war; and

Whereas the United States Merchant Marine Academy is the only one of the five service academies that sends its cadets into war; and

Whereas 142 undergraduates of the Academy were lost during World War II; and

Whereas during World War II, Merchant Mariners served honorably in combat but were denied veterans' benefits and recognition at the end of the war despite sustaining the highest rate of casualties of any of the armed services; and

Whereas more than 95 percent of the Allied Forces and material that were transported during World War II were transported by Merchant Marine ships; and

Whereas the Merchant Mariners of World War II were denied the unprecedented benefits of the Servicemen's Readjustment Act of 1944 (known as the 'GI Bill of 1944); and

Whereas the story of the United States Merchant Mariners of World War II is one of patriotism, of youthful exuberance, of dedication to duty, of bravery in the midst of battle and of a nation that forgot these heroes after the end of the war for more than 40 years until they were given veteran status in 1988; and

Whereas by that time, more than 125,000 of those Merchant Mariners had died and many had lost out on opportunities and benefits they greatly deserved; now, therefore,

Be It Resolved by the Legislative Assembly of the State of Oregon:

That we, the members of the Seventy-fifth Legislative Assembly, in special session assembled, recognize the tremendous sacrifices and contributions of the United States Merchant Marine and its veterans and the entire maritime industry to this state and nation during and following World War II; and be it further

Resolved, That we recognize the heroic and invaluable sacrifices that United States Merchant Marine veterans have made to help ensure the prosperity and safety of this state and nation.



l-r: Paula Brown, Deputy Director, OR. Dept. Vet Affairs (ODVA), Bill Marker, Max and Carole Gutierrez, and Will Bartlett, members of the AMMV Oregon Chapter, Gloria Wells, Leo Menace, Beryl and Ed Lingenfield, Toni Horodysky, and Gene Tomlin, members of the AMMV Emerald Sea Chapter, and Jim Willis, Director, OR Dept VA.

CUSTOM *FULL COLOR* ADDRESS LABELS *Just for you!*



Label size 1 inch x 2 5/8 inches

150 labels \$11.00 300 Labels \$18.50

You choose YOUR ribbons



All Merchant Marine Ribbons available although not shown.

Send your Name, Address and choice of ribbons to:

Jamie L. Burnell

19 Myrtle Avenue

South Portland, ME 04106

Personal Checks and Money Orders accepted

NO CREDIT CARDS

Send \$1.00 to cover postage for FREE color sample.



American Merchant Marine Veterans

24th National Convention

Las Vegas, Nevada – May 10 - May 14, 2010

Hotel Registration

Please register for your hotel rooms directly with the hotel.

The room rate is \$49.00 plus all applicable taxes. You must register **prior to April 10, 2010** to guarantee the convention rate. Be sure to tell them that you are with the Merchant Marine attending the May 10-14 Convention.

Riviera Hotel and Casino
2901 Las Vegas Blvd
Las Vegas NV 89109
1-800-634-6753

Extend your stay. We've arranged for you to have three days before and/or three days after the convention, subject to availability, at the same great rate. Check with the hotel for specifics. Why not make it a vacation?

Check out the four great shows at the hotel. ***We get them at half price!***

Proposed Schedule of Events

Monday, May 10

Check-in and Convention Registration
Exhibit/Hospitality Room to be announced
Self guided tour of the "Strip" and downtown

Tuesday, May 11

	Registration, as needed
9:00 AM - 11:00 AM	Board of Directors Meeting
Noon to 1:30 PM	Ladies Luncheon and Entertainment
1:30 PM - 4:00 PM	Opening Ceremonies. General Session
6:00 PM - 7:30 PM	President's Reception Dinner – Speakers. Raffle drawing after dinner ... Dancing 'til ?

Wednesday, May 12

10:00 AM - 2:30 PM	Bus Tour of Hoover Dam. Military Cemetery and Ethyl M's Chocolate Factory with a buffet lunch at a casino. Space is limited, please reserve early.
All day	Self-guided tour of the "Strip" and downtown

Thursday, May 13

9:00 AM - 11:00 AM	General Session Meeting
1:30 PM - 4:00 PM	General Session Meeting
6:00 PM - 7:30 PM	President's Farewell Banquet – Keynote Speaker; Raffle drawing after dinner; Dancing 'til...

Friday, May 14

For those leaving today, this has been the greatest. For those staying on a bit .. enjoy!
May God see you all safely home.

The Crew

Your hosts, the "High Rollers" Chapter, Las Vegas NV
Vaya con dios

LAS VEGAS

24th National Convention
Playing May 10 ~ 14, 2010



Just \$49 a night!



With this deal,
why not share the fun?
Bring your family
or bring friends!



Imagine the possibilities!

American Merchant Marine Veterans

24th National Convention

Las Vegas, Nevada – May 10 - May 14, 2010



Convention Registration Form

Name _____ Affiliation/Chapter _____

Spouse/Other _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Planned Date of Arrival _____

Convention Fees: (AMMV members & affiliates only, **no registration fee for spouse/companion**)

Register early and save money

Early Birds Special until **March 15, 2010** \$ 75.00 x _____ = \$ _____

March 16 - April 15, 2010 \$ 85.00 x _____ = \$ _____

April 16 - May 10, 2010 \$ 95.00 x _____ = \$ _____

Ladies Luncheon (Tuesday noon)

☐ _____ Chicken Caesar Salad ☐ _____ London Broil \$ 33.00 x _____ = \$ _____

President's Reception Dinner (Tuesday evening)

☐ _____ Roasted Pork Loin ☐ _____ Chicken Parmesan \$47.00 x _____ = \$ _____
(Chicken Breast topped with
Marinara and Mozzarella Cheese)

President's Banquet (Thursday evening)

☐ _____ Rib-eye Steak ☐ _____ Chicken Italiano \$47.00 x _____ = \$ _____

Wednesday Morning Bus Tour to Boulder Dam, Southern Nevada

Military Cemetery, Ethyl M's Chocolate Factory

PLUS a Noon Buffet at the Hacienda Hotel. \$39.00 x _____ = \$ _____

Total due for convention fee, meals and event \$ _____

The fine print: Special medical or physical concerns, please detail needs with hotel check-in personnel at registration time.

Cancellation notice: Refunds only by special exception after May 1, 2010. AMMV will charge \$25 for returned checks.

Send completed form with check to:

AMMV: c/o Roy Mahan
82 Scorpions Island St.
Henderson, NV 89012-5698

Checks must be received before May 10, 2010

For general information contact Roy Mahan (702) 558-0643; email- meicoroy@aol.com or
Mitzi Tacey (702) 458-5580; Fax (702) 4586701



24th National Convention Commemorative Book



Place your order now

Full
pages
are not just
for chapters!

Can't
make the
convention?
Do your part.
Buy an ad!

Got
pictures?
We'd love to
see them!



There
is a
size & price
for
everyone!

== We need you! ==

To get your order form or for more information contact Roy Mahan, High Rollers Chapter
(702) 558-0643 or meicoroy@aol.com or

Download your order form online www.ammv.info

Make this convention a success!

American Merchant Marine Veterans

24th National Convention

Las Vegas, Nevada – May 10 - May 14, 2010



COMMEMORATIVE BOOK SPACE - ORDER FORM

This is an invitation to offer recognition of Merchant Marine and Navy Armed Guard veterans of WWII.

We offer this publication as a way for businesses, organizations and individuals to express recognition, support AMMV, give a message, or document their own involvement in WWII and the Maritime Industry and all other supporting groups.

MEMORY BOOK RATES

Deadline for submittals is APRIL 1, 2010

_____ Full Page (8 in x 10.5 in) @ \$ 125.00 _____ Half Page (8 in x 5.25 in) @ \$ 75.00

_____ 1/4 Page (4 in x 5.25 in) @ \$ 50.00 _____ Business Card @ \$ 30.00

_____ Biographical Story* @ 30% off _____ Patriotic Contribution
of standard pricing above

- ★ Full page submittals can be printed in color for an additional \$175.00 per page
- ★ Two full-page submittals may be placed side by side for \$70.00 extra
- ★ Premium location: (Color only) Back cover, inside front cover, inside back cover, or inside center fold. Available on a first come, first serve basis. Contact us for additional information.

All Submittals must be camera ready.

No Bleeds except back and inside cover.

Original Art – No Photo Copies please.

Digital Copies accepted – MS Word or PDF format, e-mailed or on disc.

Do not scar the artwork with paper clips or other clamp devices.

Contact: _____ Phone: _____ E-mail _____

Chapter Name: _____

Memory Book will be made available to the following addressee:

Paid by: _____ Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Space: \$ _____ + Color \$ _____ + Premium Position \$ _____ = Total \$ _____

Mail check (no cash please), completed form and your submission to:

Roy Mahan

82 Scorpions Island St.

Henderson, NV 89012

E-mail digital files to Carole Gutierrez at photos@clear.net

* The AMMV Convention Committee reserves the right to accept or reject any essay for publication and to edit and/or limit the word length. Biographer will receive one free copy of the Memory Book.

FOR GENERAL INFO: Roy Mahan (702) 558-0643 or meicoroy@aol.com

TECHNICAL QUESTIONS: Carole Gutierrez (503) 252-8250 or photos@clear.net



APPLICATION FOR MEMBERSHIP

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

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

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

DATE _____

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ E-MAIL ADDRESS _____

AGE _____ POSITION ABOARD SHIP _____

Please check the appropriate box(es):

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

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

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

SEND COMPLETED APPLICATION AND DUES TO:

AMERICAN MERCHANT MARINE VETERANS

P.O. BOX 186

FERRISDALE, CA 95526-0186

800-646-4173 • Fax 707-786-4667 • ammmv@frontiernet.net

M.M. Car Flags Double Sided \$20.00ea. s/h incl



ALL FLAGS ARE MADE IN THE USA

2 Flag Desk Set
American Flag and
Merchant Marine Flag
\$10.00 per.set +\$ 2.60s/h



\$25.00
ca.
s/h incl

3' x 4' Outdoor Flag

License Tag
Made of Polytuff
NO METAL NO RUST
\$5.00 each + \$1.60s/h



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



SPECIAL
ALL SHIRTS ON SALE \$20.00ea.+ S/H
Long sleeve shirts sold out

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

< tear off here tear off here tear off here tear tear off here tear off here tear off here >

MERCHANT MARINE MERCHANDISE ORDER FORM

MU.S.M.M. 3'x 4'Flag	\$25.00 (S/H included)	Qty. \$	_____
U.S.M.M. Car Flag	\$20.00 (S/H \$5.00) (includes car flag mast)	Qty. \$	_____
U.S.M.M. Polytuff Tag	\$ 5.00 (S/H 1st Tag \$1.60 add. tags .50 each.)	Qty. \$	_____
Battling Pete Emblem	\$ 4.00 (S/H included)	Qty. \$	_____
2 Flag Desk Set	\$10.00 (S/H \$2.60 ea.)	Qty. \$	_____

WOMENS: Shirt, short sleeve \$20.00 (S/H \$5.00)

COLOR'S: White, LBligh blue. OXford, Pink, True REd SIZE: M, L, XL, 2XL

color size qty color size qty Womens Total \$ _____

MEN: Shirt, short sleeve \$20.00 (S/H \$5.00) (SALE PRICE)

COLOR'S: Black, White, RBRoyal blue, Navy, LBligh blue. SIZE: M, L, XL

color size qty color size qty ORDER TOTAL \$ _____

Ship To:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone 1: _____ Phone 2: _____

Check Payable to:

Gulfstream Chapter A.M.M.V.

c/o S.I.U. 1221 South Andrews Ave.

Ft.Lauderdale, FL. 33316



JOINING FORCES ON CAPITOL HILL



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

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

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

NAUS Application for Membership

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

AMMV09

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

Email: _____

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

Rank/grade: _____

Special NAUS Dues for AMMV Members

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

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

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

Membership Term: _____ year(s)

Dues: \$ _____

DUES PAYMENT INFORMATION

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

☐ Please charge my credit card

Check card used

☐ Visa

☐ Master Card

☐ Discover Card

☐ American Express

Credit Card #: _____ Exp. Date: _____

Name: _____

(as shown on card – please print)

Signature: _____

(Required if using credit card)

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

American Merchant Marine Veterans
POST OFFICE BOX 186
FERNDALE, CA 95536

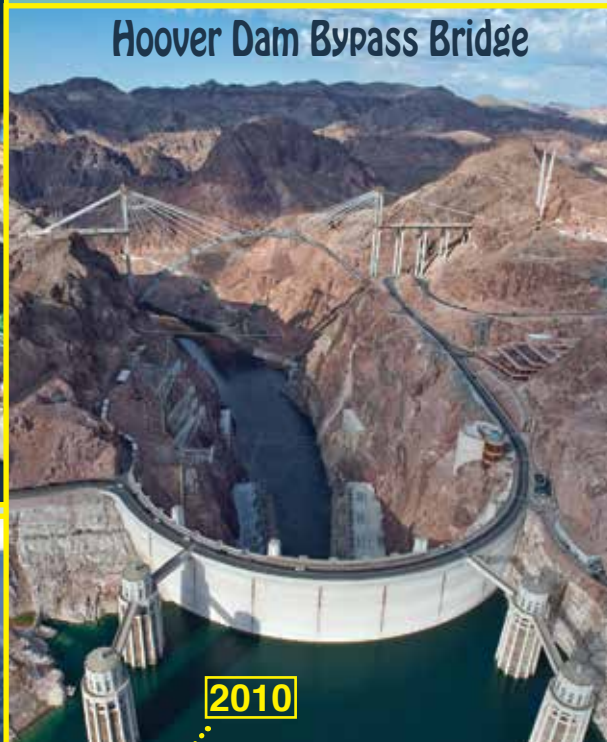
NON PROFIT ORG.
U.S. POSTAGE
PAID
SAN ANTONIO, TX
PERMIT #4043

American Merchant Marine Veterans 24th National Convention

Las Vegas, NV ~ May 10-14, 2010



Construction of the
Hoover Dam Bypass Bridge



2010



2017

Take the
planned day
trip and
make this
part of your convention experience!

