

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE

**Once again,
Merchant Mariners
answer the call ...**

September 11, 2001

IN PEACE AND WAR



1775

FALL 2011

- ✱ AMMV WORK PLAN..... PAGE 11
- ✱ THE 9/11 BOATLIFTERS PAGE 24
- ✱ JUST COMPENSATION COMMITTEE NEWS PAGE 32



\$4.00



Defending Liberty and Freedom

VETERANS DAY

HONORING ALL WHO SERVED

11.11.11

Eleventh hour of the Eleventh day of the Eleventh month

2011



Left: Soldiers of the 353rd Infantry near a church at Stenay, Meuse in France, wait for the end of hostilities. This photo was taken at 10:58 a.m., on November 11, 1918, two minutes before the armistice ending World War I went into effect, thus the 11th hour on the 11th day of the 11th month.

Right: On June 1, 1954, President Eisenhower signed HR7786, changing Armistice Day to Veterans Day., making it a day to honor ALL veterans. From left: Alvin J. King, Wayne Richards, Arthur J. Connell, John T. Nation, Edward Rees, Richard L. Trombla, Howard W. Watts.





American Merchant Marine Veterans
Official Publication
NEWS MAGAZINE

Published quarterly for the benefit of our members.

Foreign postage additional.

*Subscription included in membership fee
for AMMV members.*

Non-members: \$4.00 per copy.

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The editor and publisher of this magazine assume no
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National President **Morris Harvey**

Dear Fellow AMMV Members:

The American Merchant Marine Veterans, Inc. is a great organization and has made great accomplishments



over the years since 1984. AMMV individual Chapters have made the WWII Merchant Marine achievements common knowledge in their local communities. Many parks and monuments now include MM recognition. Local Veterans organizations now recognize and invite our presence. The AMMV

National officers have made a significant impact on recognition of Merchant Marine accomplishments in high places of Congress and among Maritime organizations. Veterans status was achieved and the Merchant Marine of WWII are included in the National WWII memorial in Washington D.C.

Since my election last May in Reno, I have been prepping and planning to hit the ground running. I have National News Magazines going back to 1994 and have found them tremendously useful in learning the history of our early days. Elsewhere in this Magazine you will find the latest version of a WORK PLAN designed to grow the organization and to make every effort to bring our communication and organization into the 21st century. I encourage and solicit your participation in this plan for 2011/2012. Please share your ideas and concerns.

You will find that Just Compensation and Veterans status for Merchant Mariners who served in War Zones since WWII still are at the top. As we move forward, we must convert our organization into one that can serve current and future Merchant Mariners as well as it has served WWII Mariners. We need to work with and include established Maritime organizations who can play an important roll in making this happen.

Look for the Summary Reports from our

Committees, posted elsewhere in the Magazine. These reports will reflect WORK PLAN actions already being executed.

It is now two and one-half months into the new year and nearly 40% of our recorded members have not renewed their memberships. If you are one of those members please consider that we are not a dying organization but one you can help build into an ongoing force in supporting the Merchant Mariners of the future. We need your continued support – please renew now.

Our 2012 Convention and National Business Meeting will be at MITAGS, the Master, Mates, and Pilots facility just south of Baltimore, Maryland, around May 1, 2012. They are renowned for their abundant and tasty food served cafeteria style. Put it on your calendar and start saving. The 2013 Convention is set for Branson, Missouri, a great center for entertainment. Bring your walkers, bring your canes, bring your wheel chairs, bring your oxygen, bring your c-pap machines, bring your pain pills, and bring yourselves - let's have a great convention and a productive Annual Meeting.

As I write this, summer is fading away, yes - even in Florida, we are having fewer days that reach 90 degrees and our nighttime lows are getting closer to 70 degrees. The "snow birds" will soon be returning from their rendezvous up north and our chapters will resume their regular meeting schedules. I hope everyone has had a very fun filled summer with friends and family.

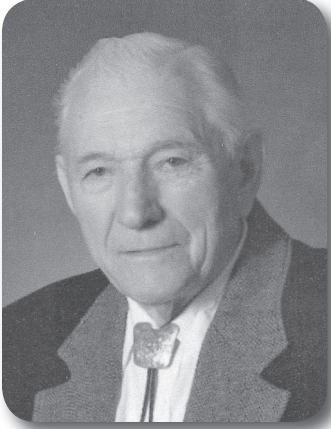
I am actually enjoying my work as your President. I quit one of my major local volunteer commitments and have drastically cut back on my U.S. Coast Guard Auxiliary activity. My email inbox is growing rapidly each day. I am honored to serve the AMMV and you, the members, as your president. Together, we can still make a difference.

Sincerely,

Morris Harvey, President



National Vice President **Nelson Cauble**



Dear Mariners and Friends:

It's September already, and that brings to mind many things. Many years ago (more than I care to count!), it meant having to go back to school. But now, in our later years, it might mean one last trip to your favorite camping or fishing spot, or raking leaves and cleaning up the garden spot. I imagine you still have some zucchini, don't you?

But, in our AMMV it means getting back into high gear and tending to the business of our organization. Your new officers are already in place. We have lost a couple of our RVP's and have some that are new. President Morris had some big shoes to fill following A.J.'s leadership and hard work, but we are so fortunate to have President Morris now at the helm. Those presidential "shoes" fit just fine. He has not drawn a deep breath since being elected, and it has been full steam ahead since day one. Many plans, some new, some being revised, are in the works and being organized, and I'm sure you will be hearing all about them in this magazine issue.

We stand ready here, and will look forward to new challenges, and also to the dates ahead of the various events across the country: regional conventions, and the next National Convention in May. I hope you will plan to attend these whenever it is possible for you to do so. Look in the pages of this magazine for dates and reservation forms and let's get together whenever and wherever it is possible. May, 2012 will bring the National Convention in MITAGS in Baltimore and this is a great place for our convention. We were there in 2007 and remember it well.

So, I hope that wherever you are, you have had a good summer and have not been flooded, blown away by hurricane Irene, or burned up in a wildfire, and that you are now ready to get down to some serious work for your American Merchant Marine Veterans.

Have you contacted your Representative in Congress? I have, and plan to again. It only takes a minute of your time and it is crucial that you do so now. Tell them about your service in the Merchant Marine, and why they should support our cause. The new ones in Congress now probably don't have a clue about what we were, what we did, or what the bill HR23 says, and now is the time to educate them.

I send my greetings to each of you and will look for you somewhere, sometime along the trail, and we will sit and have a visit. I'll listen to your stories and also your concerns and see if we can keep this ol' rusty AMMV tub sailing in the future. But hear this! It can't, and it won't unless we all pull together. Are you doing your part? If not ... why not?

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 will honor African American Veterans of World War II on Veterans Day, Friday, November 11, 2011 in Washington D.C. We have been invited to be honored guests. They have requested that the AMMV send three members as our representatives at the service and at the placing of commemorative wreaths at the Freedom Wall of Stars. AMMV is seeking volunteers for this memorial service. This is a great opportunity for AMMV to show our flag in Washington. Please give me a call or send an email: Charles A. Mills, National Secretary, 713-436-1638, mcamco@aol.com. We must RSVP no later than November 5, 2011.

After months of telephone calls, faxes and emails by the members of Lone Star Chapter, at this writing, two of our local Congressmen have signed on: Ron Paul and Gene Green. The Democratic Congressmen from this area have always supported AMMV. For some reason, several are not coming on board. Congressman Olsen (R) has answered with the usual form letter, stating "He will take a look at HR 23 when it reaches the House floor." We all know that is a "No." We are following up with another letter and email.

Congressman Olsen held a Town Hall Meeting in Pearland, Texas, and Lone Star President Santos, my daughter Wilhelmina Johnson, and I passed out 256 handouts that were well-received by the public. Our community support is growing for HR 23. Quit? No! Let's Keep Up The Pressure – On To Victory!

Charles A Mills, National Secretary
American Merchant Marine Veterans



**YOU'LL BE A
BIG WHEEL
WHEN YOU PAY YOUR DUES!**

**DO YOU WANT TO CONTINUE
BELONGING TO THE AMMV AND
GETTING AN "AMMV NEWS" MAGAZINE?**

Have you paid your AMMV DUES yet for fiscal year 7/1/11 – 6/30/12? If not, please do so, NOW. If you are a Chapter member, please send them to your Chapter, or, if you are a Member-at-Large, send \$20 to AMMV National Office, P. O. Box 186, Ferndale, CA 95536-0186.



Editor / AMMV Office Administrator **Sindy Raymond**

It's Fall again and raking the leaves will soon be a chore that we all can look forward to ... or not. Have you ever heard the saying: different strokes for different folks? The transition to our new National President has made this point very clear. Newly elected President Morris Harvey has certainly jumped aboard with both feet firm and ready



for action. This is good because if the AMMV wants to look to the future, he's more than willing to make that happen. Mellow, Southern-style is not his method - it's action - hard-core official action - he's looking for and he's working hard to get things done. So, let's all keep an eye out for the future of the AMMV and join with him in accomplishing his goals.

Now that doesn't mean that some extra effort on all our parts won't be required. You only need to read the Prez' "Work Plan" later in this issue to know that. But I think everyone is up to a little more expended energy; I guess I am. The leaves will just have to wait. But, oh, I do begrudge the shortened daylight hours. Oh, well.

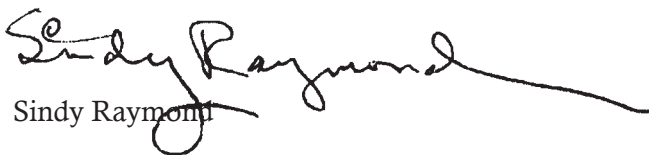
This has been an interesting quarter with nary a regional convention in sight. The Western mini, usually held in September, always provides some interesting information for the Fall NEWS Magazine. But, without the Reno mini being held this year, which broke my routine, yours truly, Ms. Editor, has finally been able to print a couple of stories that have been in the archives

since my predecessor's time. And that's good but the moths haven't liked it. Now, I can understand why the Golden Gate and Sacramento Valley Chapter chose not to hold a mini in September, so soon after they did such a wonderful job hosting the AMMV National Convention last May. But, no break next year, guys – full speed ahead!

I, for one, am looking forward to the Great Lakes, Tri-State and Gulf Region's mini-convention in Branson, MO in early November. A great deal of work has been put into getting this regional back on track and it promises to be an exciting one. Registration forms and information are found in the back of this magazine. See you there!

And speaking of full speed ahead, I know it's been said before – am I nagging yet? – but we do need to concentrate more on getting House of Representative Co-sponsors for our House bill HR.23 "Belated Thank You to the Merchant Mariners of WWII Act of 2011". Please, please, please, please contact your Congressperson and beg, if necessary, for them to sign up. It's important to all of us! As National VP Nelson says – Let's get 'er done!

And keep those cards and letters (and calls and emails) coming in, folks. You wouldn't want me to get bored, now, would you? See you in Branson!


Sindy Raymond

Communications Director & Webmaster



Dear members:

We are ending our first quarter with our new president, Morris Harvey. His learning curve has been steep and during his process of learning, he is making us all look hard at what we do and why we do it. "It's the way we've always done it" doesn't cut it with Morris, nor should it cut it with the rest of us.

Morris asked me what I did as Communications Director and Webmaster. Was there a job description somewhere? Funny thing, that is the same question I asked of A.J. The answer was no. I guessed the job was whatever I made it. A.J.'s first order of business was to get the website back online. Since I had never created a website that was a tall order. What we have is very basic. There was not a lot of communications about what was needed, to whom it was aimed and there was little to go on.

That must be pretty much the way Morris must feel now. Believe it or not, AMMV has a lot of policies, but most of them are not recorded anywhere. The policies, outside of what is in the by-laws, have been developed over time by the person or persons "in power" at the time and handed down by word of mouth to the next in line. For the most part, that has worked well for us so far. We've been lucky. We haven't needed "charts" to guide us. But the hard truth is that our membership is shrinking, mostly due to "attrition." Our next group of leaders will need us to map their way.

It starts with talking to each other. We've had a lot of "top down" stuff; but to be effective, Morris needs "bottom up" conversations. The success of his work plan for AMMV depends on it.

In my life before retirement, I worked as Communications Director for a nonprofit membership organization that was about the size of AMMV. Not surprisingly, it, too, faced many of the same problems: membership retention (getting people to pay their dues on time), membership sales (getting people to join), positioning the organization within the community (making our group better known and recognized), to name a few.

Morris is right to put communications at the top of his to-do list. That is the way you begin to solve the other problems. Marketing tools that clearly define who you are and what you stand for are the key. Our quarterly AMMV NEWS does just that. But we need additional weapons in our toolbox. The 21st century has new ways to communicate – Face Book, Twitter, texting, world wide web, and email – just to name a few. We need to find ways to use these technologies effectively.

Speaking of technologies, I welcome any and all comments or suggestions on the website. Please feel free to contact me with your ideas. My contact information is below.

We either grow into a 21st century organization or we quietly fade away. The choice is yours...



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AMMV Committee Progress Reports

SEPTEMBER 2011

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: A Membership Status Report has been developed that is being distributed to RVP's and CEO's. We are scheduling to create the report monthly, except bi-monthly during July and August, which is the membership renewal period. This report is expected to give us a base line of membership status going into the future. We currently do not have any status of members, in our National records, as indicated on our Membership application form. We cannot verify veteran status because we do not know who is a veteran. We must have this info in order to defend our Veterans' status to the IRS in the future. Work has started on a plan to update National Records - look for it before the end of this year.

A letter has been sent to the Chapters, encouraging ladies – both Wives and Widows - to become members. This will be an important part of our membership as we convert the AMMV into a Mariners' support organization - while continuing to support the WWII generation.

Judge Advocate: The AMMV Judge Advocate has been very active researching, rendering opinions and reporting to the AMMV President. He reports that he has read much of Florida Law on "Not-for-Profit" organizations and compliments the framers of the AMMV Constitution & By-Laws for their efficiency. He is looking forward to a long and active assignment. Thru the guidance of Dr. Kerkow and the use of Parliamentarians guidelines we have successfully conducted our first Email meeting.

Veterans Affairs: Several requests for support (mainly from descendants of Merchant Mariners) have been processed. Work has been started on follow-up actions related on gaining Veterans status for Merchant Mariners who navigated War Zones during wars other than WWII. Clarke Valles, Member-at-Large in Colorado, has submitted correspondence that he composed and responses which he received on behalf of this project. He has helped to accelerate our efforts to move this project ahead.

SPECIAL NOTICE: This year's Veterans Day (Nov. 12th) ceremony at the WWII Memorial in Washington,

DC is honoring African-American service men and women of World War II and they want to invite African-American merchant mariners to participate in the ceremony. Contact National Secretary Charles Mills, 713-436-1638, if you can participate and represent the AMMV in this significant event.

Historians: The Historians have contacted the National WWII Museum in New Orleans to get more information regarding their plan to have Merchant Marine exhibits. Currently, the Museum plan is to disperse the MM displays into the other exhibits and would not have a separate section for the MM. We are working to gain more contact with their planning organization in order to have some input. If any of our readers have more knowledge of the inner workings of this Museum please contact John Forsberg, 480-982-0886. John 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 memorials or monuments that we are not aware of.

A short AMMV history essay to be used on our web site is in process.

Communications Director and Webmaster:

The website continues to develop with the goal of providing members and non-members with important information about the organization. The site now has five or six main pages including a presidents page, new members, chapter contact info, members who have crossed the bar, and when, appropriate, information on conventions. A marketing, advertising, and member recruiting section is being planned. The site now has the potential for 15 pages. Ideas for development of the site are welcome. Contact Carole Gutierrez at 503-252-8250 or photos@clear.net.

Work continues with the editorial staff of the quarterly magazine to grow an informative, useful, easy to read and graphically pleasing publication.

Convention Committee: 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.

Prepared by Morris Harvey

AMMV WORK PLAN FOR 2011/2012

WITHOUT A TIME TABLE AND WITHOUT PRIORITIES

THIS IS AN OPEN, DYNAMIC PLAN AND IS EXPECTED TO CHANGE AS REQUIRED

Version 1A, September, 2011

Excerpts from my President's Action Plan (Summer - July - National NEWS Magazine):

- A) Just Compensation to receive top priority; Assigned to the Government Affairs committee with National Officers and Member support as needed.
- B) Veteran Status for mariners who served in war zones; Assigned to Veterans Affairs Committee.
- C) What do we want the AMMV to be in 2015? Develop a plan - how do we get there? Assigned to the Membership Committee. Over the past years, many suggestions for changes have been floated, let's consider the following for a start: 1) changes to our purpose to relate to active and younger mariners; 2) create marketing material and a marketing program which would relate to active and younger Mariners - compare with any current marketing material or strategy? 3) to include funding considerations, including grants, loans, and donations from friendly Maritime organizations; 4) Other Considerations: membership requirement changes in the associate category; organization name change; use of web site plus social media; ie. face book, twitter, YouTube; and so on.

These were the main action areas of the letter published in the last Magazine.

Now to fill in the blanks with more action and strategy: some of the following are designed around and to support the Alpha C) initiative above. Many of these plan items are not new but are being documented for review and discussion. Priorities will be developed as demand and resources dictate.

- 1) Make every effort to comply with the existing by-laws. Make every effort not to violate the trust of the membership by getting ahead of the plan and the membership approvals.
- 2) Develop an Executive BOD (E-BOD) that can effectively review, discuss and take action on proposals presented to them. Develop more direct communication with chapter CEO's. Require Internet and email capabilities for every BOD member and every chapter. Initiate a periodic Presidential report to the E-BOD beginning soon.
- 3) Utilize the Committee System to develop management objectives, such as, the "AMMV to 2015" plan. Delegate authority wherever possible to the committees, appointed individuals, Chapters and the E-BOD.
- 4) Membership:
 - A) Continue a Management Report named "Membership Status report" which will reflect the status of our National membership at a specific point in time and be produced monthly, except twice during July, August, and possibly September. Use this report to retain existing memberships. (marketing consultants advise that

existing customers are worth much more than new prospects because of the considerable cost of securing a new prospect as a customer) This report will also provide useful info about number of existing members for each member category and will provide data to study trends in our membership community.

- B) Work with Chapters to recruit, in their Area of Responsibility new member categories of: active and retired mariners of friendly nations and military veterans, associate members, wives, and widows. Increase efforts to keep chapters alive - get RVP's more involved.
- C) Initiate efforts to produce and distribute marketing material to support recruiting efforts (create a three or four way foldout - why-you-should-belong - could be published in Magazine as a tear out).
- D) National records are incomplete with regard to member types and classifications and lack info supporting veteran's status. Upgrade National membership records to indicate info that is on our application form and to reflect category of each member. Obtain member info to support their veteran status and service.
- E) MALs: Evaluate communication limitations and maintenance support costs. Review inability to organize into support of a cause. Propose solutions. Consider including MALs being placed under RVP or chapter responsibility for communication and dues collection or other possible solutions. Current National policy tends to encourage members to become MALs rather than steering them to a chapter.
- F) Communication: Maximize the use and effectiveness of an email system, increase the use of our web site, and start utilizing the social networks that are available. Utilize e-systems to support our membership initiatives.
- 5) Propose regional reapportionment; assign state responsibility to each RVP.
- 6) Continue promotion of growth, including new chapters.
- 7) Continue to promote a "Mission Support" account (money to be used to support our purpose, as stated in the by-laws, and would not be used for every day National office activities); and to promote donations as determined by our 501 (c) 19 IRS tax status.
- 8) Annual Meeting: Provide report 10 days before meeting for BOD review. Conduct meeting using agenda available to BOD.
- 9) Continue to support flying of the Merchant Marine flag in National Cemeteries alongside flags of the other services.

*Morris Harvey, President
American Merchant Marine Veterans, Inc.*

NAUS Introduces New President/CEO

An Air Force brat, Jack's hometown was Utica, Michigan. After graduation from the U.S. Naval Academy in 1968 and completion of The Basic School (TBS), he went to Vietnam as a rifle platoon commander, company XO and then company commander. Command tours during his Marine career included: two recon companies; a recruit training company; a recruiting station, an infantry battalion, and Task Force Mogadishu and Marine Forces Somalia during Operation Restore Hope. Staff assignments included USNA company officer, tactics instructor, staff platoon commander at TBS, assistant provost marshal, aide-de-camp, recruit training battalion XO, recruit training regiment S-3, amphibious unit S-4, plans officer for Korea's Combined Forces Command and Assistant G-3, 1st Marine Division. At Central Command he served as Chief, Field Training Exercise Branch then Chief, Exercise Division and finally as Director of General Schwarzkopf's JOC during Operations Desert Shield and Desert Storm.

In 1993, while serving as Commander, Task Force Mogadishu, during Operation Restore Hope

in Somalia, Jack was selected for promotion to brigadier general and then commanded the Recruit Depot and Eastern Recruiting Region at Parris Island. His final command assignment was CG, Marine Corps Recruiting Command. As a lieutenant general he served as Deputy Commandant for Manpower and Reserve Affairs.

Upon retirement, Jack joined Phoenix House as Senior VP and director of its New York region. Responsible for more than 40 drug rehab programs, he supervised the treatment of about 2,700 addicts daily. In 2005 he returned to Arlington as the President of an association of space and water heating appliance and equipment manufacturers (GAMA) where he led a merger of GAMA with ARI (Air-conditioning and Refrigeration Institute) creating AHRI (Air-conditioning, Heating and Refrigeration Institute) where he was the CEO. In May 2009 Jack was asked by its board of directors to take on the leadership of Second Genesis, a substance abuse recovery program similar to Phoenix House. Jack joined the NAUS staff as President and Chief Executive Officer on June 20, 2011.



*Lieutenant General Jack Klimp
United States Marine Corps, Retired*

The National Association for Uniformed Services® (NAUS) was founded in 1968 to protect and enhance the earned benefits of uniformed servicemembers, retirees, veterans, and their families and survivors, while maintaining a strong defense, and to foster esprit de corps among uniformed services personnel and veterans of the United States, through nonpartisan advocacy on Capitol Hill and with other government officials. NAUS is a veterans organization as defined in IRS Code Section 501(c)(19). NAUS membership is open to all grades and ranks, and all branches and components of the uniformed services: Army, Air Force, Navy, Marine Corps, Coast Guard, Public Health Service, and the National Oceanic and Atmospheric Administration.

MERCHANT MARINE WARRIORS

Forever to heed the quest for the sea
Dark and moody she calls to me
Thru the swells and over the waves
'tis to the sea most all become slaves

Some speak of battles and bravery effort
Most are just thankful to reach the next port
The Empire March was the ship we did sail
But, a fast German raider made sure we would fail

I can see an A.B. with his fears firm in check
Digging a foxhole in a steel deck
The sounds of guns, torpedoes and hell
Wondering if your name was on the next shell

Now in the water, to an unknown fate
Pray that they see me...pray not too late
Entangled in cable...I must get free
Oil in the water, 'tis now hard to see

They're gone now...the most of them
The sound of the sea is their battle hymn
We hear the sea stories and adventures to pursue
Not much said about Changi or Hakadote Camp two

No hail of cheers saluted their return
Most went unnoticed...not for fame did they yearn
Just to be home and live thru the day
Forgetting the memories of a world...far away

Thru the years there's some put to sea
Remembering the glory...what price to be free
I shall pause here...tho there's more, I suspect
Give them.....recognition...remembrance...respect.

*Roy Mahan and Gang
High Rollers Chapter*

NEW PIRACY LEGISLATION

House Bill HR.2839 – “Piracy Suppression Act of 2011”

On September 2nd, Congressman Frank LoBiondo (R-NJ) introduced H.R. 2839 the “Piracy Suppression Act of 2011” into the House of Representatives. As titled, this bill would work to suppress the threat of piracy on the high seas. Among other things, the legislation would clarify and strengthen the definition of piracy and the associated penalties. The bill has language that would direct the Secretary of Transportation to establish a training program for mariners to use in the case of piracy.

It would, also, place a greater responsibility on federal agencies to protect U.S.-flag vessels carrying government-generated cargoes, including those shipped under the Food for Peace and other foreign aid programs. It would do so by requiring agencies to either provide security personnel or reimburse owners for the cost of providing armed personnel. The

legislation would also direct the U.S. government to seek reimbursement for costs incurred in protecting a foreign-flag vessel from piracy.

The Bill is consistent with the positions taken by some maritime industry leaders at numerous international forums. However, some believe that it does not go far enough, as it covers government generated cargoes and not civilian cargoes. But it is felt that HR.2839 is a step in the right direction to help combat the piracy crisis.

The maritime industry has few better friends in the United States Congress than Frank LoBiondo from New Jersey. The Congressman has been a staunch ally of US-flag shipping since he came to Congress over a decade ago. His strong support of the Jones Act, Cargo Preference laws, and the Maritime Security Program has been a boon to the industry in increasingly trying times. As the Chairman of the Coast

Guard and Maritime Transportation Subcommittee on the House Transportation and Infrastructure Committee, Congressman LoBiondo has ensured that the most pressing issues facing the US Merchant Marine do not go overlooked. He has used his position to bring the glaring threat posed by piracy on our international waters before the Congress and worked tirelessly to find a solution. And in his work to address this problem, Congressman LoBiondo has worked closely with members of the maritime industry to seek effective solutions. His commitment to finding real answers to the ongoing piracy crisis is appreciated.

Merchant Mariners are urged to contact their Congresspersons to support this legislation.

Editor's note: Thanks to the MM&P Union and Bill Van Loo at MEBA for this information.

Welcome Aboard to these New Members of the AMMV

CHARLES F. AUSTIN	WHITEHALL	NY	JOSEPH S. FROST	SUN CITY WEST	AZ	JAMES PAFUMI	WORCESTER	MA
BUD BECHARD	SWANTON	VT	FLOYD GALLEG0	APACHE JUNCTION	AZ	BERNADETTE POOLE	PITTSBURGH	PA
WAYNE BISHOP	OLDSMAR	FL	FRED GREENO	SWANTON	VT	KEVIN REEP	HERMITAGE	AR
JOHN B. BOSAK	SWOYERSVILLE	PA	WAYNE R. HAWORTH	SEARSBORO	IA	LANEISA REEP	HERMITAGE	AR
KAVARK BOURNAZIAN	ORLEANS	MA	RANSOM HERRON	TULSA	OK	JOANNE REMBISZ	PITTSBURGH	PA
BARNEY BRUNSON	EAST HORICHES	NY	WALDO E. HODSON	MADISON	MS	RODNEY RIEKS	GASTONIA	NC
FELINO “BEN” BUENCAMINO	BOCA RATON	FL	DENNIS HUDGINS, JR.	MYRTLE CREEK	OR	GEORGE SCHMIDT	SCOTTSDALE	AZ
DONALD D. BUTTERS	NORWOOD	NY	GREGORY HYVER	LOS ALTOS	CA	ROBERT C. SCHOELLKOPF	WILLOW STREET	PA
SANDRA L. CASSANELLI	GRANTS PASS	OR	PATRICIA A. KHALIL	PITTSBURGH	PA	KEVIN SCHULTZ	SEATTLE	WA
RITTLE, JR. CHARLES H.	PITTSBURGH	PA	ARLENE KNECHT	SMITH RIVER	CA	B. C. SCHUTTER	TOPEKA	KS
JOEL CLARK	SWANTON	VT	KEVIN KULIGOWSKI	NAPERVILLE	IL	EUGENE R. SHEEHAN	SUTHERLIN	OR
ROSALIE C. CRENCA	SILVER SPRING	MD	ATCHARA LEE	DICKINSON	TX	WILLIAM L. SIDWELL	QUEEN CITY	MO
BOB DALYRMPLE	PORT CLYDE	ME	DAVID MAHONEY	MELROSE	MA	RONEY “RAY” SIMPSON	TUKWILA	WA
DR. DAN DAY	UNION	ME	JAMES H. MORRISSEY	SOUTH MERIDEN	CT	WILLIAM H. SMITH	N. FT. MYERS	FL
CLIFTON R. DION	IRVINE	CA	DAWN MORSE	MOORESVILLE	NC	WILLIAM “BILL” E. SNEED	MARSHALL	TX
ALEXANDER H. DORMAN	RENSSELAERVILLE	NY	DONALD D. MUSTARD	MUNCIE	IN	CURTIS E. STEPHEN	DALLAS	TX
GERALD EDWARDS	KEESEVILLE	NY	JAMES L. NELSON	HARPSWELL	ME	ARLENE S. THOMAS	CORAL SPRINGS	FL
PETER FALASCO	LATHAM	NY	SANDRA A. NICCUM	LAS VEGAS	NV	CECELIA VARN	RUSKIN	FL
HENRY W. FREDRICKSON	BAYOU VISTA	TX	ART NOKES	SWANTON	VT	DOROTHY WILSON	GRANDVIEW	TX
			TAIT J. OSTREM	MESA	AZ			

THE STORY FROM THE "OTHER SIDE"

More than 200 Liberty ships were sunk during World War II. One was the SS Roger B. Taney, torpedoed in the South Atlantic on February 7, 1943. She was sailing in the ballast and riding high in the water, under the command of Master Tom Potter, zigzagging in accordance with wartime procedure, making between 10-1/2 and 11 knots, aided by prevailing easterlies, when she was spotted by the German U-boat U-160 commanded by Kapitanleutnant Georg Lassen.

Aboard the U-160, Lt. Lassen and his crew spotted the Roger B. Taney which made an inviting target, but Lassen feared that his U-boat might have been spotted. His lookouts had been lax; normally a keen lookout could spot a ship's mast-tops or funnel cap long before any superstructure or hull appeared on the horizon. Lassen knew that a U-boat's sail could be seen at distances of up to 10 miles, and the U-160 was much closer to the merchant vessel than that. He ordered an emergency dive and now began a deadly game of cat and mouse with the Taney.

Although it was prohibited to take private notes, when it was hit, the Taney's purser Donald E. Zubrod was the last one off the ship and carefully guarded the ship's records, throwing the codes overboard so that the enemy could not capture them. He later received an award from the U.S. for saving those records.

Many years later, Zubrod contacted Lt. Lassen of the U-160 with the story of the encounter. Lassen responded he had no official notes but that his First Officer on Duty Sub-

lieutenant George V. Bitter had taken notes and when he died in 1945, his mother sent Lassen a small notebook which described the meeting with the Roger B. Taney. From these notes, Lt. Lassen compared the reports on the incident and forwarded his version to Zubrod. Lassen wrote:

"We submerged with alarm, however could not get to shooting under water because the distance was too great. Therefore, we kept touch surfaced for six hours which was very difficult because of the glimmering air. Only at night we managed to come close and find out the shooting data. The Roger B. Taney was well to recognize, because we can detect every bigger ship as a silhouette on the horizon with our little eyesheight (9m), while the big ships have to look down to the water without being able to see the boats as a silhouette on the horizon, which was our strength (before radar)! We also made always sure that no wash could be seen. If your men did hear our diesels or even smelled them, then we must have been very close, for I knew already from my experiences as officer on duty on U29 that you could not see us!

"At midnight the moment had come; we shot a torpedo, which inexplicably went wrong. It has been track sighted by your watch at the bow of the Taney. From hindsight today we have miscalculated your speed because my officer on duty writes: enemy speed 14 sm/h while you write that it took efforts to get your engines to 13 sm/h. Therefore missed the mark. In such case I used to have the shooting data found out again without haste,

so we had a direct hit in your mid at 0:30 a.m. Your following shooting with tracer bullets, however, forced us "to the basement", i.e. to submerge.

"Therefore, only at 2:00 a.m. we could manage a parry shot at surface which went unexplained dud shell. Only by 3:00 a.m. the 4th try sank the Roger B. Taney over stern port after a heavy explosion."

As fire spread across the decks from the first hit, Donald Zubrod and other surviving crewmen on the Taney scrambled into lifeboats. Twenty-nine men were packed into one lifeboat just over 20 feet long, with minimal food and water. They spent 42 days at sea, sailing more than 2,500 miles before being picked up off the coast of Brazil. It remains one of the longest open-boat voyages in history. The 6 foot 2 inch Zubrod, who weighed 140 pounds the day the torpedo hit, was down to just 85 pounds when they were rescued.

Lt. Lassen wrote, in his 1985 letter to Donald Zubrod, that they may have met:

"Later I inquired at a lifeboat the name of your ship, that must have been our first encounter.

"My dear Mr. Donald E. Zubrod, although it was common for a submarine in those days, 42 years ago, that one had to leave castaways to their fate, I have been deeply moved that it took you 42 days to reach the coast of South America."

*Information submitted by
George Salovich, National Treasurer
and AMMV Big Sky Montana /
Golden Gate chapters.*

FINALLY, THE MESSAGE!!

(Reprinted from an Edwin J. O'Hara Chapter newsletter.)

It was the message that every radio operator on every ship had been waiting for. The war in Europe was over! The message came from Admiral Emory S. Land, architect of the U.S. Merchant Marine's WWII triumph. His shipbuilding and training programs and his overall superb management of the merchant fleet had achieved a miracle unlike any maritime success in history.

Below is the reproduction and translation of the message received aboard the liberty ship "S.S. David B. Johnson" on May 8, 1945 in the port of Economia, Russia, courtesy of CDR George J. Kost, USN (Ret), who was Commanding Officer of the Navy Armed Guard unit aboard the Johnson.

Received from: BAMS

DATE: MAY 8, 1945

By: WM. VIENT

TIME: 2230

FROM ADMIRALTY:

GERMANY HAS SURRENDERED UNCONDITIONALLY STOP CEASE FIRE HAS BEEN ORDERED FROM 2201 GMT EIGHT MAY REPEAT 2201 GMT EIGHTH MAY STOP PENDING FURTHER ORDERS ALL EXISTING INSTRUCTIONS REGARDING THE DEFENSE STOP SECURITY AND CONTROL OF MERCHANT SHIPPING ARE TO REMAIN IN FORCE STOP MERCHANT SHIPS AT SEA WHETHER IN CONVOY OR SAILING INDEPENDENTLY ARE TO CONTINUE THEIR VOYAGES AS PREVIOUSLY ORDERED STOP

081331

FROM CONNAV WASHINGTON: (SAME AS ABOVE)

FROM ADMIRALTY:

THE GERMAN HIGH COMMAND HAS BEEN DIRECTED TO GIVE THE FOLLOWING SURRENDER ORDERS TO U-BOATS STOP (A) TO REMAIN ON THE SURFACE FLYING A LARGE BLACK OR BLUE FLAG BY DAY AND BURNING NAVIGATION LIGHTS BY NIGHT STOP (B) TO MAKE FOR SPECIFIED PORTS UNDER ALLIED CONTROL STOP (C) TO REPORT THEIR POSITION IN PLAIN LANGUAGE ON 500 KCS EVERY EIGHT HOURS STOP U-BOATS APPARENTLY COMPLYING WITH THESE INSTRUCTIONS ARE NOT TO BE ATTACKED BUT SHOULD BE GIVEN A WIDE BERTH STOP WT REPORTS OF SUCH SIGHTINGS ARE TO BE MADE IN PLAIN LANGUAGE IN THE FOLLOWING FORM (A) NUMBER OF U-BOATS (B) POSITION (C) ESTIMATED COURSE (D) ESTIMATED SPEED STOP IF HOWEVER U-BOATS COMMIT A HOSTILE ACT OR OTHERWISE DISREGARD THESE ORDERS REPORTS ARE TO BE MADE BY NORMAL DISTRESS PROCEDURE AND ALL APPROPRIATE DEFENCE (sic) MEASURES TAKEN STOP

081100

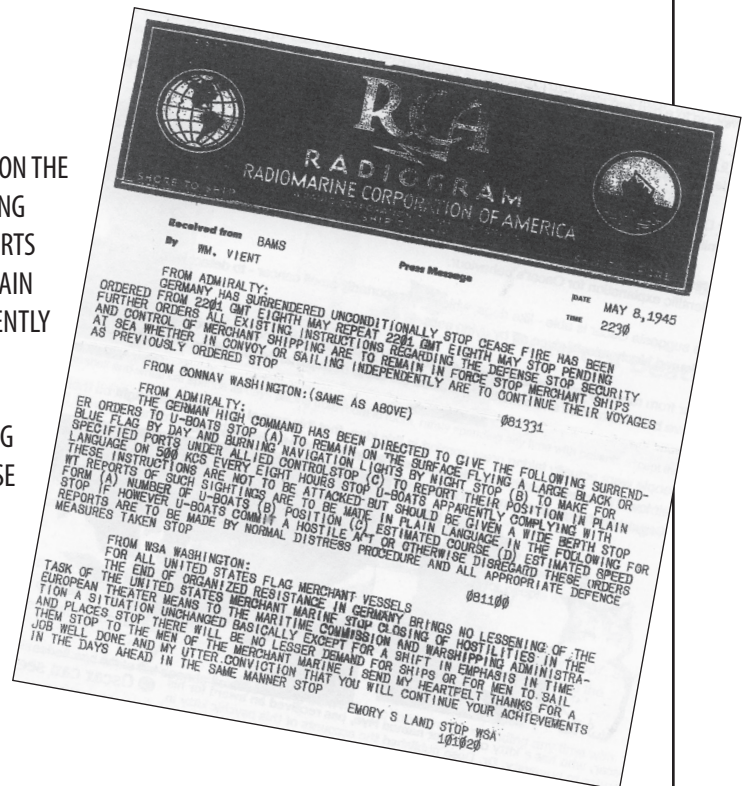
FROM WSA WASHINGTON:

FOR ALL UNITED STATES FLAG MERCHANT VESSELS

THE END OF ORGANIZED RESISTANCE IN GERMANY BRINGS NO LESSENING OF THE TASK OF THE UNITED STATES MERCHANT MARINE STOP CLOSING OF HOSTILITIES IN THE EUROPEAN THEATER MEANS TO THE MARITIME COMMISSION AND WARSHIPPING ADMINISTRATION A SITUATION UNCHANGED BASICALLY EXCEPT FOR A SHIFT IN EMPHASIS IN TIME AND PLACES STOP THERE WILL BE NO LESSER DEMAND FOR SHIPS OR FOR MEN TO SAIL THEM STOP TO THE MEN OF THE MERCHANT MARINE I SEND MY HEARTFELT THANKS FOR A JOB WELL DONE AND MY UTTER CONVICTION THAT YOU WILL CONTINUE YOUR ACHIEVEMENTS IN THE DAYS AHEAD IN THE SAME MANNER STOP

EMORY S LAND STOP WSA

101020



Save Your Legacy!

The majority of students today are unfamiliar with the Merchant Marine. They need to learn how your service and heroism helped win World War II. The Institute on World War II and the Human Experience at Florida State University has the mission and opportunity to educate them.

The Institute, as part of the Department of History, is one of the largest non-federally funded repositories on the World War II era. We have over 6,500 individual, family and unit collections of first-hand accounts. They are about the daily lives of men and women who participated in the war efforts. Our collections cover people in all military branches as well as people in the Red Cross, USO, Merchant Marine, and civilians who were on the Home Front or overseas. Currently, we have about 120 collections on Merchant Mariners.

The Institute needs your help so we can preserve your history for students and other researchers. One way to help is, to fill out the Merchant Mariner History Form about your experiences. Originally, this form was published in the Spring 2011 issue of AMMV News magazine on pages 28 - 29. It can also be downloaded from our website at <http://ww2.fsu.edu/The-Merchant-Marine>. See the link on the right side of the web page.

Of the 120 collections on Merchant Mariners only 70 have submitted the form. We greatly appreciate the seventy sent in. Seventy is only two percent of the 3,000 members in the American Merchant Marine Veterans organization. Won't you help us increase this number?

In 1943, President Roosevelt stated, "the men of our American Merchant Marine have pushed through despite the perils of the submarine, the dive bomber and the surface raider. They have returned voluntarily to their jobs at sea again and again, because they realized the life-lines to our battle fronts would be broken if they did not carry out their vital part in this global war. . . In their hands, our vital supply lines are expanding. Their skill and determination will keep open the highway to victory and unconditional surrender."

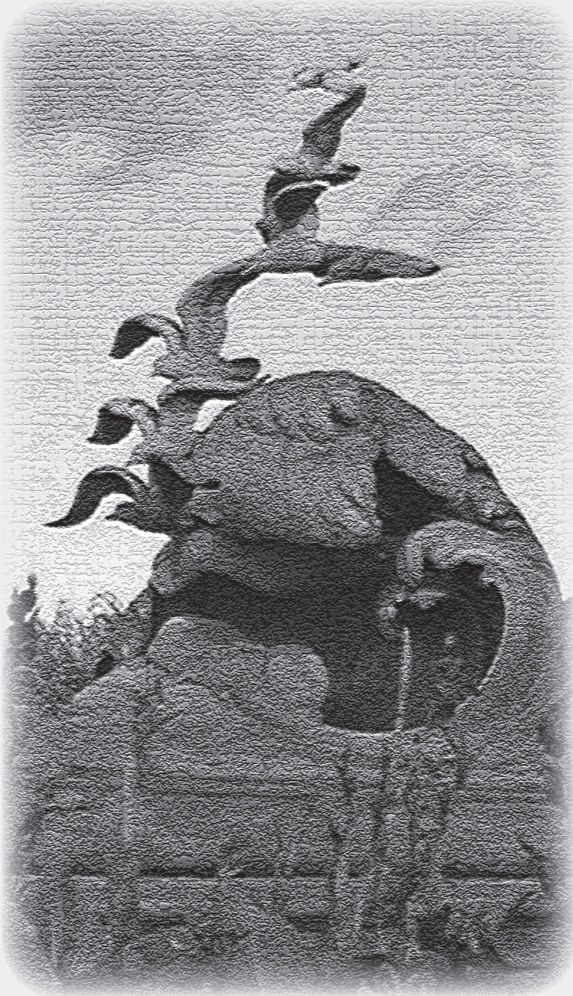
In 2001, producers for the History Channel used our collections extensively for a seventeen part series, "The Color of War." Students and researchers from around the nation use our collections. Personally, I have many opportunities of getting people interested in the Merchant Seamen. In addition to having created a display on Merchant Mariners in our research room, I assist students in finding topics for research papers. Also, I do public speaking for the Institute and always include a section on the Merchant Mariners from our collections.

Help us preserve your personal history and have the largest collection about Merchant Mariners in the nation. Students need to learn about your service. Please, fill out the form, and send any memorabilia (letters, photographs, diaries, certificates, etc.) or a memoir about your service. Send it to the Institute at the address below. Don't let your history be forgotten.

You can write or e-mail me with questions or the form at:

Anne Marsh
Institute on World War II and the Human Experience
Florida State University
401 Bellamy Bldg.
113 Collegiate Loop
Tallahassee, FL 32306-2200
E-mail: amarsh@fsu.edu

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.*

DOYLE E. ABBOTT
STANLEY O. ANDERSEN
JOHN G. BOES
ALRED B. BORGEN
ERNEST BOSSOM
BRYAN BRASINGTON
JULES L. BURG
PETER J. COMO
WALTER J. CONNERS
JOHN CONNERY
GLENN COUNCILMAN
ARNOLD C. CROSS
MEL CURTIS
JAMES H. DONOVAN
WILLIAM FULLGRAF
E. PAULINE GALLAGHER
CLEMENT GALLIGAN
DAVID L. GEYER
ROBERT J. GOODMAN
H. E. "SKIP" GRAHAM
GLORIA C. GREENBERG
JACK S. HARDY
RICHARD N.
HARRINGTON
AMIL S. HAYS
GEORGE W. HEISER
OSSIE HELGERSON
ROY E. KING
ROBERT W. KLEIER

SYLVESTER KULIGOWSKI
LEONARD MARTIN
JOHN J. McCOLOUGH
LEO McHUGH
CAPT. ROBERT McKEE
ROBERT MESSENGER
CAPT. AXEL S. MUNCH
THOMAS P. O'CONNOR
"TUGBOAT" BILL OLIVERI
CHESTER PEREZ
JAMES PETERSON
FRANK H. PINKERTON
WORDAL AGUSTUS
RANKINE
GEORGE A. REID
CAPT. CHARLES A.
REINHEIMER
GEORGE SCHLINK
HERMAN SHAPIRO
RAJENDRA SHIVAPIRYAN
RUDOLPH SUCICK
FRED K. TEETER
CHARLES J. THOMPSON
LEO TUDOR
GEORGE I. TWINING
WALTER VESTNYS
CAPT. GEORGE VIOLANTE
JOE W. WILLIAMS

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.

AN INTERESTING COLLECTION

As a long-time collector of nautical "artifacts", Bill Meagher of the AMMV Humboldt Bay Chapter recently scored a great hit. Following through on a friendly lead, he purchased over 100 antique ships lanterns and a few other items from a "local" source in Northern California, who had been collecting them for years. Bill's previous collection includes many other larger



Globe Lanterns



Anchor lantern and port lamp

beacon lights, ships lights and a WWI signal light.

In order to take delivery of these latest acquisitions, Bill and his crew ventured into a wilderness area of Humboldt County to a small cabin where the lamps were piled on the floor under tarps. The only access to



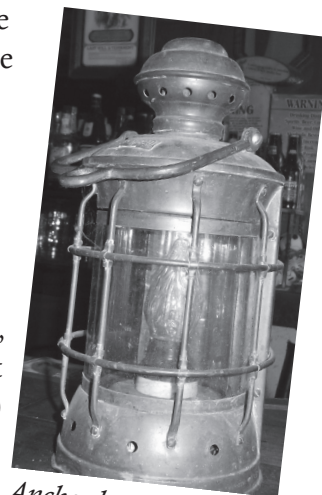
the site was across a foot-bridge which crossed a stream. The bridge was constructed of metal pipes with loose 2x4s as the base and no side rails. There was some suggestion that Bill, and his trusty cane, should maybe wait "on the outside" but as a career Merchant Mariner Bill felt he was up to the challenge and didn't want to miss out on the action. The helpers returned to the waiting trucks with the collection via climbing down the bank of the stream and fording it holding the lamps above their heads. They felt there wasn't any way that they could safely, theirs and the

lanterns, cross the bridge again. Bill chose the foot-bridge, however, to return to the trucks.

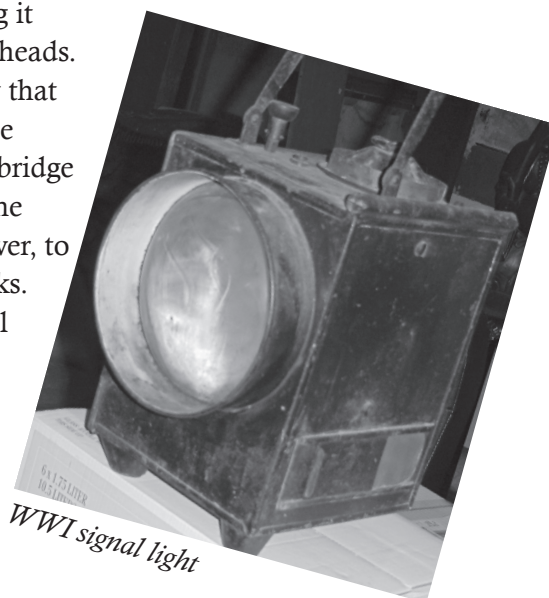
Only a partial display of the lanterns was available for viewing but the variety of the lanterns was fascinating. These items all date back to pre-WWII. Classification and

ageing of the various types is pending. Bill pointed out that the anchor lights sometimes had ship identification number and nationality plates welded on to them which were required for port entry. The port and starboard lights are distinguishable for their red and green. And it is believed that stern lights are included in the collection.

If you have any identification information regarding these lanterns, please contact Sindy at (707) 786-4554 or email her at saaren@frontiernet.net and she'll forward the information to Bill.



Anchor lantern with identification label



WWI signal light

AMMV

Profit & Loss

July through September 2011

Ordinary Income/Expense

Income

402 · CONTRIBUTIONS	370.00
405 · MISSION SUPPORT FUND	1,470.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	220.00
AKG · ALASKA GREATLANDS	60.00
BEE · BEEHIVE MARINERS	260.00
BMC · BUCKEYE MARINERS	220.00
CAC · CACTUS MARINERS	240.00
CAS · CASCADE MARINERS	400.00
CEC · CENTRAL CALIFORNIA	760.00
CHC · CHINA COASTERS	1,200.00
CIC · CENTRAL INDIANA	220.00
CVN · CONN VLY - NORTHERN MARINERS	340.00
CWM · CARL W. MINOR - CENT. CA. COAST	340.00
DAR · DENNIS ROLAND	2,380.00
DES · DESERT MARINERS	940.00
EMS · EMERALD SEAS	240.00
EOM · EASTERN OKLAHOMA MARINERS	360.00
GLD · GOLDEN GATE	1,360.00
GUL · GULFSTREAM	1,420.00
HIR · HIGH ROLLERS	460.00
HSM · HIGH SEAS MARINERS	400.00
HUD · HUDSON VALLEY	620.00
HUM · HUMBOLDT BAY	260.00
JOB · JEREMIAH O'BRIEN	20.00
JTS · JOHN T. SCHMIDT/PALMETTO	500.00
KEY · KEYSTONE MARINERS	240.00
KPC · KINGS POINT	460.00
LON · LONE STAR	360.00
MAC · ROBERT J. MAC ALVANA	800.00
MAL · MEMBERS AT LARGE	9,315.00
MAM · MID AMER. ANCIENT MARINERS	620.00
MCO · MID-COLUMBIA	1,040.00
MGC · MISSISSIPPI GULF COAST	40.00
MON · MON VALLEY	500.00
MOV · MISSOURI VALLEY	700.00
MPA · MARINERS OF PENNSYLVANIA	480.00
MWE · MID WEST	60.00
NBM · NORTH BAY MARINERS	560.00
NEN · NEW ENGLAND	960.00
NOA · NORTH ATLANTIC	620.00
OCA · OCALA CHAPTER	240.00
OJE · OTTO J. ERNST	280.00
ORE · OREGON	600.00
ORS · OREGON SOUTHERN	680.00
ORV · OSWEGO RIVER VALLEY	120.00
PEC · PECONIC BAY	580.00
PUG · PUGET SOUND	552.00
RKO · RUDY KOZAK	520.00
ROG · ROGUE VALLEY	360.00
SAC · SACRAMENTO VALLEY	1,240.00
SAR · SARASOTA-MANATEE	900.00
SDE · SAN DIEGO SILVERGATE	260.00
SJR · ST. JOHNS RIVER	760.00
SSM · SMALL SHIP MARINERS	180.00
STH · SS STEPHEN HOPKINS	1,060.00
STI · STATEN ISLAND	260.00
SUQ · SUSQUEHANNA VALLEY	820.00
SVM · SILICON VALLEY MARINERS	480.00
SWF · SOUTHWEST FLORIDA	380.00
SWP · SOUTHWESTERN PA	100.00
THR · THREE RIVERS	1,220.00
TRC · TREASURE COAST	120.00

TRI · TRI STATE	460.00
VUL · VULCAN CHAPTER	400.00
Total 410 · CHAPTER DUES	42,547.00

Total Income 44,387.00

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	3.00
503 · EQUIP RENTAL	150.00
507 · TELEPHONE	699.98
508 · RENT/OCCUPANCY	900.00
509 · UTILITIES	300.00

Total 500 · FIXED EXPENSE 2,052.98

530 · NEWS LETTER	
533 · POSTAGE	1,876.62
536 · PRINTING	5,845.00
539 · EDITORIAL FEE	200.00

Total 530 · NEWS LETTER 7,921.62

550 · PERSONNEL	
551 · ADMINISTRATOR	4,350.00

Total 550 · PERSONNEL 4,350.00

560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	314.92
565 · POSTAGE	815.35
566 · PRINTING	449.46

Total 560 · OPERATING EXPENSES 1,579.73

Total Expense 15,904.33

Net Ordinary Income 28,482.67

Net Income 28,482.67

Fellow Mariners:

Would the Treasurer of each Chapter please carefully check the amounts that I show as having been received from you in the third 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

THE TEXAS CITY DISASTER

THE DEADLIEST INDUSTRIAL ACCIDENT IN U.S. HISTORY

For several years following World War II, the United States worked diligently to help the Cold War rebuilding of Europe. And in the process, the deadliest industrial accident in U. S. history happened in Port of Texas City, TX, near Galveston, on April 16, 1947.

It began with a mid-morning fire on board the French-registered vessel SS Grandcamp which was docked. The fire detonated approximately 2,300 tons of ammonium nitrate and the resulting chain reaction of fires and explosions killed at least 581 people.

The Grandcamp was a recently re-activated Liberty ship, originally christened the SS Benjamin R. Curtis in 1942; the ship served in the Pacific theater and was mothballed after WWII. In the Cold War, she was assigned to the French Line to assist in the rebuilding of Europe. Along with ammonium nitrate—a very common cargo on the high seas—she was carrying small arms ammunition, machinery, and bales of sisal twine on the deck. Another ship in the harbor, the SS High Flyer, was docked about 600 feet away from the SS Grandcamp. The High Flyer contained an additional 961 tons of ammonium nitrate and 1,800 tons of sulfur. The cargo in the two ships, and in an adjacent warehouse, was fertilizer on its way to farmers in Europe. The Grandcamp had arrived from Houston, Texas, where the port authority did not permit loading of ammonium nitrate.

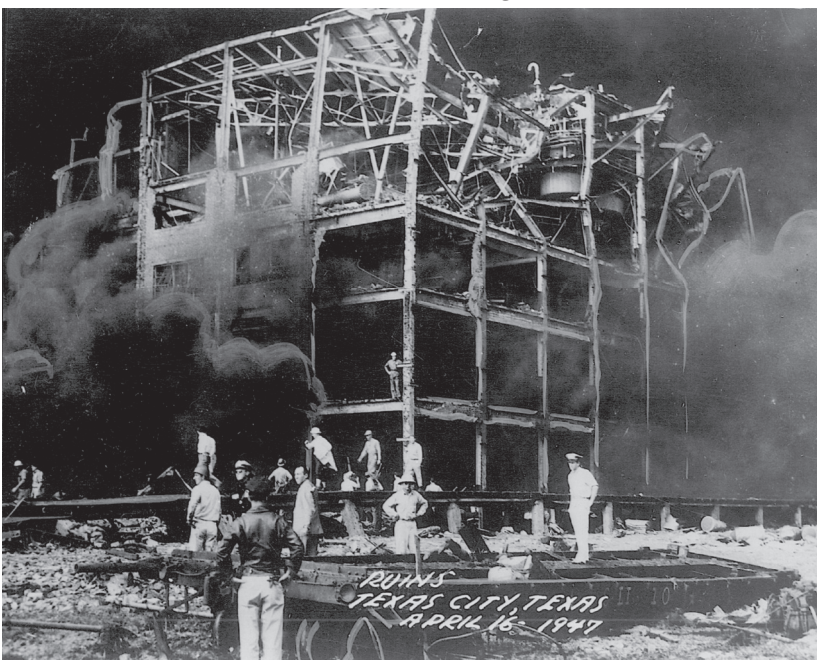
Around 8:00 AM, smoke was spotted in the cargo hold of the Grandcamp while it was still moored at its dock. Attempts at control failed as a red glow returned after each effort.

Shortly before 8:10 AM, the Captain ordered his men to steam the hold, a firefighting method where steam is piped in to put out fires in the hope of preserving the cargo. Meanwhile, the fire had attracted a crowd of spectators along the shoreline, who believed they were a safe distance away. Spectators noted that the water around the ship was already boiling from the heat, and the water touching the hull of the ship was vaporized into steam. The cargo hold and deck began to bulge as the forces increased inside.

At 8:12 AM, the ammonium nitrate reached an explosive threshold and the vessel exploded, causing great destruction and damage throughout the port. The tremendous blast sent a 15-foot tidal wave that was detectable over nearly 100 miles off the Texas shoreline. The force of the wave thrust a large steel barge ashore and carried dead and injured persons back into the turning basin as it receded. The blast leveled nearly 1,000

buildings on land. The Grandcamp explosion destroyed the Monsanto Chemical Company plant and resulted in ignition of refineries and chemical tanks on the waterfront. Falling bales of burning twine added to the damage while the Grandcamp's anchor was hurled across the city. Ten miles away, people in Galveston were forced to their knees; windows were shattered in Houston, 40 miles away.

The explosion blew almost 6,350 tons of the ship's steel into the air, some at supersonic speed. Official casualty estimates came to a total of 567, including all the crewmen that remained onboard the Grandcamp, but many victims were burned to ashes or literally blown to bits, and the official total is believed to be an underestimate. The entire volunteer fire department of Texas City was killed in the initial explosion on the





docks while fighting the shipboard fire, and with the fires raging, first responders from other areas were initially unable to reach the site of the disaster.

Disaster response of volunteers was immediate. Former Merchant Mariner Frank "Bud" Schmiedel, of the AMMV Sacramento Valley Chapter, was a Coast Guard seaman first class on April 16th, 1947 and was returning to his Galveston Coast Guard station on a bus from Houston around 0800 when he saw the smoke over Texas City. He writes, fifty years later, about his experience:

"After I returned to the station, we received orders to prepare the fire boat, a tugboat, to help put out a dock fire at Texas City. The boatswain's mate came aboard and prepared our high pressure hoses and warmed up the engines to prepare for whatever might arise.

While we were proceeding up-channel, there was a tremendous explosion and a huge cloud arose in front of us. We were not prepared for the devastation. Fires were everywhere. Balls of string and rolls of toilet paper were strung out over wires. Metal debris was everywhere. What appeared to be straw had penetrated window glasses and steel girders. The girders looked like that had been shot with buckshot, they were so filled with holes.

We were told to stand by and help where needed. Bodies were strewn all over. Another seaman and I carried a stretcher ashore and went to work, as best we could.

A barge was blown ashore. Beyond it was a hole full of dirty, oily water. I saw a head near the surface of the pool, stepped into the water and pulled on it expecting a body. But there was only a head.

There was a black man in a handsome blue pin-stripe suit. He said, "Please, can I help?" George was

off somewhere else, so I said, "Sure!". He removed his double-breasted coat and tie and threw them on the ground. He took the back end of the stretcher, and for hours, we carried children from that awful hole, all of them black. The explosion had happened on payday and I learned later that it was not unusual for non-workers and their families to come past the gates. That explained the unusual number of children there.

Later some ladies brought donuts and coffee. They were like angels from above. We were tired and hungry, bruised and in shock from the destruction and death we had been working with. A commercial tug was standing by, waiting for the order to pull out a second ship into the roads. At about 2100 hours we were advised to shove off for the base. We were nearly there when a terrific light and explosion occurred. The High Flyer had exploded. The order to move her had not come in time.

After seeing and handling so many bodies, guts, heads, arms, and legs, after so much blood on my hands and clothes, so much grease and oil and dirt, so many bruises and cuts, I became numb to it all. To survive, I had to quit feeling and just do the job I was there to do."

The first explosion ignited ammonium nitrate cargo in the nearby High Flyer. The crews spent hours attempting to cut the High Flyer free from its anchor and other obstacles, but without success. After smoke had been pouring out of its hold for over five hours, and about 15 hours after the explosions aboard the Grandcamp,

the High Flyer blew up demolishing another nearby ship and adding to the devastation. It exploded in a blast that was thought even more powerful than that of the Grandcamp. Casualties were light because rescue personnel had evacuated the dock area but in something resembling a fireworks display, incandescent chunks of steel which had been the ship arched high into the night sky and fell over

a wide radius, starting numerous fires. One of the High Flyer's propellers was found almost a mile inland. The propeller was cracked in several places, and one of the blades had a large piece missing from it, a mute testament to the destruction that took place that April 16th, 1947 in Texas City, Texas.

"I will always carry with me the vividness of scenes from that first day, like snapshots in my mind, and the memories of the heart-wrenching dedication of the many people from all walks of life who joined together to patch up what they could of the disaster."



WHEN YOU CAN'T CALL 911

Transfer of Sick Men at Sea

Subtitled: A Professional Discussion of an Emergency Measure Which Some Day May Become Common Practice for Ships and Personnel at Sea.

by Commander W. C. Capron, U. S. Coast Guard Headquarters

*Reprinted from a U.S. Coast Guard magazine dated 1941,
submitted by Guy Towers, St. George Reef Lighthouse Preservation Society.*

The Convoy System as developed in the present war has conferred upon the escort vessels duties of a much broader scope than the actual escort of convoy. The passing of official mail, assistance in breakdowns, and medical care and advice in cases of sickness are some of these duties. One of the most important has been the rendering of medical aid to the seamen on board merchant vessels. The morale of merchant seamen has considerably improved with the knowledge that they may expect medical treatment in emergencies. For years merchant seamen have had a horror of being stricken while hundreds of miles from a doctor.

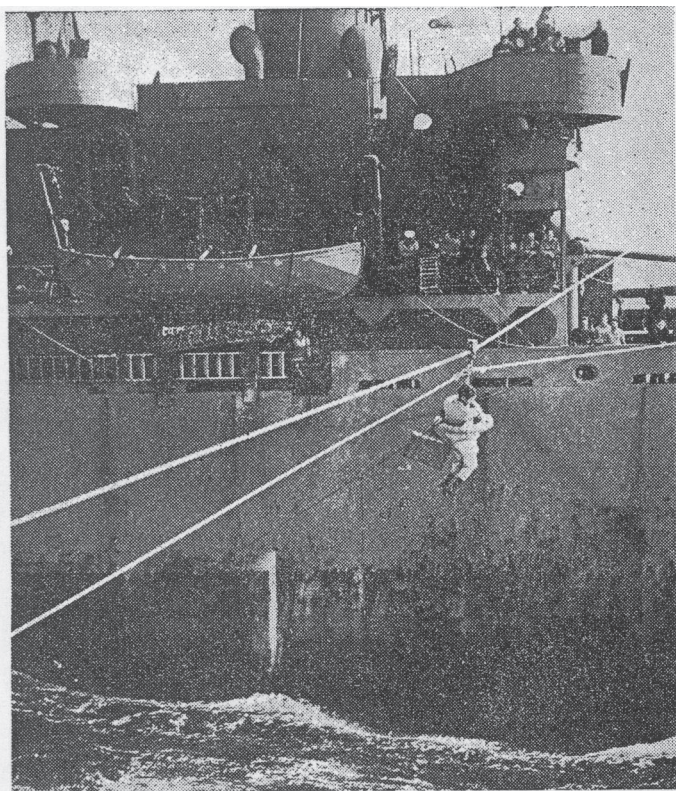
NEW METHOD NEEDED

Obviously, the standard method of slowing down

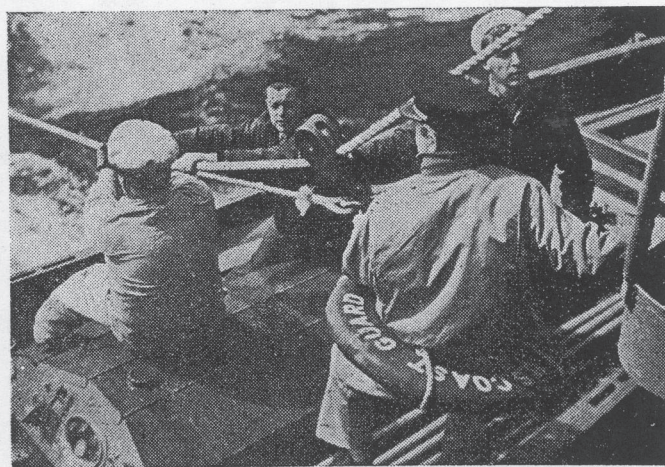
and putting a boat over the side was impractical if not impossible in dangerous waters. Everyone knows that the straggler is "duck soup" for the lurking sub. Some method had to be devised which did not require the vessels concerned to leave the protection of the screen. Military convoys had previously successfully used the "breeches buoy" method so it was adapted to trade convoys. Various ships used varying methods. Most Navy vessels, not being equipped with the standard Coast Guard breeches buoy, "improvised", in some cases using a boatswain's chair.

As Commanding Officer of one of the 327-foot cutters, I was called upon to perform this maneuver several times in the course of a single crossing. The first time that we took a man off in this manner, all hands were exceedingly tense. The operation requires a high degree of teamwork between the bridge and the men working on deck. The mental strain of keeping two vessels, while underway, at a constant distance of fifty to seventy-five feet apart was considerable. Everyone gives a sigh of relief when the operation is completed.

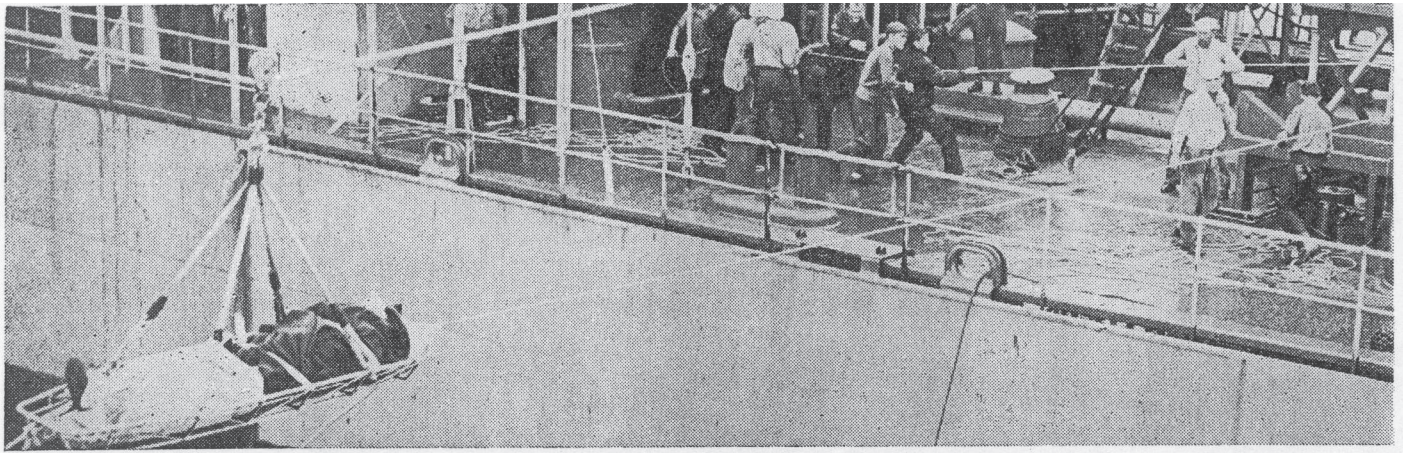
After some practice we found that our average time for removing a sick man via the breeches buoy, from the time the gunner's mate fired the line-throwing gun until all lines were back on board, was about ten minutes.



IN THE MID-ATLANTIC a merchant seaman was stricken with appendicitis. Radio contact was made with a Coast Guard combat cutter. Rough seas prevented use of small boats but the patient was transferred to the cutter by breeches buoy. There he was treated and taken to port where an operation was performed.



THIS BREECHES BUOY transfer has just been completed, in the elapsed time of eight minutes, another triumph over hazardous seas.



STRETCHER CASES present more than the ordinary difficulties of transfer at sea. Care must be taken to preserve the balance of the stretcher-ridden patient. The above photo depicts an actual transfer at sea.

In the fastest instance, the time was six minutes and a half. Neither vessel changed course or slowed from convoy speed. In cases where the patient had broken bones, or was unconscious, a stretcher was substituted for the breeches buoy. This lengthened the average time to about twenty minutes. The breeches buoy can be used in weather when lowering a boat is hazardous or impossible.

We used a standard dispatch which was transmitted visually to the merchant vessel as we approached:

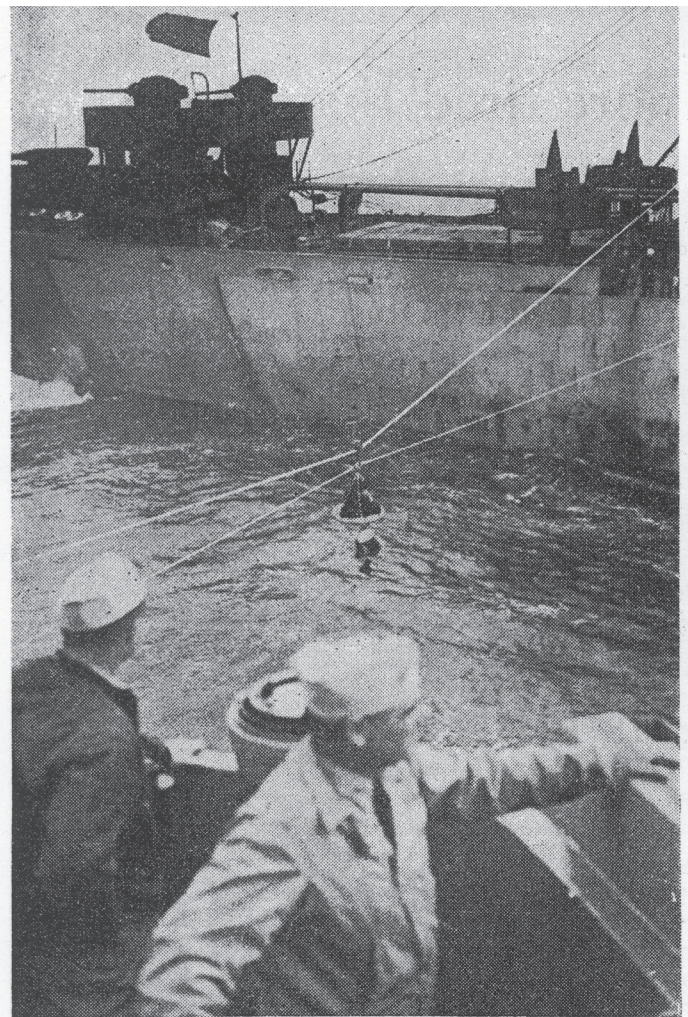
"Will remove your sick man by breeches buoy. Using shot line which we fire, haul light line and hawser aboard. Make hawser fast high up so that it will not chafe. Use light line to haul breeches buoy back and forth. Send man's clothes on second trip. Make convoy course and speed. Please steer carefully. Advise when you are ready."

This dispatch was generally sufficient to give the master all the information he needed. While this was being transmitted, the escort was getting into position.

TAKING POSITION

The escort vessel takes position about a hundred yards on the lee beam of the merchant vessel. After synchronizing the speeds and courses, the escort vessel eases in to about seventy-five feet. A line is put aboard by the shoulder line-throwing gun. With this the whip (2" line) and hawser (4" line) are hauled aboard the merchant vessel. After the hawser is fast on the other vessel, it is passed through one snatch block well above the weather deck of the escort and another at the deck. About fifteen men man the end of the hawser, keeping a constant strain so the rope bridge between the ships is always taut. The breeches buoy is hauled back and forth transferring the patient and his equipment. When using a stretcher, additional steadying lines must be used.

What formerly was a very hazardous operation became a routine maneuver in escort of convoy operations.



THIS PHOTO gives an idea of the yawning abyss of water which looms to challenge the courage of a person riding a breeches buoy from one vessel to another. In this specific instance a doctor has volunteered to be transferred by breeches buoy to a merchant vessel in order to minister to the needs of a stricken mariner.

THE UNKNOWN STORY OF

On September 11, 2001, as hundreds of thousands fled south from the burning towers of the World Trade Center, they quickly discovered something we often forget: that Manhattan is an island.

As officials closed the bridges, tunnels and commuter lines linking Manhattan to the rest of the world, people were trapped.

New Yorkers don't really think of Manhattan as an island since everything from the basics to beyond your wildest imagination is so accessible — not typically a feature associated with island life. But on September 11, 2001, those trapped below the World Trade Center site who

could not escape without swimming or being rescued by a boat were acutely reminded of that fact.

Immediately after the first attack, the captains and crews of a large number of tugboats, ferries, fishing boats, Coast Guard cutters and other vessels steamed into the attack zone not only to assist in the evacuation of over 300,000 people in an 8-hour period but to provide supplies and water, which became urgently needed after the Towers' collapse severed downtown water mains.

The size of the dust and debris cloud following the collapse of the Twin Towers was such that it necessitated that many of these trips were navigated by radar alone. And as many as 2,000 people injured in

the attacks were evacuated by water.

The captains and crews of the fleet of boats who rescued so many on 9/11 came together with no idea what they would be getting into and no idea whether Manhattan would



be attacked again let alone their very own boats. All they knew were that desperate people were in need of help and they couldn't turn their backs on them, even if that meant putting their own lives at risk.

James Parese, the captain of the Staten Island Ferry, assumed he might be next. "We were a big orange target in the middle of that harbor." And he added: "I've never seen so many tug boats all at once."

Vincent Ardoline, captain of

the Amerback V, was at home in Brooklyn, watching the burning buildings on TV. He said, "I gotta go do something," kissed his wife goodbye, and dashed to his charter boat. These men, and hundreds like

them, pushed their boats into the harbor, and filled them over and over with dazed passengers. "If it floated, and it could get there, it got there," engineer of the Mary Gellatly Robin Jones recalls, adding, "I worked on the water for 28 years, I've never seen that many boats come together at one time that fast. One radio call and they just all came together."

It was the ethic code of the seas that made the boat rescues such a success. If a boat needed refueling, another one would pull up alongside it and give it 10,000 gallons of fuel with no questions asked or no one asking for payment. If a woman in a wheelchair needed to be lifted over the fence on the water's edge to get into one of the boats, there were more than enough hands to help lift her. If people were stranded on a ledge by the water, they would get picked up by a boat. No one was left behind.



This "Boatlift" of people evacuated by water from lower Manhattan was the largest unplanned water evacuation in the history of the United States, greater than the one at Dunkirk during World War II. Yet somehow a story

OF THE 9/11 BOATLIFTERS

of such large scale became lost in all the rubble. But a new 10-minute documentary called Boatlift, an Untold Tale of 9/11 Resilience, narrated by Tom Hanks, captures the boat evacuations that happened on 9/11. The film is part of four new short documentaries on the Twin Towers disaster that were created for the 9/11 Tenth Anniversary Summit in Washington, D.C.

Boatlift can be found on the Web at www.youtube.com/watch?v=MDOrzF7B2Kg. One reviewer of this documentary says: One of the arresting images in the film was of a massive throng of people pressed up against and even hanging over the rails along the water waving their hands, hoping someone would come to their rescue. They were at land's end in downtown Manhattan, no easy place to conduct any sort of boat rescue since there aren't many docking places or spots to put a boat ramp.

It was a day that lots of local, ordinary people become heroes. It was a day that was supposed to tear America apart, but instead brought Americans together. It was a day that brought out the best in many people.

Another documentary has been released by the U.S. Department

of Transportation's Maritime Administration. It is Rescue at Water's Edge; the U. S. Merchant Marine response to 9/11, which includes interviews with vessel operators, emergency responders

and passengers. It can be found on the Web at: www.youtube.com/watch?v=yc66PsnXPoA.

In part it reports: "The story of merchant mariners coming to the aid of those in need on September 11, 2001 is an inspiring one," says US Transportation Secretary Ray LaHood. "On that terrible day, our nation's seafarers, with courage and



selflessness, transported hundreds of thousands of people out of harm's way to safety."

"The men and women of the New York and New Jersey merchant maritime community provided a



beacon of light on one of the darkest days in our country's history. They were among the heroes running toward danger and exemplify what it means to be a US merchant mariner," says US Maritime

Administrator David Matsuda.

Dave Heindel, ITF seafarers' section chair and secretary-treasurer of the SIU (Seafarers International Union), whose members, along with those of the MEBA and ILA, were involved throughout the 9/11 relief and evacuation effort, comments: "This is the recognition that these men and women deserve,

and it's great that it's been made public. Once again US mariners were quick to answer their nation's call when and where needed. I hope that this message from the Department of Transportation will be widely and deservedly reported."

As we remember the horrific events of 10 years ago, each of us looks back through a different lens. Many of us lost loved ones, neighbors and friends. Others

merely watched the events on TV, but felt the sense of loss just the same. We were angry, saddened, hurt. Many were overcome with emotion. Ten years later, these emotions linger and the wounds are deep.

But, perhaps, in taking time to remember the efforts of the maritime industry and workboats on 9/11, we should focus on the positive emotions that arise from knowing that Americans banded together in that time of

great need, and that each, who could do his or her part, reached out and helped in any way they could. And one has to wonder: why was this story, lost in all the rubble at the time, not told before now?

DOWN AT "THE PASS"

Having been appointed, passed the Naval Reserve physical and been sworn in as Cadet Midshipman at Kings Point Maritime Academy, we were ordered to report to the District Headquarters in New Orleans to form Deck and Engine sections of 30+ for each. One of the many details of our orders was to get a military haircut and a certain type of shoes. We identified each other by our short haircuts and the toes of our shoes as we walked about during the ritual of becoming a USMMA C/M 4th Class.

It was a cool moonlit January night by the time the crowded L&N train came to the whistle stop at Henderson Point at Pass Christian, MS, the training base constructed, along with a base in San Mateo, CA., to toughen and winnow through basic and shipboard training the plebe overflow from Kings Point. It was a shock to be ushered into the Conway Hall gymnasium full of crowded bunks with guys in them watching a movie in their underwear and pajamas. As new arrivals, we were told that we had to wear leggings for three weeks and be addressed as "Boots" and wait on tables at mess.

Reveille was 5:45 a.m. to the yelling of the duty officer and master at arms, "hit the deck in here." To save time in those crowded conditions, most of us slept in our underwear and pulled our pajamas over us for the immediate double time run to the drill field for morning calisthenics conducted by a sadistic enlisted man. Only a downpour would cancel this exercise. After a rain we would do pushups with mud squeezing up between our fingers. Then it was scurry back to use the crowded toilet facilities and shave whether you had any beard or not. The toilet fixtures were installed in Conway Hall on a raised platform after the building was erected on a concrete slab. We would often have to sit on these fixtures and shave at the same time since we could see the mirrors over the heads of those shaving at the sinks in order to make the breakfast muster in the uniform of the day.

Instruction, military and physical training, Naval Science and gunnery, engineering, navigation, seamanship, lifeboat handling and more were thrust

upon us 17 and 18-year old boys in an intense four month program to prepare us for shipping out on any vessel in the U. S. Maritime Service. The training included jumping off the 40 ft. tower into a pool.

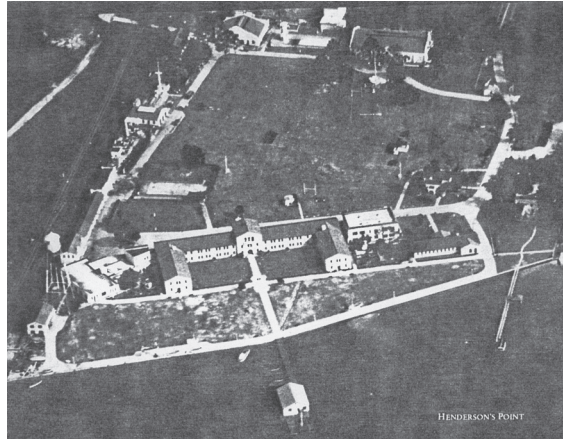
Much of the manual labor that went into various projects and campus improvements was supplied by the orders of the day under "Practical Work" assignment. This and "extra duty" hours dispensed by the officer holding the Mast hearings for any conduct, no matter how trivial or unintentional, not allowable by the book of "Rules & Regulations" was considered just a part of 4th Class training. This work ranged from "policing

the area" to breaking up rock on the beach areas to prevent erosion. As the Spring season approached, mosquitoes in swarms attacked us workers and any

military formation. Our Chief Gunners Mate on Instruction R&R duty said he was going to request combat duty on a carrier again to escape the mosquitoes. Despite the admonitions of the Cadet Officers, when the Battalion formed in company formation so many of us slapped the back of our necks in the unprotected area above our shirt collars it sounded like subdued semiautomatic gun fire.

In the meantime, the "winnowing" process was constantly decreasing the head count in every section. Most of this activity came from lifeboat training under the feared Lt. A. W. Groh where we all had to get a Lifeboatman's Certificate from the USCG. The Commander giving the test said that if we passed in Mr. Groh's training, we would certainly pass for the certificate and so we did. Later, after we had done our time, it was traditional for the shipping out sections to compose and sing a song at our last meal. The last lines of our composition went: "We love Mr. Groh, but no more will we row, for this is the 18th of May." We were given orders to report to a District Headquarters for assignment to a ship at a date that allowed us about two weeks delayed travel time to go home.

Submitted by H. Gerry Starnes – Member at Large



Pass Christian – 1945



After Hurricane Camille – 1969

Merchant Marine Stamps Get Warm Welcome

When the new forever Merchant Marine stamps were introduced on July 28, 2011, the U. S. Merchant Mariners were honored nationally. The USMMA at Kings Point opening day ceremony was attended by many including Harry Cohn of Roslyn, NY. Sacramento California's Postmaster feted the occasion attended by many Sacramento Valley Chapter members. And in Fresno, California, Central California Chapter members heard speaker Congressman Jim Costa declare:

"For centuries, the United States Merchant Marine has played a critical role in the protection of our country and the commercial maritime industry, a cornerstone of our economy. The brave men and women of the Merchant Marine have sacrificed greatly for the greater good, and many have tragically paid the ultimate price.

"The beautiful Merchant Marine forever stamps that the United States Postal Service is unveiling today are a fitting tribute to their service."

Also honoring the stamps is a large banner displayed by the American Maritime Congress in Washington, DC that hangs at the entrance to 444 North Capitol Street (Hall of States Building) right across from Union Station.

The stamps are a fitting tribute to your supreme efforts on behalf of the United States of America. Have you bought yours yet?



Cap't Lee A. Kincaid, American Maritime Congress



(l to r) Bill Fairfield, Sacramento Valley member, Phelps Hobart, Navy League, Ken Blue, CEO Sacramento Valley Chapter and Jeff Lelivich, Sacramento Postmaster.



(l to r) Bill Dietzel, publisher of "The Veterans Magazine". Eve Forrest, Fresno Postmaster and Rufus Hernandez, Central Calif. Chapter CEO



CHAPTER NEWS

Cascade Mariners Chapter

Merchant Marine Memorial Dedicated

Hundreds of people attended the special commemorative ceremony of MIA/POWs which included the dedication of a memorial honoring the World War II service of the Merchant Marine.

Ceremonies took place September 14th, on the grounds of the Veterans Administration Hospital in Vancouver, WA.. Bill Hughes, past president of the Cascade Mariners was a featured speaker and Flowers Express of Orchards donated a wreath to be placed on the memorial.

The memorial is being placed temporarily due to a landscaping project at the hospital. When finished, the memorial will sit on a concrete base which will be inscribed with the names of the Cascade and Oregon Chapters, the two sponsoring chapters.

The project is almost paid for but we are still needing your help. Please send your contribution to Cascade Mariners Memorial Fund, 1216 NW 138th Street, Vancouver, WA 98685.

Dennis A. Roland Chapter

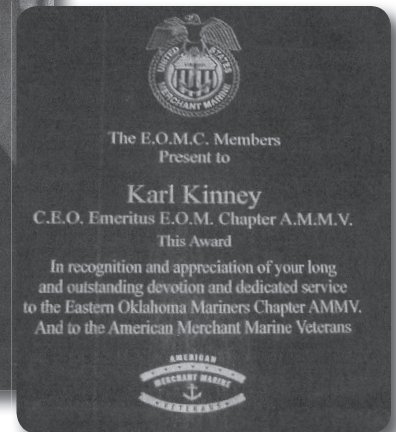
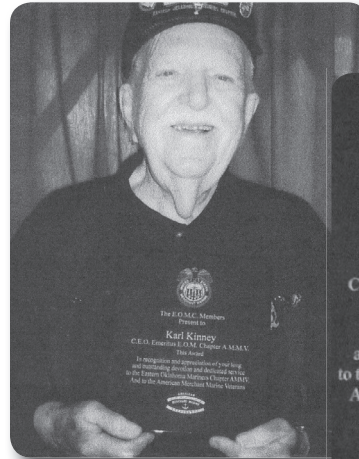
SEPTEMBER 10TH MEETING

The September 10th meeting was interesting with a large attendance and some involved members.



*Sitting l to r: Jack Strangfeld, Editor; Wilbur Stiles, Treasurer.
Standing l to r: Francis Dooley, past National President;
George Murphy, RVP – Mid Atlantic Region; George
Goldman, DAR President Emeritus.*

Eastern Oklahoma Mariners Chapter



Honoring Karl Kinney, Long Time President

A plaque was presented to outgoing CEO Karl Kinney by the members of the Eastern Oklahoma Mariners on the occasion of his retirement. Karl plans to stay an active member and served over ten years as the organizer of the chapter and CEO.

*Get ready for the Southeast
Regional Mini-Convention in
early 2012. See the next AMMV
NEWS Magazine for details.*

REPORT OF VALLEY FORGE REGION PENNSYLVANIA MEETING

Email dispatched on 7 August 2011 by RVP George Bathie to all Valley Forge Region Pennsylvania Chapters and contact persons requesting their "opinions, thoughts, and suggestions" concerning the holding of an abbreviated "one-day meeting" of the Valley Forge Region Pennsylvania on November 19, 2011 at the Best Western Bedford Inn, Bedford, PA.

Because of "lack of interest," the Valley Forge Region RVP will make no further attempt to set up arrangements for a November 2011 PA State meeting. "SINE DIE!!!"

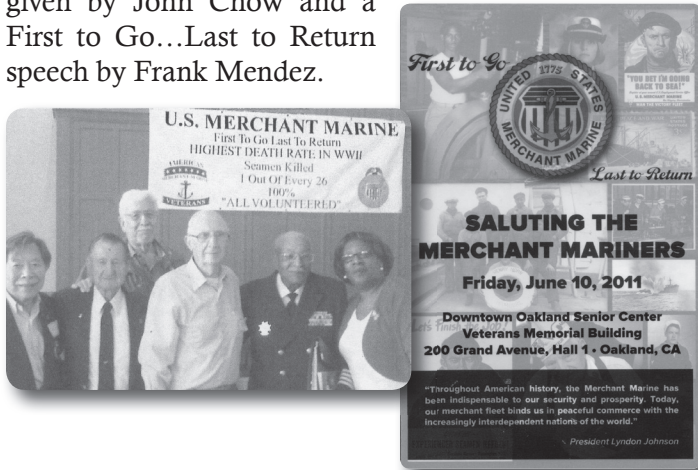


CHAPTER NEWS

Golden Gate Chapter

Honoring the U.S. Merchant Mariners

The Downtown Oakland Senior Center sponsored a program about the U. S. Merchant Marine on June 10th designed to teach the audience about the history and pay tribute to the proud men and women of our Merchant Marine who (from the Revolutionary War through today) continue to play such an important part serving our nation through war and peace. Included in the program were representatives of the DAV, VFW and the American Legion. Several Golden Gate and Sacramento Valley chapter members spoke with a historical tribute given by John Chow and a First to Go...Last to Return speech by Frank Mendez.



Mariners of PA Chapter

Committee Should Pay, Not Taxpayers

In July, the Butler County commissioners approved a \$23,900 contract for a project tied to the replacement of damaged veterans' bricks in Diamond Park. The ring of bricks listing veterans' name – called pavers – currently located in front of the Our Silent Defender statue will be relocated to the rear, leaving a gap that will be filled in and paid for through the new contract.

The bricks were sold by the WWII Memorial Committee, chaired by Butler County veterans' services director John Cyprian, for \$200 each, to raise money for the World War II memorial.

For nearly 10 years, local mariners of World War II asked repeatedly that their emblem and name be placed on the front of the World War II Memorial but were denied – both prior to and after the memorial was constructed. The mariners first made their request to Cyprian and were denied.

During the 2007 election for seats on the Butler County Board of Commissioners, the mariners were told by candidates Dale Pinkerton and James Lokhaiser that if elected, one of their first priorities would be to have the mariners recognized on the front of the World War II Memorial. Shortly after Pinkerton and Lokahiser took office, the mariners attended numerous commissioners' meetings requesting that the commissioners follow through on their promise.

Pinkerton and Lokhaiser then told the mariners that the memorial had been built with private donations and therefore was private property over which they had no control. So much for political promises.

As a result of the commissioners' denial, the mariners built their own memorial in Diamond Park with funds generously donated by Butler County residents. The mariners are very proud of their memorial.

Perhaps the commissioners should explain why the taxpayers now will be paying for filling in the area in front of the Our Silent Defender statue in the park when the needed work is the result of a project that the commissioners have deemed "private property".

It should be the responsibility of the World War II Memorial Committee to pay for the work to be done. The committee collected more than \$450,000 in donations for the memorial and never has made a financial accounting of those funds.

Beverly Schenck, Center Township

Hudson Valley Chapter

Kings Point News

From The USMMAF "Scuttlebutt" of 8-5-11 USMMA Ranks High On Forbes' Best List

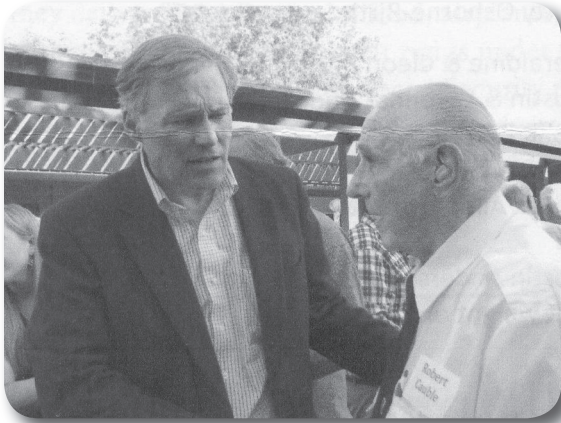
This week Forbes released its annual list of top quality undergraduate institutions and colleges where entering students will get the best value for their dollar. Of the 650 best undergraduate institutions rated, Kings Point ranked number FIVE in the Best Colleges for the Money behind the Military, Air Force and Naval Academies and Cooper union of NYC. The ranking takes into account the overall cost relative to the quality of the education provided. USMMA's listed "total amount cost" is more than compensated by the \$1,000 per month sea-year pay. Kings Point scored well on the Best Colleges list ranked at number 158.



CHAPTER NEWS

Mid-Columbia Chapter

WHY HASN'T IT BEEN DONE????



Commander Bob Cauble asking Congressman Jay Inslee to sign HR23. The Congressman listened and said it WILL be done!

We wonder why Congressman Inslee has NOT done it as of September 21st! It's not for the lack of trying!

Mon Valley Chapter

VOLUNTEERING IN THE COMMUNITY

The World War II Merchant Mariners were men who volunteered to serve their country during a critical and dangerous time to help win the war. And many of them still volunteer today to help their communities and others. Our member, Mark Gleeson is just one example of the continuing service that many still do.

Mark volunteers every Thursday morning to bake pizelle, a traditional Italian waffle cookie, for the 36 patients with Alzheimer's disease, and the staff, at Woodside Place, a program of Presbyterian Senior Care in Oakmont, PA. Gleeson says "When you've seen someone struggle with AD, it's a lonely life. I watched my brother Pat for 10 years, until he died recently. Then you want to do whatever you can to ease that." The "Cookie Man" feels that the interactions between he and the residents have proved beneficial to both, for social and therapeutic reasons. It is felt that the aroma of the cookies trigger memories which the patient's lose as the disease progresses. Gleeson says that he would really prefer to be called "Mr. Aroma Therapy." Mark plans to continue volunteering his time for this and Merchant Mariner projects as long as he can.

Ocala Chapter

RETIRING CEO HONORED

Our outgoing CEO Al Wilder was presented with a plaque at the June 26th meeting to honor his service of two terms as our Chief Executive Officer. In his long career as a veteran, he sailed as Captain in the Merchant Marine during WWII. He and his twin brother, Art, were sunk on two different ships in convoy PQ-17 in route to Russia. Al served in the U.S. Navy during the Korean War and then as a Panama Canal Pilot for thirty years. After retiring, he was an instructor for three years at MITAGS. Al is a member of the Marion County Veterans Council and was honored by them with a certificate on July 28th. The ceremony was attended by many Ocala Chapter members.

Oregon Chapter

NEW DIRECTION FOR MM RESERVE

Graduating Kings Point midshipmen took the oath of office to become commissioned officers in the U.S. Navy Reserve. They are the first grads to do so since Military Sealift Command (MSC) assumed responsibility for shaping the Merchant Marine Reserve.

In June 2011, the Merchant Marine Reserve (MMR) joined with the Strategic Sealift Office Program (SSOP).

Like the Merchant Marine Reserve, the SSOP plays an important role in the U.S. national defense by providing the Navy with a pool of licensed merchant marine officers who have specialized maritime training experience in sealift, port operations and logistics.

Rear Adm. Mark Buzby, commander, MSC, will guide and shape the Strategic Sealift officer community. In addition to training, experience, resources and opportunities, Buzby will be their chief advocate.

"As a graduate of the USMMA, many of my classmates went into the MMR, so I've been associated with the program for 30-some years," said Buzby. "The whole idea of organizing the MMR into the SSOP community was to really give it some structure, to give it more recognition and to better utilize this talent for Navy and joint support."

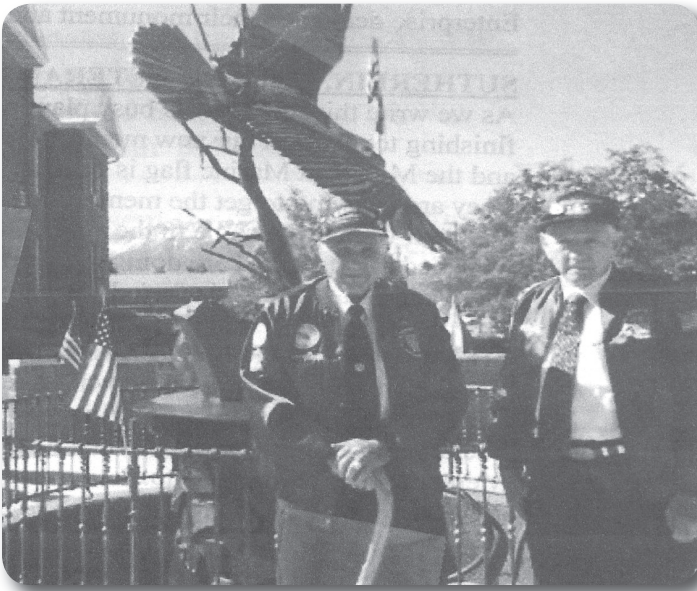
"We're not done yet," said Buzby. "Step two is to get the career path formally established so that there are a series of jobs these young men and women can look forward to.... Ultimately, I would love to see an SSO selected for flag rank some day."



CHAPTER NEWS

Southern Oregon Chapter

FOUNTAIN OF HONOR MONUMENT – ENTERPRISE, OREGON



About five years ago, the little town of Enterprise, Oregon, population about 7,000, decided it was time to honor veterans. And so, on Saturday, July 9, 2011, they did! Enterprise is way up in the Northeast corner of Oregon and is one of the most beautiful and pristine spots on earth with snow-capped Wallowa Mountains to the West and Idaho to the East. This area abounds in not only beauty, but great American history.

The Fountain of Honor is in the center of town on the lawn of the old courthouse. It is a circle 40-ft in diameter with native rock out walls. The center fountain railing holds the small flags of all the 6 branches of serve, and yes, the Merchant Marine flag is among them.

We drove 600 miles to be there but were proud to represent our AMMV and our Merchant Mariners. Proud also to be able to supply them with the flags and emblems they needed.

Brother Bob (Cauble), myself and our wives spent the day in that community. When the program began, we were introduced as “specially honored veterans.... Merchant Marine veterans of World War II” and were applauded.

We were thanked, welcomed and saluted all day, and all over town, as the people of Enterprise dedicated their monument and honored all veterans. They did it right!

Susquehanna Chapter

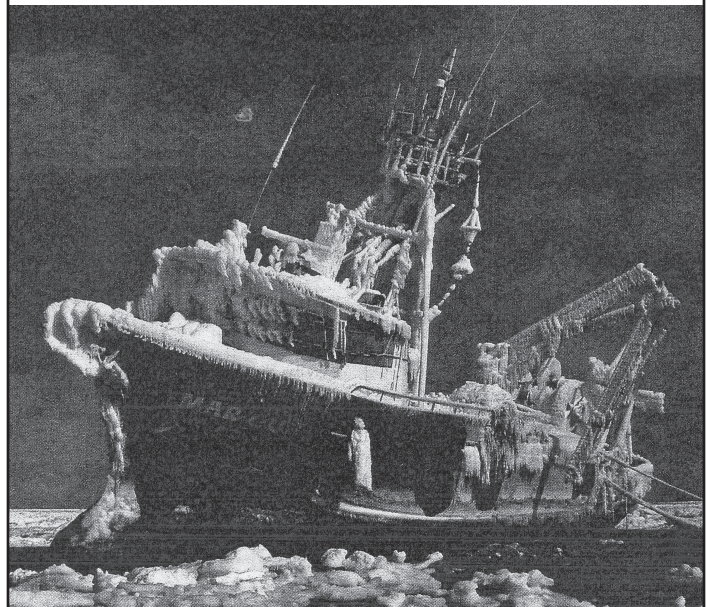
MERCHANT MARINE JACKETS

Clarence Newcomer reports that he had turned over the sales of MM jackets, at the same price of \$44.00 plus \$8.00 shipping to:

Leiding Edge Embroidery
633 Ditz Dr.
Manheim, PA 17545
(717) 664-2202

Winter is coming; order yours today.

BE COOL...



AND PAY YOUR DUES!

Have you paid your AMMV DUES yet for fiscal year 7/1/11 – 6/30/12? If not, please do so, NOW. If you are a Chapter member, please send them to your Chapter, or, if you are a Member-at-Large, send \$20 to AMMV National Office, P. O. Box 186, Ferndale, CA 95536-0186.



JUST COMPENSATION

OUR FIGHT HAS, INDEED, BEEN A LONG ONE!

An article in the "Neptune" Magazine published by the USMS Officer's School, Alameda, California on August 14, 1945 reads:

Merchant Seamen's War Service Bill Pending

A Merchant Seamen's War Service Bill whose major objectives are sponsored by the War Shipping Administration to provide benefits for war service seamen is pending before the Committee on Merchant Marine and Fisheries in the House of Representatives.

The bill, HR 2346, introduced by Representative Peterson of Florida, consists of six titles: "Definitions and Certificate of Maritime War Service"; "Education and Training"; Employment Rights for War Service Seamen"; "Loans for the Purchase or Construction of Homes, Farms, and Business Property"; "Benefits for Disabled Seamen and Death Benefits for Surviving Dependents"; and "Administrative Provisions".

One of the features of the proposed bill is granting seamen the same educational and training benefits that are now provided veterans in the Servicemen's Readjustment Act of 1944. The bill would also assist merchant marine veterans in obtaining employment and set up a general plan whereby money could be borrowed in connection

with seamen's homes, farms or business enterprises.

Of equal significance is the proposed provision of benefits for disabled seamen, and hospitalization and medical treatment for the dependents of

deceased and disabled seamen. The system as outlined in the bill, is patterned after similar laws covering veterans of the Armed Forces.

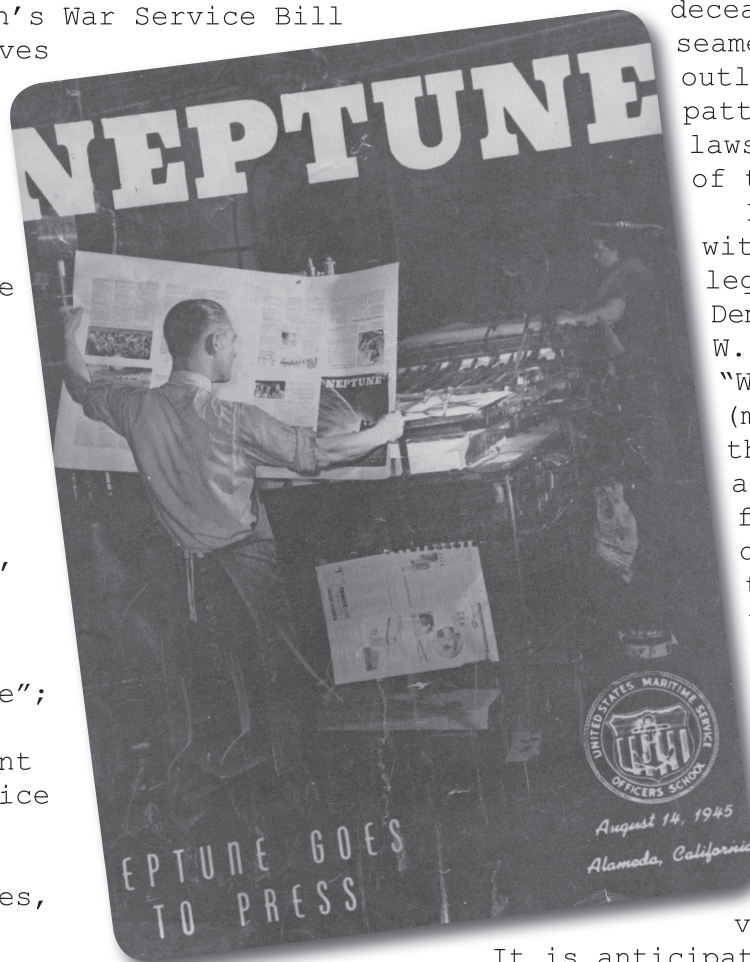
In connection with this proposed legislation, House Democratic Leader John W. McCormack said, "We must assure them (merchant seamen) that there will be adequate compensation for their disabilities and that the reward for the thousands who have given their lives will not be poverty and charity for their dependent loved ones. We must assure these men that they will not be forgotten with victory."

It is anticipated that hearings will be held before the Merchant Marine Committee following Congress' summer recess.

The bill was first introduced during the fall of 1944 resultant from correspondence with Judge S. O. Bland, Chairman of the Maritime Commission.

Does this all sound familiar? Now, in 2011
LET'S GET 'ER DONE!!!!!!

The "Neptune" Magazine and article is courtesy of a Humboldt Bay Chapter member.





JUST COMPENSATION



George Wise, Member-at-Large

Many efforts by members, nationally, but don't stop now!

Many AMMV members have reported their contributions to our Just Compensation legislative efforts – William Budin, Ocala Chapter member, sent four page packets to all 402 Congresspersons listed in the last AMMV NEWS Magazine, George Wise, Member-at-Large, sent over 80 letters to Congress, and many, many others followed through with our call for help!

Perry Adams, Silicon Valley Chapter, Morris Harvey, National President, and others have faxed all the non-signed Representatives asking for their support. **AND WE HAVE PICKED UP more Co-sponsors for these efforts. BUT WE CANNOT GIVE UP!!!!!!!!!!!!!!**

Our House Bill HR.23 is in a subcommittee of the House Veterans Affairs Committee. PLEASE, PLEASE, PLEASE concentrate on getting these non-signed Representatives signed up, before it's too late.

HOUSE OF REPRESENTATIVES VETERANS AFFAIRS COMMITTEE MEMBERS NOT SIGNED ON HR23 AS OF 9/21/11

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

NEWS UPDATE

The JCC has been busy! We have sent out over 300 packages to AMMV members including letters to send to their Congresspersons and copies of district mailing labels for each Representative in every state. We also sent out copies of the book "A Captain's Duty" by Merchant Marine Captain Richard Phillips, a true American hero who stood up to the Somali Pirates in 2009 and many bottles of wine. The response has been great!

We thank you all for donating your time and your stamps to send out those letters. We got more sign-ups for HR23, and at the very least, ALL members of Congress are now aware of our bill and our cause is on their radar. The JCC has also sent out our own letters to all 435 Congresspersons, including thank you letters to the 54 co-signers.

We know that Congress is most responsive when they hear from many of us, not just a few, so the more letters the better! Let us know if you'd like us to send you copies of the letter (or additional copies) and labels for your state.

We may be fighting an uphill battle to get our bill passed in this 112th Congress, but we all know that has never deterred us in the past. We won't give up and we thank you for standing with us! See copy of the "Letter to your Congressperson." All you need to do is sign the bottom, include your address, and mail or fax it to your Representatives.

Ian T. Allison
JCC Co-chairman

SAMPLE LETTER TO YOUR U.S. REPRESENTATIVE

Re: Please Co-sponsor HR-23 The Merchant Mariners
of WWII Act of 2011

Dear Honorable Congressperson,

Although HR-23 is officially titled "Belated Thank You to the Merchant Mariners of WWII Act," it is really a Merchant Marine Veterans of WWII reparation bill, making amends for the profound injustice of denying benefits to the Merchant Marine Veterans of WWII.

We know we have "global responsibilities" and there are many billions of dollars going overseas. We know that Congress is looking for ways to cut spending and not raise taxes. We know that there are some who think we are too old to worry about, and that veterans of our current wars are more important. We know we are the forgotten service and many people do not even know what we did in WWII.

To address these concerns, we want you to know that HR-23 is unique and deserves your support for the following reasons:

1) It helps repay a past due debt, and we have been waiting for 65 years! After serving throughout WWII, after being involved in every invasion on every battle front and losing more men in combat on a percentage basis than any other branch of the Armed Forces, after President Roosevelt called for inclusion of the Merchant Marine in the GI bill in 1944, we were denied benefits for over 40 years and still have not received any compensation. We were finally given veteran status in 1988, much too late for any benefits.

2) Funding for this bill will be spaced out slowly over several years. Since we are in our late 80's and early 90's, we are not talking about a lot of time left for benefits. There are only 5% of us left (and there are no spousal benefits). At this stage in our lives, we are facing large medical, prescription, and home health care costs. Funds for paying this debt will be returned to the economy every month.

3) Our current brave men and women in uniform are all volunteers, just as we were over 65 years ago. Are we any less important because of our age?

We have over 70 American Merchant Marine Veteran chapters across the United States. Along with our families, we represent a formidable voting block. Your co-sponsorship will NOT be viewed as irresponsible spending; INSTEAD it will be viewed as an honorable act of integrity and patriotism. We served with bravery, honor, and patriotism during WWII. That's why we won the war. Please do the same for us now and co-sponsor HR-23.

Respectfully, from your state of _____
(your name)
(your full address)
For the Merchant Marine Combat Veterans of WWII

SS JEREMIAH O'BRIEN "GHOST FLEET" CRUISE

On July 27th, your Editor – that's me – had the delightful experience of taking a day-cruise aboard the historical WWII Liberty Ship SS Jeremiah O'Brien across San Francisco Bay and up the Sacramento River to view the mothball fleet, or as the JOB called it, the "Ghost Fleet", of retired ships anchored there.

Come along with us as we see the sights. As we left Pier 45 in the Fisherman's Wharf area of San Francisco, we spotted the Chilean Navy training ship Esmerelda pulling out of port. She is a steel-hulled sailing ship that was built to be military in nature. And was supposedly a floating torture center for political prisoners in the 1970s.

As we entered the Sacramento-San Joaquin River from the Bay, accompanied by our ever-faithful tugboat, we passed an old lighthouse on a small island that has been converted to a bed & breakfast. And then went under the Martinez-Benecia pair of bridges, one of which is a substantial drawbridge which had to be opened for us. Its fine



feathered occupants were a little disturbed but not very messy.

As we approached the "Ghost Fleet", the O'Brien's nautical tour guide started describing, over the PA system, the various ships and a great deal of information about each. It was interesting that continual repair and upkeep is being done on these mothballed ships.

Our return voyage was a little longer than anticipated due to mechanical difficulties

but that gave us more time to explore the O'Brien. An interesting and educational day on board this Liberty that sailed from San Francisco to the 50th anniversary celebration at Normandy Beach in 1994. The volunteers who crew the SS Jeremiah O'Brien and the other World War II ships that operate nationally should be highly commended for their efforts.

Thank you, to the National Liberty Ship Memorial, Inc. and the SS Jeremiah O'Brien staff and volunteers for a highly remarkable and recommendable day.



LETTERS TO THE EDITOR

NORMANDY BEACH SCUTTLED SHIPS

Dear Sindy:

In the article in the Summer, 2011 edition of the AMMV NEWS on the Normandy Beach invasion efforts, those of us Merchant seamen aboard the blockships that were scuttled to form part of the breakwater did not volunteer; we were confiscated. We would have volunteered, if asked but you had a choice of going on the military operation or going to jail. Refusal to cooperate with military in war-zone (Britain) was a Federal crime.

One of the crew of a blockship, believed to be #555, wrote:

On anchoring April 30, we noticed a great many other ships with numbers on their sides. We were told that no one would be allowed to go ashore, so we settled down to a long monotonous stay at anchor. The following day an official from the WSA came aboard, assembled the entire crew in the saloon, and gave us a speech that went something like this:

"You are all probably wondering what you are going to do. I can't tell you – but will say it is something very important to the war effort. Your mission is so important that you will be protected as never before. We cannot risk anything happening to you. If anyone does not want to make the trip he can go ashore right now, but we will have to place him in a maximum-security cell so he won't give away the secret."

"If anyone gets sick, hoist the medical flag and a doctor will meet him at the end of the dock. That's as far as he'll go ashore, so don't play sick!"

Sincerely,

Ray Carreau, Member-at-Large

PROGRESS REPORT ON PUBLIC BROADCAST TELEVISION INTERVIEWS

Our efforts to get local PBS around the Country to broadcast local Merchant Mariners' history are progressing rather slowly. We have 50-60 stories now that we are trying to get shown, but the PBS stations are the holdup. Our local station – Medfield Broadcasting TV – has "rebuilt" their Public Access department which is concentrating on our project.

But it appears that the other PBS stations' Public Access departments have other priorities – first comes educational and children's information, then governmental issues, and lastly, the personal interest features of Merchant Mariners and others.

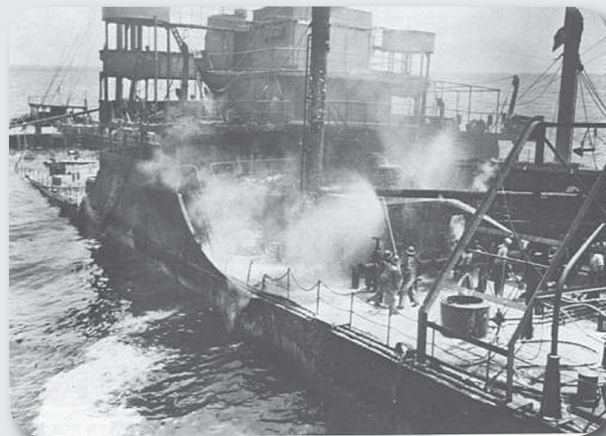
We are suggesting that members contact their closest PBS TV station and urge them to televise our stories. For more information, Please contact me at: (508) 359-4992 or write me at: 114 Wood End Lane,

Medfield, MA 02052.

Thank you,

Roger Hardy, New England Chapter

REQUEST FOR INFORMATION FROM SURVIVING VETERANS



Dear Ms. Raymond:

Now that my book, *Turning the Tide: How a small band of Allied Sailors Defeated the U-Boats and Won the Battle of the Atlantic*, has been published, I am working on a "prequel" account of the critical phase of the war during the first seven months of 1942, when German U-boats were attacking coastal shipping along the U.S. East Coast.

The focus is on one German U-boat – the U-701 – which carried out a daring mine-laying operation at the mouth of Chesapeake Bay, then sank a number of ships off the North Carolina Outer Banks before it was sunk on July 7, 1942.

I am attempting to locate surviving veterans from both sides who were involved as crewmen or Naval Armed Guard gunners (or family members, if deceased), most especially on the following ships:

- Robert C. Tuttle, an American tanker, which on June 15, 1942 struck a mine laid by U-701 at the mouth of Chesapeake Bay, partially sinking in 54 feet of water.
- Esso Augusta, which struck a mine laid by the U-701 at the mouth of Chesapeake Bay on June 15, 1942 and was damaged but able to enter port under tow.
- Santore: a freighter owned by Ore Steamship Corp. which struck a mine laid by U-701, again at the mouth of Chesapeake Bay on June 17, 1942 and sank rapidly.
- William Rockefeller, an oil tanker which was torpedoed and sunk by U-701 on June 28, 1942

LETTERS TO THE EDITOR

east-northeast of Diamond Shoals Light, NC.

I am also seeking any surviving crewmen of several other ship – two naval vessels, the USS YP389, HMS Kingston Ceylonite, the Norwegian freighter Tamesis and the British freighter British Freedom.

I hope to interview a sizable cross-section of crewmen who were involved in these incidents. My contact information is:

Ed Offley
21200 S. Lakeview Dr.
Panama City Beach, FL 32413-3419
Email: ed_offley@yahoo.com
Cell phone: (850) 774-6585

Sincerely,
Ed Offley

UPDATE ON AMMV BELT BUCKLE

Dear Sindy:

Just thought you would like to know that we've had some positive responses on the new AMMV belt buckle that one of our Desert Mariners is offering to get made, as shown in the Summer, 2011 NEWS Magazine on page 21. Please let everyone know that the more we order, the less the cost will be. Anyone interested can contact me, John Forsberg at (480) 982-0886 or drop me a line at 351 N. Meridian Rd. Spc. 56, Apache Junction, AZ 85220.

Thank you,
John Forsberg, Desert Mariners Chapter

NEW BOOK FROM FRANCE ABOUT LIBERTY SHIPS

Dear Madam:

I am a French author of many maritime books, among them 2 books about the (French) Liberty ships. I am also the publisher of my own books, and I am about to publish a new one about the Liberty ships at war. The French title is *Liberty en guerre*, and of course it deals with the Liberty ships during the period 1941-1945. It has 370 (wartime) photos and illustrations, along with its 204 pages.

To the contrary of my previous books, this one will have both English and French photo captions, so that the foreign readers who are fluent in English will be able to read it.

I am looking for the opportunity to sell the book to the members of AMMV.

For more information, feel free to contact me.

Jean-Yves Brouard
Email: jybrouard@wanadoo.fr

EAST COAST TUGBOAT LEGISLATION

Sindy:

Wanted to send a quick update on the progress of HR 1288, we have 72 cosponsors and I have sent requests to all US Senators asking for a companion bill in the Senate. No favorable responses yet.

I can say this, though, if I can get 72 cosponsors for HR 1288 by working by myself, then the crew within AMMV should have no trouble doing twice that for HR 23. I have learned that you have to be very persistent and continually keep the lines of communication open and busy. You can't write or call your legislator and sit back for them to come aboard, you have to continually call, write or email them and then you may get a few more. You then start over again and perhaps a few more come aboard. If we are to be successful in our endeavors, we must be persistent in our efforts. We must walk the walk so to speak. We cannot leave it to others if we wish to succeed.

Don Horton, Member-at-Large

Editor's note: THANK YOU, Don. This is exactly what we've been trying to tell our Just Compensation Committee members for years. Let's hope you have persuaded a few more to FOLLOWUP on their calls, letters and faxes.

STILL LOOKING FOR SUBMISSIONS

Hi Folks:

My new project – a book about North & NW Africa, Gibraltar, Mediterranean, Adriatic and Baltic areas of WWII activity – is currently in the planning stages. But I could certainly use some more submissions about these areas that are rich with U. S. Merchant Marine history.

I am requesting that your readers end submissions based on their experiences in:

- Enlistment/training stories before deployment
- Convoys, attacks enroute to these areas
- Attacks within these areas
- Storms, life at sea and in-port stories within these areas.
- Humorous tales or bad ones. Last voyage. Photos, Anything interesting.

Your readers don't need to worry about spelling, expression or format. I'll take care of that.

Please send your story to: Gerald Reminick, 83 Bayberry Dr, Huntington, NY 11743, greminick@yahoo.com, (631) 421-3242.

Thank you,
Gerald Reminick, King's Point Chapter

The Seaman

Reprinted from the AMMV Oregon Chapter's "Salty Dog" newsletter

Between the innocence of infancy and the recklessness of adultery comes that unique species of humanity known as a Seaman.

Seamen can be found in bars, in arguments, in bed, in debt and intoxicated. They are tall, short, fat, thin, dark, fair, but never normal.

They hate ship's food, Chief Engineers, Captains, Mates, writing letters, sailing on Saturdays and dry ships. They like receiving mail, draws, nude pin-ups, telling how good or bad their last ship was, complaining, beer and signing off with a big pay off.

A Seaman is Sir Galahad in a Japanese brothel, a psychoanalyst with "Readers Digest" on the table, Don Quixote with a discharge book, the savior of mankind with his back teeth awash, Valentino with a fiver in his pocket and Democracy personified in a Red Chinese prison cell.

A Seaman's secret ambition is to change places with a ship's owner for just one trip, to own a brewery and a brothel and to be loved by everyone in the world.

A Seaman is a provider in war and a parasite in peace. No one is subject to so much abuse, wrongly accused so often and misunderstood by so many as a Seaman. He has the patience of Job, the honesty of a fool and a heaven-sent ability to laugh at himself.

When he returns home from a long voyage, no one else but a Seaman can create such an atmosphere of suspense, excitement and longing as he walks through the door with the magic words on his lips: "Have you got a beer in the fridge, Hon?"

The single Seaman makes the Rockefellers look like skin flints, he buys the house numerous rounds, tips the waitresses with ten spots and tells sea stories faster than Hemingway could write them.

For all his bravado, tall tales, free spending and girls he left in other ports, I would not trade him for ten of those down-to-earth, steady, boring 9 to 5 men. I'll sit here and wait for his ship to return and him to come down the gangway, pick me up off my feet and swing me around because I am the girl he left behind, and with all his faults, I love him dearly. I know what the waving girl of Savannah felt and I'll wait for him just as she waited for her man.

Note: For those who do not know the legend of the waving girl of Savannah, the story goes that she lived on an island along the ship channel into Savannah. One day she went into the city of Savannah and there she met a sailor and it was love at first sight. She vowed to wait for him. She returned to her island and as every ship entered the port, she would run out of the house and wave her apron at it. If it was at night, she would come out and wave a lantern. She knew when a ship came in at night because her dogs would bark when they heard the slight bow wave made by a ship underway. This went on for 44 years. Talk to any old Merchant and Minors, or Clyde Line Captain and they will tell you they have seen her many a time. And each time they acknowledged her wave with two short toots on the ship's whistle. Her Seaman evidently never returned. A Statue of her was erected along Savannah's waterfront. If your voyage should take you into the port of Savannah, look for her statue. Savannah's is a real girl and not a little Mermaid like they have in Copenhagen.



A Misadventure in the North African Desert - 1943

by Vince Patterson, Tri-State Chapter

Arriving at a small port near the mouth of the Suez Canal, the ship drops anchor. This is where we will spend the next month unloading supplies for the invasion of Sicily and Italy. Our ship is anchored not too far from an Army camp. Camp Attica is located a few miles outside the town of Suez. Suez is off limits to all military personnel. Roaming bands of Arabs will cut your throat and leave you naked in the desert after they rob you. The Army guys come pick us up at night in jeeps and trucks and take us into camp. Hold on tight, they race each other back to camp. One night, Jack Benny and a USO show is performing, we all enjoy the show.

My buddy Eddie and I decide to take a few days off to see the Pyramids and the Sphinx. The next morning we started thumbing our way across the North African desert. Rides we caught are mostly with the English and Canadian Army drivers.

We arrived in Cairo, climbed the pyramids, see the Sphinx, where Napoleon's men shot off the nose. We spend the night in Cairo, the next morning we are on our way to Alexandria, Egypt.

The Germans at this time have lost most of North Africa. When we arrived in Alexandria there is no place to stay. The German Embassy is now vacant, so we spend the night in the Embassy. The Germans have stripped most of the furniture but the marble staircases and the rest of the place is beautiful. The bathrooms are working, but no tissue paper. Eddie, who had been in the CCC camps before the war, always carried tissue paper in his back pocket when working in the forest, as he did on this day. Hooray for Eddie!

After breakfast we tour the city, go under ground into the catacombs, see the sights and then head back to Cairo.

Once again we hitched a ride with a British soldier. About half way between Alexandria and Cairo is an Army camp. The three of us were thirsty and stopped for a drink. This camp is filled with girls, English WAFS. Wow, what a surprise, hundreds of them. They have lemonade and we have nothing to drink from, so we bought a cup. Us two Yanks are a hit for a while, but we need to head back into the desert.

It is early evening when we arrive in Cairo, have dinner, buy a bottle of wine and discuss staying the night. Since it is still light we decide to head back toward Suez and the army camp. It is a poor, almost fatal decision.

Our next ride is in the back of a stake body truck carrying large coils of rope, driven by two Egyptians. We climbed in and settled down in the coils of rope passing the wine bottle back and forth.

The night has turned dark. Just a black top road and our truck rolling along in the lonely desert. Half-asleep, I feel the truck slowing down, when I looked this Arab was climbing up the back of the truck and some others were running along waiting to get aboard. I yelled to wake Eddie up, then I swung the wine bottle at the Arab, knocking him down off the truck. He fell on the others, spreading them across the road.

The truck kept going, a quarter of a mile further down there is a cross road. The truck stopped and the driver said "Army Camp that way". We climbed out of the truck and I told Eddie, we are in deep

Do-Do. Those Arabs are mad as hornets and we have nothing but open desert around us, maybe the dark night will help.

We started walking toward the camp, not knowing how far we had to go or if those Arabs would catch up to us. It could be that two guys found the next morning with their throats sliced and naked in the sands of the desert, would be us.

Out of the dark came two little slits of lights, blackout lights on an English Army Austin truck. It has a canvas back like a covered wagon. I jumped in the middle of the road and flagged it down. When it stopped, I stuck my head in the window and stared at the prettiest girl I had seen in over seven months. I said, "There are a number of Arabs looking for us somewhere out in the dark and we need a ride to camp." She asked, "What are you two Yanks doing out here in the desert at night?" "The Arabs will kill you!"

I said, "That we just arrived on a rope truck from Cairo and did have a little altercation with a few Arabs down the road and I think they are very angry." She said, "Quick, climb in the back." The truck got to Camp Attica and we jumped out. We told her there was no way we could thank her enough. However, I could manage to be in camp tomorrow night and would like to thank her again. She was laughing as the little truck pulled away.

A small boat took us out into the bay and on to the ship.

At the time we were young (17) and did not think too much of the encounter, however now that I am older it makes me shudder.

VOYAGE TO A SHIPWRECK SITE

On March 26, 1942, the Dixie Arrow was traveling unarmed and alone, approaching Cape Hatteras, NC. enroute from Texas City, TX to Paulsboro, NJ with 96,000 barrels of crude oil in her holds. The U-boat U-71 had spent the night waiting near the Diamond Shoals light buoy hoping to intercept targets. With the breaking dawn, the U-boat captain, KK Walter Flascheenberg, was about to order his boat to the bottom when he spotted the masts of the approaching tanker on the horizon. He maneuvered his boat against the zigzag course of the Dixie Arrow trying to get the tanker between the U-71 and shore.

At 0858 EWT, 3 torpedoes slammed into the starboard side of the Dixie Arrow and in less than 1 minute the tanker was mortally wounded and engulfed in flames. The first torpedo hit at the midship deckhouse, destroying it and killing most of the deck officers, including Master Anders M. Johannson, father of St. Johns River Chapter associate member Jeanne Johannson Revels. 60 seconds later, the 2nd and 3rd torpedoes hit just aft of the deckhouse and cracked the tanker in two.

Survivors of the blast who were brought to Norfolk after being plucked from the sea told reporters at the time that Johannson survived long enough to order boats and life rafts launched – which helped save 22 members of the 33-man crew – before he was engulfed in searing flames as the ship sank. His body was never recovered and his family has been unable to feel closure for 70 years.

This year, the NOAA's Monitor National Marine



Sanctuary, in collaboration with its partners, conducted a summer maritime archeological expedition off the coast of North Carolina as it does annually to document historically significant shipwrecks and raise awareness of the war that was fought so close to the American coastline and to preserve our nation's maritime history.

Because of her efforts in recognizing the valiant efforts of the seamen of the Merchant Marine in World War II and her dedication to the preservation of such wreck sites as hallowed grounds, Jeanne was invited on the expedition, a memorial cruise, to the site of her father's ship, the Dixie Arrow, for a special ceremony. Federal researchers sponsored Revel's expedition so that she could finally pay her respects to her father after a lifetime of searching for closure.

Jeanne said "I'm very excited because I've been praying for this to happen – just the recognition of what happened. In World War II there was so much that happened that nobody seems to know about." And, she continues "Everybody talks about closure and you know that word, I've never used it, but this was it."

The Dixie Arrow is also one of North Carolina's most popular dive sites. It has been looted by divers on number occasions, infuriating Jeanne. "You shouldn't take things off a ship. I mean it's a burial ground. It's like taking the grave stones in a cemetery. You just don't touch it." She will continue to work, along with the Monitor National Marine Sanctuary, to ensure that these wreck sites are treated in the same way one would want their own family's gravesites treated.



**DAMN THE TORPEDOES
FULL SPEED AHEAD
TO THE ANNUAL
AMERICAN MERCHANT MARINE VETERANS
REGIONAL CONVENTION**

A SPECIAL INVITATION FROM
NATIONAL PRESIDENT MORRIS HARVEY,
A.J. WICHITA, PRESIDENT EMERITUS,
GULF REGION (JACK & MAGGIE GROTHE) AND
RAZORBACK AMMV NEWSLETTER TEAM
(BOB ROSS & SHIRLEY KNIGHT)

**AMERICAN MERCHANT MARINE VETERANS
GREAT LAKES, DIXIE & GULF
REGIONAL CONVENTION**

November 2-6, 2011 – Ramada Inn, Branson, Missouri

Agenda

<u>Date</u>	<u>Time</u>	<u>Activity</u>
<i>Wednesday (11-2)</i>	<i>Arrival</i>	<i>Travel, Shows</i>
<i>Thursday (11-3)</i>	<i>9:00 a.m.</i>	<i>Registration, Camaraderie</i>
		<i>Free Day</i>
<i>Friday (11-4)</i>	<i>9:00 a.m.</i>	<i>Registration</i>
		<i>Color Guard: Introductions</i>
		<i>National President Morris Harvey</i>
		<i>National Vice President Nelson Cauble</i>
		<i>Keynote Speakers</i>
	<i>11:30 a.m.</i>	<i>Break for Lunch</i>
	<i>12:00 noon</i>	<i>Lunch (Meeting Room – Rowdy Beaver</i>
		<i>Restaurant)</i>
	<i>1:30 p.m.</i>	<i>General Session: Burt Young, Sindy Raymond,</i>
		<i>Jack Grothe, plus Branson Entertainers will</i>
		<i>welcome Veterans</i>
	<i>4:00 p.m.</i>	<i>Conclude Meeting</i>
<i>Saturday (11-5)</i>	<i>9:00 a.m.</i>	<i>General Session continues (if needed)</i>
	<i>Free Day</i>	<i>Pursue Entertainment</i>
	<i>5:30 p.m.</i>	<i>Banquet Dinner</i>
		<i>Raffle – Please bring items for raffle</i>
		<i>Entertainment</i>
		<i>Conclusion</i>
<i>Sunday (11-6)</i>		<i>Weigh Anchor</i>

The Regional Merchant Marine Convention in Branson takes place on November 2nd to November 6th, 2011 at the Ramada Inn, 1700 West Highway 76, Branson, Missouri. Make room reservations by calling 1-800-641-4106. Our price for a room is \$49.95, plus tax, and you are served a hot breakfast. Tickets for Branson shows can be purchased at Ramada Inn. Branson is popular with veterans because the town and entertainment community always make a great effort to honor and recognize veterans and they will send in a few days, a packet of all the shows, sights and wonders that you will be able to experience. Ramada Inn has been totally remodeled and renovated – you will be impressed with what you see.

Name _____

Chapter _____

Address _____

Phone _____ Email _____

Registration Fee \$15.00 X _____ \$ _____

Lunch \$20.00 X _____ \$ _____

Banquet \$25.00 X _____ \$ _____

Total \$ _____

Make checks payable to AMMV Gulf Region
Jack Grothe, 727 Zeiss Ave., St. Louis, MO 63125-1421
Phone: 314-631-7492 – Email: jackgrothe@att.net

DEADLINE FOR TURNING IN REGISTRATION FORM IS OCTOBER 17, 2011.

Thank you.

You may also contact Bob Ross, 111 Stroud, El Dorado, AR 71730, Phone: 870-863-4738 –
Email: csknight@suddenlink.net for additional information

ALL ROADS LEAD TO BRANSON

The *Magic Mojo* of the Merchant Marine

The Merchant Marine has its roots in centuries past when man found he could float a raft and carry goods to a neighbor. Born was a method of trading. Today, the Merchant Marine represents men and women who man vessels carrying products for international trade around the world. Academies and maritime schools produce highly trained officers and crew members to operate the ships. One of the newest ships is bigger than an aircraft carrier and is manned by a crew of 13 and can carry 14,000 containers. It would take 28 train loads a mile long to load this freighter.

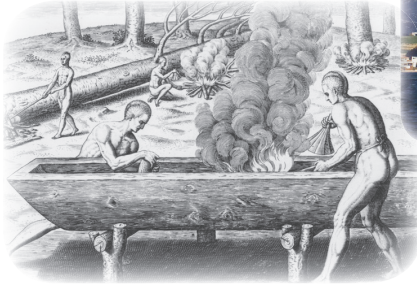
Not many people realize trading between nations is the lifeblood of their country. "Trading" is the oldest business in the world. Seafarers facilitated the exchange of goods centuries before Christ. Archeologists have found artifacts on the Admiralty Island indicate natives were island hopping 30,000 years ago. During the 1800s, trading grew into a worldwide industry and this has helped America develop into an international power.

Vice Admiral David L. Brewer III, USN former Commander of the Military Sealift Command commented in 2004, "During the Revolutionary War more than 11,000 mariners died in service to our fledgling nation. They were the first to sacrifice their lives but they would not be the last.

"The War of 1812 was fought ostensibly because of the Merchant Marine. British Warships were seizing American vessels on the high seas and impressed more than 10,000 seamen into service for the British Navy." Because the United States had limited number of Navy ships – 23 – the war was mainly fought with merchant ships or privateers. The 517 privateers eventually captured 1300 enemy ships." And since then, the U. S. Merchant Marine has continued to deliver in Peace and War.

Vice Admiral Brewer continues: "In World War II these brave Americans were part of the biggest sealift effort the world has ever seen with Liberty ships delivering **8000 tons of cargo every hour of every day and night** during the entire war." There has never been a war where the Merchant Marine was not the most critical asset to winning, delivering the tanks, planes, ammunition, food and clothing vital for our troops and Allies.

The American Merchant Marine serves this country "In



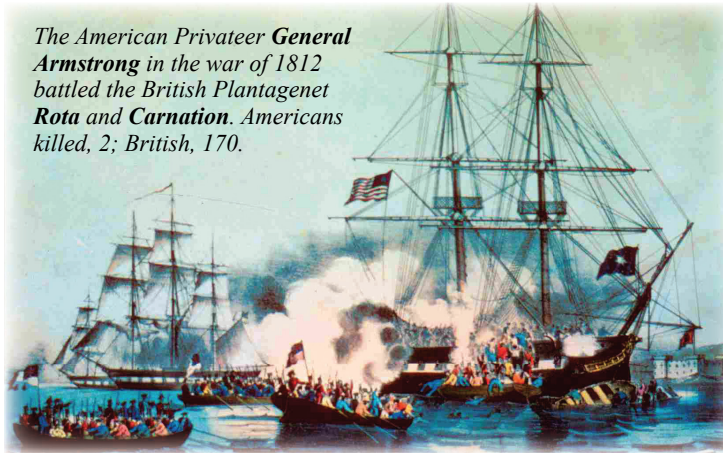
Peace and War." In war, the Mariner becomes a civilian warrior. In peace he sails the seven seas bringing back dollars for American goods.

The Maritime industry is responsible for millions of jobs connected with shipping America's manufactured goods around the world which bring billions of dollars back to the United States. The state of Texas alone has 26,000 exporters and shipped 206 billion dollars worth of goods in the past year.

Recently, the second "Congressional Sail In" in Washington DC was held. This program is designed to help the newly elected Congressmen and Senators understand the importance of the Maritime industry to our economy and military security. Chairman Vice Admiral Albert J. Herberger saw to it the legislators received Admiral Land's report on the Merchant

Marine's WWII wartime accomplishments. It is hoped that our legislators will support H.R. 23 "A Belated Thank You to the Merchant Mariners of WWII Act of 2011", a bill designed to make up for the GI benefits Mariners denied them at the end of World War II.

The American Privateer General Armstrong in the war of 1812 battled the British Plantagenet Rota and Carnation. Americans killed, 2; British, 170.



If you would like to help, call your congressman to co-sponsor HR.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





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.

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

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

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

SEND COMPLETED APPLICATION AND DUES TO:

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

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



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NAUS and the AMMV: Joining Forces on Capitol Hill



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



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

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



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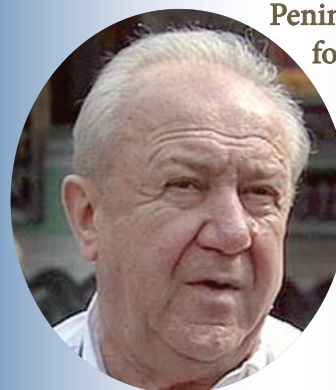
Standing 100 feet tall 175 ton pillar is named *"To the struggle against world terrorism"* and is a gift from the Russian people in memory of the victims of September 11th and the 1993 World Trade Center bombings. It carries their names at its base.

The pillar was shipped to the US from Russia in six pieces and assembled by a group of Russian artisans. Its creator, Zurab Tsereteli, spent several months in US overseeing construction.

It was dedicated September 11, 2006. The teardrop hangs in direct view of the Statue of Liberty and the former World Trade Center.

The memorial is located at the
NE corner of Bayonne

Peninsula at the
former Military
Ocean
Terminal in
New Jersey.



Artist Zurab Tsereteli

