

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE

**Steer yourself toward
Baltimore
for the
26th National Convention
June 4 - 7, 2012
Details inside**



**SS John W. Brown
Project Liberty Ship
Moored in Baltimore Harbor**

IN PEACE AND WAR



1775

WINTER 2011 / 2012

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\$4.00

What did the deep sea say?

Oh captain tell me true
Does my sailor sail with you
No he does not sail with me
He sleeps on the bottom of the sea

What did the deep sea say
Tell me, what did the deep sea say
It moaned and groaned
And it splashed and it foamed
And it rolled on its weary way

He promised he'd write to me
His promise he never kept true
Never a word from my sailor have I heard
Since he sailed on that ocean blue

What did the deep sea say
Tell me, what did the deep sea say
It moaned and groaned
And it splashed and it foamed
And it rolled on its weary way

Well a beautiful rose every day
I placed on the crest of the waves
I said "Take it please
And let the pedals fall
Upon his watery grave"

What did the deep sea say
Tell me, what did
the deep sea say
It moaned and
groaned
And it splashed
and it foamed
And it rolled on
its weary
way

What did that deep sea say
Tell me, what did
that deep sea say
It moaned and groaned
And it splashed and
it foamed
And it rolled
on its
weary
way

This is a
traditional folk song, recorded by Woodie Guthrie and Cisco
Houston. Guthrie, Houston and friend Jim Longhi sailed together
on three ships during World War II. They were torpedoed on the
William B. Trais in the Mediterranean and survived the
sinking of the *Sea Porpoise* off Normandy. Houston's
brother, Adrian, was killed
on the *Parismia* in
Nov. 1942.





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National President Morris Harvey

Dear Fellow AMMV Members:

The tale of an organization preparing to change course. The AMMV is in the turning basin and the tug ropes are tight. We are moving into a new channel, one where prop dredging may be necessary. The AMMV Founders gave us PURPOSES in our by-laws that can set our heading into the future. This is not an either/or situation - there are still outstanding WWII issues such as compensation and recognition, however, we



can also move our efforts to support current Maritime issues and to the retired and active - post WWII Merchant Mariner concerns: in current technological terms - multitasking. We need to be part of their future - to become a support organization that they can rely on. Our History drives our Service.

Our Constitution details the following purposes:

Constitution Article III - OUR PURPOSE IS:

American Merchant Marine Affairs (Par. A, B, C and D)

- To preserve the spirit of Comradeship among the American Merchant Marine Veterans, and our fellow seamen who served in the Merchant Marine Fleets of the nations allied with the United States.
- To perpetuate the memory of our dead, assist their widows, and help worthy comrades.
- To publicize the services of the American Merchant Marine Seamen in World War II, and gain the same recognition for the services and sacrifices of Korean, Vietnam and Middle-East Wars to be recognized by the Veterans Administration. Progress on this purpose: The American Merchant Marine Veterans, Inc. played a significant roll in gaining Veterans status for WWII Merchant Seamen. AMMV chapters and their members worked diligently to facilitate distribution of the 80,000 plus DD-214's issued in 1989. AMMV members have contributed many man-years and untold amounts of money to support the WWII legacy ships.

AMMV Chapters and members have gained recognition of Merchant Marine contributions on the local level in many parks and memorials - plus, on a National level with the distribution of historical literature to Congress, schools, and the public. Our VA committee continues initiatives with the Air Force and Congress for post WWII veterans recognition (reference President's resolution to establish a task force elsewhere in this magazine).

National Security and Global Engagement (Par. E)

- To have our nation always maintain a modern and strong Merchant Marine as it is a national and economic necessity, but more importantly a potent arm of defense and offense as it has already proven to be. We desire a well-trained and efficient manpower to crew this fleet. Progress: We support the Jones Act; American Flag Fleet; MSC; Personnel Training and Maritime Schools. Our efforts under this purpose must be expanded to make our support known to the public, government and industry.

Americanism: (Par. C, E and F)

- To maintain and extend the institution of American freedom and encourage loyalty to our country's laws and Constitution.
- Future plans for progress include: Children and Youth. The AMMV would provide Scholarships to students in Maritime Academies and support educational tours.

It is time to revise our mind set - to think in terms of the current generation of Merchant Mariners. They need our help - WWII veterans working to supplement the efforts of other support organizations such as the Navy League and the maritime unions - to improve their future - not just our own. Let the AMMV be their representative organization - Our History drives our Service.

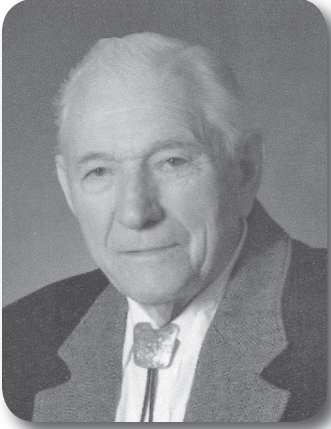
Sincerely,

Morris Harvey

Morris Harvey, President



National Vice President **Nelson Cauble**



Dear Mariners and Friends:

Well here we are with our brand new year of 2012! We've hardly used any of it yet and now it's up to us to try to do something constructive with it before it gets away from us. But first I will wish each of you a Happy New Year! So, now, let's get down to business.

Our president, Morris Harvey, has been very busy and has worked hard since he was elected. His plans are now coming together and we look forward to seeing the results of his efforts. He is doing all of this for you and the future of our AMMV. Don't let him down! Do your part and let's pull together now more than ever.

Our big priority is still our HR23 still hanging in with 73 co-signers but we need to make a final big push to get this thing done. We salute Perry Adams for all of his dedication to this most frustrating battle and I urge each one reading this letter to put aside whatever you are planning to do next and contact your Representatives.

Next big priority is our 2012 National Convention. MITAGS is the place and it is not too far off in the distance to begin to plan to be with us. There will be complete information in the magazine. Read all about it, and make your plans to be there. I'll be happy to meet you there shake your hand and I will even listen to your story.

I want to send a huge Thank You to a couple of our fine AMMV ladies who spend many hours working for you, our members. One is our Office Administrator and Magazine Editor, Sindy Raymond. This gal has given you almost 24/7 of her time and ability and has worked closely with Morris to get all the I's dotted and the T's crossed and keep us up to speed. The other is Carole Gutierrez who is our Communications Director and Webmaster. She devotes much of her time to AMMV and does the covers of our magazine and many other designs for our AMMV. Why not send these two hard working dedicated ladies a note and say Thanks!

Oregon is cold and gloomy at this time of year, but spring will come soon and we will be out and about again and hope to see some of you along the trail. Meantime, keep up the good work and together let's keep rowing this ol' ship we call AMMV.

Remember this:

TOGETHER WE HAVE, AND TOGETHER WE CAN MAKE A DIFFERENCE!

Sincerely,

Nelson Cauble

National Vice President, AMMV



National Secretary **Charles Mills**



Dear Fellow Mariners,

The Friends of the National World War II Memorial and the National Park Service sponsored the Veterans Day Service at the National World War II Memorial in Washington, DC. It honored our nation's World War II Veterans with a wreath laying ceremony on November 11, 2011, paying special tribute to African American Veterans of World War II.

The American Merchant Marine Veterans organization was invited and asked to send three Veterans.

President Morris Harvey asked me to

head up the group. I tried to contact other members, but only two responded. They were unable to make the trip, but I want to thank them for responding.

I made the trip from Houston and I was indeed proud to have had the privilege of representing the AMMV who were transporters of the men, women and supplies that won World War II.

Upon arrival on site in DC, I was greeted by Airman Corporal Robinson who was my escort for the day, an excellent young man and a Texan. There were thousands of WWII Veterans and friends led by veteran Ms. Alice E. Dixon, age 104 years old.

Mr. Kevin M. Tokarski, Associate Administrator of the US Department of Transportation, Maritime Administration, and I laid the wreath honoring the American Merchant Marine World War II Veterans.

On the flight I wore my Combat Veterans cap which attracted loads of attention and questions. I think we may have picked up a few friends for HR.23.

In 2012, all hands must renew our efforts to bring HR.23 to a victory. This will take watch and watch. No let up until we have won. I support change to \$25,000 lump sum payment.

Fraternally submitted,

Charles A Mills, National Secretary
American Merchant Marine Veterans





Editor / AMMV Office Administrator **Sindy Raymond**

Oh, Dear, is it 2012 already? I hope everyone had pleasant holidays and are ready to get to work on AMMV projects and Just Compensation legislative efforts.

I've got to admit that I am just a little frustrated. Has anyone ever noticed that the U.S. Government sometimes isn't very helpful? As you all know, the Just Compensation Committee recently sent out a questionnaire to all of its members asking about your military service, your use of VA medical facilities and if you have a Form DD-214, your Honorable Discharge that the US Coast Guard issued in 1988 or later when you finally became classified as Veterans. The Veteran's service information is also needed for the AMMV membership percentages for qualifying for not for profit Veterans organization status with the IRS.

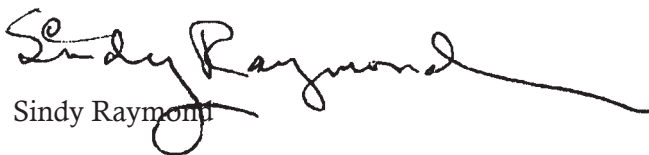
I hope everyone returned their completed form to the JCC; did you? If you haven't, please send it today. If you need an extra copy, just call me and I'll send you one.

Anyway, for those who answered that they don't have their DD-214, I'm sending applications and instructions out to you. But a few questionnaires were noted that they have a DD-256 -Certificate of Continuous Service. Now, I thought it would be simple to find out the difference and if Form DD-256 would qualify the Veteran when our JCC legislation passes. I called someone at the King's Point Maritime Academy and asked – what's the difference between the two forms? Well, guess what? They'd never heard of a DD-256. So I contacted the US Coast Guard National Maritime Center, in Martinsburg, WV, which issues the DD-214 forms. And guess what? They referred me to a website and stated that they were not sure what the Form DD-256 is. And, of course, the referred website didn't help. So "go figure". All I can say is – please apply for a Form DD-214 if you don't already have one. They're hard-earned proof of your outstanding service to this great country.

But this frustration aside, things are gearing up for the 2012 AMMV National Convention at MITAGS in the Baltimore area in early June. Please see further information later in this issue. I always look forward to conventions; they get me "out of Dodge" and let me meet, face to face, the folks that I know only by phone or email all year. National President Morris Harvey is Committee Chair of the convention and he and his Committee are working hard to see that this is a great one. And there will be some official business to do, besides. See you there!

I did attend the Great Lakes, Tri-State and Gulf Region mini-convention in Branson, MO in November and what a splendid job Bob Ross, member-at-large from El Dorado, AR and his family did with the arrangements. Bob and his "organizers" are chomping at the bit to sponsor the AMMV National in Branson in 2013. I do hope to see you in both Baltimore and in Branson, if not before. And I do hear tell that the Western Regional mini will be held in Reno, NV September 30 – October 2nd, 2012. So mark that one on your social calendars, too.

And, as I've said before, please keep those cards and letters coming, folks.


Sindy Raymond



Communications Director & Webmaster



Dear members:

So, here we are with another new year, wow, 2012! There are so many things to look forward to this year, the biggest of which is the 26th National Convention.

It will be in Baltimore, Maryland, June 4 to 7. Well, not actually Baltimore but right next door in Linthicum Heights. We'll be gathering at the Conference Center (CCMIT) at the Maritime Institute of Technology and Graduate Studies (MITAGS). For a change, no one will ask you who American Merchant Marine Veterans are!

I don't want to sound like a travel writer, but Baltimore is just loaded with things to do and see. They have redone their inner harbor and turned it into a tourist attraction complete with a national aquarium and maritime museum. Baltimore is the home of Fort McHenry



CCMIT Campus



Baltimore Inner Harbor, home of the National Aquarium, Science Museum and Maritime Museum

and where

Francis Scott Key wrote the national anthem. It's Babe Ruth's birthplace so naturally there is a museum. If you've never been to Washington DC, this is your chance! A special tour of the National Mall is scheduled. Plus Baltimore is close to New York City. Mass transit is great. There is light rail serving Baltimore and Amtrak for the rest. It sounds like loads of fun. The weather should be good, early June. Be sure to check out the information found elsewhere in this issue.

There are a number of important issues to be decided, too. The proposals are available elsewhere in this issue.

Nelson and Shirley Cauble, have agreed to handle the publicity and page sales in

the Memory Book and I will, once again, design the publication. Nelson and Shirley are a remarkable asset to AMMV. Nelson serves as National Vice President and both are members of the Southern Oregon Chapter. Plus, they have a ton of convention experience.

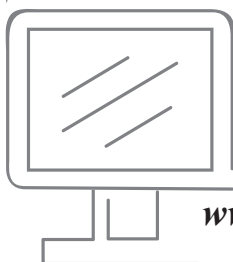
There is a new feature added this year. You can submit your biography and have it be included in the book FREE. We would prefer new, unpublished material and it will be, of course, subjected to editing (for space not content). Pictures are always welcome and they will be returned if so requested. Published biographers will receive a copy of the book. It's a win-win deal.

Okay, so, here comes the sales pitch: The convention, like everything else we do, is for you, our members. Success of the convention depends on you! It is funded, in great part, by the Memory Book and that is only successful if your chapter (and/or you) buys a page. The price for a full page remains the same as last year - \$100 and there is a modest increase in the cost of smaller ads. A full page is in reach of each chapter, especially if you pass the hat at Chapter meetings.

It's gonna be fun – hope you can make it!

Carole Gutierrez

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www.ammv.info

Status Report to the Board of Directors & Members

PREPARED BY MORRIS HARVEY, NATIONAL PRESIDENT

JANUARY 2012

Ladies and Gentlemen:

This has been a busy six months. I have fared it well and look forward to the next six months and our annual meeting at MITAGS June 4-7, 2012. And I look forward to continuing working with you for the future of the AMMV organization.

Government Affairs: The primary action of this committee is the Just Compensation bill HR-23. A full report of their JCC actions is detailed in another section of this Magazine.

Membership Committee: The Membership Status Report has now been distributed to all RVP's and Chapter CEO's. The report is now being produced at the end of each calendar month, which will offer us an opportunity to analyze trends in our membership status by Chapter and include Members at Large. This will be an important part of our management efforts as we move the AMMV into a Mariners support organization - while continuing to support the WWII generation.

2012 Convention Committee: The Committee has made arrangements to hold the 2012 Convention at MITAGS in Linthicum, Maryland from June 4th thru 7th. In addition to our usual business meeting schedule, plans are progressing to provide a full program with an impressive list of speakers and award winning entertainment (go to www.sallylangwah.com for more info). An excursion to the Washington D.C. Mall is planned for June 7th. The committee is also working with the SS John W. Brown management to include them in our event. Look for reservation forms elsewhere in this magazine. If you live in the Northeast or near Linthicum (Baltimore), Maryland, please consider volunteering to join our committee and help with registration, hospitality, or many other rewarding assignments during the convention.

Veterans Affairs Committee: A dedicated task force within the Veterans Affairs Committee has been authorized to investigate the possibilities of obtaining Veterans status for Merchant Mariners who supported Military Actions by the U.S. Government during conflicts post WWII. Based on their investigation, they are to proceed with actions which they determine to be the best strategy for successfully obtaining the desired Veteran recognition for eligible Merchant Mariners. The Task Force operation is already under way and will

be separate from the current activities of the Veterans Affairs Committee, which will continue to be managed by Arthur Card.

Task Force Members are: CHAIRMAN: F. O. "Clarke" Valles, (Member At Large); John Pitts (China Coasters Chapter); Dr. Larry Kerkow (Member At Large); Hank Kaminski (Dennis A. Roland Chapter); Joe Bracken (Ocala Chapter).

Constitution and By-laws Committee: A By-law revision associated with the Regional realignment has been approved by the Executive Board of Directors. Two additional By-law revisions are being proposed. Reference a separate listing of proposals elsewhere in this NEWS.

Historians: John Forsberg, phone contact 480-982-0886, has agreed to assume responsibility for our memorials and monuments inventory that include Merchant Marine recognition around the Country. Notify John if you are aware of memorial, museum or monument information that may need updating or additional information that we are not aware of.

WORK PLAN STATUS UPDATE: We continue to attack specific items outlined in the 2011/2012 work plan presented in the Fall 2011 News Magazine.

Compliance with the existing AMMV By-laws: This has been a challenge because certain operating practices were not updated in the By-laws. One example is the handling of dues receipts being processed and deposited by our National Office Administrator rather than the Secretary. There is a proposed By-law revision in this Magazine, which updates the By-laws to outline the existing procedure.

Develop an ExecBOD that can effectively review, discuss, and take action by email and internet technologies: We have successfully completed an execBOD email meeting concerning election of RVP's and realignment of our regions. All execBOD members receive an A mark for participation. However, their ability to complete the required voting in a timely manner requires significant improvement. The meeting scheduled closing of January 5, 2012, had to be extended to January 18th to accommodate several members. One member had a computer failure during the meeting, we worked with him to get his vote in; one member went out of town on a pre-planned trip but

failed to notify the chairman; and another chose to mail his ballots by snail mail, instead of by email, which took five days to arrive. I am sure we will do better with a little practice.

Work with Chapters to add new member categories: WORKING

Produce and distribute marketing material to support recruiting efforts: WORKING

National Records Update to include member types and to indicate DD-214 status: WORKING - we will receive some of this information from the Just Compensation Committee survey now being conducted.

MAL's - Evaluate communication limitations and maintenance support issues: WORKING

Communications - Maximize use of email systems, increase the use of our web site and social networks:

WORKING - As indicated above, we have conducted an email meeting and we have implemented information updates to RVP's, CEO's, and Chapter leaders.

Regional Realignments: Reference realignment plan, approved by the execBOD, outlined in this Magazine.

Continue promotion of growth, including new chapters: WORKING

Promote increased "Mission Support" donations: We were certainly sad to hear that they had closed their doors but we did appreciate \$1,000.00 from the now disbanded Hoffman Island Radio Association for use for Mission Support.

Continue to support flying of the Merchant Marine flag in National Cemeteries: The Veterans Administration has a separate rule making department which we must address in order to revise current policy.

Welcome Aboard to these New Members of the AMMV

W. EDWARD ANDERSON	LEESBURG	VA	MICHAEL HOGE	PETALUMA	CA	ROBERT PALISAY	STATEN ISLAND	NY
RAYMOND P. BAJDO	WESTFIELD	NY	NORMAN JOHNSON	APACHE JUNCTION	AZ	CARROLL E. PROSSER	SURFSIDE BEACH	SC
JULES BEAUDOIN	REDDICK	FL	WILLIAM H. KIRCHNER	ARCADIA	FL	JOHN M. QUAGLIANO, JR.	HOUSTON	TX
JOSEPHINE M. BIRX	ALLISON PARK	PA	AL KOGOY	MYRTLE BEACH	SC	HARRY S. RICHARDSON	LAKEWOOD	CO
CHARLES BLAICH	STATEN ISLAND	NY	JOSEPH KOLIS	SPRINGFIELD	IL	LEON RICHARDSON	MESA	AZ
EUGENE L. BUREK	FLORENCE	OR	TEMPLE KRUGER	BRISTOL	VA	WILLIAM A. RIGG, SR.	GLENMOORE	PA
C. L. "BURT" BURTON	MENIFEE	CA	NICHOLAUS LARCHEY	NEWKIRK	OK	HELEN ROEDECKER	MINNEAPOLIS	MN
REV. GEORGE H. CAVE, JR.	TAMPA	FL	JOHN D. LARIMER	CAMDEN POINT	MO	HENRY B. ROWLAND	TICONDEROGA	NY
HARRY CHAN	BROOKLYN	NY	JOHN W. LARNEARD, SR.	GOULDSBORO	PA	VAN SCHALLENBERG	OKLAHOMA CITY	OK
RICHARD S. CHAPMAN	SANTA FE	NM	ANTHONY LEO	TOMS RIVER	NJ	WALTER SCHWARTZ	BALLWIN	MO
HAROLD O. CONN	CRYSTAL RIVER	FL	MICHAEL R. MADDY	POLSON	MT	KENNETH SHAPLEIGH	READING	MA
JOAN CORCIONE	SPRING HILL	FL	ROSALIE MC INTOSH	HIGHLAND	NY	FRANCIS X. SMITH	CAPE CORAL	FL
EVAN DASH	NEW YORK	NY	BETTY JANE MC KEE	MCKEES ROCKS	PA	DOROTHEA L. SOUTH	BLANCHARD	OK
RUTH DEIMLING	CINCINNATI	OH	JOSEPH F. MEEHAN	SPARKS	NV	EARL M. STEEN	ROCHESTER	MN
FRED ENGSTROM	SEALEVEL	NC	LEROY MEEKER	SAN RAFAEL	CA	MARK D. SWAN	JACKSONVILLE	FL
WILLIAM A. ESTES	ENID	OK	ORLO MELLON	RICHMOND	CA	LARRY TOUSSAINT	NEW YORK	NY
ROBERT FEATHERER	BENICIA	CA	LORRAINE MEYER	MINNEAPOLIS	MN	RICHARD W. TWILDE	MISSOULA	MT
STANLEY FIFE	SANTA ROSA	CA	DEAN H. MIKKELSON	OKLAHOMA CITY	OK	FRED WAYBOER	HIGH POINT	NC
LAWRENCE FLYNN	SARATOGA SPGS	NY	WALTER MILLER	TOMS RIVER	NJ	SUE WETTSTEIN	CINCINNATI	OH
BILL GROZIER	SAN RAFAEL	CA	PATRICK MURPHY	DELRAY BEACH	FL	DUANE E. WHITTENBURG	SCOTTSDALE	AZ
NORMAN J. GUCCION	CLEVELAND	OH	NORVILLE NAES	HIGH RIDGE	MO	ROY WILBUR	OLYMPIA	WA
IGNACIO GUERRERO	BRONX	NY	ERNST NEWTON	ESPANOLA	NM	EMMET M. WILLIAMS	QUINTON	VA
ROBERT HALLER	WILLIAMSTOWN	NJ	DOROTHY NORDBY	MINNEAPOLIS	MN	JOHN WOJCIK	WEBSTER	MA
ROBERT HAYES	FRESNO	CA	DAVID O. OLSON, JR.	OCKLAWAHA	FL	LOIS WOOD	STAFFORD SPGS	CT
ERIC HESS	PINE BEACH	NJ	ANN M. O'MALLEY	NEW KENSINGTON	PA	ROGER WOODWARD	OCALA	FL
BETTY J. HINES	MILAN	MO						

RESOLUTION OF THE PRESIDENT MORRIS HARVEY AMERICAN MERCHANT MARINE VETERANS (AMMV)

DECEMBER 15, 2011

PURPOSE: TO DESIGNATE APPOINTMENTS AND OTHER CHANGES TO AMMV COMMITTEES.

Section 208 - Standing Committees:

A) Veterans Affairs Committee: Effective immediately a dedicated task force within the Veterans Affairs Committee is authorized to investigate the possibilities of obtaining Veterans status for Merchant Mariners who supported Military Actions by the U.S. Government during conflicts post WWII. Based on their investigation, they are to proceed with actions which they determine to be the best strategy for successfully obtaining the desired Veteran recognition for eligible Merchant Mariners. The Task Force operation will be separate from the current activities of the Veterans Affairs Committee, which will continue to be managed by Arthur Card.

Task Force Members are:

CHAIRMAN: F. O. "Clarke" Valles (Member At Large); 7865 E. Mississippi Ave.; Denver, CO 80247; coloradoammv@comcast.net, 303-377-5716, Cell: 303-437-7836.

John Pitts (China Coasters Chapter): 533 N. Marine Ave.; Wilmington, CA 90744; Office: 310-830-7899; email: AMEUCMAN@aol.com

Dr. Larry Kerkow (Member At Large): 201 Trudy Ln.; Universal City, TX 78148-4224; Phone: 210-658-1557 – FAX: 210-658-9477 – Cell: 210-863-2103, email: Kerkow@att.net

Hank Kaminski (Dennis A. Roland Chapter): 66 Greyrock Rd.; Clinton, NJ 08809-1073; 908-638-8384; email: hskaminski@embarqmail.com

Joe Bracken (Ocala Chapter): 3050 SE 157th Lane Rd.; Summerfield, FL 34491-5039; 352-347-5726; NO EMAIL.

B) Membership Committee: Peggy Van Gemert is hereby appointed Membership Committee Chairman. The resignation of Bert Hinds from the Membership Committee is hereby accepted.

C) Convention Committee - 2012: The following members are appointed to the 2012 National Convention Committee: Sindy Raymond, George Murphy, Hank Kaminski, Nelson and Shirley Cauble, Carole Gutierrez, and Steve Gross.

If you live in the Northeast or near Linthicum (Baltimore), Maryland, please consider volunteering to join our committee and help with registration, hospitality, or many other rewarding assignments during the convention.

Our Conventions for the next two years will be in the Eastern section of the country, following two years of being held in the West. The 2012 Convention is being planned for MITAGS (the Master, Mates, and Pilots Union training facility south of Baltimore, Maryland). 2013 will be in Branson, MO produced and managed by Bob Ross and his Razorback convention team.

A MERCHANT MARINE

YOU CAN HAVE YOUR KHAKI
YOU CAN HAVE YOUR NAVY BLUE
THERE IS STILL A HIGHER HUE
I WANT TO INTRODUCE TO YOU.

THE UNIFORM IS DIFFERENT
BEST YOU HAVE EVER SEEN
THE GERMANS CALL IT "WATER DOG"
BUT IT'S NAME IS MERCHANT MARINE.

HE TRAINED AT SHEEPSHEAD BAY, NEW YORK
THE LAND THAT GOD FORGOT,
WHERE THE SAND IS NINE FEET DEEP
AND THE SUN IS SCORCHING HOT.

HE HAS SET MANY A TABLE,
AND MANY A DISH HE HAS DRIED.
HE HAS LEARNED TO MAKE A BED,
AND A BROOM TO SMOOTHLY RIDE.

HE HAS PEELED A MILLION ONIONS
AND TWICE AS MANY SPUDS.
ALL HIS LEISURE TIME IS SPENT
IN WASHING HIS DIRTY DUDS.

NOW GIRLS TAKE A TIP FROM ME
I AM SENDING THIS TO YOU
FIND YOURSELF A MERCHANT MARINE
THERE IS NOTHING HE CAN'T DO.

WHEN HE GOES TO HEAVEN
TO ST. PETER HE WILL YELL,
"A MERCHANT MARINE REPORTING, SIR.
AND I SERVED MY TIME IN HELL".

BY IRA BOGARD –
CARL W. MINOR-
CENTRAL CALIFORNIA CHAPTER

SS PATRICK HENRY - THE FIRST LIBERTY SHIP

In January, 1941, President Roosevelt announced a \$350,000,000 shipbuilding program to help win World War II. By September an emergency shipbuilding program had been launched.

Shipyards located in thirteen states were involved in a class of cargo ships called "liberty ships."

They were called liberty ships because the first one launched was the *SS Patrick Henry*. The ship was launched on Sept. 27 1941. During the dedication President Roosevelt referred to a phrase from a speech by the 18th century revolutionary leader Patrick Henry's "Give me liberty...or give me death." And Roosevelt, who had previously dubbed them "Ugly Ducklings", told America that these ships would bring liberty to Europe.

Liberty ships were named after prominent (deceased) Americans, starting with Patrick Henry and the signers of the Declaration of Independence, 18 were named for outstanding African-Americans. Any group which raised \$2 million dollars in War Bonds could suggest a name for a Liberty ship, thus, ones were named for the founder of the 4-H movement in Kansas, the first Ukrainian immigrant to America, the organizer for the International Ladies Garment Union and the woman who suggested the poppy as a symbol of American soldiers who died in WW I. The *Francis J. O'Gara* was named after a mariner who was presumed dead, but was in fact, a Prisoner of War. He was the only person to visit a Liberty ship named in his honor.

The *SS Patrick Henry* was built by the Bethlehem-Fairfield Shipyard in Maryland. Liberty ships represented the assembly line fully realized. The keel



was laid in traditional fashion but the ship was then constructed from prefabricated sections welded together on the graving dock. It took 244 days to build the *Patrick Henry*, although the average

dropped to a mere 42 days per ship by the middle of the war. She slid down the ways nearly 10 weeks before the United States came fully into the war.

The "Ugly Ducklings" were built to a standardized, mass-produced design. The 250,000 parts were prefabricated throughout the country in 250-ton sections and riveted or welded together into a 441 foot long and 56 foot wide vessel, with a 3 cylinder, reciprocating steam engine, which was fed by two oil-burning boilers, which produced 2,500 hp and a speed of 11 knots. The holds could carry over 9,000 tons of cargo, plus airplanes, tank and locomotives lashed to their decks. A Liberty could carry 2,840 jeeps, 440 tanks or 230

million rounds of rifle ammunition.

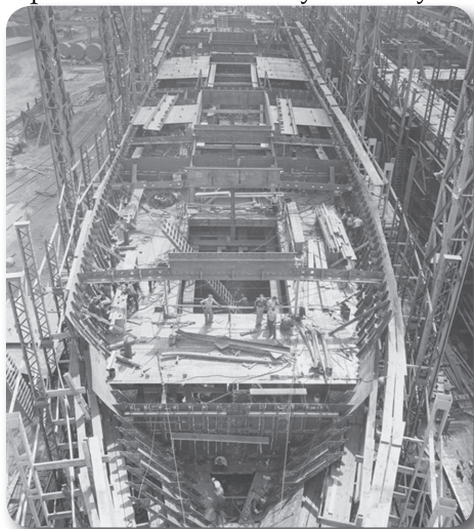
Around 2,700 Liberty ships were built during World War II and many survivors found their way into merchant fleets after the war. The *Patrick Henry's* maiden voyage was to the Middle East. During World War II she sailed on voyages to ports including Murmansk, Trinidad, Cape Town, Naples, and Dakar.

Delmer E. Anderson, of the AMMV Mid-West Chapter, remembers being aboard the *Patrick Henry* the night they hit a reef off Key West, FL. He was the Engineer on watch about 1 AM when:

"We struck the reef about halfway between mid-ship and stern. We pumped fuel oil from the aft double bottom tanks to the forward tanks. We were then able to get free under our own power. We continued on to New Orleans where it was decided to lay her up. It was towed to Mobile, AL.

All personnel were discharged except me. I went with her to Mobile for final preparation for layup. That was a very sad day for the first Liberty ship built for WWII, the *SS Patrick Henry*."

The *Patrick Henry* survived the war and was scrapped in the yard where she was built in 1960.



PROPOSALS TO BE CONSIDERED AT THE AMMV NATIONAL CONVENTION, JUNE 2012

During the first week of January, an e-mail Executive Board of Directors meeting (Per Article II; Section 205.B) was convened by President Morris Harvey to consider two concerns:

CONCERN #1) To consider revision of section 202 of our National By-Laws. **This By-law update passed.** It will become effective on July 1, 2012 and will permit us to proceed with RVP elections at our next National Meeting in MITAGS. The results of the Exec. BOD meeting will be presented to the full BOD per By-law Article II, Section 205.B.

MOTION TO CONSIDER REVISION OF 202.C FOR REGIONAL VICE PRESIDENTS

PROPOSAL #1:

DELETE: SECTION 202

C. The Regional Vice Presidents shall be elected by the delegates to the National Convention from the Chapters in their region.

ADD: SECTION 202.1

C. Candidates for The Regional Vice President office must be submitted in writing to the Nominating Committee, announcing their intention to run for the office of RVP. The candidate must be a member in good standing and a resident of the region in which they are declaring their candidacy. RVP's shall be elected at the National Convention by members from their region. Nomination for all offices shall be made by the Nominating Committee. Additional nominations will be permitted from the floor. No person absent shall be considered for any elective office unless such person has previously notified the Nominating Committee Chairman in writing before the first business meeting of the National Convention, certifying that the person is willing to serve in the office. All elected Regional Vice Presidents shall hold their office for a two year term, commencing at the start of the fiscal year, as stated in Section 209 of the By-Laws and shall hold office for a term of two (2) years or until installation of their successor, if after the end of their fiscal elected year. Installation shall be before the end of the annual convention at which the RVP is elected. In the absence of any duly elected officer, they may be installed by proxy with any acting member selected for that purpose.

RATIONALE:

When the National Officers terms were changed to two years, no provision was included for Regional Vice Presidents. This By-law change will assure that RVP elections are given the same consideration as National Officers.

Submitted by Morris Harvey.

CONCERN #2) The second concern that the Exec. BOD considered was a proposal to re-align our Regional

Boundaries from 12 to 8 Regions. **This proposal passed.** The resolution, motion, and rationale were presented as follows:

MOTION TO RE-ALIGN AMMV REGIONS FROM TWELVE (12) TO EIGHT (8)

PROPOSAL #2:

Re-align the AMMV regional configuration to consist of eight (8) regions defined by State, U.S. Possessions and other Countries boundaries as follows: Region 1: FL & PR; Region 2: MS, AL, TN, KY, GA, SC, NC, VA, WV, DC, DE, and MD; Region 3: PA and NJ; Region 4: NY, CT, MA, NH, RI, VT, and ME; Region 5: ND, SD, NE, MN, WI, IA, IL, IN, MI, and OH; Region 6: AZ, NM, TX, OK, KS, LA, AR, and MO; Region 7: AK, WA, OR, ID, NV, MT, UT, WY and CO; Region 8: AUS, CA, and HI.

RATIONALE: Our founders expected the Region-VP level of management to be a major influence in the organization. Proposed by Morris Harvey, National President.

We have a number of situations that will be alleviated by this proposed realignment: 1) We currently have twelve regions with three (Dixie, Great Lakes & Tri-State) that have vacancies. 2) MAL's are not currently included in the regional organization because regions have been organized around chapters rather than by state. 3) Several regions are very small. 4) Many geographic areas are not covered by our regional alignments. 5) All RVP's must be re-elected at the 2012 convention.

Configurations of 8, 9, and 10 regions was considered. As the different realignments were considered, the following criteria for judging the results was developed: 1) Provide for all MAL's to be represented within a region. 2) Include all geographic areas within a region. 3) Create regions by membership density as closely as possible. 4) Regions boundaries would be state lines - no partial states within a region (In order to divide a state, we would need to use zip code designations, which greatly complicates our work). Consequently, the eight region layout was recommended.

Reference attached map outlining regional boundaries and membership distribution.

This change is authorized and required by the following by-law sections:

ARTICLE II - NATIONAL OFFICERS

SECTION 201 – ELECTED OFFICERS AND VACANCIES

A. The officers of the national organization shall consist of:

1. President
2. Executive Vice President and **a minimum of 7 Regional Vice Presidents.**

ARTICLE III - CHAPTERS

SECTION 301 – FORMATION – CHARTERING

D. The National A.M.M.V. shall establish districts within the fifty (50) states. There shall be at least seven (7) districts as per Article II – NATIONAL OFFICERS, Section 201.A.2 of the By-Laws.

E. These district boundaries may be changed, depending on the total membership in a said district. The National Board of Directors shall set district boundaries at the National Convention based upon the total chapters and the per capita tax for the given year. All Chapters shall receive a true copy of such districts and boundaries.

ADDITIONAL BY-LAW REVISIONS PROPOSED

PROPOSAL #3

SECTION 204 – ELECTED NATIONAL OFFICERS – POWERS & DUTIES.

D. SECRETARY

REVISION:

2. DELETE FIRST SENTENCE: ~~The National Secretary shall receive all dues and transmit said monies to the National Treasurer and shall notify the Editor of all members who paid their dues.~~ The National Secretary shall perform such duties as the National President may from time to time prescribe. The National Secretary shall make a quarterly report of his/her activities to the National President with a copy to the National Executive Vice President. The National Secretary may receive compensation as specified by the Board of Directors.

ADD: The National Administrator will receive all monies and deposit them into the National Treasury and shall provide reports of deposits to the National Secretary to include information on all members who paid their dues.

RATIONALE: The procedure currently defined in our by-laws have not been complied with for many years. This change will reflect the actual process, which has been in practice for many years.

Submitted by Morris Harvey

PROPOSAL #4:

ARTICLE II - NATIONAL OFFICERS

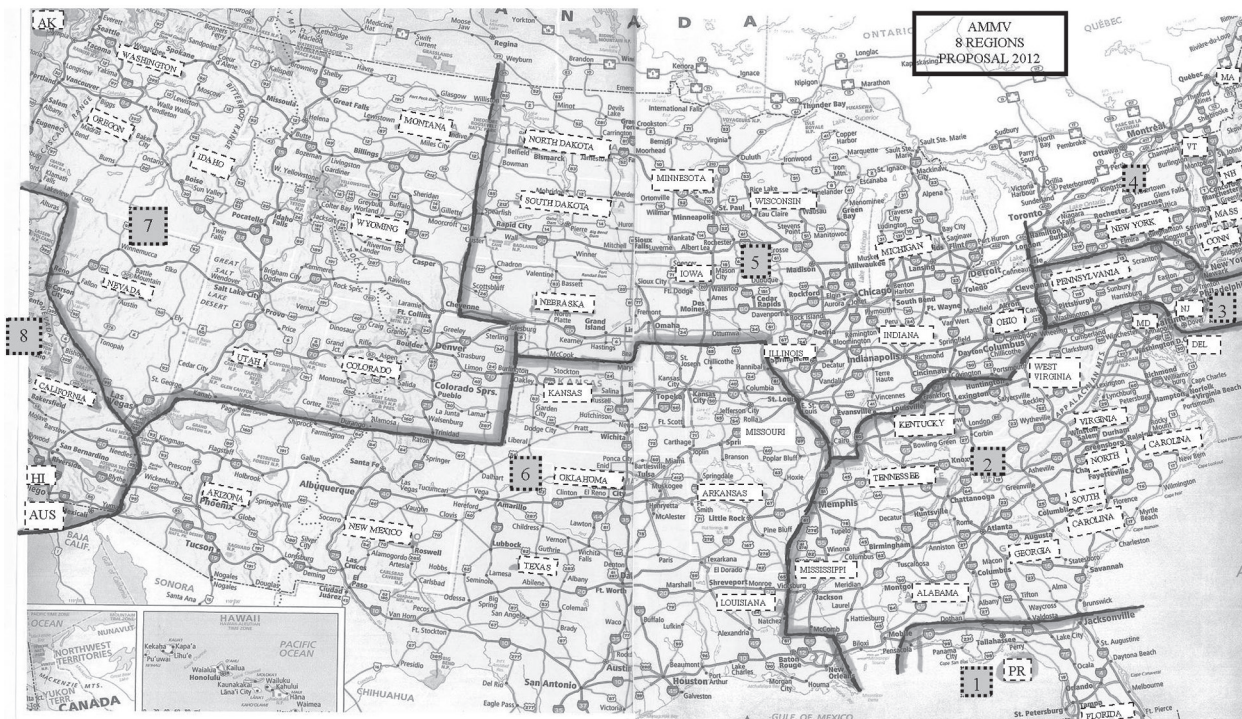
SECTION 205 – NATIONAL BOARD OF DIRECTORS.

B. As entrusted by the Board, the National President, as Chairman of the Board, will designate an Executive Committee of the Board, consisting of the National Officers, immediate Past President and the Regional Vice Presidents, which will be empowered to act in all capacities of the Board when it is not in session, except for the authority to remove any elected National or Regional officer, or the authority to expend funds beyond an amount that is 10 percent of the approved Annual Budget. All actions of the Executive Committee shall be decided by a **ADD: simple** majority vote. The Committee shall maintain a written record of all proceedings and votes taken, and render a written report to the President of the Board of Directors not later than 10 days prior to the call to order of the National Convention.

DELETE: Eleven (11) members of the **ADD: Two Thirds of the Executive** Committee, including the National President, shall constitute a quorum for the transaction of Board of Directors Business.

RATIONALE: With the passage of Resolution #1, the realignment of Regions our Executive Committee will consist of a total of 13 members, if all are available for the meeting. Two thirds majority for a quorum is commonly used in other organizations.

Submitted by Morris Harvey



New Presidio Trail Honors San Francisco's Maritime Past

A newly built trail and boardwalk on the southern edge of the Presidio is as much a window into San Francisco's maritime history as it is a path through restored sand dunes and coastal habitat. The quarter-mile combination pathway and elevated wooden walkway was finished this month, allowing visitors and bird-watchers to enjoy the dunes, meadows and woodlands between Mountain Lake and an old hospital that has been converted to luxury apartments.

The trail, which connects Battery Caulfield Road to the Park-Anza trail, is part of an east-west corridor of paths being built by the Presidio Trust that will eventually link the Presidio's Broadway Gate to Baker Beach. What's

unique, though, are the newly laid coastal dunes that the Presidio Trust planted with native grasses and flowers, including rare San Francisco Lessingia. Entombed under the sand are the remains of more than 600 merchant mariners who were buried in a graveyard that was forgotten and later used as a dump.

"This trail is commemorating the sailors that were buried there," said Amy Deck, the Presidio Trust's

trails project manager. "There has always been a social trail there, and it's a pretty big birding site. ... It looks a lot better. The birds seem to really like it."

Interpretive signs on a hill ringed by trees will soon be installed honoring - or perhaps making amends to - the dead. The overlook, called Hospital Cemetery Vista, is meant to remind people of a time when San Francisco docks were full of sailing ships and steamers and the streets were filled with merchant mariners from all over the world.

The San Francisco Marine Hospital opened in 1875 specifically for the rough, hard-drinking mariners who frequented the Barbary Coast. It was built away from all the hubbub at what is now 15th Avenue and Lake Street so that sick and injured sailors wouldn't be tempted by bayside bacchanalia to leave the premises. Many patients died nevertheless, and the ones whose relatives could not be found were buried in a graveyard behind the hospital. Between 1875 and 1915, more than 600 mariners from 43 countries and eight U.S. states and territories were buried on the wind- and fog-swept

hillside. Records showed they died from everything from scurvy to leprosy. There were gunshot victims, syphilis sufferers and one person who "died of insanity," according to records.

In 1912, the country's marine hospitals became Public Health Service Hospitals, a division of the U.S. Department of Commerce. A new hospital was completed at the site in 1932.

The wooden cemetery headstones were still visible at least through the 1930s, but in 1952 the hospital expanded and money was appropriated to move the cemetery. Instead of moving it, though, workers piled 16 feet of construction debris, including toxic materials, on

top of the graveyard, apparently believing nobody would ever know.

The medical center was decommissioned in 1981 and sat vacant for years until it was recently converted into 154 luxury apartments. The old graveyard became known as Landfill 8.

Then, in 1989, archaeologists working on the transfer of the Presidio to the National Park Service found human bones.

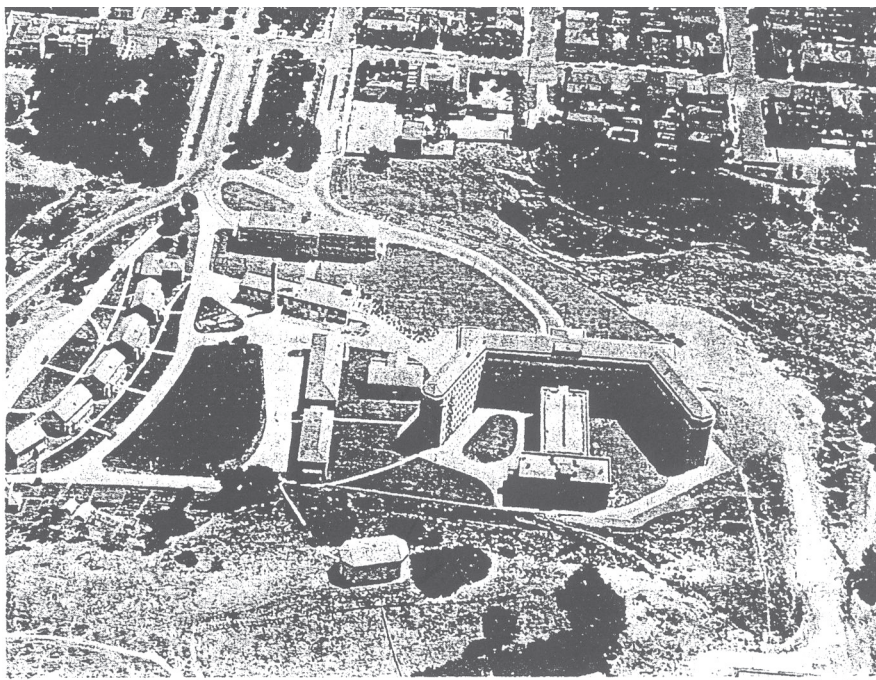
The discovery and subsequent realization that the sailors' bodies had never been moved prompted the park service and later the Presidio Trust to begin working on a remediation plan.

Some 25,000 cubic yards of excavated sand from the M.H. de Young Memorial Museum construction project in Golden Gate Park were used to build the dunes. The toxic debris and human remains are sealed underneath.

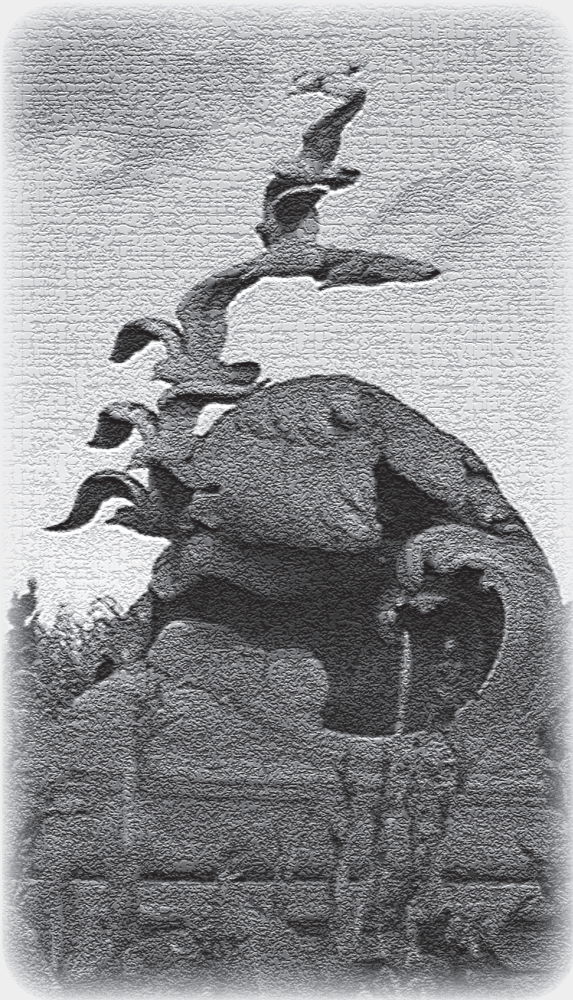
The redwood boardwalk was built to allow for the natural movement of the dunes. A section of it is elevated so that the roots of a giant redwood tree next to the trail would not be disturbed, Deck said.

The new trail is one of 12 in the Presidio that the trust is upgrading, including pedestrian and bike paths and scenic overlooks.

"It's really great that we were not only able to remediate the landfill but to finally pay tribute to the sailors that were buried there," Deck said. "It looks great - like a sand dune. It's a big section of one of our major trails, but it's also really an interesting place in the Presidio because it has so many of the layers of what made San Francisco a unique place."



In memory of those who have Crossed the Final Bar



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

BERNARD AXELROD	JOSEPH HUSSEY
CLEON L. BARNES	JOSEPH G. HUTSON
ARNOLD "BEN" BARROW	DUANE O. JOHNSON
HERBERT M. BEDOLFE, JR.	ARNOLD JONES
GAYLEN C. BEERS	ROBERT A. KRIEGER
JOHN M. BELL	GEORGE "JACK" LORD
TONY BENNETT	HILARY C. MAKOWSKI
ARTHUR E. BIRX	MICHAEL D. MC KEE
DONALD BLAIN	CAPT. FRANK MEDEIROS
JAMES BRAY	FAYE MONTANARO
ROBERT E. BROWN	PETER MORENI
WILLARD BYRD	HARRY MOSS
RUDOLPH CAMPOS	JOHN B. MURPHY
ANDREW J. CAPLIS	EDWARD W. NITKOWSKI
TOM A. CUTSINGER	JOHN O'MALLEY
JACK DALTON	DONALD J. OWLER
JOSEPH J. D'AMICO	ROBERT L. PIACINE
FRANCIS J. DEIMLING	CHARLES POPALL
ALFRED DUFRESNE	SID RICHARDSON
DONALD E. DULL	AVERELL L. ROBINSON
WILLIAM P. DUNCAN	CHARLES W. SCHWEIGER
TOM A. ETHERSON	CHANDLER SPENCER
GEORGE E. FEMMER	ROY S. STRANGELAND
JOHN M. C. FULLER	ELLIS TERRY
HERBERT FURMAN	HOWARD A. THOR
CAPT. DONALD GRAHAM	MARTIN WEINER
WILLIAM T. HANSCOM	ALBERT WETTSTEIN
WILLIAM P. HEPBURN	ALFRED L. WILDER
DANIEL HINCE	REIDAR WILHELMSEN
RAY B. HOLLEY	KEITH V. WINTENBURG
JOHN R. HOMER	

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

AMMV

Profit & Loss

July through December 2011

Ordinary Income/Expense

Income

401 · AD NEWSLETTER	225.00
402 · CONTRIBUTIONS	520.00
403 · INTEREST INCOME	12.04
405 · MISSION SUPPORT FUND	1,345.71
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	280.00
AKG · ALASKA GREATLANDS	60.00
BEE · BEEHIVE MARINERS	260.00
BMC · BUCKEYE MARINERS	220.00
CAC · CACTUS MARINERS	280.00
CAS · CASCADE MARINERS	420.00
CEC · CENTRAL CALIFORNIA	760.00
CHC · CHINA COASTERS	1,220.00
CIC · CENTRAL INDIANA	260.00
CVN · CONN VLY - NORTHERN MARINERS	340.00
CWM · CARL W. MINOR - CENT. CA. COAST	340.00
DAR · DENNIS ROLAND	3,760.00
DES · DESERT MARINERS	1,020.00
DVC · DELAWARE VALLEY	340.00
EMS · EMERALD SEAS	240.00
EOH · EDWIN O'HARA	920.00
EOM · EASTERN OKLAHOMA MARINERS	460.00
GLD · GOLDEN GATE	1,860.00
GUL · GULFSTREAM	1,520.00
HIR · HIGH ROLLERS	480.00
HSE · HIGH SEA ERA	260.00
HSM · HIGH SEAS MARINERS	400.00
HUD · HUDSON VALLEY	1,080.00
HUM · HUMBOLDT BAY	260.00
JOB · JEREMIAH O'BRIEN	520.00
JTS · JOHN T. SCHMIDT/PALMETTO	540.00
KEY · KEYSTONE MARINERS	240.00
KPC · KINGS POINT	460.00
LON · LONE STAR	460.00
MAC · ROBERT J. MAC ALVANA	820.00
MAL · MEMBERS AT LARGE	11,155.00
MAM · MID AMER. ANCIENT MARINERS	640.00
MCO · MID-COLUMBIA	1,040.00
MGC · MISSISSIPPI GULF COAST	40.00
MON · MON VALLEY	580.00
MOV · MISSOURI VALLEY	1,040.00
MPA · MARINERS OF PENNSYLVANIA	480.00
MWE · MID WEST	60.00
NBM · NORTH BAY MARINERS	600.00
NEN · NEW ENGLAND	1,200.00
NOA · NORTH ATLANTIC	640.00
OCA · OCALA CHAPTER	860.00
OHV · OHIO VALLEY	380.00
OJE · OTTO J. ERNST	300.00
OKM · OKLAHOMA MARINERS	440.00
ORE · OREGON	640.00
ORS · OREGON SOUTHERN	680.00
ORV · OSWEGO RIVER VALLEY	120.00
PEC · PECONIC BAY	580.00
PUG · PUGET SOUND	572.00
RKO · RUDY KOZAK	520.00
ROG · ROGUE VALLEY	360.00
ROR · ROAD RUNNER	320.00
SAC · SACRAMENTO VALLEY	1,240.00
SAR · SARASOTA-MANATEE	940.00
SDE · SAN DIEGO SILVERGATE	360.00
SJR · ST. JOHNS RIVER	800.00
SSM · SMALL SHIP MARINERS	180.00
SSP · SS SAMUEL PARKER	820.00
STH · SS STEPHEN HOPKINS	1,060.00

STI · STATEN ISLAND	260.00
SUQ · SUSQUEHANNA VALLEY	820.00
SVM · SILICON VALLEY MARINERS	500.00
SWF · SOUTHWEST FLORIDA	540.00
SWP · SOUTHWESTERN PA	100.00
THR · THREE RIVERS	1,220.00
TRC · TREASURE COAST	120.00
TRI · TRI STATE	460.00
VIK · VIKING MARINERS	1,020.00
VUL · VULCAN CHAPTER	400.00

Total 410 · CHAPTER DUES 54,167.00

Total Income 56,269.75

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	3.00
503 · EQUIP RENTAL	300.00
507 · TELEPHONE	1,500.98
508 · RENT/OCCUPANCY	1,800.00
509 · UTILITIES	600.00

Total 500 · FIXED EXPENSE 4,203.98

530 · NEWS LETTER	
533 · POSTAGE	3,700.54
536 · PRINTING	11,690.00
539 · EDITORIAL FEE	400.00

Total 530 · NEWS LETTER 15,790.54

550 · PERSONNEL	
551 · ADMINISTRATOR	8,700.00
553 · NATIONAL SECRETARY	500.00

Total 550 · PERSONNEL 9,200.00

560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	601.33
565 · POSTAGE	1,324.09
566 · PRINTING	449.46

Total 560 · OPERATING EXPENSES 2,374.88

Total Expense 31,569.40

Net Ordinary Income 24,700.35

Net Income 24,700.35

Fellow Mariners:

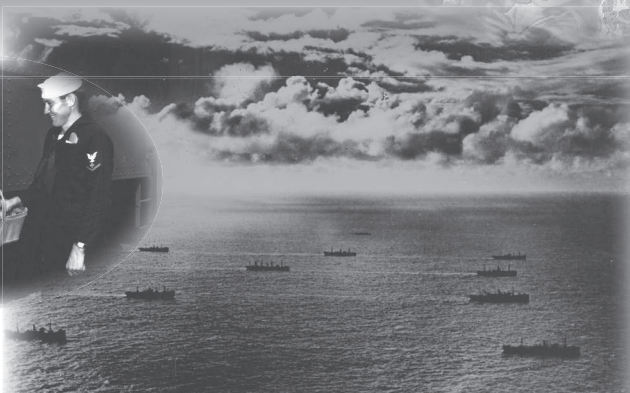
Would the Treasurer of each Chapter please carefully check the amounts that I show as having been received from you in the second quarter and verify if they are correct. This is the only check we have to make sure monies are properly credited. If there is a difference, please contact Sindy at (707) 786-4554 or saaren@frontiernet.net.

George Salovich, National Treasurer

STAGE DOOR CANTEN

World War II

Times have changed and we do not have the same stage door canteen of WWII or the popular canteen in the middle of Times Square to greet lonely service men and women. Today they are still lonely while away from home and now travel mostly by air. The Dallas/Fort Worth airport canteen has a gracious group of greeters who meet the troops with cheerful smiles, food and drink. This is accompanied by music and cheers from a grateful crowd. Similar effort is repeated around the country. Americans love and honor their military.



Merchant ships travelled in convoy shopping to lessen losses. World War II, Battle of the Atlantic.

Admiralty notified Admiral King of the position of German subs proceeding to the U.S. East Coast. His lack of attention to the alerts provided by the British intercepts was not unlike Pearl Harbor where warnings were received. A steady flow of warnings and suggestions by the British Admiralty

"Stage Door Canteen" Nebraska style

In WWII the Stage Door Canteens were popular in those cities with entertainment such as New York City, Chicago, Los Angeles, etc. Their wasn't anything like that in the rolling sand hills of central Nebraska, 200 miles west of Omaha. WWII troop trains always stopped in North Platte to make a crew change. They did not have Broadway celebrities, but they wanted to show their appreciation and brought whatever they had; sandwiches, drinks, fruit, cookies and the cheers of grateful citizens from the farm belt.

Some overseas canteens were manned by the Red Cross. Doughnuts and coffee were not always free. Soldiers and sailors short on cash were out of luck. Merchant Seamen were not allowed in the canteens – they were not considered servicemen.

English Canteen ... Dancing

English canteens treated American merchant seamen with cheerful kindness and shared whatever they had. Being an Island nation the English are more aware commercial shipping delivers life's necessities which is why they have a high measure of respect for merchant seamen. For it is these seafarers that delivered the life blood to England and assured its survival.

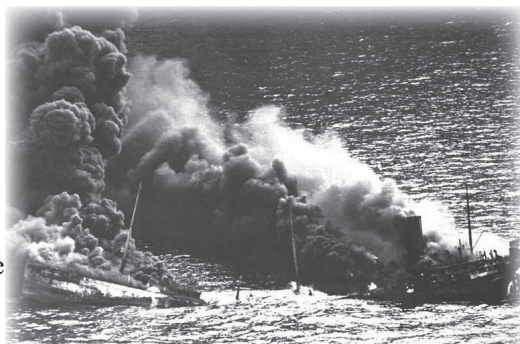
A total of 25,343 ship sailings were recorded from North America in WWII with 164,783,921 tons of cargo for England. According to the British Admiralty, the number of Allied and neutral vessels of varied tonnage lost in the North Atlantic in WWII was 12,089. British seamen lives lost were 32,076 and Americans lost were 9,521 killed with 12,000 wounded. Many of which died later. (Ref, Canadian ISBN V32-72/02)

These tremendous losses and the slaughter of American seamen in the first months of the war were due to the ineptitude and negligence of American Admiral Ernest J. King, Commander of the Atlantic fleet. January 12 1942 British

plotting German submarine traffic in the North Atlantic to start convoying the hundreds of coast-wise ships met with indifference by Admiral King. He had 19 destroyers available but chose not to deploy them. Cargo ships and tankers exploding from torpedoes and cannon fire from submarines rivaled any 4th of July fireworks display.

One example was American beach goers in Jacksonville FL watching a German submarine take down the SS Gulfstream with cannon fire. The steady traffic of ships going up and down the coastline were easy targets for a submarine as the silhouettes from the lights of coastal cities made ships easy targets. Admiral Ernest King on March 14 1942 rejected blacking out the lights on the coastline only dimming. This made it easy for German submarines to make a kill as they stood offshore observing the ship's silhouette come into view.

So many ships were torpedoed and merchant seamen killed, it surpassed far beyond the disaster of Pearl Harbor in blood, ships and tons of lost critical cargo. Civilians along the coast were alarmed by the lack of Navy presence after witnessing fires from exploding tankers with debris and bodies washing up on the beaches. This was the beginning of "The Battle of the Atlantic".



Tanker burns off the U.S. Seaboard during WWII after being attacked by a German U-Boat.

The few remaining Merchant Marine survivors of WWII would now like Congress to give them the full benefits promised by President Roosevelt and given to 15 million of our WWII armed service veterans. *If you would like to help call your congressman to cosponsor H.R.23 or call (707) 786 4554 or email SAAREN@frontiernet.net.*

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



GREAT LAKES, DIXIE & GULF REGIONAL CONVENTION

BRANSON, MO

November 4 – 5, 2011

On the first day, MC and organizer of the Convention Bob Ross, Member-at-Large from El Dorado, AR, called the meeting together. Colors were presented and an invocation was spoken. Branson entertainers, the Hughes Brothers, led us in singing “God Bless America” and the meeting was under way. MC Bob Ross made the introductions and then presented Past President Emeritus A.J. Wichita with an Arkansas Traveler Award,

American Legion Post 108 in Oklahoma. A.J. thanked Bob Ross for the award and for the work that Bob and his family did in organizing this convention. He spoke briefly

about our JCC struggle and the Government Aid and Attendance program which financially helps Veterans and surviving spouses who require regular attendance to take care of themselves. Sindy Raymond spoke next with more details on our Just Compensation efforts and the need for AMMV to increase its membership in order to survive, and the importance of this. A question and answer period followed.

Then we had a brief visit from Elvis and Dolly Parton. Well, at least they looked like them. Jack Grothe, RVP of the 8 chapters in his district, spoke extensively on a variety of subjects. He handed out a listing of “Organizational thoughts and actions for Merchant Marine Chapters”, which included (in part):

Need to recruit new younger members who can be met through union halls;

The need to locate Korean and Vietnam War Merchant Mariners and work to recruit Desert Storm and Persian Gulf War Merchant Mariners;



Convention attendees



Jack and Maggie Grothe

signed by the Arkansas Governor, which honors out-of-state visitors who have contributed to the progress, enjoyment or well being of the State of Arkansas or her people.

Charles Montanaro spoke about the brick Walk of Honor at



Crawford Knight

See that MM emblems and flags are displayed with other services and our MM song is sung at all public functions, memorials, parades and the like;

Work to have a professional documentary made on the history of the MM and the plight of MM Veterans. This would be very useful to our cause, giving us national and world wide attention. It could also be used by members giving presentations to the public;

Make a continual effort to work with other Veterans' organization



Helen Kinney and singer John Tweed

on joint Veterans' projects and with Congressmen and Senators to gain their recognition of us as Veterans of the Fourth Arm of Defense;

Work with the Naval Armed Guard to see that military museums have displays of MM and NAG mementoes of WWII.

After lunch, local singer John Tweed entertained us with a variety of songs sung in his special 4-octave voice. And then Crawford Knight, Bob's son-in-law, gave a book report on "A Captain's Duty", Capt.



Dolly Parton look-alike

Richard Phillips' book about the Somali pirates, the Navy Seals and the SS Maersk Alabama experience. We also learned that Tom Hanks is going to be starring as Captain

Phillips in a movie to be filmed in March, 2012.

There was plenty of free time allocated for seeing the local sights and Christmas decorations and for taking in some of the local entertainment, which is presented, mostly family style, in many, many places in Branson. The banquet held the following evening was sumptuous. The delicious filet mignon would have cost \$50 elsewhere and the accompanying extras were great, too. After dinner, our keynote speaker gave us an inspirational "sermon", a raffle was held, with some wonderful prizes, and Karl and Helen Kinney led us in singing Christmas carols.

An especially big Thank You to Bob Ross and his wonderful family for working so hard and making this such a special convention in Branson,



Bob Ross' family help with raffle tickets

MO. It was a pleasure.

Editor's note: Since I sat at the head table, I did not have the opportunity to take the pictures that I usually do. So I want to thank Sharon (Hay) and Bob Ross' beautiful grand-daughter for taking pictures on my camera and for Charles Montanaro (CEO of the Eastern Oklahoma Chapter) for his pictorial contributions.



Bob Ross, Charles Montanaro



Hughes Brothers singing "God Bless America"



Bob Ross and A.J. Wichita do their best at Christmas carols.

WATCH OUT, OREGON

Or the day a Japanese plane bombed the Oregon coast.

In September, 1942 Oregon made national headlines for an incident that went down as the first aerial bombing of the United States mainland by a foreign power. The Japanese submarine I-25 was the source of the trouble. On September 9, 1942 Japanese pilot Nobuo Fujita catapulted from the I-25 near the coast of southern Oregon aboard a seaplane which had been stowed next to the conning tower, aboard the submarine with its wings and tail removed. He headed east toward Mt. Emily, halfway between Gold Beach and Brookings, Oregon. His mission was to drop two incendiary (fire) bombs on the thick forest and cause a massive fire that would shock Americans and divert resources from fighting the war. Once over forested land, Fujita released the bomb, which struck leaving a crater about three feet in diameter and about one foot deep.

After circling once to check the impact point, Fujita executed a 180 degree turn and headed back to the submarine. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the subs' stern. The crewmen caught the cable and hooked it into the pickup attached to the roll-over cage between the cockpits. The plane was swung onto the deck; the wings and tail removed. It was pushed into its water-tight hangar and secured. The I-25 submerged and headed back to Japan.

Meanwhile on the ground, forest service lookout Howard "Razz" Gardner watched the attack unfold. Looking into the dark skies just before dawn, Gardner heard what sounded to be a Model A Ford backfiring. Scanning the foggy skies, he caught glimpse of a small airplane circling above and called to the ranger station to report it. The operator who took the report assumed that it was one of many patrol planes that passed up and down the coast.

Later as the fog lifted, Gardner spotted smoke and immediately sounded the alarm and called for help. He assumed that the smoke was a result of lightning from a strong electrical storm the day before. After gathering some equipment, he took off on a short cut through rugged terrain in the direction of the fire and was later

joined by a coworker. Eventually, they arrived at the scene where they found smoldering fires covering a circular area about 50 to 75 feet across. They quickly controlled the fires, examined the area, and found a crater at the center that showed signs of intense heat, including fused earth and rocks that resembled lava.

According to a later report: "The bomb in falling had struck a fir tree about six inches in diameter, much as though lightning had struck it, and the fin of the



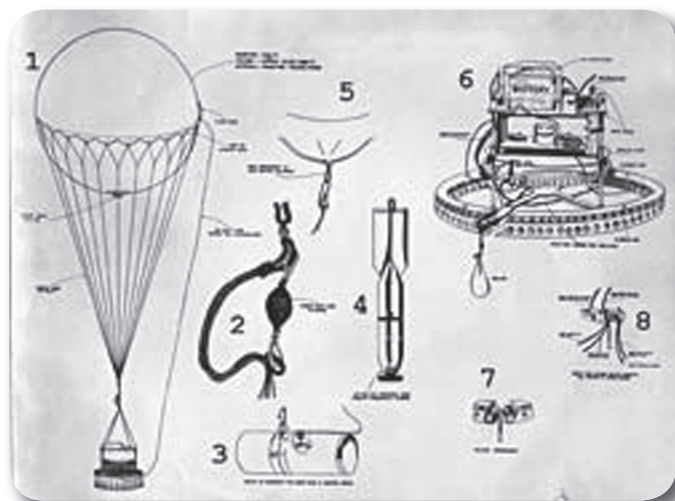
Long-range Japanese submarine I-25 shelled Fort Stevens in June 1942. Later in the year it launched a seaplane that dropped bombs on the southern Oregon coast.

bomb had sheared off a tan oak tree five inches in diameter as cleanly as though it had been done with a heavy and sharp axe. Fragments of the bomb had been scattered over a radius of about 100 feet, one of the blazing pieces lodging in a decayed stub, setting it afire. After finding fragments of metal casings and thermite pellets, it was concluded that a bomb had caused the damage but it was assumed that it had been dropped accidentally by an American plane.

The next day searchers found the bomb nose cone as well as a casing fragment with Japanese markings on them, confirming the identity. They gathered up the fragments and pellets, totaling about 60 pounds, and hauled them out for delivery to the Army lieutenant in charge of the Gold Beach detachment. Soon Army and FBI officials were conducting intensive interviews and swearing participants to secrecy. Meanwhile, the small town of Brookings just to the south was buzzing with rumors. Residents had heard of the bombing but could only speculate on the details. Despite their efforts at secrecy, officials watched helplessly as newspapers across the country ran stories that included more details than the government had hoped to release. A second, similar seaplane attack at the end of September yielded similar results. If the forest had been as dry as normal for that time of year, the Japanese plan might have worked,

leaving forest fires that could have diverted hundreds of fire fighters and large amounts of money from the war effort while triggering panic in the population.

State Defense Council officials used the news to support their efforts to raise awareness about the possibility of enemy attack. State coordinator Jerrold Owen put it bluntly: "Morale among civilian defense workers was getting low because many of them believed 'it can't happen here.' Well, it did happen, so the workers can see now just what they are working for. We have been praying for just such an attack to shake people out of their lethargy." He went on to predict that "undoubtedly this small foray is but a forerunner of what may be expected in the future. Similar phosphorus



A diagram of balloon bomb parts

bombs dropped on inflammable wooden buildings may be expected to cause extensive fires...." In response, Owen reminded readers that thousands of Oregonians had been training for a year to respond effectively to the threat posed by incendiary bombs.

Fifty years later the Japanese pilot, Nobuo Fujita, who survived the war, returned to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942. His ashes now rest on the same spot where his first bombs landed just east of Brookings.

BALLOONS CARRYING BOMBS DRIFT OVER OREGON

By November 1944, almost in a cruel and desperate afterthought to what seemed to be a lost cause, balloons launched from Japan and carrying explosive and incendiary bombs began to drift east on the jet stream to the United States. Once again, the goal was to start forest fires and wreak devastation. On December 6th after a "mysterious explosion" in Wyoming, officials found balloon parts and bomb casing fragments from what had been a 33 foot high explosive bomb. During the course of the next several months, Japan launched

over 9,000 balloon bombs resulting in over 342 incidents registered throughout western United States and Canada. Oregon alone counted 45 balloon incidents. While they varied in size and design, many of the balloons measured about 100 feet in circumference and about 33 feet in diameter. The ingenious design helped them drift along the newly discovered fast moving jet stream at an average elevation of 30,000 feet.

While tracking events related to balloon sightings, Jack Hayes, acting administrator of the Oregon State Defense Council, periodically summarized reports to Governor Earl Snell. One read:

January 13, 1945

MEMORANDUM TO GOVERNOR SNELL:

During the course of the afternoon of Wednesday, January 10, a number of reports of Japanese balloons reached the military authorities. The first report involved the Alsea area and occurred shortly after noon. The second report came from residents in the area between Harrisburg and Coburg. The third report came from a State Police officer who apparently sighted the balloon in the vicinity of Cheshire. The fourth report came from the vicinity of Sutherlin. The fifth and most interesting and important, from the standpoint of the military authorities involved the pilot of a Grumman fighter from the Marine Base at Klamath Falls who reported to his base that he had sighted a balloon, was flying along side of the balloon, had taken pictures and intended to shoot it down.

This occurred at an altitude of 28,000 feet and when the attempt was made to shoot the balloon down the pilot found that his guns had frozen. By diving on the balloon from above, the pilot was able to bring the balloon down to an altitude of approximately 8,000 feet where he was joined by a non-combat ship from the same base. Many more pictures of the balloon were taken by this latter craft from all angles and the pilots reported that they had brought the balloon down, from an altitude of 6,000 feet by what they described as a "squeeze play".

The general area in which the balloon finally came to earth is described as in the area of Alturas, California. Search parties are in the area and it is expected that they will be able to recover the entire assembly. Previous incidents have not permitted complete recovery of all parts of the balloons because of the activation of the explosives which are part of the assembly and for this reason the Klamath Falls incident is looked forward to with great expectation by the military.

Respectfully submitted,

Jack A. Hayes, Acting Administrator

Numerous balloon bombs were found in Oregon but only one caused any death or injury. Japanese radio propaganda trumpeted the balloon bombs as being incredibly effective and claimed that they had killed thousands. In truth, the balloons disrupted routines as officials chased after sightings and reports, but failed to cause the widespread fires or panic that were anticipated by the Japanese. Most Americans didn't find out about the balloon bombs until after the war. The government censored the news to prevent the Japanese from finding out that the effort was even partially successful.

German Air Raid on Bari

On the afternoon of December 2, 1943, 1st Lt. Werner Hahn piloted his Messerschmitt Me-210 reconnaissance plane over the port of Bari, in southeastern Italy. But Allied anti-aircraft crews took little notice. Still unmolested, the German pilot made a second pass over the city before turning north toward home. If Hahn's report was promising, the *Luftwaffe* would launch a major airstrike against the port.



But totally absorbed by the task of getting the supply ships in the harbor unloaded and the Fifteenth Air Force off the ground, the Allies gave little thought to the possibility of a German air raid on Bari. The *Luftwaffe* in Italy was relatively weak and stretched so thin it could hardly mount a major effort. Or so Allied leaders believed. Of course, not everyone was so sure that the German air force was a broken reed but they were ignored..

German reconnaissance flights over Bari were seen as a nuisance. At first, British anti-aircraft batteries fired a half-hearted round or two, but eventually they ignored the German flights altogether. Why waste ammunition?

Bari was a city of some 200,000 people, with an old section of town that dated back to the Middle Ages. Old Bari, clustered on a fist of land that jutted out into the Adriatic,

boasted such famed landmarks as the Castello Svevo, a brooding medieval fortress dating back to Norman times, and the Basilica San Nicola, which allegedly contained the bones of St. Nicholas. Its new section had broad boulevards and modern buildings. Bari—old and new—had been fortunate, suffering little damage because the Allies had earmarked the city as a major supply port from the start.

As 1943 drew to a close, Bari's medieval torpor had been shaken off by the influx of Allied shipping into its harbor. Tons of supplies were offloaded almost around the clock, transforming the once quiet town into a hive of activity. On December 2nd, at least 30 Allied ships were crowded into the harbor, packed so tightly they almost touched.

When darkness came, Bari's docks were brilliantly lit so unloading of cargo could continue. Little thought was given to the need for a blackout.

In the harbor, cargo ships and tankers waited their turn to be unloaded. One of them was the *SS John Harvey*, commanded by Captain Elwin F. Knowles. She was a typical Liberty ship, scarcely different from the others moored in the harbor. Much of her cargo was



also conventional: munitions, food and equipment. But the ship had a deadly secret cargo. Approximately 100 tons of mustard gas bombs were on board. The bombs were meant as a precaution, to be used only if the Germans resorted to chemical warfare.

In 1943 there was a possibility that the Germans just might use poison gas. However, Hitler, it was said, was not a great advocate of chemical warfare, perhaps because the *Führer* himself had been gassed during World War I. He was, however, ruthless and might be persuaded to use gas if he believed it would turn the strategic balance in his favor. Intelligence reports suggested that the Germans were stocking chemical weapons.

American President Franklin D. Roosevelt issued a policy statement





condemning the use of gas by any civilized nation, but he pledged that the United States would reply in kind if the enemy dared to use such weapons first. The *SS John Harvey* was selected to convey a shipment of poison gas to Italy to be held in reserve should such a situation occur.

The "Second Pearl Harbor"

When the mustard gas bombs were loaded aboard the *John Harvey*, they looked deceptively conventional. Each bomb was 4 feet long, 8 inches in diameter and contained from 60 to 70 pounds of the chemical. Mustard is a blister gas that irritates the respiratory system and produces burns and raw ulcers on the skin. Victims exposed to the gas often suffer an agonizing death.

The poison gas shipment was shrouded in official secrecy. Even Captain Knowles was not formally informed about the lethal cargo although the ship's manifest clearly listed 2,000 M47A1 mustard gas bombs in the hold. Perceptive members of the crew, however,

must have guessed the voyage was out of the ordinary. For one thing, 1st Lt. Howard D. Beckstrom of the 701st Chemical Maintenance Company was on board, along with a detachment of six men. All were expert in handling toxic materials and were obviously there for a purpose.

When the ship reached Bari on November 26, the harbor was crammed with shipping, and another convoy was due shortly. Dozens of vessels were stacked up along the piers and jetties, each waiting its turn to be unloaded. Since the lethal gas was not officially on board, the *John Harvey* was not about to be given special priority.

For the next five nerve-racking days,

the *John Harvey* rode peacefully at anchor at Pier 29 while Captain Knowles tried vainly to get British port officials to speed things up. This was difficult, because he was gagged by the secrecy that surrounded the gas shipment. How could he get officials to act when he was not even supposed to know that he was carrying the mustard gas in the first place?

During those five days, a German strike force was mustered. There were only 105 Ju-88s available for the mission. But the element of surprise, coupled with an attack at dusk, might shift the odds in the Germans' favor. The aim of the

German pilots was to arrive over Bari around 7:30 p.m. Parachute flares would be released first to light the way for the attacking aircraft, and the Ju-88s would come in low, trying to get under Allied radar.

The Germans arrived at Bari on schedule. First Lieutenant Gustav



Teuber, leading the first wave, could hardly believe his eyes. The docks were brilliantly lit; cranes stood out in sharp relief as they unloaded cargo from the ships' gaping holds, and the east jetty was packed with ships.

Scores of Ju-88s descended on Bari like gigantic birds of prey, their attack illuminated by the city's lights and German flares. The first bombs hit the city proper, great geysers of smoke and flame marking each detonation, but soon it was the



harbor's turn. Some 30 vessels were riding at anchor that night.

Surprise was total. The entire harbor became a hell on earth. Yellow-orange flames leaped into the air, producing dense columns of acrid smoke. Ships were in various stages of burning or sinking. When flames reached munitions-laden holds, some exploded. The surface of the water was covered by a viscous scum of oil and fuel, blinding and choking those unlucky



enough to be in the water.

Meanwhile, the crew of the *John Harvey* was engaged in a heroic battle to save their ship. The vessel still was intact and had sustained no direct bomb damage. Nevertheless, she had caught fire, and the situation was doubly dangerous with the mustard gas bombs aboard. Captain Knowles and others on board refused to leave their posts..

Without warning, *John Harvey* blew up, disappearing in a huge, mushroom-shaped fireball that hurled pieces of the ship and her cargo hundreds of feet into the air. Everyone on board was killed instantly, and all over the harbor the force of the concussion knocked men off their feet. The blast sent out multihued fingers of smoke like a Fourth of July fireworks celebration and made the harbor as bright as day.

While the sailors from other bombed vessels waited to be rescued, Ensign K.K. Vesole, commander of the *SS John Bascom's* armed guard detachment, was having difficulty breathing. Many of the other men were gasping, but it was Vesole who noted something strange about the smoke. 'I smell garlic,' he said, without realizing the implications of his remark. A garlic odor was a telltale sign of mustard gas. The gas had become liberally intermixed with the oil that floated in the harbor and lurked in the smoke that permeated the area.

Mustard gas-laced oil now coated the bodies of Allied seamen as they struggled in the water, and many swallowed the noxious mixture. Even those not in the water inhaled liberal doses of gas, as did hundreds, perhaps thousands, of Italian civilians.

The German raid began at 7:30 p.m. and ended 20 minutes later. German losses were very light, and they had succeeded beyond their greatest expectations. Seventeen Allied ships were sunk and another eight were damaged, causing Bari to

be dubbed the second Pearl Harbor. The Americans sustained the highest losses, losing the Liberty ships *John Bascom*, *John L. Motley*, *Joseph Wheeler*, *Samuel J. Tilden* and *John Harvey*. The British lost four ships, the Italians three, the Norwegians three and the Poles two.

The next morning survivors woke to a scene of utter devastation. Large parts of Bari had been reduced to rubble, particularly the medieval old town. Portions of the city and the harbor were still burning, and a thick pall of black smoke hung in the sky. There were more than 1,000 military and merchant marine casualties; about 800 were admitted to local hospitals. The full extent of civilian casualties may never be known. Conservative estimates hover around 1,000, though there were probably more.

Casualties from the raid began pouring in until the hospitals were filled to overflowing. Almost immediately some of the wounded began to complain of 'gritty' eyes, and their condition worsened in spite of conventional treatment. Their eyes were swollen, and skin lesions began to appear. Swamped with wounded of all descriptions and still not realizing they were dealing with poison gas, hospital staffers allowed victims to remain in their oil-and-gas-soaked clothes for long periods.

Not only were the victims severely burned and blistered from prolonged exposure, but their respiratory systems were also badly irritated. The mustard gas casualties were wracked with coughs and had real difficulty breathing, but the hospital staff seemed helpless in the face of this unknown ailment. Men started

to die, and even those who did recover faced a long and painful convalescence. Temporary blindness, the agony of burns and a terrible swelling of the genitals produced both physical and mental anguish.

As the victims began to die, the doctors started to suspect that some kind of chemical agent was involved. Some physicians pointed fingers at the Germans, speculating that they had resorted to chemical warfare after all. An expert on chemical warfare medicine was dispatched to Bari. The patient's results were beginning to look like mustard gas exposure, but the doctor was not sure. His suspicions were confirmed when a bomb-casing fragment was recovered from the bottom of the harbor. The fragment was identified as an American M47A1 bomb, which was designated for possible delivery of mustard gas. The Germans could be eliminated as suspects; in this case, the Allies were to blame.

The Bari raid was a twofold disaster. On one hand, it was truly a second Pearl Harbor, one of the most notable Luftwaffe exploits of the war. But it was also the only poison gas incident of World War II, a tragedy made worse by the perceived exigencies of wartime secrecy.

Editor's note: For further information on the disaster at Bari, you might want to read "Disaster at Bari" by Glen Infield or "Nightmare in Bari; the WWII Liberty Ship poison gas disaster and cover-up" by Gerald Reminick.



AID AND ATTENDANCE

An Under-Used Veterans Benefit

INTRODUCTION

The Veterans Administration offers Aid and Attendance Program as part of an "Improved Pension" Benefit that is largely unknown. This Improved Pension allows for Veterans and surviving spouses who require the regular attendance of another person to assist in eating, bathing, dressing, undressing, medication dosing, or taking care of the needs of nature or are no longer able to drive to receive additional monetary benefits. It also includes individuals who are legally blind or a patient in a nursing home because of mental or physical incapacity, including dementia and Alzheimer's. Assisted care in an Assisted Living facility also qualifies.

This most important benefit program is overlooked by many families with Veterans or surviving spouses who need additional monies to help care for ailing parents or loved ones. This is a "Pension Benefit" and IS NOT dependent upon service-related injuries for compensation. Aid and Attendance can help pay for care in the home, nursing home or assisted living facility. A Veteran is eligible for up to \$1,704 per month, while a surviving spouse is eligible for up to \$1,094 per month. A Veteran with a Spouse is eligible for up to \$2,020 per month and a Veteran with a Sick Spouse is eligible for up to \$1,338 per month.

Many families overlook the A&A Pension as it pertains to veterans who are still independent, but have an ill spouse. Keep in mind that in this situation, if the spouse's medical expenses completely depletes their combined monthly income, the Veteran can file as a Veteran with a sick spouse.

The Aid and Attendance Benefit is considered to be the third tier of the VA's Improved Pension. The other two tiers are known as "Basic" and "Housebound". Each tier has its own level of benefits and qualifications. The Improved Pension is not a new benefit, and has in fact been an entitlement for 60 years sitting idle while millions have and still are missing out on it.

ELIGIBILITY

Any war-time Veteran, with 90 days of active duty, 1 day beginning or ending during a period of war, is eligible to apply for the Aid & Attendance Improved Pension. A surviving spouse (marriage must have ended due to death of veteran) of a war-time Veterans may also apply. The individual applying must qualify both medically and financially, as qualified above.

To qualify financially, an applicant must have average liquid assets of less than \$80,000, EXCLUDING their home, vehicles or personal property. Liquid assets includes: stocks, bonds, annuity, bank accounts and retirement accounts. But there is no five year "lookback" period for gifts to others.

Eligibility must be proven by filing the proper Veterans Application for Pension or Compensation (form 21-526 for Veterans and 21-534 for surviving spouses). This application will require a copy of DD-214 or separation papers, medical evaluation from a physician, current medical issues, net worth limitations and net income, along with out-of-pocket medical expenses.

For additional information and assistance in applying for the Aid and Attendance benefit, contact your County Veterans Affairs office, or call 1-800-827-1111 or www.va.gov. Benefit applications may also be submitted on-line.



CHAPTER NEWS

Central California Chapter



Fresno celebrates Veterans Day with the 2nd largest parade in the Country; it has been staged since 1919. Riding in this year's parade were members Jack Splivalo, Gene Kelley, Fred Lewis, Lavon Book, Robert Doyle, George Vived, Ray Goglia, Mr. & Mrs. Bob Brummer and CEO Rufus Hernandez.

Dennis A. Roland Chapter

Chapter members attended a display second to none by the Kings Points Academy band celebrating Homecoming Weekend on October 15th (below). Led by Capt. Kenneth R. Force, Director of Music, they played "George M. Cohan's Own."

Past President Hank Kaminski handed over the gavel to Nelson Kornstein (below right) who began his tenure as President on December 12th. Hank has served faithfully as CEO for many years and is feeling the need of a respite. Welcome aboard, Nelson Kornstein.



Nelson Kornstein, Captain Kenneth R. Force, USMS, Jack Strangfeld, Dan Kowalyk

Edwin H. O'Hara Chapter

In his December piece titled "Memories, Sentiment and Distant Horizons", newsletter Editor Gabe Frank wrote, in part:

2011 has drawn to a close. 2012 approaches. Will 2012 be the year we see justice served at last? In God's court, will Merchant Mariners see justice? The passing years have obscured our struggle, even as we strive year after year for betterment, seeking the same humane treatment our fellow veterans received. Has the Merchant Marine been forgotten? Will 2012 be our year?

Thousands of our shipmates sailed on to glory... volunteers all. Many seamen in their teens were torpedoed... bombed to the bottom of the ocean. Many died trapped in the engine room on Merchant Marine vessels... scalded to death... many as their ship went down, swallowing oil... many on rafts in the boiling South Pacific... many in lifeboats in the freezing North Atlantic. Their bravery is untold... buried in the depths of the sea. Congress! Senate! Look into your hearts...

The Merchant Marine is a service of valor, not to be cast aside and blocked at every move for recognition of our deeds in World War II. For the individuals who have blocked our endeavors for justice during the past five years there is a higher judgment.

To all AMMV members, families, friends and supporters of our United States Merchant Marine across this great U.S.A., as you sit in the comfort of your home, can you visualize... freezing on lookout in the North Atlantic... securing for sea... lowering the gear... securing the hatches... remember those frozen trips... remember those thousands of days and nights at sea... a life which was you... it made you... it is YOU.

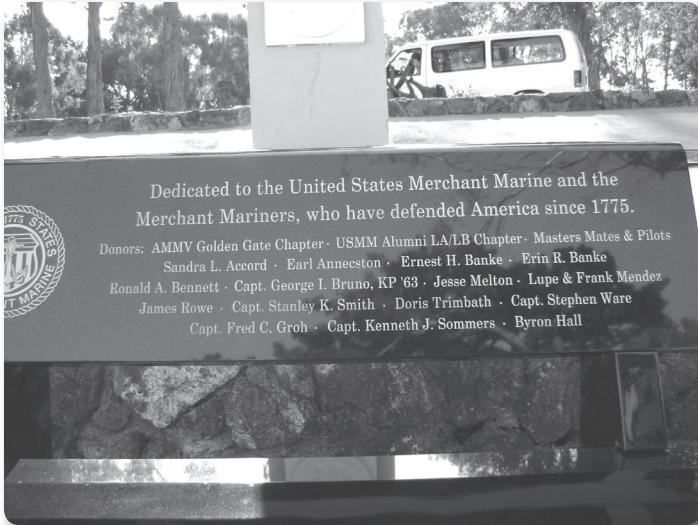


Nelson Kornstein receiving the gavel from Past President Hank Kaminski



CHAPTER NEWS

Golden Gate Chapter



On Dec. 2, 2011, the Golden Gate Chapter held a re-dedication ceremony for the restored old Cadet School Monument at Coyote Point Park, San Mateo, CA. Golden Gate Chapter hired a mini bus so that some of our members could attend this event. There were 35 people in attendance which included our Chapter members and 7 Kings Point graduates. Restoration of the monument was paid for mostly by the Chapter's special Memorial Fund. We also received donations from some of our members and other organizations. Names of donors who donated \$100 or more have been engraved on the bench. At the ceremony, we received additional donations: Bob Featherer, Pres. of the USMMA Alumni Assoc. SF Chapter presented us with two \$200 checks, one from the Association and one from himself; Donald H. Outsen and his daughter, Laura K. Outsen also donated \$200 each for the restoration which we were very happy to receive. Unfortunately, too late to engrave their names on the completed bench.

The Merchant Marine Academy was in operation from 1942 to 1948. In 1975, Kings Point Alumni Assoc. erected a monument consisting of an eagle on a pedestal and a plaque. Through the years due to vandalism the eagle's head was broken off, the plaques were oxidized from the weather, and the site needed much repair work. Supervising Ranger, Steve Kraemer, contacted our Chapter the beginning of 2010 asking if we would be able to help in restoring the monument. George Bruno, Frank Mendez and Harold Wagner made several visits to the site and reported back to the Chapter as to what was needed, such as replacing the existing eagle, refurbishing

old plaques, adding a new plaque and installing a bench. And so our restoration project began and is now completed.

In appreciation for our support in this restoration project, the Park Rangers prepared a scrumptious barbecue, and a "thank you" cake served in the Captain's quarters. The weather cooperated beautifully for this event with sunny blue skies. The site of the memorial park is beautiful, as is the restored monument overlooking the ocean and amongst beautiful trees and greenery. If you get a chance, do go out and have a picnic there and enjoy the monument, the peacefulness, and the scenery.



Mariners of PA Chapter

President Walt Luikart writes: "It feels good to report that on Veterans' Day, November 10th, at the Cathedral at Mohawk School, five members were there and they played our song and had our emblem on the screen. We stood up and made quite an impression. We also had other supporters there. This is one event I would like to expand and have more of us present at the one next year. This is the history – three years ago they recognized the Merchant Marine but no song. Two of us stood. Two years ago they played our song but only one Merchant Mariner was there. This year we had five Mariners. Next year...?"





CHAPTER NEWS

Mon Valley Chapter

The Mon Valley Chapter AMMV held their annual Christmas Party on December 8, 2011 at R-Place Restaurant in Elizabeth Township, PA. Members and their guest totaled 30 in attendance. While everyone enjoyed the buffet dinner of turkey and all the fixings, Christmas music was played for all to enjoy. A holiday gift basket was also awarded as a door prize.

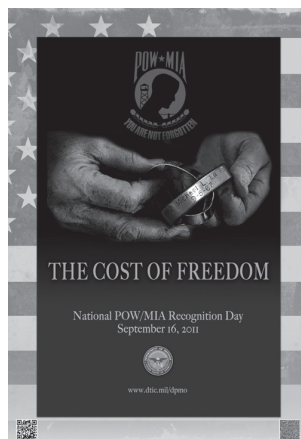
The Chapter's President, Gerard Driscoll, organized this year's event with assistance from his daughter Cynthia Driscoll Komlos, who is also an Associate Member.



Oregon Chapter

Reprinted from the National POW/MIA Recognition Day 2011 program

"The merchant marine is a civilian auxiliary of the U. S. Navy, but not a uniformed service, except in times of war when mariners are considered military personnel, in accordance with the Merchant Marine Act of 1936. In 1988, President Ronald Reagan signed a bill into law granting Veteran status to merchant mariners who served in WWII. Prior to such legislation, they did not receive Veterans' benefits."



Sacramento Valley Chapter



From V.P. Bob Ulrich (photo by Nancy Ulrich):

A great thing happened. The memorial bench I have been attempting to acquire for about a year now to honor Merchant Mariners arrived at its new permanent home in the Freedom Walk at the Sacramento Valley National VA Cemetery. It is now installed there, approved and accepted by the VA.

It began many months ago, when then Cemetery Director Dean Moline, called and asked me if the Merchant Marine would like to occupy one of the 32 monument spots on the Freedom Walk. I said yes, immediately. I then started looking for vendors who produce monuments. Cache Creek Monument Company had just placed a beautiful black granite bench in the Woodland County Court House park area. I asked them if they could provide a similar bench for us. They said they could and offered us a good price. We were off and running.

Now to raise the money. I asked for contributions from chapters close enough that their members might wish to make the Dixon-located cemetery their final resting place. Golden Gate and North Bay chapters responded with contributions. Our Sacramento Valley chapter made up the difference and so the bench is paid for.

We had to wait another several weeks when we realized that the specifications for the VA Cemetery required the bench be 3 inches shorter than the standard size. The manufacturer custom cut one for us. Cache Creek engraved the lettering and alas the bench is in place.

Thanks to all of you who helped on this project.



CHAPTER NEWS

Southwestern Pennsylvania Chapter

From Edsel S. Bryner, Secretary: On a recent trip across Rt. 6 in northern PA. we visited a wonderful WWII museum in the town of Eldred, PA. I never expected to see much about the Merchant Mariners but was pleasantly surprised to encounter a very complete display about our service at the very entrance to this place. I was conducted through the entire museum by the curator, Steve Appleby, who understands our position in regard to the other services. He is very knowledgeable about all aspects of WWII and lauded us for our volunteer participation for this hazardous service. I was so impressed I am donating my uniforms and all other items I have from the Merchant Marines. If you are so inclined, and your heirs have no need for your WWII memorabilia, perhaps you, too, would like to send it so it could be viewed in the museum for posterity. Contact the curator Steve Appleby at P.O. Box 273, Eldred, PA 16731 or phone (814) 225-2220 or email steve@eldredwwiimuseum.net. I highly recommend you visit this museum if you get the opportunity.

Susquehanna Valley Mariners Chapter

The Wreaths Across America ceremony at Indiantown Gap Military Cemetery went very well. Nice weather. The Merchant Mariner's wreath was borne by Ed Gannon and Dick Lake. The ceremony was fairly well covered by our local TV station.



DIGNITY RESTORED AT "FORGOTTEN ACRE"

The scene: the "back forty" of the Ocean View Cemetery in Oakwood, Staten Island, New York, in what is known as the "forgotten acre", the graves lined up row by row bearing aging stone markers, some names clearly legible, others whittled by time. The graves are believed to hold the bodies of merchant mariners who died in quarantine at the U. S. Marine Hospital or the U. S. Public Health Service Hospital after falling ill as their ships passed Staten Island's shores. Some were likely hospital employees.

The graves were abandoned, crumbling and sunken into the ground beneath brush and bramble deep in the back of Ocean View Cemetery until they were restored recently, thanks to efforts of volunteers like Steve Gross, NE RVP and Staten Island Chapter

member. Having been convinced that something needed to be done, Lisa Maddalone, superintendant of the cemetery hired local companies to clear the tree branches and the weeds and to right the headstones. Cemetery caretakers have now taken over the upkeep.

Lynn Rogers, executive director of Friends of Abandoned Cemeteries, is cataloguing the names and dates of death on the headstones and comparing them to census records and ships manifests. She stated at a recent ceremony at the cemetery commemorating finalizing the clean-up: "These folks probably died on their ships or were pulled into quarantine and buried. They may have been enumerated on the same ships".

On November 10th, Steve Gross, AMMV NE RVP, was mostly silent as he placed some of the nearly 1,000 flags, which had been donated by the Staten Island's borough president's office and the United Staten Island Veterans Organizations, on the markers. He stated: "These guys carried the troops to all the theaters of war and weren't getting any credit. Now they are not forgotten."





JUST COMPENSATION

January 2012 – JCC Update

We're all feeling the pressure. This time last year Congressman Bob Filner once again introduced our bill, HR-23 and we thought "third time around is the charm." No one expected our bill to stall in the House. But then we learned that Filner is retiring from Congress at the end of the 112th Congress and running for Mayor of San Diego. We also find out that Senator Ben Nelson, who introduced the Senate versions of HR-23 in 2007 and 2009, will also not be seeking reelection at the end of the 112th Congress. Unfortunately, unlike Bob Filner, Nelson has not reintroduced our bill in the Senate. Our initial excitement of learning that Senator Akaka (HI) was being replaced as Chairman of the Senate Committee on Veterans Affairs by our friend and supporter, Patty Murray, from Washington State has waned as we have yet to get any commitments from the good senator about introducing the Senate version of our bill. Yet still we press on, as we have one more year before the sun sets on the 112th Congress and we have much work to do!

In November we sent out over 10,000 questionnaires to all the Merchant Marine Veterans of WWII on our mailing list. To date, we have received almost 4,000 back, many with comments about how they have or have not been treated fairly by the Veterans Administration. Hundreds have told us that they did not have their DD214, the official discharge papers from the Coast Guard. Cindy Raymond has been very busy sending out instructions to these folks, telling them how to apply. A fair number of the responses told us that they didn't know they were eligible for VA benefits as Merchant Mariners. Unfortunately we did get hundreds returned from widows or family members letting us know that their beloved mariner has crossed the bar.

Once we have tabulated the questionnaire results, we will use them to convince Congress that our numbers are considerably less than anticipated (and the price tag on our bill will be less as a result). We will also be tabulating some of the heartfelt responses and sending them "en mass" to key Congresspersons and Senators.

All this will be done within the next few busy months. We need your help, too. There is something powerful about a person in their 80's and 90's who will still pick up a pen, poke a typewriter, or make a phone call (even without their hearing aids), and express their views. People listen! We are trusting that, which is why we continue to move forward with optimism. We thank all who have helped get us this far. We are glad that you are with us!

Ian Allison, JCC Co-chairman
Ph: (707) 545-4171
Fax: (707) 575-3707
mra@allisonammv.com

Text of letter from Ian T. Allison, Co-Chairman, Just Compensation Committee, to Senator Patty Murray, Chairman, Senate Veterans Affairs Committee

Senator Patty Murray
2988 Jackson Federal Building
915 2nd Avenue
Seattle, Washington 98174

Dear Senator Murray,

We are very much in need of your help! You were a steadfast supporter of our bills which were introduced in the last two Congressional sessions, **S.961 and S.663 (also HR-23), "Belated Thank You to the Merchant Mariners of WWII Act of 2007 and 2009."**

Unfortunately, neither bill made it out of the Senate Committee because of Senator Akaka's hold, even though we had over half of the Senate as co-sponsors. We now need your help in introducing the Senate version of HR-23 in the 112th Congress.

Congressman Bob Filner, past chairman of the House Committee on Veterans Affairs, was successful in getting our bill through the House in 2007 and 2009, and he introduced HR-23 again last January in the 112th Congress. Can we count on you to do the same for us in the Senate this month?

Over the last few years, thousands of Merchant Marine Veterans in every state have answered the call and contacted their Representatives and Senators via mail, email, fax, and phone, and in some cases numerous times. Of course, we understand the forces that stand in our way, the economic times, as well as the Republican "no-spend" agenda. However, we believe that we can still get our bill through despite these roadblocks.

Senator Murray, we know that as Veterans Affairs Committee Chairman, you can get our bill moving in the Senate. Please let us know as soon as possible.

God Bless America,
Ian Allison



JUST COMPENSATION

LEGISLATIVE REPORT

from Just Compensation Committee Co-Chairman Gerry Starnes

REGARDING THE SENATE PROCESS FOR HOUSE BILL HR.23

I have asked Rick Jones of the National Association of Uniformed Services (NAUS) the following question:

Just Compensation Committee members are doing everything they can to get the House VA Chairman Jeff Miller to get House bill HR.23 out of the VA Subcommittee, mark it up and send it on to the Speaker John Boehner to be placed on the legislative calendar.

If we are able to accomplish this effort and HR.23 passes in the House, what happens to get it introduced into the Senate VA Committee?

Rick replied:

“Regarding your question, once passed by the House, the bill would be received in the Senate where it would receive further action.

Under certain procedures, it could be brought up immediately upon receipt, but the usual procedure is to refer the bill to the appropriate committee for further

consideration. The Senate Veterans’ Affairs Committee (SVAC) would have jurisdiction. Upon consideration, the Committee could kill it, modify it, or approve it unchanged, leading to the bill being filed and placed on the Senate calendar for full Senate consideration.

To achieve Senate passage, the bill would have to have SVAC Chairman support with a majority of the Committee in support. It would also have to have the approval of the Majority and Minority Leaders who would approve its floor consideration based on their members’ approval.”

Therefore, AMMV members, I am urging you to continue working on getting our House Bill HR.23 “A Belated Thank You to the Merchant Mariners of WWII Act of 2011” passed in the House of Representatives **SO WE CAN GET IT TO THE SENATE FOR RECOGNITION.**

HOUSE OF REPRESENTATIVES VETERANS AFFAIRS COMMITTEE MEMBERS NOT SIGNED ON HR23 AS OF 1/23/12

NAME	DISTRICT ADDRESS	DIST. PHONE	DIST. FAX	WASH. DC. FAX
JEFF DENHAM.....	1040 E. Herndon Ave. #201, Fresno, CA 93720	559-449-2490	559-449-2499	202-225-3402
LINDA SANCHEZ	17906 Crusader Rd #100, Cerritos, CA 90703.....	562-860-5050	562-924-2914	202-226-1012
DOUG LAMBORN	1271 Kelly Johnson Bl. #110, Colorado Sprgs, CO 80920.....	719-520-0055	719-520-0840	202-226-2638
GUS BILLRAKIS.....	35111 U. S. Hwy 19 N, Palm Harbor, FL 34684	727-773-2871	727-784-6471	202-225-4085
JEFF MILLER	4300 Bayou Blvd. #13, Pensacola, FL 32503.....	850-479-1183	850-479-9394	202-225-3414
CLIFF STEARNS.....	115 SE 25th Ave., Ocala, FL 34471.....	352-351-8777	352-351-8011	202-225-3973
JOHN BARROW.....	450 Mall Blvd. #A, Savannah, GA 31406.....	912-354-7282	912-354-7782	202-225-3377
BILL JOHNSON.....	246 Front St., Marietta, GA 45750	740-376-0868	740-376-0886	202-225-5907
BRUCE BRALEY.....	209 W. 4th St. #104, Davenport, IA 52801	563-323-5988	563-323-5231	202-226-5051
JOE DONNELLY.....	207 W. Colfax St., South Bend, IN 46601	574-288-2780	574-288-2825	202-225-6798
MARLIN STUTZMAN	1300 S. Harrison St. #3105, Fort Wayne, IN 46802.....	260-424-3041	260-424-4042	202-226-9870
TIM HUELSKAMP	P. O. Box 999, Dodge City, KS 67801.....	620-225-0172	620-225-0297	202-225-5124
MICHAEL MICHAUD	6 State St. #101, Bangor, ME 04401	207-942-6935	207-942-5907	202-225-2943
DAN BENISHEK.....	307 S. Front St. #120, Marquette, MI 49801	906-273-1661	906-273-1663	not listed
TIMOTHY J. WALZ.....	1130 1/2 7th St. NW #208, Rochester, MN 55901.....	507-206-0643	not listed	202-225-3246
RUSS CARNAHAN	8764 Manchester Rd. #203, St. Louis, MO 63144.....	314-962-1523	314-962-7169	202-225-7452
JON RUNYAN	4167 Church Rd., Mount Laurel, NJ 08054.....	856-780-6436	856-780-6440	202-225-0778
ANN MARIE BUERKLE	P. O. Box 7306, Syracuse, NY 13261	315-423-5657	315-423-5669	not listed
DAVID (PHIL) ROE	1609 College Park Dr. #4, Morristown, TN 37813.....	423-254-1400	423-254-1403	202-225-5714
BILL FLORES	400 Austin Ave. #302, Waco, TX 76701	254-732-0748	254-732-1755	202-225-0350
SILVESTRE REYES	301 N. Mesa St. #400, El Paso, TX 79901.....	915-534-4400	915-534-7426	202-225-2016



JUST COMPENSATION

NOW HEAR THIS!!!

Open message to every AMMV Chapter and all AMMV members

WE NEED CO-SPONSORS FOR HOUSE BILL HR.23 – PLEASE DO YOUR PART

Do you want HR.23 “A Belated Thank You to the Merchant Mariners of WWII Act of 2011” to pass the House of Representatives? If you do, then **you must make it happen** by picking up your telephone, writing and calling your own Congressperson’s office asking them to Co-sponsor our Bill. Send him or her an email, too, if you can. Get your children and your adult grand-children to phone and email their Congressperson’s office. HR.23 will only pass if each of us makes the effort to get our Representatives to Co-sponsor this non-partisan bill. We have had many more Co-sponsors to-date in the last Congressional sessions and need your help NOW to get them signed on in this session.

There are no acceptable excuses for not getting your Representatives to Co-sponsor HR.23. Usually the Congresspersons will Co-sponsor if asked by enough of their constituents to do so. Ask and you will receive their support. The vast majority of those Congresspersons who have supported us with HR.23 in the past are still in office. And it looks like we’ve picked up some support from new legislators too. But many more are needed NOW.

So we urge every Chapter and every individual AMMV member to phone, email or write a short note to your Representative to urge him or her to Co-sponsor HR.23 **and do it today!** If you’re writing or calling them, their local office addresses and telephone numbers can usually be found in the government pages of your phone book. And if you find that they have already Co-sponsored, please thank the aide for their attention and assure them that you will remember the Congresspersons support at election time.

WE ALSO NEED HELP WITH MOVING OUR LEGISLATION ALONG IN CONGRESS

The next step in the House of Representatives legislative process is to persuade VA Committee Chairman Jeff Miller to “markup” (or have the Committee vote on it) HR.23 and send it to John Boehner to put on the floor for an up or down House vote. Please call, write or fax Congressman Jeff Miller at:

Honorable Jeff Miller
4300 Bayou Blvd., Suite 13, Pensacola, FL 32503
Phone: (85) 479-1183 fax: (850) 479-9394

Ask him to move our legislation, HR.23, along in the Veterans Affairs Committee. And remind him of his promise to the American Legion in August: “We are keeping the promise for past and future generations of veterans... a promise that has not always been kept.”

Persistence and determination has gotten us where we Merchant Mariners of World War II are today in our legislative struggles and we cannot give up. Please keep contacting the Congresspersons. Congress is still passing bills and spending money and we should be first in line. **PLEASE ACT TODAY!!!!**

MORRIS HARVEY
AMMV – National President

IAN T. ALLISON
JCC – Co-Chairman

PERRY ADAMS
AMMV – Government Affairs Committee

GERRY STARNES
JCC – Co-Chairman

Bob Hope's Christmas 1944 Broadcast to the U.S. Merchant Marine Everywhere

Featuring Bob Hope and the crew of an American merchant vessel, steam up and ready to leave for a Pacific fighting front, an outstanding radio program was presented over the NBC coast-to-coast network at 11:30 AM on Saturday, December 23, 1944 under the auspices of the United Seamen's Service. It was arranged by A. B. Larsen, USS West Coast Publicity Representative.

The broadcast was opened with Bob Hope speaking from the NBC Studio, switched to an American merchant vessel somewhere on the Pacific coast and then presented conversations between Hope and members of the crew. It closed with the ship's departure. At intervals during the broadcast the voices of carol singers could be heard. Through arrangements made by the USS, the singers moved around a West Coast harbor in a motor launch during the holiday season, singing for the crews of the various ships in the port.

Bob Hope's introduction follows:

"This is Bob Hope speaking to you from Hollywood. Three days from now we'll be celebrating Christmas here in the United States. We'll gather around Christmas trees with our children and exchange presents with those we love. Merry Christmas with stars on the Christmas tree and stars in the eyes of our kids... and stars in the windows of our homes. Blue stars for those still at home. Gold for the men who'll be spending Christmas with God. And silver stars for the ones over there, like the boys I'm going to introduce to you in a moment.

They're Z-men. Did you ever hear of Z-men? Sounds like a gag, doesn't it? Well, it isn't. Z-men are the guys without whom General "Ike's" army and Admiral Nimitz' navy couldn't live. Five thousand seven hundred of them have died from enemy torpedoes, mines, bombs or bullets since our zero hour at Pearl Harbor.

Z-men are the men of the Merchant Marine. They carry a big wad of identification papers in a book called a Z book, so they call them Z-men. They're union men, too. They work for scale. Yeah, scale! Joe Squires worked for scale. He was a seaman on the S. S. Maiden Creek. He and Hal Whitney, the deck engineer, stayed aboard to handle the lines so the rest of the crew could get away before the Maiden Creek sank under waves thirty feet high. The crew was saved. They never saw Joe or Hal again. Did anyone ever make a wage scale big enough to pay for a man's life? Joe and Hal gave theirs voluntarily. So did 5,698 others. Did anyone ever devise a scale big enough to make men brave?

Listen, it takes nerve to go to work in a hot engine room, never knowing when a torpedo might smash the hull above you and send thousands of tons of sea

water in to snuff out your life. It takes courage to sail into the waters of an enemy barbaric enough to tie your hands and feet and submerge you so you can drown, like a rat, without a fight. It takes courage to man an ammunition ship after you heard how Nazi bombers blew up 17 shiploads of ammunition at Bari and not a man was ever found of the crews. I was there about that time. I'll never forget it. Neither will men like Admiral King, who said, "The Navy shares life and death, attack and victory with the men of the U. S. Merchant Marine." Yeah, it's Merry Christmas Monday for a lot of us except the boys of the Army, Navy and Merchant Marine. Our Z-men will be on the high seas or in ports far away from home, like a crew you're going to meet right now.

Before this program is over you'll hear their ship leaving with another cargo for the war zone, a cargo like 500,000 tons of vital supplies and the 30,000 troops the Merchant Marine delivered for General MacArthur in the first three weeks on Leyte. Like the 70,000,000 tons it delivered to all the fighting fronts in 1944. Seventy million tons! Ninety percent of all the war supplies we used all over the world. These boys won't be in the United States for Christmas. so the USS - United Seamen's Service - is providing them with an early Christmas party which we're all invited to attend."

At this point Val Brown, NBC announcer, picked up the program from the flying bridge of the Liberty Ship. Gathered around him, near some of the guns manned by the Navy crews that guard these Liberty Ships, were some 42 Z-men, members of the crew and some of the 26 sailors who were gunners. They were having an early Christmas party because, in a few minutes, they were due to leave for the war zone with a vital cargo. The USS had provided gifts and a Santa Claus. Overhead was what in sea language is called a Christmas tree -- a pole 15 feet high with cross bars resembling branches. At the end of each branch was a red, green or white light used for signaling other ships at sea.

The program closed with the choristers singing "O Come All Ye Faithful" in the distance and the lowering of Santa Claus to the dock on a cargo net. The commands of Captain Newkirk were heard as the steam winches began hauling in the line with which the ship was fastened to the dock, then the blast of the whistle as the ship began moving out, and the farewell words of Bob Hope: "Bon Voyage, men of the S. S. Liberty Ship. Merry Christmas to you and to all the merchant seamen, wherever this Christmas finds you! Merry Christmas everyone."

Editor's note: Reprint courtesy of www.usmm.org

LETTERS TO THE EDITOR

Carole Guttierrez, our Communications Director & Webmaster made some constructive observations in her Fall 2011 "AMMV News" article.

She correctly identified communications as being a key element in the efficient functioning of any organization. All must know how they fit and what is expected.

Carole recognized the value of a job description so that not only she knows her job but others do also. In an all volunteer organization this may be difficult to establish. Many take on the part of a position that satisfies them or may simply not understand the requirements of the total job. Some are recruited only to fill a position without much expectation of performance. A clearly stated job description is essential so that the position may be filled competently. The Constitution and By-Laws gives brief descriptions of key positions that need to be further developed. Chapters should also incorporate these job descriptions into their operation.

Carole noted that many of the policies and procedures that have evolved over the existence of AMMV have not been formally recorded. We have to

depend on memory that at least in me is not always reliable or true. Other than Constitutional or By-Laws amendments there is no positive way to recall the if's, ands and but's of day to day policies and procedures. I propose an "Appendix of Standing Procedures, Rules and Policies" to be added to the Constitution and By-Laws and updated at least annually or more frequently as appropriate. This would establish a clear and documented point of reference and eliminate confusion. It would also highlight what loose ends need to be resolved.

As she states, communications is essential. Carole enumerates the many 21st century communication tools available to us. Our membership recruiting efforts need to attract those who are familiar with and can use these tools.

Her final sentence is very true on more than one front. "We either grow into a 21st century organization or we quietly fade away"

Thank you Carole, right on the mark.

Hank Kaminski

Dennis A. Roland Chapter (NJ)

A Special 70th Anniversary Tribute to the SS Emidio

On December 20, 1941, the SS Emidio became the first ship torpedoed off the US West Coast. She was hit off Cape Mendocino, in California, and drifted as a "ghost ship" without a crew some 80 miles north to Crescent City, CA. where she crashed on the rocks. Four crew members lost their lives and a memorial to them has been an on-going project for Guy Towers, President, and the members of the St. George Reef Lighthouse Preservation Society (SGRLPS) for a number of years. Starting with a piece of the hull, the memorial now features a flag pole flying the U.S. flag and the U. S. Merchant Marine flag, a display board with pertinent information posted on it, a bench and a prominent name sign. Future additional items are planned.

On December 20, 2011, to commemorate the 70th anniversary of the sinking, Guy and the SGRLPS unveiled an anchor at the site in a ceremony attended by

Southern Oregon AMMV Chapter members, including NVP Nelson Cauble and his wife, Shirley, Humboldt Bay Chapter members, including CEO Bill Odonnell and



AMMV NVP Nelson Cauble, Guy Towers, SGRLPS.

Sindy Raymond, the Mayor of Crescent City and others.

A special commemorative envelope bearing the official USPS first day of issue stamp was offered as a fundraiser at the price of \$7 per envelope. One-third of all sales will be donated to the AMMV Mission Support fund. It is a rare Merchant Marine collectible. If you are interested, please send your check to the St. George Reef Lighthouse Preservation Society (SGRLPS) c/o Guy Towers, P. O. Box 577, Crescent City, CA 95531. If you have any questions, please call Guy at (707) 464-8279.

The memorial is situated in a park along the coast in Crescent City. According to the Mayor, at the ceremony, the City has major plans for expansion of the area and the SS Emidio memorial will be one of the highlights of the park.

Editor's note: Our thanks to Rick Hiser for sending along his photographs of the event.

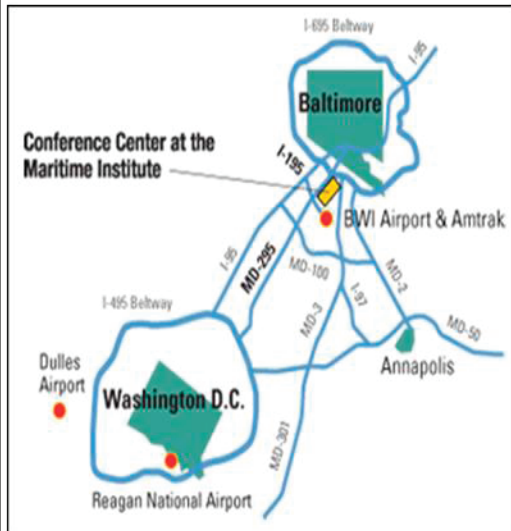
The American Merchant Marine Veterans

Welcome Members, Merchant Mariners, and Navy Armed Guard to our

26th ANNUAL CONVENTION, June 4 to 7, 2012

MITAGS, Linthicum Heights, MD

INFORMATION FORM: ROOM RESERVATIONS



Close to Everywhere in the Baltimore / Washington Area
CCMIT Conference Center is just minutes from the Baltimore - Washington International (BWI) Thurgood Marshall Airport, the BWI Amtrak Station, and the BWI Light Rail Station. The Institute is accessible throughout the Mid-Atlantic region via I-95, MD-295, or I-695. Free parking is available on the conference hotel campus for over 500 vehicles.

Comfortable Rooms

Rooms include private bath, one or two queen beds, cable television, high speed internet, coffee maker, refrigerator, large work desk with leather chair.

Overnight guests have access to all the amenities at CCMIT including the fitness center, indoor pool, game room and the jogging/walking trails.

Shuttle Service

CCMIT offers a free shuttle service to/from the Baltimore - Washington International (BWI) Thurgood Marshall Airport, the BWI Amtrak Station, and the BWI Light Rail Station. Upon arrival at these locations, please contact CCMIT's experienced front desk staff members at (410) 859-5700, extension "0", to make transportation arrangements.

~~~~~  
**MOBILITY HANDICAPED NOTICE:** CCMIT will allow scooters or wheelchairs to be used. Our general day meetings will be held in a separate building, call 352-564-0267 for details.  
~~~~~

Make Reservations Directly With MITAGS

692 Maritime Boulevard, Linthicum, MD 21090

Reservation Phone Line: 410-859-5700

SPECIAL ROOM RATES:

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RATES INCLUDE BREAKFAST, LUNCH AND DINNER BUFFETS

Served from 0700 to 0900; 1130 to 1400; and 1700 to 1900 Hours

For more fun in the D.C./Baltimore area: This rate is granted from May 29th thru June 11th.

Be sure to specify AMMV block reservations - register EARLY-EARLY-EARLY.

Your convention committee has guaranteed a minimum number of rooms.

Individuals: supply valid credit card or \$50.00 deposit to cover incidental expense.

We hope you do not need to use this, however, MITAGS cancelation policy offers a full refund if cancelled at least 36 hours before arrival.

AMMV 26th ANNUAL CONVENTION - LINTHICUM, MARYLAND

JUNE 4 TO 7, 2012 – PROPOSED SCHEDULE

MONDAY JUNE 4:

1:00 pm - 2:00 pm + 3:30 pm - 6:00 pm..... Registration
Ongoing..... Voting Credentials Check-in; Burt Young/Steve Gross
1:00 - 2:00 pm + 4:00 - 10:00 pm..... Hospitality Room
2:00 pm - 3:30 pm Board of Directors

TUESDAY JUNE 5:

8:00 am - 9:00 am + 12:00 am - 1:30 pm..... Registration
9:30 am - 11:30 amBusiness Meeting (Opening ceremony with invocation)
Ongoing Voting Credentials Check-in: Burt Young/ Steve Gross
12:00 – 1:30 Ladies Luncheon
2:00 pm – 4:30 pm Business Meeting (Continued)
4:30 TO 5:30 Hospitality Room

6:00 pm – Till	Welcome Dinner & Entertainment
TBD	Hospitality Room

WEDNESDAY, JUNE 6:

9:00 am – 11:30 am	...Business Meeting (AMMV RVP Election Process)
5:30 pm – 6:00 pmPresident's Banquet (open bar)
6:00 pm – TillDinner with Entertainment
TBDHospitality Room

THURSDAY, JUNE 7:

TOUR: Washington D.C, WWII Memorial and National Mall
DEPARTURE: For those not on tour, have a safe and pleasant journey.

////////////////////////////////////

We are developing an additional tour - planned for a SS John W. Brown visit plus the inner Baltimore Harbor for Friday June 8th, 2012, (preferred date) or Sunday June 3rd. **We were unable to include a SS John Brown cruise because of our By-law restriction of scheduling our convention before June 15th.** Please notify Morris Harvey if you would be interested in this tour. Call 352-564-0267 and include your date preference.

FINAL INFO WILL BE AVAILABLE IN THE NEXT NEWS MAGAZINE
Or by email updates to RVPs and CEOs.

REGISTRATION FORM

UPDATED JANUARY 14, 2012



The Conference Center
at the Maritime Institute

MITAGS, Linthicum Heights, Maryland

**26th ANNUAL
AMERICAN MERCHANT
MARINE VETERANS
CONVENTION
JUNE 4-7, 2012**

ANNUAL BUSINESS MEETING AND REUNION

Name: _____ Spouse/Other: _____
Affiliation/Chapter: _____ Phone: _____
Address: _____
City/State/Zip: _____
E-mail: _____

See separate sheet for Hotel reservation information.

CONVENTION FEE: (no charge for spouse/companion)	TOTALS
EARLY BIRD to April 15th: \$65.00 x _____ =	\$ _____
April 16th to May 18th: \$80.00 x _____ =	\$ _____
LADIES LUNCHEON: \$10.00 x _____ =	\$ _____
(Extensive Full Course Buffet served 1130 to 1400 hours. Paid for in room cost)	
WELCOME DINNER: \$25.00 x _____ =	\$ _____
(Extensive Full Course Buffet served 1700 to 1900 hours. Paid for in room cost)	
CONVENTION/REUNION BANQUET: \$25.00 x _____ =	\$ _____
(Extensive Full Course Buffet served 1700 to 1900 hours. Paid for in room cost)	
TOUR: WASHINGTON D.C. Mall (WWII Memorial): \$39.00 x _____ =	\$ _____
(Bus Transportation w/box nourishment – round trip- Thursday June 7th)	
TOTAL DUE:	\$ _____

SPECIAL MEDICAL OR PHYSICAL CONCERNS—please detail needs request on separate sheet.
CANCELLATION NOTICE: REFUND REQUESTS ACCEPTED UNTIL MAY 18, 2012

Make check payable to "AMMV 26th Convention - 2012" and send with completed form to:
AMMV; Cindy Raymond; Box 186; Ferndale, CA 95536

FOR GENERAL INFORMATION CALL: Morris Harvey, 352-564-0267 or e-mail morris27@centurylink.net

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## AMMV News Magazine



**AMERICAN MERCHANT MARINE VETERANS**  
**JUNE 4-7, 2012 - 26th ANNUAL CONVENTION**  
**MEMORY BOOK SPACE - ORDER FORM**

This is an invitation to offer recognition of Merchant Marine and Navy Armed Veterans of WWII. We offer this Memory Publication as a way for Businesses, Organizations, and Individuals to express recognition, support to our organization, give a message, or document their own involvement in WWII and the Maritime Industry.

**MEMORY SPACE AND COSTS**

**THE DEADLINE FOR SUBMITTALS IS APRIL 25, 2012**

\_\_\_\_\_ **FULL PAGE (8 in x 10.5 in) @ \$ 100.00**

\_\_\_\_\_ **HALF PAGE (8 in x 5 1/4 in) @ \$ 70.00**

\_\_\_\_\_ **1/4 PAGE (4 in x 5 1/4 in) @ \$ 40.00**

\_\_\_\_\_ **BUSINESS CARD @ \$ 20.00**    \_\_\_\_\_ **BIOGRAPHICAL STORY\* @ \$0.00**

Full page submittals can be printed in color for an additional \$175.00 per page

Premium positioning: Two Full page submittals may be placed side by side for \$125.00 extra

Premium positions (color only): Front cover inside and outside pages or inside fold-out are available on first come basis – Contact for info below\*\*

**ALL SUBMITTALS MUST BE CAMERA READY – No Bleeds except inside cover**  
**Original Art – No Photo Copies; Digital Copies are accepted – MS Word or PDF format**

**DO NOT SCAR THE ART WITH PAPER CLIPS OR OTHER CLAMP DEVICES**

Make Check payable to "AMMV 26th Annual Convention - 2012" (NO CASH)

Mail Camera Ready submittals with check to: Nelson Cauble; 2657 Greyfox Dr.; Sutherlin, OR 97479-9001

Submit Digital copies directly to Carole Gutierrez - photos@clear.net

CONTACT: \_\_\_\_\_ PHONE: \_\_\_\_\_ E-MAIL \_\_\_\_\_

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

Memory Book copy to be delivered to the following addressee

PAID BY: \_\_\_\_\_ Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_ Chapter Name: \_\_\_\_\_

SPACE: \$ \_\_\_\_\_ + COLOR: \$ \_\_\_\_\_ + PREMIUM POSITION: \$ \_\_\_\_\_ = TOTAL: \$ \_\_\_\_\_

\*\*GENERAL INFO: Nelson Cauble, 541-459-7982

\*\*TECHNICAL INFO: Carole Gutierrez, 503-252-8250

\*The AMMV Convention Committee reserves the right to accept any essay for publication and to edit and/or limit the word length. We prefer bios which have not been published in a book or other national publication. Biographers will receive one free copy of the Memory Book.



# United States Navy Memorial NAVY LOG ENROLLMENT FORM

Mail to: U.S. Navy Memorial • Attn: Navy Log Department  
701 Pennsylvania Avenue, NW • Suite 123 • Washington, DC 20004-2608

## Calling all U.S. Sea Service Shipmates!

The U.S. Navy Memorial invites you to archive your personal U.S. Sea Service history on our U.S. Navy log for FREE! The Navy Log is the permanent register of all U.S. Sea Service men and women who have enrolled into the Log by themselves, by their friends, or honored by their families. Add your name and record your service history into the USNM Log Archive. Open to all Navy, Marine, Coast Guard and Merchant Marine veterans, regular or reserve, living or deceased.

Names in the Log are displayed electronically on video screens located in the Log room of the Naval Heritage Center, Washington, DC. Visitors are invited to search for individual records which are instantly displayed, showing name, branch of service, rate or rank, dates of service, place of birth, duty stations and personal awards. The Navy Log can also be accessed and searched over the internet. Visit The Navy Log at [www.navylog.org](http://www.navylog.org).

### FREE ENROLLMENT!

You can also enroll via the Internet at [www.navylog.org](http://www.navylog.org) (preferred)  
or by calling 1.800.628.9564

Check here if you **do not want** your log on the USNM Internet Website. ☐

Name \_\_\_\_\_

Service Corp/Specialty \_\_\_\_\_

Address (leave blank if deceased) Deceased - date of death \_\_\_\_\_

City, State & Zip \_\_\_\_\_

Date of Birth \_\_\_\_\_ Birthplace \_\_\_\_\_

Rank/Rate \_\_\_\_\_

**Branch of Service** - if you served in one or more of these services, please number in the order you served.

\_\_\_ Navy \_\_\_ Marine Corps \_\_\_ Coast Guard

\_\_\_ Merchant Marine \_\_\_ USNR \_\_\_ USMCR \_\_\_ USCGR

Dates of Service (mm/yy)

Service Branch #1 From \_\_\_\_\_ To \_\_\_\_\_ mm/yy

Service Branch #2 From \_\_\_\_\_ To \_\_\_\_\_ mm/yy

#### Awards:

Provide up to 5 of your highest or most significant awards or a copy of your Discharge Form DD 214.




\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

USE SEPARATE SHEET IF NECESSARY

☐ My photo is enclosed

Place taken \_\_\_\_\_

Date \_\_\_\_\_

| GEORGE HERBERT WALKER BUSH                                                                                                                                                                                                                                                                   |                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                                                                                                                                                                                           |  |
| Rate / Rank<br>LTJG                                                                                                                                                                                                                                                                          |                                                                                     |
| Service Branch<br>USNR                                                                                                                                                                                                                                                                       |                                                                                     |
| Service Dates<br>6/1942 - 6/1945                                                                                                                                                                                                                                                             |                                                                                     |
| Born<br>6/12/1924<br>MILTON, MA                                                                                                                                                                                                                                                              |                                                                                     |
|                                                                                                                                                                                                           |                                                                                     |
| WOLD-CHAMBERLAIN FIELD,<br>MN 1943                                                                                                                                                                                                                                                           |                                                                                     |
| SIGNIFICANT DUTY STATIONS                                                                                                                                                                                                                                                                    |                                                                                     |
| <ul style="list-style-type: none"><li>CARRIER AIRCRAFT SERVICE UNIT 21</li><li>TORPEDO SQUADRON 51 (NAVAL AVIATOR)</li><li>NAS NORFOLK, VA (U.S. ATLANTIC FLEET)</li><li>TORPEDO SQUADRON 97</li><li>TORPEDO SQUADRON 163 (NAVAL AVIATOR)</li></ul>                                          |                                                                                     |
| SIGNIFICANT AWARDS                                                                                                                                                                                                                                                                           |                                                                                     |
| <ul style="list-style-type: none"><li>DISTINGUISHED FLYING CROSS</li><li>AIR MEDAL W/2 GOLD STARS</li><li>PRESIDENTIAL UNIT CITATION AWARDED USS SAN JACINTO (CVL-30)</li><li>ASIATIC PACIFIC CAMPAIGN MEDAL W/3 STARS</li><li>WORLD WAR II VICTORY &amp; AMERICAN CAMPAIGN MEDALS</li></ul> |                                                                                     |

#### Duty Stations:

Provide up to 5 of your most recent or significant duty stations or a copy of your Discharge Form DD 214.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

USE SEPARATE SHEET IF NECESSARY

Sponsor name: \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_

REV. 03 MAY 2011



# HISTORY OF THE AMERICAN MERCHANT MARINE VETERANS ORGANIZATION

*by John Forsberg, AMMV National Historian*

In the early and mid-1980s, many of the World War II Mariners were retiring. Many wanted to find out about old friends and began making calls and writing letters to them. Some suggested that they start having get-togethers. This became the start of groups of them, which later became AMMV Chapters. The movement grew to the point that the Mariners were spending a great deal of time with old mates.

As time went on, one group grew to many. There were groups in Florida, New York, California, Washington, Minnesota, Arizona and many other places. By 1984, they started having official Chapter meetings and talked about getting a national organization going and China Coasters chapter in San Pedro, CA offered to host a meeting..

In 1986, it was decided to start a National organization. China Coasters Chapter hosted the meeting which was attended by Mariners from all over the United States. Officers were elected and the Constitution and By-Laws were written up. Those of us that were in on the start of the idea were really happy as we felt our work went for the good of all Mariners. We all gave the China Coasters a big hand for hosting the first meeting of the American Merchant Marine Veterans. Membership grew and more chapters were started, nationally.

In 1988, a group of Mariners on the East Coast, sued the U. S. Government for leaving the Merchant Marine out of all the things the other services got. They won the lawsuit and the Mariners

were then given Veterans' status, the same as other WWII Veterans received, except for the G. I. Bill of Rights benefits. This was only about 45 years too late.

The first step for qualification for Veterans' status was application and filing of an Honorable Discharge from the U. S. Coast Guard



(form DD-214). Getting these DD-214s from the Government took some time. By early 1988, over 63,000 Mariners had filed these applications. Our National Convention that year was held in Fort Lauderdale, FL. Talk was that we should try and get copies of the DD-214 applications from the Coast Guard in Washington, DC and see if it would help us find more members for the AMMV. Our National President, Santo Cerza, thought that was a good idea but wondered how we were going to get them. My wife, Ruby, and I, were going to Washington, DC and volunteered to try and see if they could get them.

I had talked to a past Governor of Nebraska and had been given some information as to whom to see and what department to contact for help. The convention members thought it was worth a try.

Ruby and I went to DC and finally got into the Coast Guard office and this was a start. The fellow there finally told me that he would place a call to the "lady" (Justin Bunnell) who was the liaison between the Coast Guard and the Maritime Service. After about 30 minutes of talking with her, it was agreed on that she would have copies of all the 63,000 plus DD-214s made and mail them to AMMV's National President Santo Cerza, in Florida. I called Santo and he was very happy about that. He said he would get some help to sort them according to states and then mail them to the Regional Vice President, who would be able to send them to chapters. This, hopefully, would help all of the chapters get more members.

As time went on, more chapters were started and the AMMV grew. The annual National conventions were held in many cities. And on Maritime Day, May 22<sup>nd</sup>, the China Coasters chapter hosted all of us many times. We would go out in the Bay and lay wreaths in memory of our departed Mates. This day always drew a large crowd.

In our 25 years as a National organization, we have had many Presidents and other officers who have always worked for the members. We can be thankful for their dedication.

# The Invasion of Japan

In WWII, when Germany formally surrendered on May 8, 1945, the thousands of 16 to 18 year old boys who were still being recruited and trained by the Maritime Commission to serve as seamen in the Merchant Marine, thought they might be released early. They didn't know the largest invasion of the entire war, the one on Japan, was in the final planning stage. It was going to require millions of soldiers, marines, sailors, airmen and thousands of ships manned by Merchant Mariners.

The Allied planners thought the invasion of Japan would be tough but doable and could be accomplished in a reasonable amount of time. To the average GI not acquainted with the Japanese, it was just one more battleground. "We'll whip them in jig time, go home and raise babies." But the planners were not overestimating the potential for human life losses. Nor were they unaware of the Japanese and Emperor Hirohito's determination to win. Experience in Saipan and the Pacific clearly had taught us that.

An invasion of Japan would have affected almost every family in America. And this was after the U.S. had already lost 400,000 troops killed in combat fighting Germany. The invasion would have required 1.5 million Allied soldiers with 3 million more in support for the invasion. It was estimated 1000 combatants would die every hour and casualties could reach one million. 500,000 purple hearts had already been stockpiled in warehouses.

The planners for this invasion understood how the Japanese would fight for their homeland and would not hesitate to die for their country. In Japan, preparations for an invasion were being implemented. Schools had closed and the children and 28 million Japanese civilians were mobilized into a National Volunteer

Combat Force. The civilians were armed and given training to fight Americans. Japanese school children had the religious fervor to kill every American possible who would invade their sacred land. They would be wrapped in explosives and blow up advancing Americans. The national slogan would be "One hundred million will die for the Emperor and the nation". In the end Japan would have been decimated.

President Truman had approved the plans for the invasion, but he was also weighing the use of the Atomic bomb, believing the damage would be far less for both sides. When he decided on the use of the bomb, he verbally gave the order to General Thomas C. Handy who wrote the orders to drop the atomic bombs on Japan. General Handy was asked later if he had any regrets about dropping the bombs. He said "Certainly not, it saved a million lives on either side". Should their casualty prediction of up to a million American lives lost in the invasion be true it would be reflected later in the United States because millions of cousins, aunts, uncles, grandchildren, brothers and sisters we love and cherish today would not exist.

After the hostilities ceased and Japan surrendered the American Merchant Marine began work with the operation "Magic Carpet" bringing troops and equipment back to the United States. This was followed by delivering the Marshall plan to rebuild the towns and cities of our Allies.

The American Merchant Marine takes pride in serving their country in "Peace and War." In wartime they have courageously pursued their mission to deliver the goods to the battlefronts, despite the vicious efforts of the enemy to sink and destroy them and their cargoes. Their casualties were amongst the highest in ratio to the other services. In peacetime their mission is to deliver American goods and bring \$\$\$ dollars back to our shores. The American Merchant Marine has been essential to the financial stability and the security of our nation since the days of the Revolution.

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







## 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**

**FERNDAL, CA 95536-0186**

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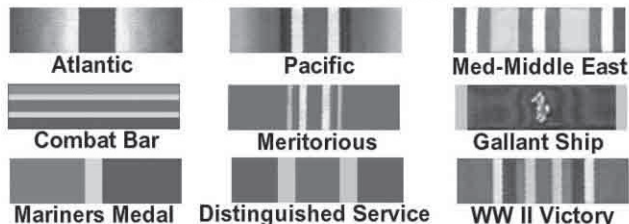
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## BOOK REVIEW

### **LITTLE SHIPS; Tugboats at D-Day, Normandy**

*by Gerald Reminick – GlennCanon Press*

The Normandy invasion was a massive Allied effort ... including six battleships, twenty-three cruisers, 105 destroyers, 1,076 other warships such as minesweepers and anti-submarine vessels, 2,500 landing craft and 2700 merchant ships. One hundred fifty-eight tugs were involved in Operation Mulberry.

Massive as was the assault on the Normandy beaches, it was followed up immediately by even greater increments of men, armor, vehicles and supplies. One or more ports were essential to maintain an even flow of men and material and these ports had to be created on bare beaches. The need for secrecy in this effort was so strong that few knew what the entire operation was about. The Phoenixes - enormous concrete caissons as big as a five story apartment house; the Whales - pontoon-supported ramps capable of supporting heavy armor; and the Gooseberries - vessels sunk as an outer line of

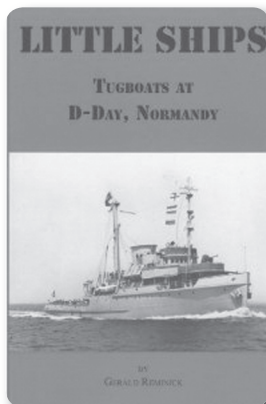
protection were; built or procured at a dozen ports in the United Kingdom. Men were specially trained to operate them, tugs obtained to tow them, combatant ships found to escort them, salvage and towboat experts engaged who were capable of solving new problems.

Little Ships describes the role of tugboats in this massive effort. Without tugs it wouldn't have happened.

Author Gerald Reminick, through research, interviews with AMMV's own Perry Adams, Ray Carreau and others, and photos, explains how vital these tugs were.

For further information about this comprehensive book or to make a submittal for Mr. Reminick's next project about WWII activity in North and NW Africa, Gibraltar and the Mediterranean, Adriatic and Baltic areas, please contact him at (631)

421-3242, email [greminick@yahoo.com](mailto:greminick@yahoo.com) or write him at 83 Bayberry Dr., Huntington, NY 11743.





# 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.**

AMMV11

### Special NAUS Dues for AMMV Members

|                           |                            |
|---------------------------|----------------------------|
| One Year                  | <b>\$19 *Special Rate!</b> |
| Three Years               | <b>\$49 *Special Rate!</b> |
| Life Membership (age 70+) | <b>\$90 *Special Rate!</b> |

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

\*Regular Dues are \$25 for one year, \$65 for three years and \$230 for Life (age 70+)

Membership Term: \_\_\_\_\_ year(s)

Dues: \$ \_\_\_\_\_

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Rank/Grade

Branch of Service

Spouse Name

Address

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State

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Phone Number

Date of Birth

Status: ☐ Active ☐ Reserve ☐ National Guard ☐ Retired ☐ Veteran ☐ Widow/Widower ☐ Associate

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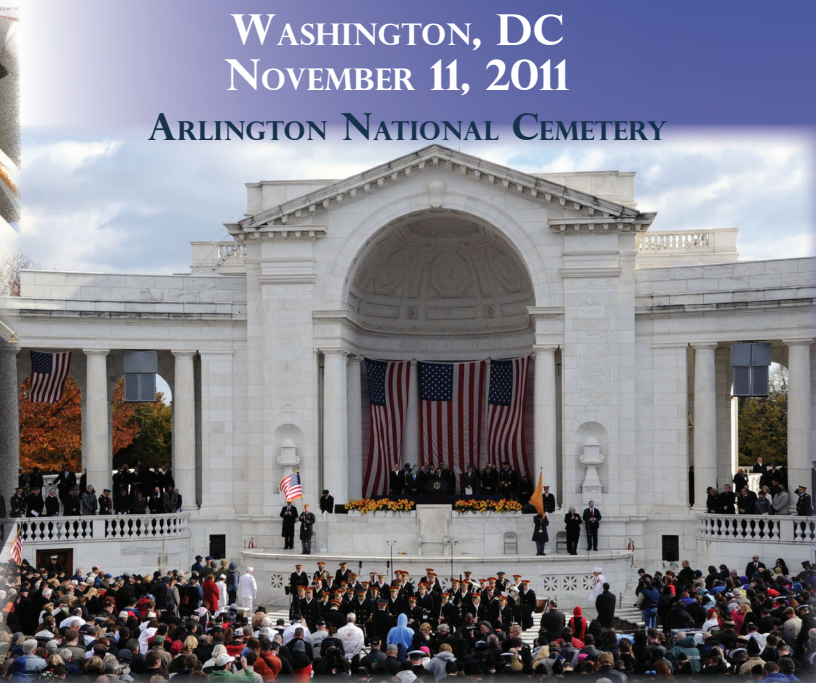
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# VETERANS DAY

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ARLINGTON NATIONAL CEMETERY



HONORING ALL WHO SERVED