

OFFICIAL PUBLICATION OF THE AMERICAN MERCHANT MARINE VETERANS

# NEWS MAGAZINE



Disobeying orders to continue hunting U-boats, the Coast Guard cutter Escanaba opted instead to rescue 230 survivors from the icy waters of the North Atlantic following the attack on the *USAT/SS Dorchester* in 1943. That night *The Four Chaplains of the SS Dorchester* provided hope and life preservers, including their own, to troops aboard the ill-fated ship.

IN PEACE AND WAR



1775

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SUMMER 2010  
\$4.00



# Folding the American Flag: Fact and Fiction

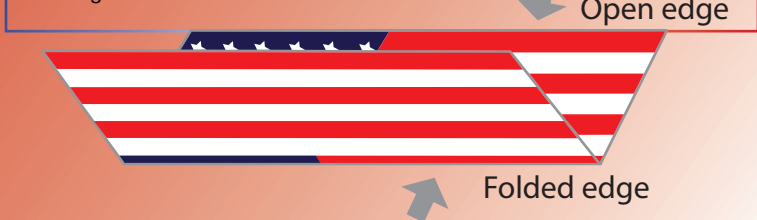
THE FLAG CODE (Title 36, U.S.C., Chapter 10, As amended by P.L. 322, 103rd Congress, Approved September 13, 1994) is the law of the land regarding handling and displaying the American flag. Surprisingly, the Flag Code does not include any instruction on how to fold the flag, nor does it define any symbolic meaning of the folds. Official or not, the tradition of the 13 folds and the symbolic meaning of each fold has gained status and can be found in many governmental and military manuals and is often recited at numerous military funerals.

In October, 2007, the National Cemetery Administration banned the practice of reciting the meaning of the folds at all national cemeteries, but the decision was quickly revised. The U.S. Department of Veterans Affairs issued a statement on October 20, 2007, saying that any recitations at the grave-side of a veteran can reflect the wishes of the family. In other words, if the family wants the meaning of the folds included in the service, it may be.

**Step 1:** Facing each other, two people hold the flag horizontally at both ends.

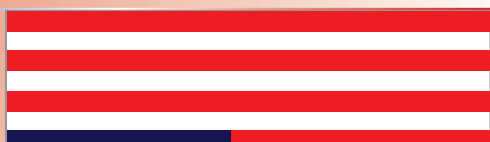


**Step 2:** Make your first fold lengthwise, bringing the stripes over the union area of the flag.



**Step 3:** Match up the corners, keeping the flag taught.

*The 1st fold of the flag is a symbol of life.*



**Step 4:** Make another lengthwise fold; match up the corners; keep the flag taught.



*The 2nd fold is a symbol of the belief in eternal life.*

**Step 5:** Keeping the flag taught at both ends, fold a triangle from fold to edge. Keep folding triangles, making sure you keep a 90° angle and your folds are smooth.

*The 3rd fold is a symbol of honor and remembrance of veterans.*



**Step 6:** Continue folding triangles in the same manner.

*The 4th fold is a symbol of weakness.*



*The 5th fold is a tribute to our country.*



*The 6th fold is where our hearts lie.*



*The 7th fold is a tribute to our Armed Forces.*



*The 8th fold is a tribute to the one who entered into the valley of the shadow of death, so that we may see the light.*



*The 9th fold is a tribute to womanhood.*



**Step 7:** Continue folding triangles onto the union of the flag.

*The 10th fold is a tribute to fathers*



*The 11th fold represents the lower portion of the seal of King David & King Solomon, glorifying the God of Abraham, Isaac & Jacob.*



*The 12th fold represents the emblem of eternity and glorifies the God of the Father, the Son & Holy Ghost.*



**Step 8:** Fold the last triangle and tuck the ends in.

*When the folds are complete, the stars are upmost and remind us of our national motto, "In God we Trust."*



*The flag will resemble a cocked hat, representing Soldiers, Marines, Sailors and Merchant Mariners of the past & present.*





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.*

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The editor and publisher of this magazine assume no  
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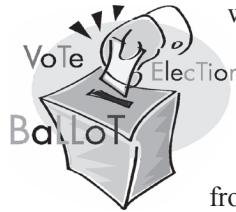
# Patriots at work

The *Las Vegas* convention was the springboard for new energy. **Major General Matz's** spirited speech added strength, hope and direction for "Just Compensation". His speech met with resounding applause from the membership. It was so well regarded, **Ian Allison, Co-Chairman of JCC**, asked permission to send copies to the 10,000 supporters of our Senate Bill S-663. Meantime, General Matz sent a compelling letter to President Obama to get behind our bill and push it through the Senate. He has hopes of discussing it directly with the President or his staff.



## Update on S-663, Senators Burr and Wicker

Several members have written directly to **Senator Burr**, a senior member in the Senate Veteran's Affairs committee. Senator Burr's new 2 ½ page response letters to Merchant Marine veterans ventured into areas that warranted many heated responses. **Co-Chairmen of the JCC, Ian Allison** and **Gerry Starnes** and **Byron Ayres**, have sent strong rebuttals along with many other members of the AMMV. The exchanges indicate staff members are beginning to read our messages and react to them. We feel this will affect Senator Burr's re-appraisal of the votes he needs, from the approximately 70,000 relatives of Merchant Mariners in his state, to win the next election.



**Senator Wicker** of Mississippi has **Gerald Greig** on him like a buzz saw. Several members from the *Otto J. Ernst Chapter* in North Carolina produced a post card with Senator Wicker's picture on it condemning his neglect of the WWII Merchant Marine veterans. The Senator was also listed in the AMMV article in the July issue of the NAUS magazine. It has publicized the members of the Veterans Committee who have not co-sponsored the bill and who will soon be up for election.

## Chapter news

On the chapter front, we have had several new ones start up in the past 12 months and in the past 30 days, three Members-at-Large have responded to our annual dues letter and asked about starting chapters. These Mariners have not had the pleasure of each other's company in the past and are looking forward to sharing their mutual interests and promoting their history to the public at large.

## Spreading our story

### Reaching younger people

**Alexis Keslinke**, a volunteer from the *American University* in Washington, DC is writing a piece for the AMMV News Magazine and her current mission is to enlighten the public about the Merchant Marine. She will be using a blog on the Web since the majority of our younger citizens today get their news from the Internet and not the daily newspaper, as senior citizens do. We "older folks" have depended on newspaper stories and thus, have neglected the younger people who make up the vast majority of news-hungry members of our society. Alexis has also enlisted ladies from several sororities and they will go to "The Hill" in September and help persuade Senators to sign on our bill S-663. This will be especially helpful with the Senators who are up for election.



## Spreading the word

And we need to keep educating the public about Merchant Marine history. **Marvin Perrault** has been working with PBS KCTF9 CONNECT to produce a segment on the Merchant Marine. The first presentation was on June 9th. A copy will be reproduced for those who would like to have it to help develop a program for your local PBS stations. Those on the Internet can Google "*KCTF9CONNECTS*". It has an excellent story line of the Merchant Marine at War.

The AMMV continues to increase its numbers, grow in spirit and accomplish the difficult. These things reflect the "can do" spirit we possessed to help win WWII. ***We are the men of the Merchant Marine and it still shows.***

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





# National Vice President Donald L. Trimbath

A Memorial Day monument dedication ceremony was held on May 28, 2010 in Butler, Pennsylvania to honor the Merchant Marine seamen of World War II. This separate, stand alone monument was needed because these veterans were denied the recognition of their wartime service by the Butler Memorial Committee which claimed that the Merchant seamen were just like any other civilians working in a factory, mine, steel mill or any other World War II industry.

Walter Luikhart, President of the Mariners of Pennsylvania Chapter, AMMV, has been at the helm of this effort, along with the support and encouragement of all the members of that chapter. As a veterans group, the Mariners of Pennsylvania Chapter of AMMV, located at Newcastle, PA, were denied any input of information to be placed on the original monument. This began a ten-year fight to be recognized as a veterans group. There have been court hearings, supported by legal advisors serving pro bono, followed by hours of mediation with the end result being that the County Commissioners agreed to give a plot of ground on which to place the monument.

This action was noted by all the major media – newspapers, radio, television – in the southwest Pennsylvania region proving that something worth fighting for can be accomplished with the power of perseverance and personal conviction.



*Walter Luikart, CEO of the Mariners of PA Chapter at the dedication of the long-awaited memorial in Butler County.*

*Donald L. Trimbath*







# National Secretary **Nelson Cauble**

Are you sure this is our *Summer Issue*? Where did Spring go? At least the rain has stopped for a little bit. They used to say that you would know when it is Summer in Oregon: the rain is warmer.

There is still lots of activity across our country and hard workers working for you. Our President, A.J., is giving his full time and attention to you mariners, and the issues before us. My every thanks goes to our Sindy Raymond for her never-ending service to AMMV and special help to me. I look forward to each issue of the magazine to hear about your activities. Another big pat on the back goes to Carole Gutierrez for her talent and adding so much to our magazine. We are so fortunate to have these two fine women in our AMMV. And now just imagine this! We have seven new chapters formed in the last 18 months! *Way to Go out there!* I sure look forward to meeting you at some time in the near future. I have been told that the new Arkansas group will be at Branson this Fall! See you there if all goes OK from here!

I had the privilege in May to take part in Living History Day at our Roseburg High School. The history teacher organized it and it was a great day! Please check out another page in this magazine for more coverage about it, and perhaps you might contact your local high school history teacher and suggest they might do the same thing. It was a huge success and should be in every high school.

Shirley and I are so sorry to have missed the Las Vegas Convention. I thank Roy Mahan and his committee for what I understand was a great convention. It is a huge commitment and a worry right to the end but from what we heard thanks to the website of Bob Ulrich, it went well and we

are proud of those who took part to make it work. My grateful thanks to Bob for his recording the event. We will certainly do our best to be at the Regional one this fall, and the next National one in Reno. I thank Frank and Lupe Mendez for stepping up to volunteer to host the one next May. We also offer our support to them in any way that is needed in the months to come.

I urge you to keep up the good work, lets keep this ol' ship moving the best we can for as long as we can. Remember that **TOGETHER WE CAN, AND TOGETHER WE HAVE MADE A DIFFERENCE!**

*Nelson Cauble*



*Burt Bessellieu, Humboldt Bay Chapter (left) and Nelson Cauble at Crescent California for the flag raising at the SS Emdio monument December 5th. These two sailed together 64 years ago and hadn't seen each other since until this day.*



## Editor / AMMV Office Administrator **Sindy Raymond**

Since I've been working for you and wearing three hats – AMMV NEWS Magazine Editor, AMMV National office person and Just Compensation "information coordinator," I've learned several things. But the most important is how interesting telephone conversations can be and how important telephone communication is. Of course, at 5:30 a.m. I may not be very good at answering "What's happening with the legislation?" from folks who don't realize that I'm on the West Coast. But I try.

Communication is keynote to success. And the 800 telephone number shared by AMMV and the Just Compensation Committee is a definite advantage to communications. It may be fairly costly to maintain but it is well worth it. As you know, AMMV is a non-profit Veterans organization funded by annual dues. The Just Compensation Committee, on the other hand, is a grass-roots group funded strictly by donations. Expenses have exceeded donations by quite a bit lately. So, if you can spare it, please send what you can to JCC, P.O. Box 1705, Santa Rosa, CA 95402 and help keep the 800 number working. Isn't it handy?

Now, I know there are other ways to communicate. And our members, both AMMV and JCC, are doing an excellent job of finding ways to get the word out. Whether your interest lays in our legislative efforts, establishing new chapters, getting new members in the AMMV, flag raising, monument construction, historical recognition or public education about the U.S. Merchant Marine and how you served, you need to be heard, by the public and by us.

There are many other ways, besides the telephone, for our multiple projects to be successful.

-Newspapers are one way – George Salovich in Montana is starting a Chapter there and an article in the paper earned him personal praise from their Governor. And don't forget those Letters to the Editors.

-What about the Internet and email? Tim Brown at the Masters, Mates and Pilots Union provided us with a small email ad to his members at sea and we have gleaned some younger members, which is one of our AMMV goals.

- Personal letters. Yes, I think the United States Postal Service is still in business.

- Public radio and television. This sounds scary but those who tried have been rewarded.

- And, last but not least, personal involvement in community efforts and/or personal interest areas. Start a Living History Day in your area, go to public functions and protest if they don't play "Heave Ho" along with the other Armed services songs. Visit the local office of your U. S. Senators. Check the flags flying at government facilities and, if the Merchant Marine flag is not there, let them know. Donate a book about the U. S. Merchant Marine to your library.

Bottom line: Communication and personal involvement are keynote to our success in all fields.

Oops, sorry, I have to answer the phone. But give me a call some time.





# Communications Director & Webmaster

## Reflections on the first year

For the past 12 months it has been my honor to serve as your Communications Director and Webmaster. I've had the opportunity to meet many Merchant Mariners with remarkable stories to tell. Your volunteers devote countless hours to the "cause" on your behalf. Such determination and perseverance reflects on why we won the war.

This has been a year with a high learning curve and everyone has been more than willing to answer questions. The website is up and running with a new design, more features and a new permanent address that more accurately reflects its purpose – [ammv.info](http://ammv.info). The design allows for easy expansion to accommodate future needs. Information can be added in a matter of minutes and immediacy is the internet's biggest asset.

Working with Sindy Raymond, editor of the NEWS Magazine, is a pleasure. Under her direction and the excellent work of the folks at Pronto Printing, we've added an updated cover design as well as more pictures and graphics to make the magazine even more enjoyable and attractive.

The convention Memory Book is a fun assignment and I've enjoy working with the many participants. The convention committees are enthusiastic and eager to make the book a success. This year's convention wasn't even over when book planning started for next year's gathering in Reno, Nevada.

Arising out of this year's event was a resolution to standardize AMMV business cards. Per the resolution, copies of the new cards are below. The logo's will be available in high resolution on the website for



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you to download. There is free software available from a well known paper products company that allows you to use their templates and materials to create your business cards and print them right at home. These materials are available at any office supply store and since most commercial printers don't like dealing with small orders, this offers an alternative to professionally printed cards.

Assistance is available to anyone using a commercial printer for their cards or needing more precise information. Creating this consistent look is important to establishing our corporate identity. Sounds fancy, I know, but everyone instantly recognizes someone from VFW. So should they recognize AMMV members!

One more thing from a more personal standpoint. My sister-in-law recently visited from Hawaii (Senator Akaka's home state). I told her how unhappy we were with the Senator for his refusal to bring S. 663 to the floor of the Senate. She immediately jumped to his defense, but I explained how badly treated WW II Merchant Marine veterans

were treated after the war and what S. 663 would do. She was really surprised that, given how important Merchant Mariners are to Hawaii, she'd never heard about it.

Hum, got to wonder why Hawaiians don't know about this??

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*Carole Gutierrez*

*IN HONOR OF MEMORIAL DAY AND FLAG DAY, 2010*

# I AM YOUR FLAG

I AM YOUR FLAG OF THE UNITED STATES OF AMERICA  
I HAVE LED YOUR SONS INTO BATTLE FROM VALLEY FORGE TO ALL WARS  
I WAS BORN JUNE 14, 1777  
I AM MORE THAN JUST CLOTH SHAPED INTO A DESIGN  
I AM THE REFUGE OF THE WORLD'S OPPRESSED PEOPLE  
I AM THE SILENT SENTINEL OF FREEDOM  
I AM THE EMBLEM OF THE GREATEST SOVEREIGN NATION ON THE FACE OF THE EARTH  
I AM THE INSPIRATION FOR WHICH VETERANS GAVE THEIR LIVES, AS WELL AS THEIR WAR TORN BODIES  
I HAVE CROSSED ALL OCEANS TO MAKE THIS WORLD SAFE FOR DEMOCRACY  
I WAS CREATED TO SERVE MY PEOPLE AND THE GOVERNMENT IN POWER  
I HAVE COVERED THE COFFINS OF ALL OF OUR BELOVED DEAD HEROES  
BEFORE THEY ARE LOWERED INTO THEIR FINAL RESTING PLACES  
BENEATH THOSE SOLEMN WHITE CROSSES ROW UPON ROW  
I AM SILENTLY AND CAREFULLY REMOVED BY MEMBERS OF THE ARMED FORCES  
AND FOLDED WITH CARE AND BY HAND  
AND GIVEN GENTLY TO THE BROKEN HEARTED NEXT OF KIN  
I AM MORE GRATEFUL TO THE BRAVE ARMED FORCES THAT CONTINUE TO GIVE THEIR LIVES  
AND THE GALLANT SAILORS THAT WERE BOMBED AT PEARL HARBOR  
AND WERE SENT TO THEIR WATERY GRAVES  
AND THE COURAGEOUS FIGHTING MARINES AT IWO JIMA  
AND THE BRAVE SOLDIERS THAT INVADDED THE SHORES OF NORMANDY  
AND THE BRAVE MEN OF THE MERCHANT MARINE WHO CREWED THE BRIDGE OF SHIPS BRINGING  
CARGO TO OUR FIGHTING FORCES AND ALLIES  
AND OUR POW/MIAS WHO STILL HAVEN'T FOUND THEIR WAY HOME  
AND ALL OF OUR GREAT PRESIDENTS OF OUR GREAT NATION  
I HAVE FLOWN THROUGH PEACE AND WAR, STRIFE AND PROSPERITY  
AND AMIDST IT ALL I HAVE BEEN RESPECTED  
MY COLORS ARE RED, WHITE AND BLUE  
MY RED STRIPES SYMBOLIZE THE BLOOD SPILLED IN DEFENSE OF THIS GLORIOUS NATION  
MY WHITE STRIPES SYMBOLIZE THE BURNING TEARS SHED BY AMERICANS  
WHO LOST THEIR SONS AND DAUGHTERS  
MY BLUE FIELD IS INDICATIVE OF GOD'S HEAVEN UNDER WHICH I FLY  
MY STARS CLUSTER TOGETHER UNIFYING FIFTY STATES AS ONE  
FOR GOD AND COUNTRY  
OLD GLORY IS MY NICKNAME AND I PROUDLY WAVE ON HIGH  
HONOR ME, RESPECT ME, DEFEND ME WITH YOUR LIVES AND FORTUNES  
NEVER LET MY ENEMIES TEAR ME DOWN FROM MY LOFTY POSITION  
LEST I NEVER RETURN  
KEEP ALIGHT THE FIRES OF PATRIOTISM  
STRIVE EARNESTLY FOR THE SPIRIT OF DEMOCRACY  
I SHALL REMAIN THE BULWARK OF PEACE AND FREEDOM FOR ALL MANKIND  
AND IF BY CHANCE YOU SEE ME FLYING HIGH IN THE BREEZE  
JUST STOP AND PAUSE FOR A MOMENT TO SAY A LITTLE PRAYER  
THANK GOD I AM AN AMERICAN

*AUTHOR UNKNOWN*

*REPRINTED FROM AN EDWIN O'HARA CHAPTER NEWSLETTER*



# POSSIBLE MEMORIAL IN WILMINGTON, CA

In the Spring, 2010 issue of the "AMMV News Magazine" there is a great story on Santa Catalina Island, 1942 to 1945, The City of Avalon, Catalina Island, USMS training, jumping into burning oil, black outs, Hollywood stars, marching in the parade ground at 1:00 am, learning what makes a lifeboat go through the water, how to wash your clothes, and salute an Officer.

What the story left out was that to get to Catalina you went to Banning's Landing, in Wilmington and caught the steamer to Catalina Island for your training, and then, after the training, back to the Landing to wait for your ship, usually a Liberty. When called to duty, you joined the Union located at 440 North Avalon, Wilmington, which is now the home of the China Coasters.

What brought a lot of us to this place was the War Shipping Administration's call for "men" 16 to 17- 1/2 years old to enlist in the Merchant Marine, to man the ships being built on Terminal Island. It also included men of all ages, rated 4F, and not physically fit to be in the other Armed Services. I would guess there will never again be another war where the Government would ask a 16-year old to work on a ship in a war zone, backing up the Army and the Marines in one invasion after another, carrying supplies ammunition, equipment oil and men.

The city of Wilmington, a community like San Pedro, is a part of Los Angeles, and is undergoing a complete renovation down to the Port of Los Angeles. Derelict warehouses, no longer needed, will be removed, to be



*440 North Avalon, Wilmington, CA., home of AMMV China Coasters Chapter*

replaced by new buildings and a beautiful park with lawn and trees.

Banning's Landing was the first access to the Port area in the 1800s and has a fine recently constructed Community Center, where meetings are held relative to the Port of Los Angeles. The area will be a real tourist attraction.

We think there should be a marker or statue at Banning's Landing, in Wilmington to the U. S. Merchant Marine, where in 1944 the USMS men met and took a launch over to Catalina, It was also where shipyard workers

boarded a launch to Terminal Island, and Cal Ship where Liberty Ships and Victory Ships were being constructed.



*Banning's Landing Community Center, first of renovation project*

The impressive San Pedro monument is located not too far away but we think that Banning's Landing should be recognized, also.

The Historical Society and the Neighborhood Council have asked for recommendations on the rebirth of the Wilmington Area. They have asked what would be appropriate and what we could present to the committee. We have the perfect opportunity to design and have a statue or plaque constructed to match or exceed the one on Catalina Island.

We, at China Coasters Chapter, are looking for Mariners who were trained at Catalina during the war, and would like to participate in making suggestions for a Merchant Marine statue or plaque to emphasize the War Shipping Administration's 16-year old recruits. If you would like to help, please call Doug Ehlers at 310 649 6034, or email to 77dge@earthlink.net or write to China Coasters 440 N. Avalon Blvd. Wilmington, California 90744.

Thank you.  
Doug Ehlers



*Current conditions before renovation*

# AMMV 24<sup>TH</sup> NATIONAL CONVENTION LAS VEGAS, NEVADA

## 24<sup>th</sup> Annual AMMV National Convention May 10 – 14, 2010 — Las Vegas, NV OFFICIAL MINUTES

Tuesday, May 11, 2010 9:00 a.m.

**Board of Directors Meeting:** Meeting was called to order by National President A. J. Wichita. John McSpadden gave an invocation and Hank Kaminski led the Pledge of Allegiance. Wichita called for self-introduction of all directors present. And all did.



**John Fuller, North Bay Chapter, Mitzi Tacey, High Rollers Chapter, Ian T. Allison, North Bay Chapter and Bill Galvez, High Rollers Chapter.**

President Wichita stated that the future of the AMMV lays in getting new, younger members. Various members voiced suggestions and opinions. Larry Brooks reported that Toni Horodysky's "Dear Abby" letter of a few years ago got very poor response. John McSpadden said that in the Dallas/Fort Worth area, efforts to glean new members from the Just Compensation Committee listing were not successful. He recommended word-of-mouth to get new members.

Clarke Valles suggested that Public Law PL-95-202 which made WWII Merchant Mariners veterans actually covers Merchant Mariners of all wars. He stated that considerable verification and processes are required for compliancy and would have more information later

at this convention. Ray Ross suggested that maybe AMMV could start a Sons & Daughters of AMMV program like the Sons of the American Legion has.

Ken Blue noted the passing of J. O. Nelson, the Veterans Service officer and the need for a replacement for him. NVP Don Trimbath told of National office sending out membership applications packets to union halls. He reported that when the state of PA gave a \$500 bonus to WWII Merchant Mariners that AMMV had 390 members in PA but 1,350 people applied for the bonus. Bill Fairfield stated that new members are a "tough road" to attract but keep wearing your hats and jackets and people will inquire.

President Wichita addressed a comparison between 2007 and 2010 income and bottom line and told of good financial progress. He proposed a committee to help define a positive direction for AMMV. He noted that promotion and publicity were needed, using newspapers, and the, Internet. He told of a young lady, Alexis who, with her sorority sisters, will be "working the Hill" in Washington, DC in September. He reported that a lot of people, nationally, are working hard on Just Compensation.

John Forsberg told how he got a listing of the 68,000 DD-214 recipients in 1989 which was sent to the National office in Florida. And he thought that those remaining from that list may be potential new members.

Larry Bauer from the host High Rollers Chapter in Las Vegas welcomed everyone to the Convention.

Hank Kaminski remarked that he had heard Capt. Mark Phillips of the Maersk Alabama say that he was just learning about the activities of Merchant

Mariners of WWII and expressed the disappointment that someone in that position should "just have heard." Hank suggested the maritime magazines and newspapers, like Professional Mariner, should be contacted in the search for new members and be made aware of the historical heritage to carry on tradition.

Don Trimbath stated that maritime union papers seem to be willing to print anything we can supply. Bill Cantua suggested that newspaper advertising is a good way to start new chapters. And that union retirees lists might be obtained and then go after those people for potential new members. Toni Horodysky stated that younger members needed to be attracted to chapter meetings. She suggested that chapters ask themselves "What do we have to offer" younger members?

President Wichita stated that the updated AMMV NEWS Magazine was attracting new Members-at-large as well as for chapters. And that the AMMV needs the support of Members-at-large along with the chapters. He reported that the National office has recently contacted the 90, of the 600, members-at-large who live near chapters to request that they possibly transfer to them. Ken Klepach said that, in his area, that a group called "Old Salts" were not interested in forming a chapter; their attitude is "What's in it for us?"

Clarke Valles suggested that those who live in big cities might want to approach the professional ball teams to consider featuring all branches, and the songs, during their games. Eldon Gallear reported that the AMMV logo on the side of his truck had attracted new members in Alaska. President Wichita asked for five volunteers to form a new membership committee as not any one person can do all of it, alone. Fairfield returned to the point "What's in it for me?" and suggested that it would be better to ask "What can I do for you?"

Hank Kaminski inquired about a proposed budget and President Wichita said that it would be presented after the lunch break. John McSpadden moved that the proposed budget be discussed



after lunch and it was seconded and carried that that would happen. Roy Mahan made a few closing remarks and the meeting was adjourned.

Board of Directors Meeting re-convened at 1:30 May 11, 2010.

President Wichita called the meeting to order at 1:30 p.m. The question was raised about financial duties. It was explained that the National Treasurer pays the bills and the National Office collects the dues and funds and makes bank deposits. It was decided that National Vice President Don Trimbath would be added to the bank account as a signator.

Wichita called for the formation of an election committee for the National Convention in May, 2011.

A projected budget for the AMMV fiscal year was presented by President Wichita and various projected expenses were discussed and explained. It was decided by all the Board members that National Treasurer Calvin Berry should buy a bond covering himself and \$500 was added to the projected budget for this expense. The projected budget was approved by the Board and will be voted on at the general session of this National Convention.

Business Session – May 11<sup>th</sup> – Afternoon

Master of ceremonies Bill Fairfield



**(l to r) Bob Cauble, Mid-Columbia Chapter, Rosemary Buchwald, Member-at-Large, Janell Cauble, Mid-Columbia Chapter speaking with Linda Matz, NAUS.**

called the meeting to order. The flag was presented. Ken Blue led the Pledge of Allegiance and Roy Mahan gave the invocation. Bill commented on the passing of the AMMV Veterans Affairs Officer J. O. Nelson and the need to fill that position. Fairfield then introduced host chapter High Rollers CEO Roy Mahan who welcomed everyone to Las Vegas

and thanked them for coming to the 24th National AMMV Convention.

President Wichita reported that the AMMV is in good financial shape with an increase of membership bringing in new revenues and a decrease of expenses due to moving the National office to California. He said that the Just Compensation cause seems to be the glue that has kept the AMMV together for the last few years.

A motion was put forward that the projected budget for the fiscal year 7/1/10 – 6/30/11 be approved; it was seconded and carried.

Fairfield introduced National Vice President Don Trimbath and National Office Administrator Sindy Raymond. They were followed by the introduction of Ian T. Allison, Co-chairman of the Just Compensation Committee.

Allison spoke about the JCC cause and explained that the cause is actually a Political Action Committee (PAC), aligned with the AMMV but separate. He read a statement by Co-chairman Gerry Starnes about legislative progress. And he told how politically savvy people think that things are being done correctly to push our legislation. Allison then passed around pins and hats and offered "U. S. Merchant Marines at War" booklets to everyone.

Fairfield had the Regional Vice Presidents present introduce themselves and then all Chapters present introductions. Speaker was Anne Marsh from the Florida State University (Tallahassee) Insti-

tute of WWII and the Human Experience. She reported getting 28 collections of Merchant Mariner memorabilia since the last National Convention.

Bob Roberts presented, for the record, a resolution calling for the creation of a uniform Merchant Mariner identity written by Bill Marker of the Oregon Chapter. Roberts also presented a resolution by Carole Gutierrez to have AMMV members use uniform business cards to increase the continuity of the organization. John McSpadden forwarded a motion that these resolutions be moved; they were



**Bob Roberts, Oregon Chapter reading resolutions submitted by members Bill Marker and Carole Gutierrez.**

seconded and carried.

Charles Mills reported that the Lone Star Chapter has been invited to join in a Ring of Honor in the Gulf Coast area. He requested that materials and pictures be sent to him for copying before being returned to the sender.

Meeting was adjourned at 3:30 p.m.

President's Welcome Dinner

Keynote speaker was Jim Willis, Director of the Oregon State VA. Distinguished Achievements Awards presented to Doris Trimbath, Ray Ross, Bob Ulrich and Joe Colon. Raffle and dancing followed.

Tour of Hoover Dam and the Southern NV. Veterans Memorial Cemetary

General Meeting – Thursday, May 13<sup>th</sup>

Meeting was convened by Bill Fairfield at 9:00 a.m. Doris Trimbath led the Pledge of Allegiance, Ray Ross gave an invocation, John Forsberg sang "Heave Ho." Jim Willis, Director of the Oregon VA told an Irish Merchant Mariner joke and will be a speaker at dinner tonight.

President A. J. Wichita advised that we should cherish the ladies for their work. He pointed out the services of Southwest Florida Chapter CEO Mary Hodges. He spoke of Ian Allison as a visionary in our quest for Just Compensation and

told of George Bathie's widely circulated email wondering why a lump sum payment for Just Compensation was not in the works. Wichita related that the current \$1000 was adopted because Congresspersons know "what will fly" and he wondered why Mr. Bathie was spreading such negative thoughts.

Tim Brown, President of the Masters, Mates and Pilots Union, was the morning's speaker. He gave an overview of the maritime piracy problems, stating statistics and relating that foreign pilots must go on the theory "see a ship, board a ship." Brown referred to the fact

that the U. S. Navy was established to protect merchant marine vessels.

Ken Blue and Toni Horodysky spoke of Merchant Mariners' service in later wars and that their identification cards were certification of service. Frank Mendez asked Tim Brown for authorization to count on union support of a protest in San Francisco in front of Sen. Dianne Feinstein's office. It was granted. Bill Fairfield talked about a future Homeland Security cruise and a terrorism preparation drill aboard the SS Jeremiah O'Brien.

Don Horton asked for help in his legislative efforts to achieve recognition of the coast-line barge personnel off the coasts of North and South Carolina during WWII. He can be reached at (252) 336-5553 or email [jdonhorton@embarqmail.com](mailto:jdonhorton@embarqmail.com) if you have access to any records or can help.

Burt Young gave a report on the American Legion resolution program to support Just Compensation that he and Beech Dale are working on nationally. He called for American Legion member volunteers to help and read the resolution needing to be passed by each State. Doug Ehlers told of previous American Legion resolution experiences.

Larry Bauer spoke of his Mursk Run experiences. Sally

Raanes spoke of her efforts with the VA on behalf of her husband, Al. Rufus Hernandez related the Central California Chapter activities for Just Compensation

and other community efforts. Walter Nelson told of his survey of Hawaii's citizens and their opinion of Senator Akaka. He contacted Akaka's Honolulu office and presented our case. Robert Cauble gave us an update of Shirley Cauble's eye problems. He advised that members could be attracted by auto "seals," caps and flags.

Ken Blue discussed the subject of the Sacramento

Valley chapter non-profit IRS 990 form filing. Bill Fairfield wondered what status the AMMV actually fell into as non-chartered Veterans. He asked if there was a directive on this or not. Frank Mendez told of Golden Gate Chapter's effort to file tax exempt status and told of being dropped as tax-exempt by the IRS and was looking forward to instructions on how to get reinstated and would keep us informed. Hank Kaminski explained that in 2006, the IRS changed the tax-exempt income limitation from \$25,000 or more to \$0. And that filing the 990 form, whether 990, 990-EZ or 990 E-postcard was required within 5 months and 15 days after the end of

the tax-reporting year, whether fiscal or calendar. Bill Fairfield suggested that all Chapters consult with a C.P.A. on their specific status. John McSpadden called for a point of order that the National AMMV was only involved in the State of Florida. Bob Ulrich updated the Sac. Valley progress.

Clarke Valles stated that he feels that Public Law 95-202 opened up Veterans status for subsequent war Mariners. He explained that the application process could be as easy as forming a small committee to process a letter of transmittal. Frank Mendez stated that efforts in that direction where halted to concentrate on Just Compensation efforts. Toni Horodsky said that this would attract younger members to the AMMV. She volunteered for the suggested committee and offered her contact help for any other volunteers. Ray Ross made a motion that a Letter of Application be submitted. This was seconded and carried. Toni reported that the committee would need as much documentation as possible to attach to the Letter of Application.

Doug Ehlers stated that China Coast-ers chapter thought that AMMV had something like 6,000 members who were not connected with a chapter. And that they were in a quandary about the property the chapter owns and what to do with it.

Sindy Raymond reported that the Member-at-Large count was only 600 and of those only about 90 lived within a reasonable distance to a chapter. She also reported that the VA Committee contact information was in the latest NEWS Magazine. On the tax issue, she explained that there were three types

of tax department structures (a) Internal Revenue Service – which deals with the Form 990, (b) individual State income tax departments and (c) individual state sales tax departments which are the ones that cover sales tax on purchases. The IRS is the contact for Form 990s. She said that more information to the chapters will be sent. She spoke of another Merchant Mariner group – the USMMWWII organization. And suggested, as others have, that perhaps now the two groups might be willing to combine and join forces for volunteers locally.

Toni Horodysky listed several



**Timothy Brown, President, Masters, Mates & Pilots union.**



**Ian T. Allison, JCC, A. J. Wichita, National President and Maj. Gen. William Matz, NAUS.**



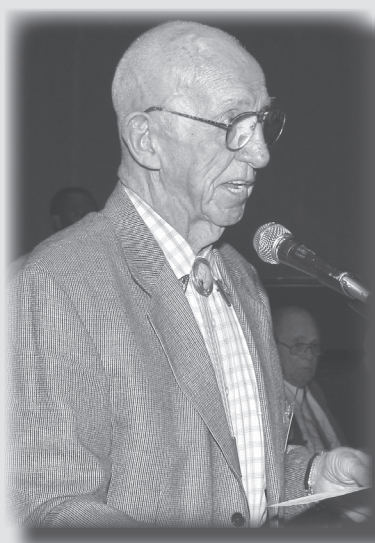
items that needed verification, suggesting that the numbers of ships sunk and the exact numbers of killed Merchant Mariners is not known. And offered that when statistics used, that the wording should be "more than..." Ian Allison told that the JCC cause originally was based on \$50,000 lump sum but that Bob Filner was the one who suggested that a monthly amount would be better for the Budget. He stated that the Just Compensation has raised and spent over \$300,000 since the beginning but we need to "Keep trying". He spoke of the North Bay Chapters tax exempt status, gave a progress report on his Aid and Attendance program application and offered advice on how to get Asbestosis settlements.

Bill Fairfield read the list of V. A. Committee members that have not signed on S.663. And Janell Cauble reported that Senator Patty Murray feels strongly that our Bill will pass if it gets to the Senate floor for a vote. Fairfield adjourned the meeting until 1:30 p.m.

General meeting – May 13<sup>th</sup> – 1:30 p.m.

Meeting re-convened by MC Bill Fairfield, who then introduced speaker Louis Kleever. Mr. Kleever told how Marconi invented the first wireless which led to the Morse Code for standard usage. Kleever told about several classic ways that Morse Code was used early on and spoke of the sinking of the Titanic, which had numerous warnings of ice flows and hazards, via Morse Code, before hitting an iceberg and capsizing in the Atlantic. Mr. Kleever reported that recently he had read a book, written 10 years before the sinking of the Titanic, "Futility, the Wreck of the Titan" by Morgan Robertson, which Mr. Kleever feels tells the story of the Titanic almost exactly. Bill Fairfield added that the Jeremiah O'Brien was used in the filming of the movie "Titanic".

President Wichita then called Tim Brown, President of the Masters, Mates and Pilots Union, back up to the podium for more details on the piracy of the Maersk Alabama. President Wichita



**John Forsberg, Desert Mariners Chapter, singing "Heave, Ho."**

tions being alternated between the East Coast and the West Coast. Bill Cantua called on Hank Kaminski and Joe Colon to offer their bids for the site. Hank Kaminski reported that no one in his chapter seemed able or willing to help. He said that three years ago, when the National convention was held at MITAGS in Baltimore, that National Office administrator Barbara Reher had done most of the organizational work, because, even then, there was a lack of volunteers to help. Ray Ross then proposed that there should be a set of written procedures for volunteering chapters to follow when setting up a National convention. A. J. answered that there was plenty of help available, including himself, but the key was to start NOW. The suggestion to only hold National conventions on every other 2-year election times was brought up. President Wichita pointed out that dwindling numbers made this suggestion improbable. It was moved, seconded and carried that the 2011 National Convention will be held in Reno, NV next May. Exact dates will be announced later.

repeated his plea for 5 members to plan the growth of the AMMV. He called Ian Allison a visionary who has rejuvenated the AMMV through the Just Compensation efforts.

The subject of the next National convention was the next topic. Ken Blue indicated that the Sacramento Valley Chapter and the Golden Gate Chapter would be willing to hold the 2011 in Reno, NV. Frank Mendez reminded everyone that the AMMV By-laws require that National conven-

John McSpadden called for a point of order about elections for Regional Vice Presidents. He pointed out that 2 of the 14 positions were vacant. Frank Mendez replied that the By-laws called for Officers elections every other year and that this probably included Regional Vice Presidents.

Ian Allison reported that the 800 telephone number and personnel to operate it cost Just Compensation about \$2,000 monthly and asked for someone who would volunteer to raise the money to keep it functioning. A.J. suggested that the number be changed to a regular number since most people now have phones with unlimited long-distance calling. Hank Kaminski raised the question of whether this would affect the proposed telephone costs on the AMMV budget. Sindy replied that the 800 number is used by her for both organizations as she also works for Just Compensation and that if the Just Compensation portion was dropped, the cost of a regular line for AMMV would probably stay about the same.

President Wichita presented Regional Vice President Morris Harvey with a Distinguished Service award and praised his activities in that area. Bill Fairfield reminded everyone of the dinner at 6:30 and adjourned the 24<sup>th</sup> National AMMV Convention general meetings.

President's

Farewell Banquet

Keynote speaker was Maj. General William Matz. Raffle and dancing.

*Note: These official minutes were transcribed by Sindy Raymond, National Office Administrator, due to the absence of National Secretary Nelson Cauble and Shirley Cauble. A complete recording of the proceedings was taped by Bob Ulrich and can be heard on the Sacramento Valley Chapter website, [www.ammvsacvalley.com](http://www.ammvsacvalley.com). Any errors or omissions are unintentional.*

Respectfully submitted,

National Office Administrator  
Sindy Raymond



**A. J. Wichita, Morris Harvey, Ocala Chapter, Bill Fairfield, Sacramento Valley Chapter and Master of Ceremonies.**

# AMMV Balance Sheet

*As of June 2010*

<b>ASSETS</b>	
Current Assets	
Checking/Savings	
102 · WELLS FARGO 2000053950011	28,012.00
108 · SO TRUST WACHOVIA CD(96946850)	30,625.00
Total Checking/Savings	58,637.00
Total Current Assets	58,637.00
Fixed Assets	
250 · FIXED ASSETS	52.00
Total Fixed Assets	52.00
<b>TOTAL ASSETS</b>	<b>58,689.00</b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Other Current Liabilities	
309 · WWII WAR MEMORIAL	805.00
310 · BOARD RESTR	840.00
Total Other Current Liabilities	1,645.00
Total Current Liabilities	1,645.00
Long Term Liabilities	
320 · LIFE TERM MEMBERSHIPS	4,400.00
Total Long Term Liabilities	4,400.00
Total Liabilities	6,045.00
Equity	
390 · EARNINGS	44,415.00
Net Income	8,229.00
Total Equity	52,644.00
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>58,689.00</b>

## THE AMERICAN MERCHANT MARINE VETERANS PROPOSED BUDGET 2010/2011

<b>INCOME PROJECTED</b>	
DUES 3300 MEMBERS x \$20.00	64,000
INTEREST INCOME	450
<b>TOTAL PROJECTED INCOME</b>	<b>64,450</b>
<b>FIXED EXPENSES</b>	
INSURANCE BONDS	500
TELEPHONE	2,200
PROJECTED FIXED EXPENSES	2,700
<b>MISSION ADVANCE PROJECTED</b>	
AWARDS AND RECOGNITION	200
DONATIONS	200
JUST COMPENSATION COMMITTEE	1,000
PROJECTED MISSION ADVANCE	1,400
<b>PROJECTED NEWSLETTER</b>	
PRINTING	26,000
POSTAGE	6,500
SUPPLIES	500
PROJECTED NEWSLETTER	33,000
<b>OPERATING EXPENSES PROJECTED</b>	
OFFICE SUPPLIES	1,500
PRINTING	700
POSTAGE	2,000
PROJECTED OPERATING	4,200
<b>PERSONNEL PROJECTED</b>	
ADMINISTRATOR	14,500
NATIONAL PRESIDENT	2,000
NATIONAL VICE PRESIDENT	1,000
NATIONAL SECRETARY	500
NATIONAL TREASURER	500
REGIONAL VICE PRESIDENTS	2,000
PROJECTED PERSONNEL	20,500
<b>TOTAL PROJECTED EXPENSES</b>	<b>61,800</b>
<b>TOTAL NET PROFIT/LOSS</b>	<b>2,650</b>

*July 2010*

*Good morning fellow Mariners:*

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

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

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

*Calvin G. Berry, National Treasurer*



# AMMV Profit & Loss

*July 2009 through June 2010*

## Income

401 · AD NEWSLETTER	1,177.50
402 · CONTRIBUTIONS	595.00
410 · CHAPTER DUES	
AKG · ALASKA GREATLANDS	140.00
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	1,180.00
CIC · CENTRAL INDIANA	580.00
DAR · DENNIS ROLAND	5,380.00
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	2,400.00
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	1,420.00
HUM · HUMBOLDT BAY	400.00
JOB · JEREMIAH O'BRIEN	600.00
JTS · JOHN T. SCHMIDT/PALMETTO	35.00
KEY · KEYSTONE MARINERS	340.00
KPC · KINGS POINT	660.00
LOC · LOWER COLUMBIA	220.00
LON · LONE STAR	460.00
MAC · R. J. MCALVANAH	700.00
MAL · MEMBERS AT LARGE	8,498.00
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	1,220.00
NBM · NORTH BAY MARINERS	1,100.00
NEN · NEW ENGLAND	1,700.00
NOA · NORTH ATLANTIC	800.00
OCA · OCALA CHAPTER	900.00
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	1,110.00
RKO · RUDY KOZAK	500.00
ROG · ROGUE VALLEY	620.00
ROR · ROAD RUNNER	180.00
SAC · SACRAMENTO VALLEY	1,360.00
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	1,020.00
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	560.00
SWP · SOUTHWESTERN PA	200.00
THR · THREE RIVERS	1,500.00
TRC · TREASURE COAST	320.00
TRI · TRI STATE	460.00
VIK · VIKING MARINERS	1,200.00
VUL · VULCAN CHAPTER	500.00

Total 410 · CHAPTER DUES 64,074.50

Total Income 65,847.00

## Expense

500 · FIXED EXPENSE	
506 · INSURANCE	-437.15
507 · TELEPHONE	2,192.00

Total 500 · FIXED EXPENSE 1,754.85

520 · MISSION ADVANCE 586.00

530 · NEWS LETTER	
533 · POSTAGE	7,290.44
536 · PRINTING	24,235.56

Total 530 · NEWS LETTER 31,526.00

550 · PERSONNEL	
551 · ADMINISTRATOR	15,000.00
552 · NATIONAL PRESIDENT	2,000.00
553 · NATIONAL SECRETARY	500.00
555 · NATIONAL V.P.	594.00
556 · REG. V.P.	812.76

Total 550 · PERSONNEL 18,906.76

560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	1,084.00
565 · POSTAGE	2,805.00
566 · PRINTING	955.39
568 · TRANSPORTATION	0.00

Total 560 · OPERATING EXPENSES 4,844.39

Total Expense 57,618.00

Net Income 8,229.00

**DUES ARE DUE!**

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

# Welcome Aboard to these New Members of the AMMV

FREDERICK J. AEHNDER	BONITA SPRINGS	FL	EDUARD E. ELARDO	MURRIETA	CA	BILLY D. MOORE	VENICE	FL
NICOLAS AIKANOFF	LAREDO	TX	JACK W. ELLIOTT	L'ANSE	MI	JOHN R. MUSCH	MANAKIN-SABOT	VA
IVAN L. ALLISON	BERLIN	NJ	RICHARD B. ENGLISH	MARYSVILLE	WA	JOHN J. NELSON	MT. PLEASANT	SC
JERICO J. ALVAREZ	BALDWIN PARK	CA	REED ERICKSON	SALT LAKE CITY	UT	TOM PETROPOULOS	DAYTONA BEACH SH.	FL
JUDITH N. ANDREWS	GARDINER	ME	ROCCO I. FILOSO	MURRELLS INLET	SC	ANTHONY PETRYK	PAYSON	AZ
CESAR ARCINIEGA	TORRANCE	CA	MARTIN FORSELL	ISSAQUAH	WA	MARVIN R. PIPPIN	EASTON	MD
ALAN ARNESEN	HANSVILLE	WA	ERMA FORTNER	MANHATTAN	KS	GERALD M. PRATT	EL PASO	TX
PHILIP "TED" ARTHUR	ORLANDO	FL	JOHN FOSTER	ARROYO GRANDE	CA	RALPH PROCETTO	HERMOSA BEACH	CA
SUSAN BARROW	OAKLEY	CA	CHARLES L. GAMER	WINDSOR	CT	CARL L. RASMUSSEN	SILVERTON	OR
RUDOLPH W. BASURTO	WOODSTOCK	GA	WILLIAM C. GOTH	CAMARILLO	CA	ROSCOE REEVES	GORMAN	TX
JOHN E. BAYIDES	ATTAPULGAS	GA	ARTHUR W. GREEN, JR.	GREENCASTLE	PA	JACK A. REPPOND	SHREVEPORT	LA
DAVE BEIRO	TAMPA	FL	HELEN GROH	SAN FRANCISCO	CA	SAM J. RUVOLO	RIVERSIDE	CA
RICHARD E. BELOW	DUNSMUIR	CA	STEVE HABAY	PITTSBURGH	PA	ERIC S. SCHMIDT	PHILLIPBURG	NJ
JAMES J. BISHOP	ENGLEWOOD	FL	HOWARD L. HAILEY	LORIS	SC	GEORGE M. SCHMIDT	EFFORT	PA
HELEN BLUE	GRASS VALLEY	CA	GEOFFREY HALE	SANTA MARIA	CA	KURT D. SCHMIDT	CALVERT CITY	KY
MARTIN C. BRHEL	PERRIS	CA	MARY C. HANDELSMAN	KETCHUM	ID	JOHN T. SCHMIDT, JR.	ZEBULON	NC
EUGENE E. BRUPBACHER	ROCK HILL	SC	HOWARD F. HEIDUCK	CHEYENNE	WY	CHARLES K. SCHOENEMAN	PUNTA GORDA	FL
GORDON E. BUCHI	SALT LAKE CITY	UT	LARRY HELMEN	CAPE CORAL	FL	THOMAS SHELTON	SANTA MARIA	CA
ROBERT M. BUGARIN	WILMINGTON	CA	J. THORNE HILTS	VANCOUVER	WA	GEORGE L. SIMPIER	AMERICAN CANYON	CA
DORIS M. BUKOVAC	PUNTA GORDA	FL	JAMES T. HINKENS	BULLHEAD	AZ	MELVIN SLANINA	TUCSON	AZ
JOHN R. BUSH	CLEVELAND	GA	VELMA JAARANEN	ENGLEWOOD	FL	LIAKISA R. STARKEY	LONG BEACH	CA
ROBERT BUSER	ANDERSON	CA	DARYL JONES	BIG LAKE	AK	STANLEY S. SUDOL	SARASOTA	FL
JOSEPH A. BYRNE, JR.	CAMBRIDGE	MD	DENNIS A. KEAVENY	CLINTON	CT	THOMAS SUNESON	FERNANDINA BCH	FL
NICHOLAS J. CAICO	MYRTLE BEACH	SC	WILLIAM S. KEHR	BEAVER	UT	HOLLIE J. SWEDEEN, JR.	YANKTON	SD
FAIRLEY M. CAMERON	GASTONIA	NC	ELLIOTT KEPPLER	INDIAN HARBOR BCH.	FL	JOHN SZCZEPANIAK	AVALON	NJ
ARTHUR H. CASE	MURRELLS INLET	SC	STEPHEN M. KLINE	WESTMINISTER	CA	CAPT. HAYES TATE	JACKSONVILLE	FL
DAVID P. CHAMBERLAIN	DURANGO	CO	BURFORD LA TOUCHE, JR.	SANDSTON	VA	SANDRA K. TAYLOR	SOLDOTNA	AK
JAMES H. CHASSEREAU	MT. PLEASANT	SC	ALBERT LABASCO	HAMBURG	NY	MARCUS TEMKIN	SHOHOLA	PA
A. JAMES CHOJNICKI	NORWICH	CT	MATTHEW LAZARSKI	JACKSONVILLE	FL	JOSEPH L. VALASQUEZ	MURRELLS INLET	SC
JOHN CHOW	WALNUT CREEK	CA	DEAN LEEDS	PALMDALE	CA	WILLIAM VAN LOO	EASTON	MD
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KATHERINE A. CRAIG	MOUNT HOLLY	VA	JUSTIN C. MC CAMY	MANITO	IL	WILLIAM H. WINROW	SALT LAKE CITY	UT
JACOB CRAWFORD	DANA POINT	CA	JOHN R. MC DONNELL	MISSOURI CITY	TX	ARTHUR L. WINSTON	MYRTLE BEACH	SC
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JOHN W. DE LONG	POMONA PARK	FL	WALTER G. MITCHELL	SCOTTSDALE	AZ	SEYMOUR "SY" C. YARAS	WILMINGTON	NC
PAUL W. DURWARD	HAMBURG	NY	JAN MOLLER	GOLD BEACH	OR	CHRISIAN YUHAS	ISLETON	CA



# "Give Me Liberty or Give Me Death"

## WHY THEY'RE CALLED LIBERTY SHIPS

September 27th, Liberty Fleet Day, is the anniversary of the launching, in 1941, of the first 14 Liberty Ships. The first one off the ways was the SS Patrick Henry. She was built at the Baltimore-Fairfield Shipyard in Baltimore, MD and was launched by President Franklin D. Roosevelt, who addressed the crowd and the Nation, and was christened by Ilo Browne Wallace, wife of Vice President Henry A. Wallace.

Although initially referring to the Liberties as "Ugly Ducklings", President Roosevelt declared September 27th Liberty Fleet Day and at the launching the SS Patrick Henry proclaimed:

"My fellow Americans: This is a memorable day in the history of American shipbuilding – a memorable day in the emergency defense of the nation.

Today, from dawn to dark, fourteen ships are being launched – on the Atlantic, on the Pacific and on the Gulf, and among them is the first Liberty ship, the Patrick Henry.

While we are proud of what we are doing, this is certainly no time to be content. We must build more cargo ships and still more cargo ships – and we must speed up the program until we achieve a launching each day, then two ships a day, fulfilling the building program undertaken by the Maritime Commission.

Our shipbuilding program – not only that of the Maritime Commission, but of the Navy – is one of our answers to the aggressors who would strike at our liberty.

I am speaking today not only to the shipworkers in the building yards on our coasts, on our Great Lakes and on our rivers – not only to the thousands who are present at today's launching – but also to the men and women throughout the country who live far from salt water or shipbuilding. I emphasize to all of you the simple historic fact that throughout the period of our American life, going way back to colonial days, commerce on the high seas and freedom of the seas has been a major reason for our prosperity and the building up of our country.

To give you one simple example. It is a matter of history that a large part of the capital, which in the middle of the past century went into the building of railways that spread like a network into the new undeveloped area across the Mississippi river, across the plains and up into the Northwest, was money which had been made by American traders whose ships had sailed the seas to the Baltic, to the Mediterranean, to Africa and South America, and to Singapore and China itself.

Through all the years after the American Revolution your government reiterated and maintained the right of American

ships to voyage hither and yon without hindrance from those who sought to keep them from the seas or drive them off the sea. As a nation we have realized that our export trade and our import trade has a definitely good effect on the life of families not only on our coasts but on the farms and in the cities a hundred or a thousand miles from salt water.

Since 1936, when the Congress enacted the present Merchant Marine Law, we have been rehabilitating a merchant marine which had fallen to a low level. Today we are continuing that program at accelerated speed.

The shipworkers of America are doing a great job. They have made a commendable record for efficiency and speed. With every new ship they are striking a telling blow at the menace to our nation and the liberty of the free peoples of the world. They struck fourteen such blows today. They have caught the true

spirit with which all this nation must be imbued if Hitler and other aggressors of his ilk are to be prevented from crushing us.

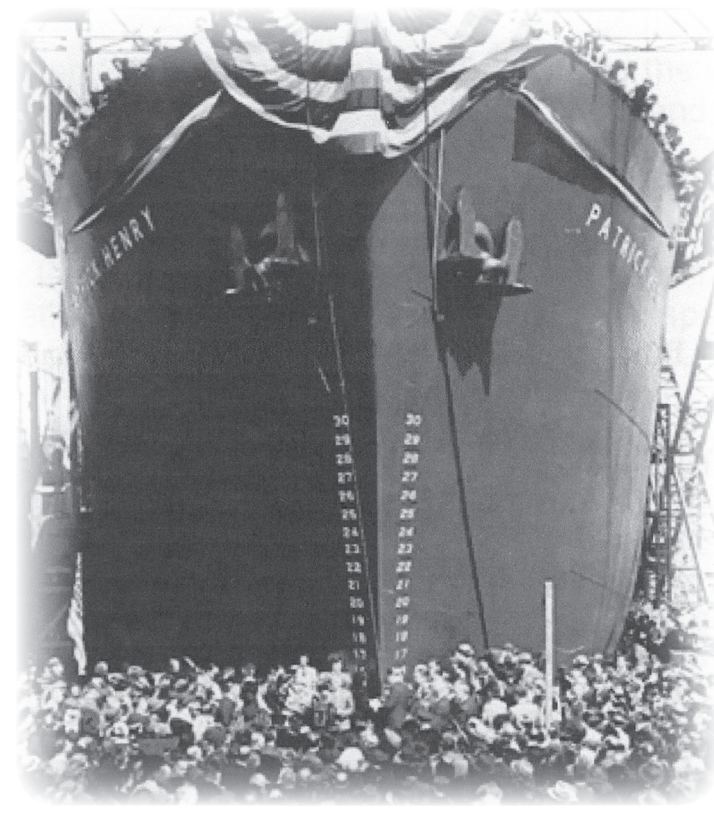
We Americans as a whole cannot listen to those few Americans who preach the gospel of fear – who say in effect that they are still in favor of freedom of the seas but who would have the United States tie up our vessels in ports. That attitude is neither truthful nor honest. We propose that these ships aid the seas as they are intended to. We propose, to the best of our ability, to protect them from torpedo, from shell and from bomb.

The Patrick Henry, as one of the Liberty ships launched today, renews that great patriot's stirring demand: "Give me liberty or give me death." There shall be no death for America, for democracy, for freedom! There must be liberty, world-wide and eternal. That is

our prayer – our pledge to all mankind."

The SS Patrick Henry, one of 2,710 Liberty ships built in the United States during World War II, made her maiden voyage to the Middle East. In the WWII years she made 12 voyages to ports including Murmansk, Trinidad, Cape Town, Naples and Dakar. She survived the war but was seriously damaged when she went aground on a reef off the coast of Florida in July 1946 and was scrapped at Baltimore in 1960. It is interesting to note that today's Merchant Mariner numbers have fallen to less than President Roosevelt referred to while speaking of the Merchant Marine Law of 1936.

*Editor's note: Special thanks to Capt. Warren G. Leback of the AMMV Dennis A. Roland Chapter for forwarding the American Bureau of Shipping's brochure "Give Me Liberty or Give Me Death – the story of the Liberty Ships of World War II and the Zebulon Pike"*



# LIVING HISTORY DAY

*The scene: High School gymnasium.*

*The ROTC presenting colors.*

*The choir singing the National Anthem.*

*Colorful posters and red, white and blue balloons filling the room.*

*52 long tables, filled with memories, medals, pictures and mementos, lining the gym.*

*Veterans at the tables, ready to tell young history students about their experiences.*

*History students anxiously waiting to hear the stories and learn about military history.*

**The purpose: TO RECOGNIZE THE 65TH ANNIVERSARY OF WWII AND TO HONOR THE VETERANS OF WWII, KOREA AND VIETNAM.**

there to meet some of the Veterans and to share Living History Day. The event was organized by the history teacher. And the school was extremely supportive and provided any assistance that was needed.

Nelson and Shirley met with several different periods of students who moved from table to table to hear the stories and ask their questions and were then to write a report on what they had learned. Nelson was the only Merchant Marine Veteran there and quickly discovered that not one student who come to their table knew anything about the Merchant Marine or their service. Nelson assures us that when they left their table, they had been given a real education.

There was local TV coverage which showed the Merchant Marine table 3 times during the broadcast, once showing the MM emblem, once showing Nelson “educating” a group of students and one showing both of them at their table full of students.

The two largest area newspapers were present and later printed Nelson’s Letter to the Editor. He wrote (in part):

“Since April 19,1775 the U. S. Merchant Marine has served our country faithfully. Since that date, it has served in every invasion, and it continues to do so today. But, sadly, full recognition of our service 65 years ago in World War II has long been denied by some. I was proud to join my fellow Roseburg veterans, and together we shared our history.

And yes, I’m sure that some of those I talked to will become the veterans of tomorrow. Our history, and theirs yet to come, should never be forgotten.”

Nelson’s message to us is “I wish that every High School would follow

Roseburg’s lead and have a Living History Day.” A few AMMV members in other parts of the country have reported similar assemblies. With a little effort, LIVING HISTORY DAY could happen at your local High School. For more information, please contact Nelson or Shirley Cauble at (541) 459-7982.

As WWII Merchant Mariners, WE LIVED WHAT IS NOW HISTORY and we need to educate young people about our massive contribution to the war efforts.



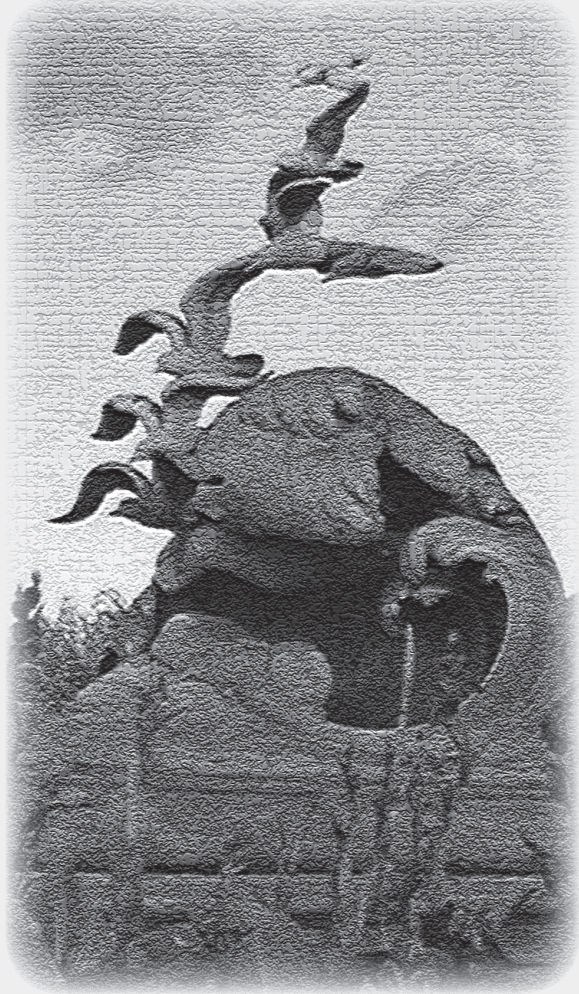
This could be the perfect opportunity to educate young people about the history of all services, including the U.S. Merchant Marine. After all, these students are our future.

**THIS SHOULD HAPPEN IN EVERY HIGH SCHOOL ACROSS THE UNITED STATES.**

It happened in Roseburg, Oregon. In late June, Nelson and Shirley Cauble participated in the Roseburg Living History Day. Veterans from all branches were there to share their personal history of their service to our nation in time of war. The history classes were



# *In memory of those who have Crossed the Final Bar*



## **SEAFARERS**

*"Where are my shipmates of years long past?"  
I asked of the surging sea.  
"On lonely shores human spin-drift cast."  
The answer came to me.*

*"Sad, that they sail no more,"  
I said to the learned sea,  
"Sail they in memories forevermore,"  
The answer came to me.*

Ray Carreau

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CHARLES L. BARTHOLOMEW	ANDREW KORINDA, JR.
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FRED KAUSEN	RICHARD WIGGINS
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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.

# Postscripts from the National Office

## RECOGNITION OF ALL WIVES OF AMMV MEMBERS

When the AMMV Constitution's eligibility requirements were changed in May, 2009 to include WIVES and widows of members, it was a meant as recognition of the women who work so hard to keep our organization viable. Wives have been the support person, cheerleader, mentor and the one a WWII Mariner could always depend on, sometimes for the major part of his life. There are no others who more deserve the opportunity to be members, *with full voting rights*, than the wife of a Merchant Marine Veteran. Many ladies, today, are holding down posts in Chapters where no one else is available and many are helping, in the background, support all facets of our efforts. The ladies need to be honored and recognized for their efforts at every opportunity.

And full membership is one way to achieve this.

Did I mention the benefit of being eligible to vote? Full membership in the AMMV, of course, includes a beautiful 8 ½ by 11" new member certificate, a Welcome letter from President Wichita, recognition on the NEWS Magazine's New Member page and, the most important thing:

**Voting privileges:** As a full member you can participate in guiding the AMMV towards its goals and have a voice in elections and other issues.

Lots of wives are not joining because they feel they don't need duplicate NEWS Magazines.

If you are not joining because you feel that you don't need duplicate magazines, just let me know and I'll see that your household only gets one copy. That's easy.

But the chance to vote, whether

at a Chapter level, or at the National Convention for Officers and resolutions is the most important reason for joining and has been earned by your participation, sometimes previously unacknowledged, in the American Merchant Marine Veterans organization.

Yours truly is an Honorary member of the AMMV, since I don't qualify as a wife or widow, or even as a daughter for Associate membership. But you know that I am truly involved in most aspects of the organization. It is really frustrating, to me, not to be able to vote for National Officers or resolutions. Or, I might add, have any voice at all in proceedings. It is really frustrating to me. Those of you who have the opportunity to take advantage of full voting rights should do so.

America was slow to give women voting privileges; and now that you have earned them with the AMMV, please join now and enjoy your right to vote. It is meant as an honor and should be enjoyed.

## CHANGE OF ADDRESS

Members, please, if you move, please notify the AMMV National office, P. O. Box 186, Ferndale, CA 95536 or by telephone, email or fax and let us know. The NEWS Magazine will NOT be forwarded by the Post Office because of our special mailing rate. And we hate thinking of all those magazines going to waste and worse, you're not receiving them. So, please, let us know if you move.

## COMPARISON EARNINGS INFORMATION

The National office can provide you with copies of a "Wage Comparison" between U. S. Navy Seaman and Merchant Seaman in WWII. It was written by the Assistant Deputy Administrator of the WSA to the then National Commander of the American Legion. It is a valuable tool to use in response to those who say "Oh, you earned so much more money." Just let me know and I'll send you a copy of the 4 page letter. The information was supplied to me by the Ohio Valley Chapter and others.

---

*"... without their skill and devotion to duty our men and material could not have been delivered ..."*

President Franklin D. Roosevelt

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# THE BIRTH OF A CHAPTER

John T. "Jack" Schmidt was on a tour of the WWII memorial in Washington, D.C. when a guide had everyone introduce themselves and their service. Jack said he was in the Merchant Marine. That is when some snide remarks began to get his attention. One old soldier said he walked from Naples to Trieste and wore out his boots and complained about not being able to change socks or skivvies while the mariners slept in a bed with clean sheets and clean clothes. Jack Schmidt realized a lot of people, and not just the general public, are very misinformed. He said to the old soldier "when you finally got to Trieste were you issued new clothes and new boots?" Yes!" "Now how do you think they got there? And the ammunition you used along the way? And did you hear about enormous explosions as you passed Bari, Italy? 15 Merchant ships blew up all at one time." The families of the Navy Armed Guard who were aboard received Purple Hearts. The families of merchant seamen received ZIP. Much later a notice "lost at sea" was sent to the next of kin.

## HONORABLE DISCHARGE (form DD-214) APPLICATIONS

Please contact Cindy if you still do not have your Honorable Discharge from the U.S. Coast Guard (DD-214) issued in 1988 or later. You need this Discharge to apply for Veterans benefits AND it will be necessary when the Just Compensation legislation passes.

From that episode, Jack realized the public and many servicemen have no idea of the role the merchant marine played in World War II. Generals and Admirals certainly did and have numerous times recorded their appreciation. But Jack felt that was not enough and went on a campaign of sending articles to newspapers, which were published. He approached TV and radio commentators and was interviewed three times. Jack has gone to several schools to help students learn about the merchant marine and the role it plays in our economy in peacetime and the importance of it in wartime. He found history is not really taught in schools, which may be why school children today are unaware of who the U.S. was fighting in WWII.

Through these efforts, he began to get inquiries from other WWII merchant mariners, widows of seamen, and two young men going to sea for the first time. He decided to start an AMMV chapter in South Carolina and applied for an application. June 25, 2010 was their first Charter meeting with 21 people present. Among his members are two veterans from the Army and one from the Marine Corps (Vietnam era). One of the army sergeants, while in Vietnam, remembers a

merchant ship that was sunk in the middle of the river and the soldiers and crew salvaged what war supplies they could from her.

This is a partial story of how John "Jack" Schmidt from South Carolina started an AMMV Chapter. The John T. Schmidt/Palmetto Mariners Chapter meetings will be held at Mack's Veteran's Café and Grill which is located at old Air Force base on Myrtle Beach. Jack is on a mission to get our story publicized even more and is now learning to use his very first computer. For the rest of the story call Jack Schmidt, (843) 651 8046.

Welcome aboard, our latest Chapter, John T. Schmidt/Palmetto Mariners.

*A.J. Wichita*

## GEOGRAPHICAL DESERTS

Other chapters are forming around the country in Montana, Vermont and Arkansas as well as on the Central California coast.

But if you look at the map printed later in this NEWS issue, you will see that vast areas of the United States are AMMV Chapter-less. We have recently sent letters to the Members-at-Large asking for their support in starting Chapters and there has been some response. BUT look at the map. For instance, there must be quite a few Merchant Mariners in Michigan who are just waiting to enjoy the benefits and camaraderie of a Chapter. It does take a little extra effort to start one but the benefits are well worth it. If you need a listing of the Just Compensation members in your area to start your search for members, please let Cindy know and she'll be glad to send you one. Also, call National President A. J. Wichita at (972) 231-5464 about starting an AMMV Chapter. It is a very rewarding project. Just ask those who have recently started one.

# THE FULL SUPPORT OF THE AMERICAN LEGION IS URGENTLY NEEDED YOU CAN HELP!

The torpedoing of the SS Dorchester is one of the most publicized disasters in World War II.

She was built in 1926 as a luxury liner to take passengers up and down the Eastern seaboard. The accommodations were complete in every detail, as found in the finest hotels. She carried up to 314 passengers; many of whom were vacationers to Florida and who were able to take their automobiles with them for an additional charge. She plied the waters between Miami, Jacksonville, Savannah, Norfolk, Baltimore, Philadelphia and Boston.

But in February, 1942 the SS Dorchester entered the war effort as the United States Army Transport (U. S. A. T.) Dorchester after being converted to a troopship in New York. She was given additional lifeboats and life rafts, as well as four 20mm guns, a 3-inch 50 caliber gun fore and a 4-inch 50 caliber gun aft. The large windows in the pilot house were reduced to just slits. The ship that once carried 314 passengers and 90 crew would now more than double her capacity and carry 906 crew and passengers.

Of the crew many of the civilian officers remained with the Dorchester, including her Master. The Navy provided "Armed Guards" to man the guns and messaging lights. The Dorchester's Master, Capt. L. B. Kendrick, continued on during the first five voyages to Greenland with troops in 1942. After the fifth voyage he retired and Master Capt. H. J. Danielsen came aboard

for his first voyage on the Dorchester. Also aboard were four Army Chaplains, a Catholic, a Dutch Reformed, a Jewish and a Methodist.

At 00:55 on February 3, 1943 about 100 miles from Narsarssuak, Greenland, a torpedo hit the Dorchester's starboard side. The power and lights went out immediately. Although listing badly to the starboard, the troops, ordered to sleep with their lifebelts on but hadn't done so because of the heat below, scrambled onto the freezing cold decks and made for the lifeboats. Dazed, half naked and without life jackets, the panicked men struggled to the upper deck. Overcrowded lifeboats capsized and rafts drifted off before anyone could use them. The men had little chance of surviving in the icy blasts of water and wind.

Among the first on deck, the four Chaplains found a deck box full of lifebelts and together started assisting the men who were without into the belts and overboard. Soon the box was empty. The Chaplains, along with the Master and the Commanding Officer, one by one, removed their own lifebelts and gave them to men who had none. The Chaplains locked arms, sang and prayed for the men as the Dorchester sank with them on board.

Of the 904 men who were aboard that night, 605 were lost. In addition to the "Immortal" four Chaplains, also on board when she sank were the Commanding Officer and the Master, Capt. H. J. Danielsen, age 57, a career Merchant Mariner.







The four Chaplains have been honored over the years for their valor. In 1948, a Chapel of Four Chaplains located in Philadelphia was dedicated by President Harry S. Truman. In 1961, Congress voted to present the Special Medal of Heroism – the only such medal ever given – posthumously to the four Chaplains. A United States Postal Service stamp was issued. In 1989, the American Legion Auxiliary resolved that the first Sunday of February would henceforth be designated “Four Chaplains Sunday”.

But, while the American Legion recognizes U. S. Merchant Mariners, they have taken a neutral stand on the Just Compensation legislation S.663 “A Belated Thank You to the Merchant Mariners of WWII Act of 2009”. As part of nation-wide efforts to appeal for recognition and full support by the American Legion for our Just Compensation legislation, JCC member, Herbert Danielsen, of Forked River, NJ and the son of Capt. H. J. Danielsen, recently wrote to the American Legion Department Adjutant of New Jersey:

“My family suffered the loss of a loved one during the War. My Dad, Capt. H. J. Danielsen, a Merchant Mariner all his life, at the age of 57 was in command of the troopship Dorchester which was torpedoed and sunk off the coast of Greenland while transporting our servicemen to that country.

He, together with nearly 700 young soldiers and sailors and four Chaplains, who heroically gave their life jackets to other soldiers, perished as the ship went down.

My Dad received no compensation from the U. S. Government nor any from the steamship

company so his widow suffered financial distress for the remainder of her life. She lived with me and I supported her for many years.

I also served in the Merchant Marine for several years and narrowly escaped repeated submarine attacks on many voyages.

Obviously, in a climate of serious economic problems the appeal for compensation to address the failure of the U. S. Government to consider the Merchant Marine as an integral unit of the War Service branches is a serious consideration. But for the very few Merchant Marine Veterans remaining (most in our 80's and failing health), it is a recognition long overdue and will serve as a tribute for those who performed magnificently during the War.

We believe that with the help of your organization our request for recognition will be approved by our Congressmen in Washington.”

A nation-wide effort to convince the American Legion to FULLY support our legislation has been launched by Beech Dale and Burt Young of the AMMV Mo Valley Chapter. They are promoting a program to get members in each State to submit for approval through the State Adjutant, at State conventions of the American Legion, a Resolution promising full support of our Senate Bill S.663.

It is felt that if the American Legion will fully support our legislation, the VFW will change course and reverse their extremely negative position on this important legislation. For more details and to help, please contact Beech Dale at (402) 489-7025 or Burt Young at (402) 488-1576.



# CONNECTING *with* AMMV

## WHO, WHAT, WHY, WHERE, WHEN and HOW.

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 Senators' 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 every knows that. Let's get the word out.

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.

*A.J. Wichita, AMMV National President*

## WASHINGTON, DC REPORT

My name is Alexis Keslinke and I am the daughter of a retired Merchant Marine. Over the years, my family has become very close with A.J. Wichita and all of his causes related to the Merchant Marine. After hearing about the trouble with Senate Bill 663, I really wanted to help. So during the last few months I've been organizing two campaigns, one led by students at American University in Washington, DC, and another online.

Right now I am serving as the president of the American University chapter of Delta Gamma, a prominent sorority on campus. We are currently making plans to gather other DC area student chapters together and storm Capitol Hill in the fall. There will be over 250 college students roaming the halls of Congress, convincing senators that even those of us in younger generations really do care about the Merchant Marines who served during WWII. Our hope is that we can get at least 10 new senators to sign on to support S663.

The rest of our efforts are focused on an online campaign, which consists of a website, a blog, and a Facebook Page, all of which focus on our fight to get S663 passed, as well as the history of the Merchant Marine. The website also focuses on key senators who have supported our bill, and lists contact information for all of those senators who haven't supported it in the past.

All three online forums are still in the early stages of construction, but should be completed within the next few weeks. If you would like to add a personal story to the blog or website, please email me at [usmmvets@](mailto:usmmvets@)

# CONNECTING *with* AMMV



gmail.com, and I'll try and post it.

I can tell you right now, most kids my age have no idea what the Merchant Marine does or what they did

during WWII. The best thing we can do is spread the word as much as possible. Attach the website to your own if you have one, send out the link to your entire contact list online, and if you have family with Facebook accounts, ask them to link to our Facebook page. Anyone who really knows about the sacrifices the merchant mariners made has to support our bill, so our best strategy is to make sure everyone knows about it!

I hope you and your families will check out the website and blog soon. I'll let you know how our efforts on Capitol Hill turn out later this fall.

Wishing you all the best,

*Alexis Keslinke*

Website <http://www.wix.com/veteranswwii/usmm>

Blog: <http://usmmvets.blogspot.com/>

Facebook: To access the Facebook page, log into Facebook with your own account and simply type "Merchant Marines" in the search bar. The first page listed should be "Merchant Marines of WWII".

## NEWS FROM THE SS RED OAK VICTORY

Dear Sindy:

Just a note to catch you up with my "retirement." As you know, I will be 92 in September and am passing my job as Chief Engineer of the SS Red Oak Victory on to a very capable younger man, Greg Blasquez, whom I have been grooming for the past 5 years. He came to me as an active Merchant Marine 1st. Engineer. By working with me on this ship, he made up sea time to sit for Chief Engineer's license. I am very proud of being the one to inspire him to do all this.

I started as a mess boy in the Stewards Department. In time, and during World War II, I began

to rise through the engine room ranks. I reached the position of Chief Engineer of the hospital ship SS Hope, serving on that ship from 1963 to 1974. It was the "hardest job I ever loved." I was so proud to be part of "Project Hope."

My most rewarding job, though, has been over the past ten years as Chief Engineer of the SS Red Oak Victory, as we have worked our way through this restoration project. During this process, I have shared comradeship and skills with many, including Harold Wagner, who at 87 is the next oldest volunteer on the ship. I am now Chief Engineer – Emeritus – and very proud to be at the side of the new Chief.

Sincerely,

*Bill Jackson, Golden Gate Chapter*

## LETTER TO OPRAH

Hi Sindy:

At one of the meetings at the National Convention, they were talking about Senate Bill S.663 and someone off handedly suggested that to get information about Just Compensation out to the public, we should get Oprah Winfrey involved. So I went to the library and got her address and wrote her a letter.

I suggested that they get in touch with A. J. Wichita, so just in case, it'll probably be a pretty long-shot, she would be interested, or if you hear from her, please let me know what date she's going to broadcast it.

Thank you,

*Marry Hodges, CEO, Southwest Florida Chapter*





# HAPPY 100<sup>TH</sup> BIRTHDAY TO THE MADAKET!

Launched June 6, 1910 into Humboldt Bay, in Northern California, the Nellie C. was built locally and put to work as a passenger ferry boat as there were no bridges across the Bay at that time. In 1931, she was sold to Coggeshall & Launch and renamed the Madaket, which means "trouble land."

She continued plying the waters as a ferry boat carrying sawmill workers and longshoremen around the Bay 24 hours a day, seven days a week. At times she would act as a tug boat, hauling log rafts, each containing about 100,000 board feet of lumber, and helping ships and barges maneuver throughout Humboldt Bay. She was the only ferry in California north of San Francisco.

In a 1948 newspaper article, her owner at the time, Oscar Hoffman, told that the one and seven-tenths mile run from Eureka to Samoa is the company's passenger stand-by. In fact, those who rode from necessity and pleasure on his craft reached the surprising total of 177,000 people in 1947, not a bad record for a 47-1/2 ft. vessel.

When the Samoa bridges were built in 1971, the Madaket was turned into a tourist and historic cruise boat with California's smallest licensed bar aboard. She is currently owned by the Humboldt Bay Maritime Museum, who sponsored the centennial birthday activities. She has been carefully taken care of over the years and almost everything rebuilt according to U.S. Coast Guard regulations. She has never had an accident and is trustworthy and proud.

National Maritime Day, May 22, 2010, was the kick-off of the birthday celebration. In the wind and cold, a small crowd watched as the Madaket's flag was retired and replaced with a 1910 United States flag bearing 46 stars, the number of states in that year. The Mayor of Eureka spoke and AMMV Humboldt Bay Chapter CEO Bill O'Donnell, as keynote speaker, recalled his service and that of other Merchant Mariners in WWII. O'Donnell offered up a prayer for those Merchant Marine service members lost during the War and called on others to remember them, too. He said "We became the forgotten combat veterans of World War II."

On June 6th, the Madaket, the oldest continuously operated passenger vessel in America, was feted at a 100-year old birthday celebration which included a boat parade around Humboldt Bay, speeches, music, balloons and a birthday cake.

HAPPY BIRTHDAY, Madaket. Come take a ride.



*Bill O'Donnell, CEO, Humboldt Bay Chapter*





# NEWS ON JONES ACT

## **Senator McCain LEAVES Washington...**

Tuesday, June 29th, 2010

OP-ED by Tony Munoz, Editor-in-Chief of the Maritime Executive Magazine and the MarEx Newsletter

TO: THE HONORABLE JOHN MC CAIN

Dear Senator McCain:

With all due respect, it's time for you to LEAVE Washington because the agricultural lobbyists have persuaded you to dispose of one of the most essential pillars of national security for profits. Even our Founding Fathers acknowledged the national security implications of moving U.S. cargoes on U.S. vessels within U.S. waters.

Your bill to repeal the Jones Act, S.3525, states: "Specifically, the Jones Act requires that all goods shipped between waterborne ports of the United States be carried by vessels built in the United States and owned and operated by Americans. This restriction only serves to raise shipping costs, thereby making U.S. farmers less competitive and increasing costs for American consumers."

Excuse me, sir, but are these the same "less competitive" U.S. farmers who received \$15 billion in farm subsidies in 2009 and \$245 billion in subsidies since 1995? I hope you are not willing to dispose of the U.S. Merchant Marine simply because six of the top 20 farm subsidy recipients in 2009 were from Arizona? Since 1995, these same six recipients have received over \$57 million in subsidies. You should know that the Jones Act companies your Senate bill intends to get rid of have not received a single penny in subsidies since the Reagan era.

Since 1995, Washington has paid out one quarter of a trillion dollars in farm subsidies. Meanwhile, in 2009, the Jones Act companies provided nearly 500,000 American jobs that created \$35.5 billion in value-added GDP contributions and about \$22.6 billion in labor compensation. Furthermore, according to a recent Transportation Institute study, the Jones Act generates \$100.3 billion in gross economic output and about \$11.4 billion in taxes to federal, state, and local governments.

Sure, since 1995 the U.S. Merchant Marine has received \$1.5 billion in Military Security Program (MSP) subsidies. But these monies were authorized to support the U.S. military's complex supply lines. I hope you know that the American merchant marine began when patriots captured the British schooner HMS Margretta in June of 1775. The U.S. Merchant Marine predates the U.S. Navy (1775) and the U.S. Coast Guard (1790) and has been an integral part of every war this nation has fought. John Adams, our second president, said in his Memoirs, "No group of individuals did more for establishing our country than the American Merchant Seamen and Privateers. Their record

speaks eloquently of their devotion and sacrifices."

The Merchant Marine lost 733 ships and 8,651 lives in WWII. In the Vietnam War, it transported 95 percent of all the supplies used by the U.S. military and, in the first Gulf War, delivered 11 million tons of supplies to the troops. In the first year of the Iraqi war, the USMM delivered 61 million tons of cargo and nearly 1.1 billion gallons of fuel. After Hurricanes Rita and Katrina devastated the Gulf Coast, the operating Jones Act companies were there to provide assistance, and many of these same companies were first on the scene during the Haiti earthquake crisis.

In the post-WWII era, the USMM transported nearly 45 percent of global trade on 2,000 U.S.-flagged bottoms, but by 1980 lobbyists for foreign concerns had that number down to four percent. During the Reagan era, the Office of Management and Budget concluded that "national security arguments were not strong enough to justify public assistance to the maritime industries." So Reagan did away with Construction Differential Subsidies, Operating Differential Subsidies and Title XI. However, while Title XI does exist today, it only puts \$100 million of guaranteed construction loans into the maritime system.

Senator McCain, did you know that Jones Act mariners ARE the U.S. Merchant Marine? The U.S. government struggled to find qualified mariners to man the supply ships during the Desert Shield and Desert Storm campaigns. The deterioration of civilian maritime support capabilities may very well prove to be the "Achilles Heel" of the nation's defense.

On September 11, 2001, this nation was attacked by terrorists and the wounds are barely healed. We are still fighting two wars overseas against terrorists who make threats against us daily. States like Arizona are enacting their own laws to protect their citizens from the influx of illegal immigrants. And you want to repeal the Jones Act and open our waterways to foreign ships so that a few well-subsidized farmers can save a few pennies per ton?

This nation's highway transportation infrastructure is crumbling and congestion is clogging our cities and highways. Pollutants from cars and trucks are killing and infecting our people. Today, there are proposed programs to alleviate highway congestion by putting cargoes on vessels operated by U.S. merchant mariners on a coastwise trading system.

This is not the time to repeal U.S. cabotage. This is the time to build a strong nation with secured waterways and borders. The adverse consequences of S.3525 on the economy and the American people are too profound to contemplate. It is time for a U.S. maritime renaissance to put our citizens back to work and secure our waterways from threats from aboard. Please, pull the bill and then fade away into retirement, for you have forgotten what once made this nation great.

Respectfully,  
Tony Munoz



# CHAPTER NEWS

## Dennis A. Roland Chapter



On April 4, 2010, the Dennis A. Roland Chapter presented Eagle Scout Owen Boyle with a plaque and other gifts for his display at the North Huntingdon High School of Annandale, NJ. The display honored the Armed Services, including the U. S. Merchant Marine.

## Edwin J. O'Hara Chapter

Our shipmates, the U. S. Navy Armed Guard, publishes an excellent magazine called "THE POINTER". It is packed full of true stories of U. S. merchant ships in World War II. Everything is well-written, detailed, and accurate. It is "must reading" for all of us who were there, and the subsequent generations who haven't been taught about the vital role played by the Merchant Marine and Armed Guard in winning final victory. It's all there, in authentic detail, the action, the invasions (we were in every one, the freezing in the North Atlantic, the baking in the South Pacific, everything). There are no dues, they depend on donations. Whatever you give, you will get your money's worth in every issue. To request to be put on the mailing list, contact: Charles Lloyd, Chairman, 115 Wall Creek Drive, Rolesville, NC, 27571. Telephone: (919) 570-0909.

## Golden Gate Chapter

On January 6, 1945, the Liberty ship SS Isaac Shelby hit a mine and went aground off the Italian coast, City of San Felice Circeo. Local villagers came and helped crew members get ashore - there were no casualties. Now, 66 years later, Franco De Chiara, Italian TV Reporter from Public Television station RAITRE, wants to learn more about the Isaac Shelby and other Liberty ships for a documentary which he is filming. Mr. De Chiara interviewed four of the villagers who participated in the rescue efforts, and contacted the SS Jeremiah O'Brien requesting their assistance in contacting any of the crew members from the Isaac Shelby; he also wanted to conduct interviews with Mariners who sailed on Liberty ships during that period.



Dennis Moller, Exec. Dir. of the SS Jeremiah O'Brien contacted the Golden Gate Chapter asking for assistance in meeting with Mr. De Chiara who planned to visit the ship in San Francisco during his stay March 5 - 7, 2010. Nine members of our Chapter met with Mr. Chiara and his cameraman on March 6, aboard the O'Brien: Due to time restrictions, Mr. De Chiara was only able to interview Earl Anniston (Armed Guard), Capt. Frank Medeiros, Frank Mendez, Walter Vestnys, and John Stokes (Armed Guard and volunteer on the O'Brien). Mr. De Chiara advised he would still like to interview any survivors who sailed on the SS Isaac Shelby. If anyone has any info on survivors, please contact the Golden Gate Chapter at (415) 252-0760.





# CHAPTER NEWS

## Hudson Valley/Gene Delong Chapter

*Reprinted from the "Seafarer's Log – May, 2010"*

### Jones Act has hugely positive effect.

In its report covering 2009, the Maritime Cabotage Task Force (MCTF) cites several noteworthy statistics about the Jones Act – a law that boosts America's national and economic security.

The MCTF is a broad-based coalition with more than 400 members (including the SIU) from throughout the U. S. maritime industry. Its newly issued report calls attention to a study prepared by PricewaterhouseCoopers which found the following:

- The Jones Act accounts for almost a half-million jobs in the U.S.
- The law generates more than 100 billion in total annual economic output
- It generates \$11 billion in U. S. taxes
- An estimated \$29 billion in Jones Act-related U.S. labor compensation is paid annually.

The Jones act stipulates that waterborne cargo moving between U. S. ports must be carried aboard vessels that are crewed, built, owned and flagged American.

"The Jones Act provides this nation with economic and national security while delivering goods and cargo in an efficient, reliable and cost-effective manner." the MCTF report states. "We would like to thank the Obama administration and Congress for their unwavering support for the Jones Act and other U. S. maritime cabotage laws and statutes. Knowing that the Jones Act will remain the foundation of U.S. domestic maritime policy allows our industry to persevere during recessionary times like these and to grow as the economy rebounds."

*Editors note: We have been notified that Senator John McCain (AZ) has introduced a Senate Bill S.3525 which would repeal the Jones Act. American Merchant Marine Veterans need to take a strong stand against this legislation. Please do all you can to stop this Bill S.3525.*

**"Ships! Ships! All we need is ships!  
What a headache!"**

Dwight D. Eisenhower, Chief of Army Plans (early 1942)

## Mid-America Ancient Mariners

Word has just come that Chapter CEO Richard Wiggins crossed the final bar on June 30th. Richard was nicknamed "Bulldog" by Ian Allison for his "grab on and hold on" attitude towards Congresspersons in our political efforts for Just Compensation. Richard, the late Marvin Willenburg and other members are credited with getting over 200 House of Representatives members to Co-sponsor our successfully passed House bill in the 109th Congressional session. Richard will long be remembered.

## Sacramento Valley Chapter

On Saturday, May 22nd, we met in front of our anchor, in Old Sacramento, and had a brief ceremony honoring National Maritime Day. At the end of the ceremony, we read the names of our recently departed shipmates from our Sacramento Valley Chapter and the Golden Gate Chapter. After each name we struck the Bell from the USS Sacramento. We can be proud of our anchor in this historic spot. We have sailed over a lot of time and memories to get to this National Maritime Day in 2010. Many of us remember when our Merchant Marine Memorial was just a dream. Then by good fortune, and the work of Bill Fairfield, we did get an authentic WWII anchor. Even then we were stalled until the folks from Old Sacramento came up with a plan to develop this walkway with the nautical theme. It is a nice place for our Anchor, Plaque and Flags. Be proud of it and we really should make more use of it.





# CHAPTER NEWS

## San Diego Silvergate Chapter

Members, led by Byron Ayres, CEO, marched in the Fourth of July parade in Coronado, CA.. Byron reports that he carried his side of the banner for the entire 1-mile of the parade.



*The mariners from left to right are: Byron Ayres, Robert Conley, William Finch, Dale Fleener and Paul Hedgpeth. We did receive many "thank you's" along the parade route.*

## Sarasota-Manatee Chapter

The Tampa Bay Merchant Marine Captains Association has offered their services to assist in the cleanup of the oil spill in the Gulf of Mexico. They have offered their experience to the local Command Center in St. Petersburg should they be needed if the spill approaches the west coast of Florida. They are also recruiting people to assist in their efforts. In some cases, where necessary, they will provide training of the volunteers to perform certain functions. This includes people with boats, people willing to help with tasks at sea along with people ashore cleaning contaminated wildlife and the beaches. Capt. Marti Heath, Division Commander of the Merchant Marine Captains is in charge. Anyone willing to volunteer for this important effort should phone (727) 238-8518.

The oil spill has also presented the Florida Aquarium with a change in site where they collect their salt water to replenish water need for the aquarium sea life. Local salt water is too contaminated to be used to replenish the aquarium water supply so they rely on a water barge to collect water far out in the Gulf. More than likely, they may have to select a new site further out to avoid contaminated water.

## Southwest Florida Chapter

This chapter is saddened at the passing of Roseanne E. Selvey, wife of member Leo Selvey. The artistically gifted Roseanne left us on June 12, 2010 after a long, debilitating illness. Life-time friend and business partner of her husband Leo, National Treasurer Calvin Berry says that the Roseanne and Leo might hold a world's record as having entertained every AMMV National President in their home since the inception of the American Merchant Marine Veterans organization. She will be sorely missed.

## St. John's River Chapter

When Lester Ellison arrived at Omaha Beach at 5 am on June 7, 1944, the day after the D-Day invasion, he was officially classified as a non-combatant. That wasn't a lot of comfort to the 22-year old Merchant Marine officer as he helped move a barge loaded with ammunition to the beach, through waters still filled with unexploded German mines while German artillery tried to shell the supply ships. He remained, working through the worst storm in 40 years, at Omaha Beach until Aug. 28, 1944, a Merchant Mariner serving on Army boats under Navy command.

On February 12, 2010, Ellison, 88, was honored for his service during the liberation of France at Jacksonville's City Hall. He is one of nine World War II veterans from Northeast Florida who will or were recently honored as a Chevalier of the French Legion O Honor.

We are proud that Les Ellison is a member of the St. John's River Chapter.







# CHAPTER NEWS

## Susquehanna Chapter



April 19, 2010

Dear Mr. Newcomer:

Thank you for your recent letter regarding the Merchant Marine's official song being left out of the performance. It is Fort Jackson's intent to honor all services and I appreciate you bringing this issue to my attention. Please know that this omission was completely inadvertent. I am working with our band director to insure that they play, "Heave Ho! My Lads, Heave Ho!" when performing at veteran's events.

Thank you for your service and I wish you the best.

"VICTORY STARTS HERE!"

*Sir,  
Thanks for  
bringing this to  
my attention so  
we can honor  
merchant  
marines in  
the future*

Sincerely,

Bradley W. May  
Brigadier General, U.S. Army  
Commanding

If you think that your little letter will not be effective, read the letter written to President Newcomer. Clarence went to a military concert. He observed that they did not play the Merchant Marine song and wrote a letter to the Commanding Officer and VOILA!

***WE KEEP TELLIN' YA – "YA GOTTA OPEN UP YOUR MOUTH!"***



# American Merchant Marine Veterans Chapters



## AMMV Chapter Contact Information as of 5/28/10

Alaska Greatlands	PO Box 8002	Nikiski	AK	99635-8002	907-776-8356	Vada Yearsley
Beehive Mariners	6457 Carl Dr	West Jordan	UT	84084-5709	801-966-3104	Henry B. Kvist
Buckeye Mariners	3939 Old Abbe Rd.	Sheffield Village	OH	44054-2933	440-934-5245	Robert J Bunsey
Cactus Mariners	6742 Magic Lane	Tucson	AZ	85704-1231	520-297-6528	Lowell Lowe
Cascade Mariners	P. O. Box 5805	Vancouver	WA	98661-5805	360-256-5075	Melrae Hanly
Central California	PO Box 1382	Fresno	CA	93716-1382	559-456-4801	Rufus Hernandez
Central Indiana	8770 Carriage Ln	Pendleton	IN	46064-9338	765-778-8735	Don Ellwood
China Coasters	5527 W 77th St	Los Angeles	CA	90045-3213	310-649-6034	Doug Ehlers
Delaware Valley	125 Wild Wood Ter	Shohola	PA	18458-2833	570-296-5242	Robert Fjeldal
Dennis A. Roland	66 Gray Rock Rd.	Clinton	NJ	08809-1073	908-638-8384	Hank Kaminski
Desert Mariners	351 N Meridian Rd # 56	Apache Junction	AZ	85220-3661	480-982-0886	John Forsberg
Down East Maine	PO Box 35	East Vassalboro	ME	04935-0035	207-923-3891	Lawrence Bartlett
Eastern Oklahoma Mar.	406 E 76th St N	Sperry	OK	74073-3937	918-425-1937	Karl Kinney
Edwin J. O'Hara	345 W 58th St Apt 8H	New York	NY	10019-1134	212-489-9748	Arnold Johnston
Emerald Sea	55410 Delta Dr	Blue River	OR	97413-9708	541-822-3760	Edgar Lingenfield
Golden Gate	401 Van Ness Ave. #128	San Francisco	CA	94102-4575	415-252-0760	Frank Mendez
Gulfstream	9312 NW 9th Pl	Plantation	FL	33324-1147	954-370-8161	Joe Colon
Heart of America	9421 Dice Ln	Lenexa	KS	66215-3198	913-599-6722	Dave Brown
High Rollers	PO Box 71502	Las Vegas	NV	89170-1502	702-558-0643	Roy Mahan
High Sea Era	1761 Meadowvale Way	Sparks	NV	89431-2947	775-356-2173	George Bouvoyn
High Seas Mariners	130 Lawnton Rd	Willow Grove	PA	19090-2310	215-659-9297	John Corbett



Hudson Valley	40 Evergreen Ave	Clifton Park	NY	12065-4030	518-371-9162	J. Wally Hassett
Humboldt Bay	PO Box 773	Bayside	CA	95524-0773	707-442-7873	William O'Donnell
Jeremiah O'Brien	15 Hearthstone Ct	San Rafael	CA	94903-1305	415-499-1866	Bill Cantua
John T. Schmidt/Palmetto	3451 Piedmont Trail	Murrells Inlet	SC	29576-8263	843-651-8046	John T. Schmidt
Keystone Mariners	409 Eveningtide Ave Apt 110	Altoona	PA	16602-4200	814-949-8228	George Bathie
King's Point	8638 Grand Ave	Elmhurst	NY	11373-4343	718-899-6031	Peter Squiccarini
Lone Star	P. O. Box 841608	Pearland	TX	77584-2031	713-436-1638	Charles A Mills
Mariners of PA	1007 Kings Chapel Rd	New Castle	PA	16105-4719	724-654-4271	Walter Luikart
Mid Am. Ancient Mar	233 W Maiden Ln	Kansas City	MO	64114-3038		
Mid Columbia	1020 S Conway St	Kennewick	WA	99337-2720	509-586-1418	Robert Cauble
Mid West	7819 Palm Dr.	Orland Park	IL	60462-4232	708-633-1907	Bob McGaghie
Missouri Valley Mariners	207 Lindell Ave.	Seward	NE	68434-2235	402-643-3827	Leroy Dittmar
Mon Valley	5441 Sunset View Dr.	Monongehela	PA	15063-4626	412-384-6850	Gerard Driscoll
MS. Gulf Coast	4501 Clearlake Dr	Metairie	LA	70006-2219	504-888-3562	Jules Burg
New England	16 Smith Ave	Wareham	MA	02571-1965	508-295-8257	Larry Brooks
North Atlantic	23 Hollywood Ave	Massapequa	NY	11758-6753	516-541-8497	Joe Bodner
North Bay Mariners	PO Box 1705	Santa Rosa	CA	95402-1705	707-545-4171	Ian Allison
Ocala	PO Box 5482	Ocala	FL	34478-5482	352-307-5602	Lawrence Duncan
Ohio Valley	PO Box 62563	Cincinnati	OH	45262-0563		
Oklahoma Mariners	2766 County Street 2960	Alex	OK	73002-2226	405-224-6365	Lucy Hay
Oregon	3740 NE 135th Ave.	Portland	OR	97230-2712	503-789-7932	Max Gutierrez
Oswego Valley	2948 State Route 3	Fulton	NY	13069-4881	315-592-5608	Keith Baker
Otto J. Ernst	15043 North Green Dr.	Huntersville	NC	28078-2629	803-547-6140	John Nowak
Peconic Bay	163 Orchard Rd	East Patchogue	NY	11772-5510	631-475-2650	Ben Balsamo
Puget Sound	800 3 Crabs Rd.	Sequim	WA	98382-7852	360-681-3802	Bob Barbee
Roadrunner	906 Montano Rd NW	Albuquerque	NM	87107-5256	505-344-5334	Pat Brinkley
Robert J MacAlvanah	P. O. Box 495134	Port Charlotte	FL	32949-5134	941-625-3234	Felix DeRosa
Rogue Valley	PO Box 66	Selma	OR	97538-0066		
Rudy Kozak	4175 Quail Nest Ln	N. Smyrna Beach	FL	32168-5208	386-409-9612	Richard Parrish
S. S. Samuel Parker	P. O. Box 20107	St. Louis	MO	63123-0307	314-843-1924	John Ludwig
S. S. Stephen Hopkins	4029 Appian Way	Arlington	TX	76013-5686	817-299-0833	Al D'Agostino
Sacramento Valley	14233 Tim Burr Ln.	Grass Valley	CA	95945-7819	530-477-1908	Ken Blue
San Diego Silvergate	PO Box 152444	San Diego	CA	92195-2444	619-465-7358	Byron L. Ayres
San Juan	3304 Oregon Pl.	Bellingham	WA	98226-4332	360-671-8316	Dan McGrew
Sarasota/Manatee	137 Osprey Cir	Ellenton	FL	34222-4230	941-729-1346	Jim Waters
Silicon Val. Mariners	5100 El Camino Real Apt 303	Los Altos	CA	94022-1553	650-967-3696	Perry Adams
Small Ship Mariners	28 Tallawalla Rd	Coomba Park	"NSW 2428, AU"			Ern Flint
Southern Oregon	P. O. Box 2502	Harbor	OR	97415-2502	541-469-0711	Larry Wallin
Southwest FL	17754 Dracena Cir.	N. Fort Myers	FL	33917-2011	239-543-4072	Mary Hodges
Southwestern PA	1828 George Cir	N Huntington	PA	15642-4408	724-861-9393	Jack Heshizer
St. Johns River	P. O. Box 600797	Jacksonville	FL	32260-0797		Sharyn Lockhart
Staten Island	239 Bryson Ave	Staten Island	NY	10314-1922	718-761-9186	Angelo D'Alessio
Susquehanna Valley	238 W Colebrook St	Manheim	PA	17545-1114	717-665-3085	Clarence Newcomer
Three Rivers	2998 Brownsville Rd. Ext	South Park	PA	15129-9409	412-835-8624	William J. Reddy
Treasure Coast	23 Colony Dr.	Vero Beach	FL	32966-8752	772-299-3787	Lou Bergmann
Tri-State	908 Ladder Trl	Signal Mountain	TN	37377-3033	423-886-3759	Vincent Patterson
Viking	3449 Valento Cir	Vadnais Heights	MN	55127-7170	651-489-6454	Milford Tobin
Vulcan Mariners	506 Water Oaks Cir	Trussville	AL	35173-1299	205-655-8255	James Walter



# Just Compensation

## FINALLY!! SOME VERY IMPORTANT ACTION ON OUR SENATE BILL S-663

Our legislative aide in Sponsor Senator Ben Nelson's office reports: WE COULD SEE SOME ACTION IN AUGUST!

Congressman Bob Filner, Chairman of the House Veterans Affairs Committee, Senator Ben Nelson, our Sponsor of Senate bill S.663 and Senator Daniel Akaka, Chairman of the Senate Veterans Affairs Committee discussed our Bill, among themselves, at an early July meeting. The aide reported to Co-chairman Gerry Starnes:

"The meeting went well and there are plans underway for a member of the Senate Veterans Affairs Committee to introduce the bill – Chairman Filner will be working with these folks. While Senator Akaka will not likely vote for the measure and he will likely discuss his position, he will not block a vote in the committee. If this step is unsuccessful in the SVAC, then Chairman Filner will look to put it as an amendment to a moving VA bill on the House side, as we discussed before. It is likely this will occur in the next few months. I will let you know when it will be considered in committee – believe it will be circa August."

*This is a giant step forward so we must continue to put pressure on the non-signed Veterans Affairs Committee members to support our Just Compensation cause.*

### THE V.A. COMMITTEE CONTACT INFORMATION

Please write, call or fax the Senators on the list below TODAY.

## WE'VE MARKED ONE MORE SENATOR UP ON THE BOARD

Senator Merkley of Oregon has signed on a Co-sponsor of our legislation, S.663. And we much appreciate that. PLEASE KEEP THEM COMING!

Senator Merkley has had a great deal of "urging" by his constituents lately and has finally taken a big step in helping us achieve our Just Compensation goals. In February, as reported in the Spring, 2010 AMMV NEWS Magazine, Oregon members met with Senator Merkley's aide.

Jim Willis, Director of Oregon Department of Veterans' Affairs reports that he visited Senator Merkley's Washington, DC office in early March. He met with Senior Advisor Will White and Legislative Correspondent Jamal Raad. He explained to them in great detail why he



*Maj. General William Matz (NAUS) and Oregon VA Director Jim Willis meet at the AMMV Convention in Las Vegas.*

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

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





# Just Compensation

thinks it was important that Senator Merkley become a Co-sponsor. He was assured by both of them that they were very close to making a decision on Co-sponsorship of this important bill. Jim was encouraged by their response but reported that he would follow-up with them if he didn't hear something soon.

Other Oregonians have continued the pressure and finally, Senator Merkley "saw the light" and let's hope other U. S. Senators will follow.

NATIONALLY, MORE ACTION IS BEING TAKEN BY MEMBERS and WE'RE NOT GIVING UP!

## INDIANA MARINERS ARE CONTINUING THEIR EFFORTS

Sometimes contacting Senators can be pretty discouraging but WE'RE NOT GIVING UP! Richard Blair of the Central Indiana Chapter writes of their efforts with Senator Lugar:

"I am totally disgusted with Sen. Lugar. My entire family and I, along with the in-laws, have supported him even when he was Mayor of Indianapolis. I've written him probably 9-10 letters and have been very precise in my requesting his support for S.663. I've even had some personal contact with him. We continue to get that ole "if it comes before me, I'll give it my consideration." I let him know that all of the praise he sends us about our part in WWII, we already know about. We were there! Also, I remind him of his long term in the Senate and his good attendance. All of this and the 150 pages of

printed and pictorial information we've sent. I remind him that he already has all the information he needs and that, as a loyal constituent and a WWII Merchant Mariner, I respectfully ask him to Co-sign on S.663. I've even talked to his person-in-charge in Indianapolis and also Washington, DC. And if I die trying, I'm not going to let him off the hook!"

The Central Indiana members, including Mr. Blair are NOT GIVING UP!

## FLORIDA GROUP TRIES TO PERSUADE THEIR SENATORS TO SIGN ON



(l to r) Standing: Gene & Audrey Johnkoski, Treasure Coast Chapter; Mary & Richard MacCamy, Rudy Kozak Chapter; Irene & Morris Harvey, Ocala Chapter; and seated: Ariene & Lou Bergmann, Treasure Coast Chapter.

## CENTRAL CALIFORNIA MEMBERS UNDERTAKES A PETITION DRIVE

Central California Chapter members set up a display in the main lobby of City Hall in Fresno, CA. The purpose was to have petitions signed by the public to submit to California Senator Dianne Feinstein and Chairman of the Veterans Affairs Committee Senator Daniel Akaka of Hawaii. They had a great response and got lots of signatures.



(l to r) Jack Splivalo, Gene Kelley and Rufus Hernandez



(l to r) Lisa Wilkin, Indiana Veterans advocate, Central Indiana Chapter members Bob Thompson, Richard Blair, Velma Blair, CEO Don Ellwood. Picture taken in May, 2010 at a "Living Biography Series" featuring Sen. Richard Lugar at the Pendleton, IN Library.



# Just Compensation

## JUST COMPENSATION LEADERSHIP IS FOLLOWING ALL LEADS

Ian. T. Allison recently wrote the AARP Magazine Editor asking for an article about our situation after they printed an article about "Filipino Vets waiting for the Big Payout."

"Gerry" Starnes Co-chairman, in a long, detailed letter to North Carolina's Republican Senator Richard Burr, a member of the Veterans Affairs Committee, writes, in part:

"What do we tell our large family memberships of voting age in NC, Senator? They have seen the earmarks, bail outs, hand outs and every conceivable waste of funds. Now the Republicans are trying to take back seats in the House and Senate by endeavoring to appear to be the party of frugality rather than the 'party of No.' And it looks like you, their senior Senator, have no compassion for these ancient former seamen. Many of these old and ill Mariners are indigent.

We respectfully only ask you to take the honorable, rightful and moral support action to help us gain the stipend benefit we have duly earned in the service of our country and end this struggle in a manner we all can gracefully accept. A timely reply will be greatly appreciated so we can advise our large NC families of your position on our request. No response will be considered a negative."

And A. J. Wichita, Perry Adams and many others, along with "outside supporters" are doing their utmost to achieve our SHIP AFLOAT. THIS IS OUR LAST HURRAH AND WE SHALL SUCCEED.

***Valley Forge Region Pennsylvania plan to  
have their 2010 Regional Conference in  
Bedford, Pa. on 12-13-14 October 2010.***

***Main meeting day will be Wednesday,  
13 October 2010, commencing at 0900.***

*George K. Bathie, CEO/Treas/RVP*

## GETTING READY FOR THE LAST BIG PUSH

The Just Compensation Committee Crew in Santa Rosa, Ian Allison, co-chairman (center) and support staff, Sidnee (l) and Jeannie (r) and Joyce (not shown) proudly display one of their new magnetic car emblems, a gift from Nelson Cauble in Sutherlin, Oregon. Nelson sent the JCC these attractive Merchant Marine magnetic emblems which adhere securely to the side of a car yet can be easily removed for the car wash. They come in 10" and or 12" sizes and there is a choice of magnetic backing or "peel and paste." If you would like one for yourself, the price is reasonable. Contact Nelson at: 541-459-7982 for availability.

The JCC was represented at the AMMV Convention in Las Vegas last month with Ian Allison from Santa Rosa and Sindy Raymond from the Ferndale, CA office. We passed out hundreds of new AMMV badges, distributed U.S. Merchant Marine at War booklets, a few dozen Merchant Marine hats, Merchant Marine medallions and other items of interest.

A new JCC message has been sent out to 10,000 JCC members of record including copies of General Matz's inspiring convention speech. This is our LAST BIG PUSH to get our Senate bill, S.663, passed. WE WILL NOT BE FORGOTTEN!





**American Merchant Marine Veterans - South East Region Conference  
Kissimmee Florida - October 27, 28, and 29**

**REGISTRATION FORM**

Conference Fee: \$10.00 (each person) X \_\_\_\_ = \$ \_\_\_\_\_

Thursday Banquet: Both choices include House Salad; Vegetable; potato; rolls and butter;  
dessert; coffee; & iced tea.

Roast Top Sirloin: (Thinly sliced in Zinfandel Mushroom Sauce)

\$ 35.00 X \_\_\_\_ = \$ \_\_\_\_\_

Parmesan Crusted Sole; (Baked with Shaved Parmesan Cheese & Lemon Butter Sauce)

\$ 35.00 X \_\_\_\_ = \$ \_\_\_\_\_

TOTAL: \$ \_\_\_\_\_

PLEASE PRINT:

Name: \_\_\_\_\_ Spouse/companion: \_\_\_\_\_

Address: \_\_\_\_\_ State \_\_\_\_ Zip \_\_\_\_\_

Affiliation/Chapter \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail \_\_\_\_\_

**SEND CHECK: Make payable to Morris Harvey, VP-SE Region.**

**MAIL TO: Morris Harvey; 8055 N. Dacca Ter.; Dunnellon, FL 34433**

Phone Numbers: 352-564-0267 OR Cell 352-397-1540 - email morris27@localnet.com

**PLEASE: SUBMIT RESERVATIONS BEFORE**

**OCTOBER 20, 2009**

**LATE RESERVATIONS MAY BE HONORED - call or email**

Cut Here

XX

Cut Here

**MAKE YOUR HOTEL RESERVATIONS DIRECTLY WITH >>>>**

LOCATION: Best Western Lakeside; 7769 W. Irlo Bronson Highway (Hwy. 192); Kissimmee, FL 34747

COST: \$45.00 plus tax per day - 407-396-2222 ask for AMMV SE Region Conference.

In addition to a regular menu, a Breakfast Buffet is available with eggs to order (\$8.00 ea. for us). There is an on-site Pizza Hut; General Store & Deli; Hurricane Sam's Bar & Grill; and a Pool side Gazebo Bar.

**PROPOSED SCHEDULE OF EVENTS**

(Spouses/Significant others are encouraged to attend)

Wednesday Oct. 27:	1300	Early Registration Begins
		Hospitality room will open Thursday afternoon, Oct. 26th.
Thursday Oct. 28:	0900	Registration Continues
	1000	Meeting opening
	1130	Lunch Break
	1330	Meeting continued
	1600	Meeting Adjourns
	1630	Hospitality Room Open
	1800	Banquet Dinner, raffle, entertainment

Friday Oct. 29: CHECK OUT. HAVE A SAFE TRIP HOME.

**NOTE: If you have items of importance or issues that you would like on the meeting agenda, please include them, including some background info, with your reservation.**



Proposed Schedule of Events  
**Western Regions' Conference**  
*Reno, Nevada –September 26, 27, 28, 2010*  
**Sands Regency Hotel**

Note: All activities listed below will be in rooms on the Mezzanine of the Regency Tower.  
*This schedule is subject to change.*

**Sunday, September 26, 2010**

*1:00 PM to 6:00 PM*

*Membership Registration*

*This will take place in the Hospitality Room*

**Monday, September 27**

*9:00 AM*

*Membership Registration Continues*

*9:00 AM – 11:30 AM*

*General Session*

*12:00 Noon*

*Opening Ceremonies, Introduce Motions – Speaker  
Hospitality Room Open*

*12:00 Noon – 1:00 PM*

*Ladies Luncheon -*

*1:00 PM – 4:00 PM*

*General Session - Speaker*

*4:00 PM*

*Hospitality Room Open*

*6:00 PM*

*Reception and Dinner*

**Tuesday, September 28**

*9:00 AM*

*General Session (final presentations and votes)*

*9:30*

*Speaker*

*10:45*

*Speaker*

*12:00 Noon*

*Hospitality Room Open*

*1:00 PM*

*General Session (final business)*

*4:00 PM*

*Hospitality Room Open*

*6:00 PM*

*Banquet*

**Wednesday, September 29**

*CHECK OUT. HAVE A SAFE TRIP HOME.*

Hotel Registration Direct - Sands Regency (1-800-233-4939). The room rate this year is \$34.00 plus tax. Be sure you **tell them you are a Merchant Marine Veteran** and **attending the Conference Sept 26-Sept 28. The group code for our event is MERCHANT-2010** The Sands Regency is located at 345 N. Arlington, Reno, Nev. 89501.

Note: There is **an airport shuttle**. It leaves the airport **on the hour?** starting at 6 a.m. Please verify the shuttle schedule when you make your reservations.



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

Reno, Nevada - Sept. 26, 27, 28, 2010

## Registration Form

*Note: Please register early*

	Number	Totals
<b>CONFERENCE REGISTRATION</b>	\$60.00 x _____	= \$ _____
<i>(Members only. No registration fee for spouses, even if a member. Registration fee includes Monday evening dinner)</i>		

<b>Monday Noon Ladies Luncheon</b>	\$25.00 x _____	= \$ _____
------------------------------------	-----------------	------------

Choice of entrée

*Lasagna with Ricotta and Mozzarella cheese, herbs, meat sauce* \_\_\_\_\_

*Chicken Ciabiatta (Marinated chicken on Ciabiatta bread)* \_\_\_\_\_

*Dessert: Chocolate Banana Cake*

<b>Monday Evening Reception/Dinner</b>	No charge x _____	= \$ ____00.00 ____
--	-------------------	---------------------

*Entree: Tender Broiled Boneless Pork Chop with Madeira sauce* \_\_\_\_\_

*Alternate dinner: Vegetable plate* \_\_\_\_\_

*Dessert: Boston Cream Pie*

(Member and one guest. (Please check above. One or two?))

<b>Tuesday Evening Banquet</b>	\$40.00 x _____	= \$ _____
--------------------------------	-----------------	------------

*Choice of Entrée: enter below number of meals*

*Prime Rib Au Jus* \_\_\_\_\_

*Salmon Hollandaise* \_\_\_\_\_

*Dessert - Carrot Cake served with either entrée.*

**TOTAL \$ \_\_\_\_\_**

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

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

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

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

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

**Telephone:** \_\_\_\_\_ **E-Mail if available:** \_\_\_\_\_

*Please print carefully.*

**Send Check or Money Order To:**

**AMMV SACRAMENTO CHAPTER**

**P.O. BOX 1793**

**CEDAR RIDGE, CA 95924**

# It's time to say "Thank You"

The letter below expresses the feelings of our surviving WWII merchant mariners. Some of Senator Burr's older constituents can still remember the ships torpedoed off the shoreline of North Carolina as they sat on the beaches and watched the ships explode in flames. More than 300 ships were sunk up and down the coast with a loss of life in the thousands and as many wounded. The actions started five weeks after Pearl Harbor and became so intense it was called "The Second Pearl Harbor" in Maritime circles. German Admiral Karl Doenitz called this special offensive "Paukenschlag" or "Drumbeat" and this was just the beginning of the war. The relatives and friends of these veterans sincerely hope Senator Burr and his fellow members of the Veterans Committee who's constituents share the experience on the same coastline: Senator Graham of South Carolina, Senator Webb of Virginia, Senator Isackson of Georgia and on our southern coast, Senator Wicker of Mississippi will honor the remaining survivors with the same compassion they have shown other veterans.

If you wish to help, please call Sindy Raymond at (800) 545-4173 or email her at [saaren@frontiernet.net](mailto:saaren@frontiernet.net).

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



June 12, 2010

Senator Richard Burr  
2000 West First Street, Ste. 508  
Winston Salem, North Carolina 27104

Dear Senator Richard Burr:

We Americans have always found it desirable to recognize and reward champions or outstanding individuals for their achievements. We acknowledged daring men like Lindberg for flying the Atlantic solo. We cheered and rewarded our returning WWII troops with parades and the G.I. bill. But the group that did the most in saving this country during WWII and suffered the most for their country was the U.S. Merchant Marine. The thanks for their

dedication and service was by being disgraced by Congress for 40 years by not recognizing them as veterans. There was never any reward as with the other veterans.

You know the bill S-663 the "Belated Thank You to the Merchant Mariners of World War II" Act of 2009 is being ignored by the leaders of the Veterans Affairs

Committee which prevents it from being "marked up" or voted on by the Committee and sent to the Senate floor for a full floor vote. Seven of your Committee members are already co-sponsors of the bill. If only a few more of your Committee members would have the nerve or conscience, this Bill could bypass this personal disregard and follow the American way of finding it desirable to recognize and reward champions. Only you Senators

can correct the situation! As one of the leaders, we are urging you to please, sign on as a Co-sponsor of S-663 and support our legislation as you did last year.

The few mariners left (less than 8000) and their families would definitely show their appreciation. These men and women desperately could use their "Thank You" funds to pay for medical and



Only Three miles out. "It ALL depends on ME" (in lower right hand corner) Office for Emergency Management. Office of War Information. Domestic Operations Branch. Bureau of Special Services. (03/09/1943 - 08/31/1945) National Archives NWDNS-44-PA-1465

last expenses.

Sincerely,

Byron Ayres  
2510 Cinderella Way  
Lemon Grove, California 91945-3013



# Gulf, Central & Great Lakes Regional Mini-Convention

October 27 to October 31, 2010 — Ramada Inn, Branson, Missouri

## AGENDA

<u>DATE</u>	<u>TIME</u>	<u>ACTIVITY</u>
Wed., Oct. 27 .....	All Day .....	Travel to Branson – See Shows Registration open after 3:00 p.m.
Thurs., Oct. 28.....	9:00 a.m. - 5:00 p.m. ....	Registration, Camaraderie, Hospitality at Meeting Room 700
Friday, Oct. 29.....	9:00 a.m.....	Registration – Room 700 Color Guard Speakers
	11:30 a.m.....	Break for Lunch
	12:00 noon.....	Lunch near Meeting Room at Rowdy Beaver Restaurant
	1:30 p.m.....	General Session Entertainment
	4:00 p.m.....	Conclude Meeting
Sat., Oct. 30 .....	9:00 a.m.....	General Session continues, if needed
	FREE DAY .....	Pursue Entertainment
	5:30 p.m.....	Banquet Dinner Raffle – please bring items for the raffle Conclusion
Sun., Oct. 31 .....		Weigh Anchor

The Regional Merchant Marine Convention in Branson takes place October 27 to October 31 at the **Ramada Inn, 1700 West Highway 76. Make room reservations by calling 1-800-641-4106.** Our price for a room is **\$49.95, plus tax** and you are served a hot breakfast. Tickets for Branson shows can be purchased at the Ramada Inn.

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Registration ..... \$15 X \_\_\_\_\_ .... \$ \_\_\_\_\_

Lunch ..... \$15 X \_\_\_\_\_ .... \$ \_\_\_\_\_

Banquet..... \$20 X \_\_\_\_\_ .... \$ \_\_\_\_\_

Total ..... \$ \_\_\_\_\_

**Make check out to AMMV Gulf Region**

**Jack Grothe, 727 Zeis Ave., St. Louis, MO 63125-1421, Phone: 314-631-7492**

**Email: jackgrothe@att.net**

**An Extraordinary Book About A Patriotic Time In Our History**

## **CATALINA GOES TO WAR!**

Enjoy little known war history...and very rare photos!

*Santa Catalina Island Goes to War* by William Sanford White highlights the important role the Island played during World War II. The author has culled an amazing collection of information and photographs illustrating military life on the beautiful island off California's coast. Never-before-published photographs and personal memories make this 116-page book an important addition to any collection about World War II.



**\$25**

Soft Cover  
11" x 8.5"  
116 page



Top: Company "L", 134th Infantry Regiment, 35th Division marching on Crescent Avenue, Avalon on Memorial Day, 1942.

Top Right: USO performers from Hollywood arriving at Steamer Dock, Avalon.

Bottom Right: U.S. Maritime Marching Band standing in front of the El Encanto Plaza, now referred to as "The Landing", 1944.



Order this amazing book for yourself today! (It also makes a very thoughtful gift!)

**626.292.1095**

**catalinahistory.com**





## 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:**

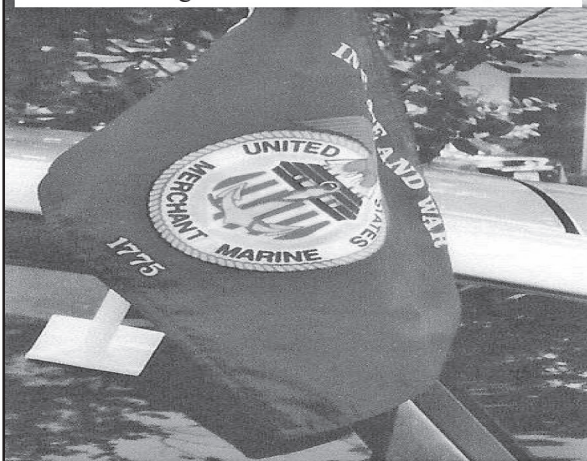
**AMERICAN MERCHANT MARINE VETERANS**

**P.O. BOX 186**

**FERRISDALE, CA 95526-0186**

**800-645-4173 • Fax 707-786-4567 • [ammmv@frontiernet.net](mailto:ammmv@frontiernet.net)**

M.M. Car Flags Double Sided \$23.00ea. \$5.00 s/



ALL FLAGS ARE MADE IN THE USA

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



\$18.00  
ea.  
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 \$18.00ea.+ S/H  
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BACK BY POPULAR DEMAND  
Due to request for our shirts, Gulfstream will again have this item available for sale. Prices will be \$18 for short sleeve shirts. We will have a limited amount of long sleeves shirts @ \$18 per shirt. Plus shipping and handling charge of \$6.00 per shirt. As before 12 or more items ordered and mailed to one address we will pay shipping. . For information call 954-478-1522 or 954-720-1613.

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## MERCHANT MARINE MERCHANDISE ORDER FORM

U.S.M.M. 3'x 4' Flag	\$18.00 (S/H included)	Qty. \$
U.S.M.M. Car Flag	\$23.00 (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. \$

WOMEN'S: Shirt, short sleeve \$18.00 (S/H \$6.00 + \$2.00 ea.additional)

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

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

MEN'S: Shirt, short sleeve \$18.00 (S/H \$6.00 + \$2.00 ea.additional) Men's Total \$

COLOR'S: **B**lack, **W**hite, **RB**Royal blue, Navy, **LB**light 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



# NAUS and the AMMV: Joining Forces on Capitol Hill



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



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

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



## YES!

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

AMMV10

### 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: \$ \_\_\_\_\_

Name	Rank/Grade	Branch of Service	Spouse Name
Address	City	State	Zip
Email Address	Phone Number	Date of Birth	
Status:	<input type="checkbox"/> Active	<input type="checkbox"/> Reserve	<input type="checkbox"/> National Guard
	<input type="checkbox"/> Retired	<input type="checkbox"/> Veteran	<input type="checkbox"/> Widow/Widower
			<input type="checkbox"/> Associate

Charge my dues of  
\$ \_\_\_\_\_

to my credit card:

☐ VISA ☐ MC  
☐ AmEx ☐ Discover

Or make your check  
payable to NAUS

Acct. No

Expiration Date

Name on Credit Card

Signature

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

# 24th National Convention Unqualified Success –

Good job  
 High Rollers!

Bill Cantua, RVP West Region  
 Jeremiah O'Brien Chapter

Jim Willis, Director  
 Oregon V.A.

Ian T. Allison  
 North Bay Chapter

Roy Mahan  
 President  
 High Rollers Chapter

Maria Mahan

Maj. Gen. William Matz  
 President, NAUS

A. J. Wichita  
 National President

John McSpadden  
 SS Stephen  
 Hopkins Chapter

Burt Young  
 Mo Valley Chapter

Good music, good  
 friends, good food!

Joe Colon  
 Gulfstream Chapter

A. J. Wichita  
 National President

Sindy Raymond  
 Humboldt Bay Chapter

Bill Fairfield, MC  
 Sacramento Valley Chapter

Anne Marsh  
 Florida State University  
 WWII Dept.

