

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE



A four-masted Barkentine “whispered”
to Richard Starrett, Humboldt Bay
Chapter....See his story inside.

IN PEACE AND WAR



1775

WINTER 2012/2013

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\$4.00

Attention all hands... Now hear this! We need your help!

We all know of the famous Merchant Mariner Memorials, like the one in Battery Park on the left. But there are hundreds of monuments, plaques and memorials (like the ones below) honoring the Merchant Marine Veterans of World War II. We had them documented, thanks to the tireless efforts of former National Historian Richard Mallett. But all his work was destroyed in a house fire Christmas Eve. Before it's too late, we need to restore that catalog of precious information. See the story inside on how you can help.



Walnut Creek, CA



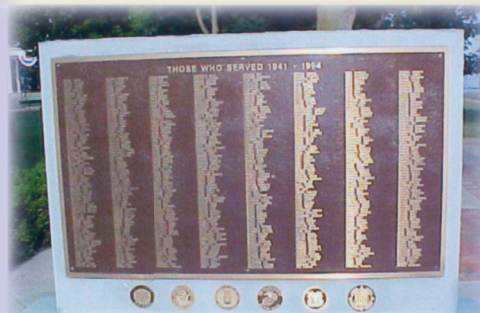
Roger's Park – Danbury, CT



Cranberry Township, PA



Brookpark, Ohio



Elmwood, IL



Ashtabula, Ohio



Vancouver, WA



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National President Morris Harvey

Ladies and Gentleman:

Although it is more than one month into 2013, I take this opportunity to wish you a Happy New Year. New hope, new expectations, and new resolutions - looking back to the past and forward to the coming year. I am not going to make a commitment to do something different or talk about going in a new direction. I do commit to continuing with the past priorities, hopefully, with more success. New Year, new determination - I am encouraged to continue on our journey.

The plan continues to include Just Compensation Legislation for WWII Merchant Mariner veterans, pursuing veteran's status recognition for Mariners who served in post WWII conflicts, continued support and implementation of our Preamble and Purposes as stated in our Constitution, and work to transform the AMMV into an organization that can be effective beyond our WWII membership era.

GOVERNMENT AFFAIRS - JUST COMPENSATION:

We continue to work to reintroduce the Just compensation legislation into the 113th Congress. Thanks to C.M. "Beech" Dale and Burt Young's efforts we have Senator Johanns of Nebraska committed to sponsor the legislation in the Senate. Work continues to select targets in the House to replace now Mayor of San Diego, CA, Mr. Filner, as our sponsor. This time we will ask our new sponsor to revise the compensation from the monthly payment plan to a one-time lump sum payment of \$25,000.00.

Two weeks ago I was researching on the web and was on the House VA Committee site. I clicked on a link "For Veterans" then a link "Veterans Service Organizations" where I noted that the AMMV was not included. Being concerned, I then went to the Veterans Administration site - I had been there several years ago, when I was working on another project, and knew that they had the AMMV listed. The Veterans Administration web site gave a message that the page was off-line. I made an email inquiry and received the following answer: "The VSO web page has been removed while we determine a new process and policy by which VSOs and MSOs will be listed in VA's directory. In the interim, please visit the Office of General Counsel's Accreditation web site to find information on accredited VSO organizations and organizations chartered by Congress". I have made a request to the House VA Committee about our omission. I will be monitoring this situation and keep you advised.

Check the report in this Magazine, by Clark Valles of

Colorado, about a planned recognition ceremony for WWII Mariners who had not received their earned medals. Some other Chapters might wish to organize such an event in their town, possibly in conjunction with Veterans Day ceremonies coming up this November 11. Call Clark for advice and details: F. O. "Clarke" Valles; 7865 E. Mississippi Ave. #1008; Denver, CO 80247;

coloradoammv@comcast.net, 303-377-5716, Cell: 303-437-7836. I am considering the possibilities of having an award ceremony for WWII Veteran Mariners who attend our 27th Annual Convention, April 28 - May 2 In Branson, MO.



MEMBERSHIP: The news of our existing member base is not good, however, not unexpected. We have had six chapters become inactive during the past twelve months. Our Membership Status Report indicates that as of January 1, 2013, just 77.7% of our members had renewed their membership. This is less than our record last year at this time. I ask that every chapter make extra efforts to retain our existing member base as we continue to implement new programs to attract younger mariners. I have sent letters requesting a conversation regarding the future of the AMMV to the Navy League and the SIU. I have asked them to help us with recruiting retired Mariners on their mailing lists. At this time I have heard from the Navy League and the SIU. I will be meeting with SIU President Mike Sacco in Orlando, Florida on February 21 to discuss our plans. The others are still on board but I have found that they were not sitting there waiting for my correspondence. They are all very busy. Thanks to member Hap Bledsoe, from Nevada, we are researching the possibility of running paid newspaper ads in coastal areas. We will probably pick a couple of areas as test sites.

VETERANS STATUS FOR POST WWII MARINERS:

Dr. Larry Kerkow, as chairman of the task force, is working diligently to prepare a submittal package covering both Korean and Vietnam mariners. Presentation to the Department of Defense Civilian/Military Service Review Board is planned for later in the spring of this year.

27th ANNUAL CONVENTION and BUSINESS MEETING- April 28 – May 2, 2013 in Branson, MO. Convention Chairman Bob Ross and company are busy planning this next great event. Check the reservation info elsewhere in this Magazine, complete and submit the forms and incorporate this convention into your future.

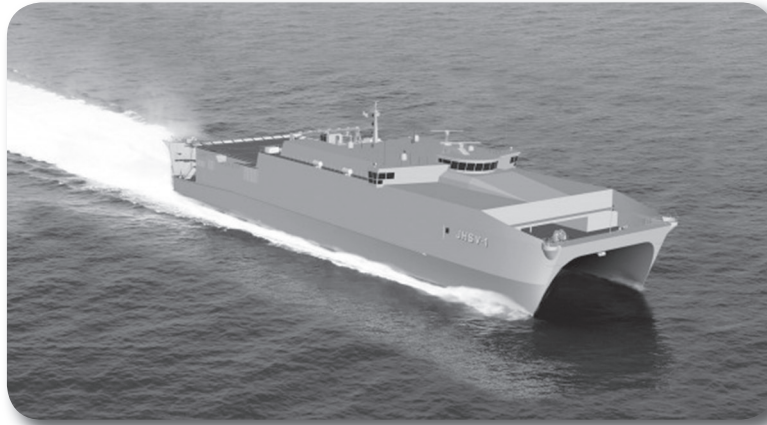
We expect to have a fun time and to have a worthwhile and productive business meeting.

Respectfully,

Morris Harvey

Morris Harvey
National President

Military Sealift Command (MSC) Accepts Delivery of New High-Speed Ship



MOBILE, Ala. – USNS Spearhead, the Navy's first Joint High Speed Vessel (JHSV), sailed away from the Austal USA shipyard Jan. 19 en route to its layberth in Little Creek, Va.

Manned for the first time by the ship's crew, Spearhead will now begin a period of operational test and trials prior to conducting missions later this year.

"The ship's designers, builders and crew have done an exceptional job preparing USNS Spearhead for sailaway," said Capt. Henry Stevens, program manager for the JHSV program. "I look forward to building and delivering more of these very capable and adaptable vessels."

The Navy accepted the delivery of JHSV 1 from Austal USA on Dec. 5, 2012. Spearhead will conduct a succession of post-delivery test and trials to thoroughly test the ship's systems and to complete crucial crew and training certifications.

Owned and operated by Military Sealift Command, JHSV 1 will have a crew of 22 federally-employed civil service mariners. The first four ships, of eight ordered, will be crewed by civil service mariners, while the remainder will

be crewed by civilian mariners working for private companies under contract to Military Sealift Command. Military mission personnel will embark as required.

The ships of the JHSV 1 class, 338-foot long aluminum catamarans, are designed to commercial standards, with allowable modifications for military or civilian use. The 20,000 square-foot mission bay area can be reconfigured to quickly adapt to whatever mission they need to do, from carrying containerized portable hospitals to support disaster relief or transporting tanks and troops.

The vessel is capable of transporting 600 short tons at least 1,200 nautical miles at an average speed of 35 knots, and can operate in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded Abrams Main Battle Tank. This makes them ideal for transporting troops and equipment quickly within a theater of operations. Other joint requirements include an aviation flight deck to support day and night aircraft launch and recovery operations. JHSV 1 has airline style seating for 312 embarked forces, with fixed berthing for 146.



National Secretary Charles Mills



Greetings everyone:

All hands should be saddling up and getting ready to make the trip to the 27th annual AMMV NATIONAL CONVENTION to be held in Branson, MO. April 28 - May 2, 2013 where you can take care of business and have a lot fun with the family.

We are starting the year 2013 at this time without any bills in the hopper, Senate, or House but we are long term fighters so whenever we succeed in getting some sponsors, we need to be ready to move with a full court press to secure all the outside help we can get.

In our case it is of the utmost importance; time is not our friend. We need to do whatever it takes this time to reach our goal.

I reiterate that I am a firm believer in personal contact, eye to eye, touch of the flesh and the camera. Those of us who are physically able should make it a point to visit our Senators' and Congresspersons' offices in a group with a camera. If they are not in, leave your message: when they visit your district, take some pictures. Have some handouts

ready to pass out; do this often enough and you will get some press attention which is what we need a lot of.

We all should support the \$25,000 one time payout, tax free, and run with it and enjoy what life we have left.

Let's get ready to roll when the bill numbers are posted.

Fraternally Submitted,

Charles A Mills
National Secretary

Lest We Forget

Ian A. Millar

Now see the old seaman
Not a word has he said
In silence and tribute
He remembers the dead.

Some young people question
Most veterans don't know
What it is he remembers
From so long ago.

How quickly forgotten
How sad they don't know
How they died on the Oceans
Of so long ago.

He's a bosun, a wiper
The others as well

They sailed in harm's way
In battle they fell.

Now the band they are playing
A tear or two shed
It's flowers o' the forest
For our seafaring dead.

Now see that old seaman
Whose chums there had died
He's twenty years younger
His chest swells with pride.

Some young people question
Most veterans don't know
Of the great price they paid there
So long ago.



Editor / AMMV Office Administrator **Sindy Raymond**

I received an unfortunate telephone call from John Forsberg, AMMV National Historian, about his home burning down, including the total loss of the United States Merchant Marine Memorial Project binders. I was very glad that John was safe but I had had the binders in the National office for a year or so and realized what a treasure they were and what an effort they were to get together for former National Historian Richard Mallett and his wife, Helene. They must have spent hundreds of hours condensing the wealth of information into an easily readable, informative and enjoyable format. Thank you, again, Richard and Helene.

Additionally, we are grateful for the hundreds of hours and dollars spent by chapter members and individuals in their efforts to get the memorials, plaques and flags pole installed originally, thus, publicizing the Merchant Marine as equal to the other veterans' services. Everyone should be proud of their initial efforts and the ultimate accomplishment of their goals. And we are proud of continuing efforts with new memorial projects.

Replacement of the MM Memorial Project:

I have volunteered to tackle the replacement of the United States Memorial Project; so I'm begging for your help in getting replacement information to me.

As you'll see later in this issue, we are asking EVERYONE to do their share in replacing the vital photographs and facts that will allow us to "rebuild" this project. In lieu of throwing my seabag into my car and travelling around the country to photograph and garner information on the monuments, which I cannot do at this time, you readers are our only source of replacement material. PLEASE WORK WITH US ON THIS, not only for yourselves but for the public.

As you know, the general public is, basically, unaware of what Merchant Mariners did in World War II and what the Merchant Marine was. Without you WWII may not have been won by the United States. Spreading the word is vital and must be done before it is too late. We have come a long way towards educating the public but further help is needed.

A DVD is planned, in conjunction with the new project replacement binders. This DVD will be available for viewing at chapter meetings, public functions, libraries, schools and elsewhere to educate the public. More information on this will be forthcoming. But we need your help NOW to get started, before it is too late!!!

The pressure is on. A firm policy has not been formed yet on a National administration level, but I might venture that we should put a deadline for your contributions to the project of 6 months, which means to say that by the first of September, 2013, we would hope to have the replacement task and additional efforts well in hand. With Spring and Summer coming, the time is approaching when it should be easier, weather-wise, to duplicate the original photographs and information and send them to me at National office:

AMMV National Office — P. O. Box 186 — Ferndale, CA 95536

Email: saaren@frontiernet.net — Phone (707) 786-4554

The listing published later in this NEWS is as of the Fall of 2010. Any projects finished after that date are not included on the list but certainly need to be included in the new project. So don't forget to send photographs and information about those, too. And any memorials that are shown in this issue are from archival sources and the originals need to be replaced, also. Perhaps chapter members can make the replacement information a group project as some may not be able to replicate what they originally did alone.

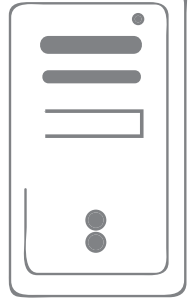
If you have any questions or suggestions about this project or would like to help implementing the details in any way, please let me know. I'm here for you (practically) 24/7. **PLEASE HELP us replace the United States Merchant Marine Memorial Project NOW.**

Thank you and Full speed ahead,

SINDY RAYMOND



Communications Director & Webmaster



Happy New Year! 2013 is off and running. Plans for this year's National Convention are in full swing. The confab is planned for Branson, MO, a great venue with lots to do. It's a little earlier than usual, from April 28 to May 2. The Convention Committee, headed by Member at Large

Bob Ross and his family, started the planning at the end of last years' convention.

Memory Book space sales are well underway. The biggest challenge will be boosting attendance to the convention. Room rates are low, so it will be easier on your wallet. The Ramada Resort and Conference Center is well equipped to meet the special needs of us seniors. I hope you will be able to attend. Some very important decisions will be made: national officers will be elected, the future of AMMV will be discussed and other issues will be voted upon. The Convention registration form and the hotel information can be found in this issue of NEWS. If you are unable to attend, perhaps you might consider placing a page in the memory book. There is an opportunity for you to place a brief biography. Others are eager to find out what you are up to. Prices have not changed from last year (at least something didn't go up!).

AMMV leaders are concerned about the future of our organization. There are a number of problems. (1) Our membership is dwindling. Not for lack of enthusiasm, but we're not getting any younger. Our average age is 85. (2) In order to survive, we need a younger membership which means finding a way to attract Viet Nam and Gulf mariners. But the organization needs to be relevant to those younger mariners. (3) AMMV will lose its tax code "Veteran status" if the membership drops below 74% veterans. We can still be a non-profit, but not a veterans group. I've heard talk of giving Korea, Viet Nam and Gulf war Merchant Mariners the "Veteran" status. That would help bolster our membership.

With a new congress in session, our "Belated Thank You" bill will have to resubmitted once again. AMMV leaders are working with the Just Compensation Committee to find a way to get the bill through both houses before it's too late. With the "fiscal cliff" looming, who knows! AARP and others are fighting just to maintain our Social Security and Medicare.

It is fundamentally unfair to compensate Filipino scouts for their World War II service but not our own citizens who risked their lives in the Merchant Marine. Part of the problem is the misconception on the part of some military folks that Merchant Mariners were very well compensated, didn't fight (we left that to the Armed Guard, right?) and didn't deserve "Veteran" status, let alone "just compensation."

Forty-two later in 1988, Merchant Mariners finally won the right to be called "veteran" and received full G.I. benefits. But by then, many Merchant Marine Veterans were in the late 60s. That was too late for education benefits to be of much use. Receiving preferential treatment for jobs was terrific for young men, but not of much use to those getting ready to retire. Most Merchant Marine Veterans already had homes and didn't need of a VA mortgage. That leaves medical benefits and death benefits. Okay, medical benefits are something we can use, but only if you are poor enough to qualify. A dear friend passed a couple of years ago. He was an Army veteran but in order to get VA benefits, he had to divorce his wife! She worked at the local community college as a secretary and he was drawing Social Security, but together they made too much money to qualify for full GI medical benefits. You do get death benefits which include the right to be buried in a National Cemetery with full military honors plus a flag presented to your survivors. That is a great honor, but it doesn't put food on the table.

The war ended some 63 years ago. Merchant Mariners delivered the goods! It's about time for the United States made good on the promises made by President Roosevelt and pass the "Belated Thank You to Merchant Mariners."



Carole Gutierrez

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www.ammv.info

AMMV

Profit & Loss

July through December 2012

Ordinary Income/Expense

Income

401 · AD NEWSLETTER	250.00
402 · CONTRIBUTIONS	958.00
403 · INTEREST INCOME	3.91
404 · LIFE MEMBER INCOME	1,800.00
405 · MISSION SUPPORT FUND	500.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	180.00
AKG · ALASKA GREATLANDS	140.00
BEE · BEEHIVE MARINERS	220.00
BMC · BUCKEYE MARINERS	220.00
CAC · CACTUS MARINERS	280.00
CEC · CENTRAL CALIFORNIA	720.00
CHC · CHINA COASTERS	1,200.00
CIC · CENTRAL INDIANA	300.00
CVN · CONN VLY - NORTHERN MARINERS	300.00
CWM · CARL W. MINOR - CENT. CA. COAST	400.00
DAR · DENNIS ROLAND	3,280.00
DES · DESERT MARINERS	820.00
DNE · DOWNEAST	53.00
DVC · DELAWARE VALLEY	340.00
EMS · EMERALD SEAS	200.00
EOH · EDWIN O'HARA	840.00
EOM · EASTERN OKLAHOMA MARINERS	320.00
GLD · GOLDEN GATE	1,780.00
GUL · GULFSTREAM	1,540.00
HIR · HIGH ROLLERS	440.00
HSM · HIGH SEAS MARINERS	300.00
HUD · HUDSON VALLEY	920.00
HUM · HUMBOLDT BAY	320.00
JOB · JEREMIAH O'BRIEN	445.00
JTS · JOHN T. SCHMIDT/PALMETTO	460.00
KEY · KEYSTONE MARINERS	260.00
KPC · KINGS POINT	400.00
LON · LONE STAR	520.00
MAC · ROBERT J. MAC ALVANA	740.00
MAL · MEMBERS AT LARGE	17,092.00
MAM · MID AMER. ANCIENT MARINERS	620.00
MCO · MID-COLUMBIA	1,060.00
MGC · MISSISSIPPI GULF COAST	20.00
MON · MON VALLEY	620.00
MOV · MISSOURI VALLEY	820.00
MPA · MARINERS OF PENNSYLVANIA	460.00
NBM · NORTH BAY MARINERS	480.00
NOA · NORTH ATLANTIC	400.00
OCA · OCALA CHAPTER	800.00
OHV · OHIO VALLEY	420.00
OJE · OTTO J. ERNST	160.00
OKM · OKLAHOMA MARINERS	380.00
ORE · OREGON	780.00
ORS · OREGON SOUTHERN	620.00
ORV · OSWEGO RIVER VALLEY	120.00
PEC · PECONIC BAY	480.00
PUG · PUGET SOUND	400.00
ROG · ROGUE VALLEY	360.00
SAC · SACRAMENTO VALLEY	980.00
SAR · SARASOTA-MANATEE	920.00
SDE · SAN DIEGO SILVERGATE	300.00
SJR · ST. JOHNS RIVER	760.00
SSM · SMALL SHIP MARINERS	340.00
SSP · SS SAMUEL PARKER	800.00
STH · SS STEPHEN HOPKINS	840.00
STI · STATEN ISLAND	220.00
SUQ · SUSQUEHANNA VALLEY	840.00
SVM · SILICON VALLEY MARINERS	420.00
SWF · SOUTHWEST FLORIDA	685.00

SWP · SOUTHWESTERN PA	60.00
THR · THREE RIVERS	1,120.00
VIK · VIKING MARINERS	880.00
VUL · VULCAN CHAPTER	460.00
Total 410 · CHAPTER DUES	53,655.00

Total Income 57,166.91

Expense

500 · FIXED EXPENSE	
503 · EQUIP RENTAL	300.00
507 · TELEPHONE	1,701.76
508 · RENT/OCCUPANCY	1,800.00
509 · UTILITIES	600.00
Total 500 · FIXED EXPENSE	4,401.76
522 · RECRUITMENT MAILING	3,212.36
530 · NEWS LETTER	
533 · POSTAGE	3,822.08
536 · PRINTING	11,690.00
539 · EDITORIAL FEE	600.00
Total 530 · NEWS LETTER	16,112.08
550 · PERSONNEL	
551 · ADMINISTRATOR	8,700.00
556 · REG. V.P.	472.35
Total 550 · PERSONNEL	9,172.35
560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	582.59
565 · POSTAGE	778.47
566 · PRINTING	600.91
Total 560 · OPERATING EXPENSES	1,961.97
Total Expense	34,860.52
Net Ordinary Income	22,306.39
Net Income	22,306.39

Fellow Mariners:

Would the Treasurer of each Chapter please carefully check the amounts that I show as having been received from you in the first half of this fiscal year 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

JUDGE ADVOCATE & VETERAN'S TASK FORCE MEMBER



As many of you know, I attended the Western Regional Convention in Reno, Nevada in

November, 2012. My health caused some major problems with my enjoyment of the trip but one of several highlights was having actress Susan Lucci seated next to me on the plane from Las Vegas to Reno. Our discussion was all about the Merchant Marine conference in Reno and what we are battling in Congress. She invited me to dinner the next evening but, obviously, I didn't make it. Darn, she is a beautiful

lady and no, I don't have her phone number!

On a serious note regarding the Veterans Task Force: Our plans are to have a galley proof for President Harvey and Committee members to review early this year. There are thousands of information bits to organize, assemble and present in the requested format.

Update: The Veterans Status Application for mariners who served in "Harms Way" in Korea and Vietnam should be ready for presentation to the Department of Defense Civilian/Military Service Review Board in the Spring of 2013. Our intention is to have it being reviewed and discussed in Washington, D.C. coincidentally with the release of Tom Hanks' Movie "A Captains Duty."

The movie is the story of Merchant Marine Captain Richard Phillips



Susan Lucci

and the crew of the Maersk Alabama enduring the news worthy encounter with Somali Pirates. As in the case of JUST COMPENSATION, we hope to use this opportunity for widespread recognition and awareness.

Late news: To date the DOD has accepted 110 applications for Veteran Status and 13 reconsiderations. The Board approved 37 and disapproved 71. One was withdrawn and one is pending. Of the 13 accepted reconsideration requests the Board approved one and disapproved 12. We have our work cut out and plan to have the AMMV Application in Washington, D.C. early this Spring

Sincerely,

Dr. Lawrence W. Kerkow
AMMV Judge Advocate,
Team Leader, AMMV Veterans
Status Task Force

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Cold Core Storm Sandy

Despite meteorological forecasts, no one realized just how big a storm this Sandy would turn out to be. Sandy was a hybrid storm that was eventually downgraded from a hurricane status and re-termed as a Cold Core Storm when she came ashore. There are still thousands of coastal northeasterners who have not yet recovered from her fury, even as I write this story.

Sandy was born deep in the Eastern Atlantic and moved Westward at a leisurely pace. But changes were coming. Far to the Northeast there was a cold front coming down in the opposite direction, from Canada. In a short time there would also be an astronomically high tide mixed in with a full moon. Now add to this recipe that a strong Bermuda High, which normally deflects major storms coming up from the Caribbean to the Northeast and out into the vast Atlantic, was not there. Sandy, coming up from the South, grew in size from a heavy tropical storm into that of a hurricane.

She had already hit the Caribbean quite heavily leaving death and destruction in her wake. She had been a decaying storm but in her northerly journey off Florida's Eastern shores she met up with the Gulf Stream and pulled in lots of dry air thus gathering strength from the warm waters below. When she got below Cape Hatteras she was pushing out to sea as the cold front coming down from Canada was stalling over the US. Hurricane Sandy was now pulling in a cold blast of energy from the Northwest thus two storms were about to merge in a more powerful hybrid force.

With still some 48 hours out, it was felt that a category 3 hurricane, with wind speeds ranging from 111-129 mph, would bring NY to its knees. The projected dangers loomed eminent. Preparation needed to be done at an emergency rate. Some 4000 flight cancellations were put into effect.

The NJ Transit began a gradual shutdown system wide. All New York City subways were ordered closed along with Metro North and the Long Island Railroad. All the area busses were ordered to stop. At first all the bridges and tunnels were to be closed on a case by case basis, but that was soon to change. Eventually, they were all closed. Major

roads were closed. The NY Stock Exchange closed along with Amtrak which cancelled its service. In New York City some 72 public shelters, located well above the sea level mark, were opened for immediate occupancy. And those pesky public parking meter rules were also suspended.

Even when Hurricane Sandy was still some 530 miles South-South East of New York City, there were an estimated 350,000

residents in the surrounding low lying areas who needed to be evacuated. 32-35 foot sea waves off Atlantic City were already rolling in causing intense damage to the shorelines. A sustained high winds alert for 36-48 hours was issued.

And then she hit! October 29, 2012, a day that will go down in history books. Millions were left without power for days and weeks and many a home was lost to the fury of Mother Nature.

On Staten Island, the heavy duty Merchant Ship's Anchor, bronze plaque imbedded in heavy stone and the surrounding stones were barraged by the storm. Although there was extensive damage all around the actual monument, the monument remained undamaged & unmoved. A large section of a brand new pier top had broken loose and was grounded atop the anchor but there was no monument damage observed, prior to removal of the pier top.

*Text and pictures submitted by J. Fred Rodriguez,
RVP - Region 4 & Edwin O'Hara Chapter member*



LEGISLATION SITUATION REPORT

From National President Morris Harvey: This report is to alert AMMV members to new legislative action. The following report details the significant fleet and workforce reductions. Have you seen this on the evening news or in the main stream media? I haven't.

AMERICAN MARITIME OFFICERS report – August, 2012

By Tom Bethel, National President, AMO

The quick, quiet assault on PL-480 U.S.-flag cargo preference

It happened quickly and quietly, and when it was over early in the morning on June 29, the privately owned and operated U.S.-flag merchant fleet had lost one-third of its statutory PL-480 food aid export share. At least 16 ships, 640 seagoing jobs and 2,000 jobs in related sectors were put at immediate risk.

The rollback of the U.S.-flag PL-480 cargo preference mandate from 75 percent to 50 percent was accomplished through a last minute, unnoticed rider to a House-Senate conference report on H.R. 4348, the Moving Ahead for Progress in the 21st Century Act of 2012, or MAP-21. This was a massive surface transportation bill that authorized \$105 billion in highway, railroad, mass transit and infrastructure projects nationwide over two years.

The offensive cargo preference provision was one example of how MAP-21 veered freely into matters unrelated to surface transportation. Among other things, the bill steered funding to local schools and to Gulf of Mexico coastal restoration in response to the BP oil spill crisis of 2010. MAP-21 also raised premiums paid to the Pension Benefit Guaranty Corporation and set new rules for pension plan interest rate calculations.

If there is any good news to be salvaged from all this, it is that the PL-480 cargo preference requirement itself was not the target.

The issue here was money - specifically, finding enough of it in these tight times to underwrite a politically popular election year bill touted by the administration and by many Democrats and Republicans in the House of Representatives and in the Senate as a jobs bill.

As 47 Democrats and Republicans serving on the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee wrapped up their conference report on H.R. 4348 under what one media report described as

“hurried” conditions, money that had been used for 27 years to cover U.S.-flag shipping rates on PL-480 cargo volumes above 50 percent - the Ocean Freight Differential account, or OFD - was diverted to help pay for the highway bill.

This was done with the obvious consent of the administration and leaders of both political parties in both Congressional chambers - and the Department of Transportation made no known attempt to block the spending shift. DOT is known to have opposed the cargo preference requirement tied to shipments supported by the Export-Import Bank of the United States, and DOT's Maritime Administration - the only federal agency charged exclusively with promoting the privately owned and operated U.S. merchant fleet - responded to the disturbing developments of June 29 with a limp statement essentially pledging to make the PL-480 cargo preference transition from 75 percent to 50 percent as easy as possible for the U.S. shipping industry and American merchant mariners.

We now know for certain that the diversion of the OFD account to other purposes had been discussed as a budget option for at least 18 months during deficit and debt reduction and debt ceiling negotiations between the White House - the President and the Vice President - and Democrat and Republican Congressional leaders. H.R. 4348 apparently provided the first real opportunity to do it.

The House-Senate conference report on H.R. 4348 - which was not open to debate or amendment in the House or in the Senate - was approved unanimously by the 47 Democrat and Republican conferees, approved by wide bipartisan margins in the whole House and in the whole Senate and sent to the White House, where the President signed it into law during the 4th of July Congressional recess.

The practical effect was repeal of the historic 1985 legislative compromise that ended chronic political and legal squabbling between maritime and agricultural interests over when the Cargo Preference Act of 1954 applied to exports financed entirely or in part by

the U.S. Department of Agriculture.

Under the compromise, the U.S.-flag PL-480 allocation was increased from 50 percent as provided for in the 1954 law to 75 percent. In exchange for the higher PL-480 share, maritime interests relinquished all cargo preference right to all other USDA cargoes.

The compromise also established the OFD account to pay for the greater U.S.-flag PL-480 cargo share - the OFD applied not to the entire cost of using U.S.-flag vessels in PL-480 transactions, but only to U.S.-flag food aid shipments at levels greater than 50 percent.

One irony here is that one of the few things the administration and Congress were able to compromise on in the current legislative session was the overturn of a compromise. Another is that the budget maneuver seen by some in the administration and in Congress as sound spending strategy could result instead in far greater unforeseen federal expense in the interest of national security.

The U.S.-flag PL-480 cost at the 50 percent-75 percent level is about \$15 million - a small sum in any contemporary federal budget context. This modest amount is sure to decline in direct proportion to steep overall budget cuts looming over the PL-480 program.

Money invested in significant U.S.-flag merchant ship participation in PL-480 service helps keep private sector U.S. vessels operating and available to the Department of Defense for strategic sealift in distant crises. This money also keeps civilian American merchant mariners working so that they, too, are available to crew government-owned and chartered ships as needed for military support services worldwide.

The simple truth is that it would cost DOD a lot more than \$15 million to build or buy the sealift capacity represented by the U.S. merchant fleet - including vessels delivering PL-480 food aid safely and

efficiently to its destinations. It would cost DOD a lot more than \$15 million - and many years - to recruit, train and employ a merchant mariner workforce to replace that found today in the private sector.

As bad as this setback was for the U.S. maritime community, it could have been much worse in today's dire budget climate - instead of a one-third cut, statutory U.S.-flag access to PL-480 cargoes could have been eliminated completely. Moreover, the disturbing developments of June 29 did not signal a wider war on cargo preference, and there is known to be broad bipartisan Congressional support for U.S.-flag cargo preference in principle and in practice - a truth reaffirmed recently when cargo preference was left intact in legislation reauthorizing Ex-Im Bank.

Our union can claim credit for much of this. American Maritime Officers has spent many years cultivating support for cargo preference in general and in connection with PL-480 specifically, and we are now working independently and with other maritime interests to find a bipartisan remedy for the bipartisan bashing we endured on the PL-480 cargo preference front. AMO is working every available angle on every available avenue.

As seagoing members of AMO, you can make this job easier by participating to the greatest possible extent in the American Maritime Officers Voluntary Political Action Fund, which is used exclusively to support the re-election campaigns of federal lawmakers known to support the U.S. merchant fleet and American merchant mariners as valued national assets.

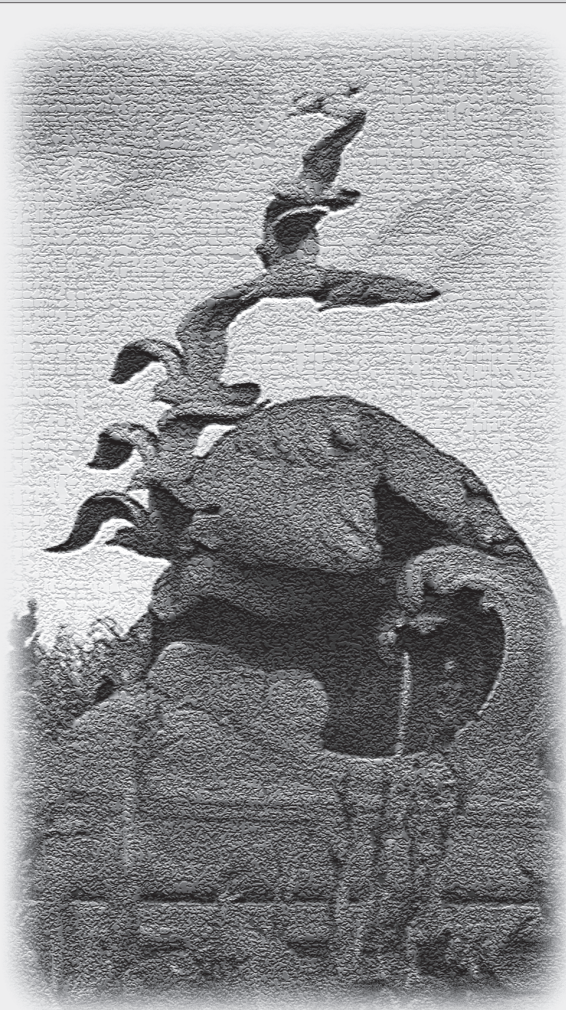
As always, I encourage your comments and questions. Feel free to reach me on my cell at (202) 251-0349. If you have a specific question about this issue or others or about the AMO Voluntary Political Action Fund, you can reach AMO Legislative Director Paul Doell at his cell at (954) 882-4297.

To all AMMV members:

Security is certainly important, as mentioned in this report. However, I wonder how our Congress could pass and the President sign a bill which reduces jobs and directs business to other countries when the economy is in the tank and job opportunity is minimal. Late last year, in the 112th session of Congress HR-6170 (a bill to reverse the cargo preference reductions) was sponsored by Rep. Cummings (MD-7) and co-sponsored by 42 members. However, it did not move out of committee and must be re-introduced into this session, the 113th Congress. Our individual AMMV members can become involved - AMMV members need to be heard - call, email and fax Rep. Cummings on the future of legislative similar to HR-6170, from last session.

Morris Harvey, National President, AMMV

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.*

FRANK AMANN	JOHN T. LUDWIG
AUSTIN G. ANDERSON	JOHN T. MANFREDI
P. GEORGE BOUVION	RUBY B. MARTIN
PAT D. BRINKLEY	TERRENCE MC GOVERN, SR.
ISRAEL BUENO	ROBERT C. MEAD
JOHN C. BURLEY	W. GORDON MEHL
LOUIS V. CAFIERO	HENRY E. MELTON
BILLY E. CLEMENS	BEN J. MONTOYA
DEMPSEY COOP	JOHN NISTAD
GEORGE M. COURVILLE	WILLIAM P. O'CONNOR
LOYD G. DAILY	GEORGE H. "BOB" PAXTON
JAMES C. DAVIS	LOVEL POWELL
JAMES C. DOWDY	WILLIAM B. RADICAN
GREGORY DOYLE	STANLEY E. RILEY
WENDELL E. EATON	MORRIS ROTH
DALE G. FERGUSON	ROBERT A. SALTER
GERALD FINCH	JAMES L. SHACKLEFORD
JACK GODSEY	ALFRED SOKALSKI
GEORGE E. GOLDMAN	MYRON A. SORENSON
EDWARD R. GRIFFIN	GEORGE SPROUFE
WALTER GUNSIOROWSKI	FRED TERCERO
WILLIAM A. JACKSON	CLETUS "GUS" URIG
JAMES F. KELLY, SR.	RALPH E. WATENPAUGH
JAMES P. KROGH	HERBERT W. WILLIAMS
CAPT. WAYNE E. LIEN	

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.

HOUSE FIRE DESTROYS AMMV MEMORIAL PROJECT

REPLACEMENT HELP DESPERATELY NEEDED

On Christmas Eve, 2012, National Historian John Forsberg returned to his home to find it had burned to the ground. While John seems to be doing okay, he was dismayed to report that the U.S. Merchant Marine Memorial Project was lost in the fire.

As you may remember, Richard Mallett, past National Historian of AMMV, and his wife, Helene, compiled a significant amount of specific information and photographs of each memorial or dedicated site contributed by chapters and members-at-large (MALs). Each contributor was given credit for their contribution. This United States Merchant Marine Memorial Project was a tremendous effort on the Malletts' behalf and is definitely appreciated.

In the fire, the three binders of information were destroyed. It is imperative that we replace, as best we can, this project as soon as possible, before it is lost to

the world. National office has offered to reconstruct this binder project AND prepare the contributed data for use on a future DVD, which could be shared with the Chapters and be a great public recognition tool.

However, **YOUR HELP IS NEEDED!** Please return to any of the sites listed below, as well as those established after the Fall of 2010, and re-photograph the specific monument, flag and/or plaque. The photographs, along with the included special form that duplicates originally submitted information, should be sent, via USPS, to Sindy Raymond at the National Office, P.O. Box 186, Ferndale, CA 95536 or email saaren@frontiernet.net. Additionally, please send any duplicates of newspaper articles or other information you may have about the sites.

With your prompt help, we can compile this information into a great vehicle for public recognition, before it is too late.

MM MEMORIAL PROJECT INFORMATION SHEET

Send all information to: Sindy Raymond, AMMV National Office, P.O. Box 186, Ferndale, CA 95536-0186
Phone: (707) 786-4554 — email: saaren@frontiernet.net

STATE: _____ CHAPTER/person: _____

MEMORIAL – TYPE (monument, plaque, seal, etc.) _____

PERMANENT FLAG DISPLAYED – ☐ YES ☐ NO

LOCATION – Street address of entrance, if available: _____

CITY _____

Gps coordinates: _____

MADE OF _____ DEDICATION DATE _____

SPONSOR _____

PROVISION FOR CONTINUING CARE – ☐ YES ☐ NO

Contact information _____

SUPPORTING INFORMATION: PHOTO(S) _____

Other, newspaper, etc. _____

OTHER DETAILS: _____

CITY	ST	CHAPTER	MEMORIAL	FLAG	LOCATION
FRESNO	CA	CENTRAL CALIFORNIA	PLAQUE	YES	VETERANS PLAZA
DENALI NATL PARK	AK	ALASKA GREATLANDS	PLAQUE	YES	BYERS LAKE VETS. MEM.
KENAI	AK	ALASKA GREATLANDS	ANCHOR/PLACQUE	YES	KENAI SPUR ROAD
WASILLA	AK	ALASKA GREATLANDS	WALL OF HONOR/SEAL	YES	VETERANS PLAZA
ALABASTER	AL	VULCAN MARINERS	PLAQUE	YES	VETERANS MEM. PARK
FAIRHOPE	AL	OTHER	PLAQUE	NO	MUNICIPAL PIER
MOBILE	AL	OTHER	MONUMENT	NO	CATHEDRAL PARK
MONTEVALLO	AL	VULCAN MARINERS	PLAQUE	YES	VETERANS CEMETERY
TUCSON	AZ	CACTUS MARINERS	PLAQUE	YES	VETERANS MEM. PARK
ALAMEDA	CA	OTHER	MONUMENT	NO	USMS OFFICER TRNG.
CRESCENT CITY	CA	S. OREGON & HUMBOLDT	PLAQUE/HULL/SEAL	YES	SS EMIDIO DISPLAY
CUPERTINO	CA	SILICON VALLEY MARINERS	PLAQUE	NO	CUPERTINO MEM PARK
MOORPARK	CA	OTHER	MM SEAL	NO	VETERANS MEM. PARK
PLACERVILLE	CA	SACRAMENTO VALLEY	PLAQUE/SEAL	YES	EL DORADO CTY VET MEM.
SACRAMENTO	CA	SACRAMENTO VALLEY	FLAG W/PLAQUE	YES	MATHER VA MED. CTR.
SACRAMENTO	CA	SACRAMENTO VALLEY	ANCHOR/PLAQUE	YES	OLD TOWN
SACRAMENTO	CA	SACRAMENTO VALLEY	MONUMENT/BENCH	NO	SAC. NATL VA CEMETERY



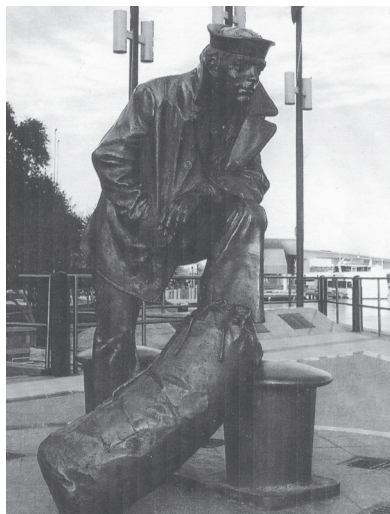
FLEMINGTON, NJ



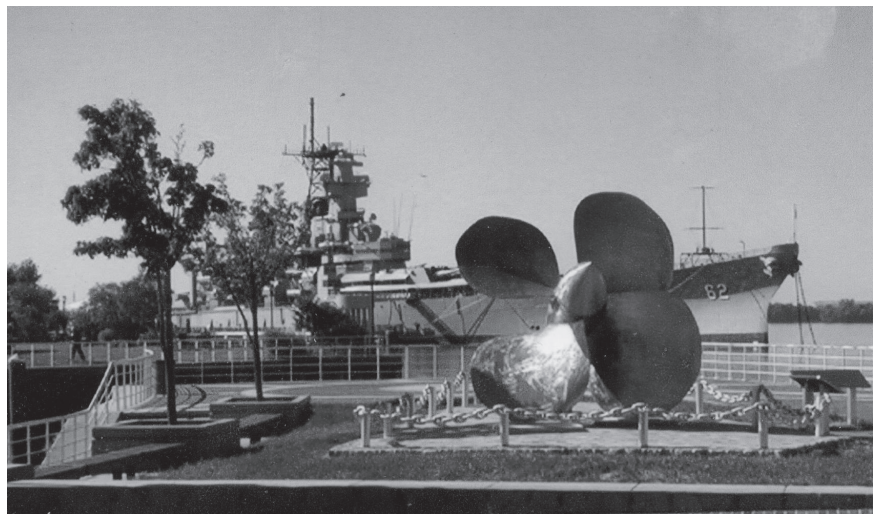
FT. TRUMBELL, CT

SAN DIEGO	CA	OTHER	PLAQUE	NO	EMBARCADERO MARINA PRK.
SAN FRANCISCO	CA	GOLDEN GATE	MONUMENT	NO	SS BATON ROUGE VIC/PIER 45
SAN FRANCISCO	CA	GOLDEN GATE	PLAQUE	YES	PIER 39
SAN FRANCISCO	CA	GOLDEN GATE	LONE SAILOR STATUE	NO	GOLDEN GATE BRIDGE VISTA
SAN MATEO	CA	GOLDEN GATE/OTHER	STATUE/PLAQUE	NO	COYOTE POINT PARK
SAN PEDRO	CA	CHINA COASTERS	STATUE/PLAQUE/WALL	NO	JOHN S. GIBSON, JR. PARK
SANTA CLARA	CA	SILICON VALLEY MARINERS	MONUMENT	YES	VETERANS PLAZA
VENTURA	CA	OTHER	FLAG	YES	IVY LAWN MEMORIAL PARK
WALNUT CREEK	CA	GOLDEN GATE	MONUMENT	NO	CITY HALL - VETS MEMORIAL
COMMERCE CITY	CO	COLORADO/F.O.VALLS	MONUMENT	NO	VETERANS MEM. PARK
DENVER	CO	COLORADO/F.O.VALLS	PLAQUE	NO	FORT LOGAN NATL. CEMETERY
WESTMINSTER	CO	COLORADO/F.O.VALLS	MONUMENT	YES	ARMED FORCES TRIBUTE GRDN
DANBURY	CT	MAL - JOHN B. SCALZO	MONUMENT	NO	FRONT OF WAR MEMORIAL
FORT TRUMBULL	CT	OTHER	MONUMENT	NO	USMS MARITIME OFF. SCHOOL

WILLIMANTIC	CT	RUSSELL INZINGA/GULFSTRM	PLAQUE	NO	MEMORIAL PARK
WASHINGTON	DC	OTHER	BRONZE RELIEF	NO	U. S. NAVY MEMORIAL
WASHINGTON	DC	OTHER	MONUMENT	NO	LADY BIRD JOHNSON PARK (VA)
WASJINGTON	DC	OTHER	PLAQUE ON MON.	YES	NATIONAL MALL
BEVERLY HILLS	FL	OCALA	PLAQUE	NO	FARO CEMETERY
BOYNTON BEACH	FL	GULFSTREAM	SEAL ON MONUMENT	NO	BICENTENNIAL PARK
BRADENTON	FL	SARASOTA-MANATEE	BENCH	NO	VETERANS MONUMENT PARK
CRYSTAL RIVER	FL	OCALA	MONUMENT	YES	BICENTENNIAL PARK
DAYTONA BEACH	FL	ST. JOHNS RIVER	MONUMENT	NO	RIVER FRONT PARK VTS MEM.
FT. LAUDERDALE	FL	GULFSTREAM	PLAQUES	NO	RIVERWALK
FT. LAUDERDALE	FL	GULFSTREAM	MONUMENT	NO	NEAR WAR MEM AUDITORIUM
JACKSONVILLE	FL	ST. JOHNS RIVER	ANCHOR/MONUMENT	NO	SOUTH BANK RIVER WALK
JACKSONVILLE	FL	ST. JOHNS RIVER	LONESOME SAILOR STAT	NO	SOUTH BANK RIVER WALK
JACKSONVILLE	FL	ST. JOHNS RIVER	MONUMENT - WW I	NO	SOUTH BANK RIVER WALK
JACKSONVILLE	FL	ST. JOHNS RIVER	VETS MEM (MULTI) WALL	NO	1145 ADAMS ST.
KEYSTONE HTS.	FL	ST. JOHNS RIVER	SEAL ON MULTI MON.	NO	PUBLIC LIBRARY
MELBOURNE	FL	OCALA	MONUMENT	NO	MILITARY MEMORIAL PARK
OCALA	FL	OCALA	PLAQUES/SEAL	YES	MARION CTY VETS MEM PARK
PALM BAY	FL	ST. JOHNS RIVER	MONUMENT	YES	2200 PORT MALABAR BL. NE



JACKSONVILLE, FL



CAMDEN, NJ

PLANTATION	FL	GULFSTREAM	PLAQUES	NO	VETERANS PARK
PORT EVERGLADES	FL	OTHER	PLAQUE	NO	HVIDE MARINE EXEC. OFFICE
PORT EVERGLADES	FL	OTHER	PLAQUE	NO	ADMIN. BLDG. LOBBY
PORT OF MIAMI	FL	OTHER	PLAQUE	NO	PASSENGER TERMINAL
PORT ST. LUCIE	FL	TREASURE COAST	MONUMENT	NO	PORT ST. LUCIE
SPRUCE CREEK SO.	FL	OCALA		NO	VETERANS PARK
ST. JOHNS	FL	ST. JOHNS RIVER	MONUMENT	YES	VETERANS MEMORIAL PARK
ST. PETERSBURG	FL	OTHER	PLAQUES	NO	USMS SEAMAN TRAINING SCH.
ST. PETERSBURG	FL	OTHER	PLAQUE	NO	WILLIAMS PARK
BRUNSWICK	GA	OTHER	LIBERTY SHIP REPLICA	NO	VETERANS PLAZA
WASHINGTON	IA	OTHER	MONUMENT	YES	VETERANS MEMORIAL PARK
CHICAGO	IL	MIDWEST	PLAQUE	NO	NAVY PIER
CHICAGO	IL	OTHER	PLAQUE	NO	CHICAGO MUSEUM OF INDUS.
ELMWOOD	IL		PLAQUE	YES	COURTHOUSE SQUARE
WICHITA	KS	OTHER	MONUMENT	NO	VETERANS MEMORIAL PARK

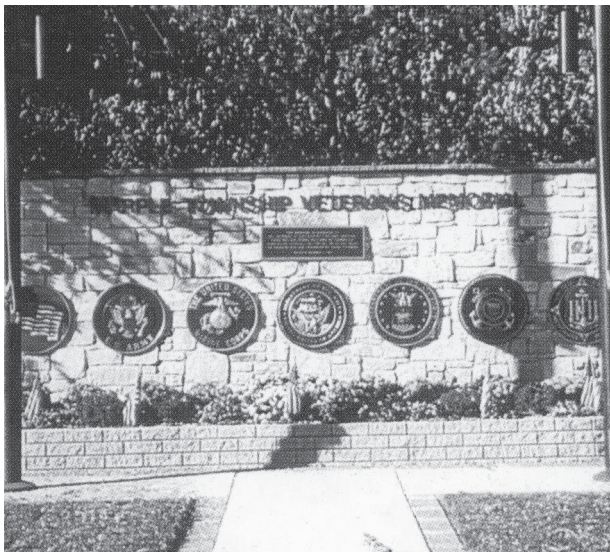
BOSTON	MA	NEW ENGLAND	MONUMENT/MM RADIO	NO	ATLANTIC AVE
BOURNE	MA	NEW ENGLAND	MONUMENT	YES	NATL. CEM. MEMORIAL WALK
BUZZARDS BAY	MA	OTHER	STATUE OF SEAMAN	NO	MASS. MARITIME ACADEMY
GLOUCESTER	MA		ANCHOR/MONUMENT	YES	WATERFRONT PARK
NEW BEDFORD	MA	NEW ENGLAND	MONUMENT	YES	FT. TABER PARK VETS PLAZA
SOUTH BOSTON	MA	OTHER	PLAQUE	NO	FITGERALD CIRCLE - WWII MEM
WEYMOUTH	MA	NEW ENGLAND	MONUMENT	YES	VETERANS PLAZA
BALTIMORE	MD	OTHER	ANCHOR/PLAQUE	NO	INNER HARBOR (NR. MD. SCI)
EASTON	MD	OTHER	ANCHORS/PROPS	YES	CALHOON MEBA ENG. SCHOOL
OCEAN CITY	MD		GROUND MARKER	YES	PARK OUTSIDE OCEAN CITY
CASTINE	ME	DOWN EAST	MEM/STONES/BENCHES	NO	MAINE MARITIME ACADEMY
CHARLEVOIX	MI	OTHER	MONUMENT	NO	HARBORSIDE/US-31
BEMIDJI	MN	OTHER	STONE-WWII MM	NO	BIRCHMONT & 14TH NW
DULUTH	MN	VIKING	MONUMENT	NO	CANAL PARK
ROCHESTER	MN	OTHER	N/A	YES	SOLDIER'S FIELD VET. MEM.
ST. LOUIS	MO	SAMUEL PARKER	ANCHOR/2 PLAQUES	NO	ST. LOUIS SOLDIER MEMORIAL



KENNEWICK, WA

ST. LOUIS	MO	SAMUEL PARKER	MONUMENT	NO	JEFFERSON BARRACKS NAT. CEM
COINJACK	NC	GEORGE BARK (GULFSTREAM)	MONUMENT	YES	VETERANS MEMORIAL PARK
LINCOLN	NE	MISSOURI VALLEY	MONUMENT	NO	ANTELOPE PARK VET MEM.
S. SIOUX CITY	NE	OTHER	MONUMENT/SEAL	NO	
SEWARD	NE	MISSOURI VALLEY	MONUMENT	NO	VETERANS MEMORIAL PARK
BOSCAWEN	NH	MAL - ARMAND DUPONT	MONUMENT	NO	NH STATE VETERANS CEM.
BARNEGAT LIGHT	NJ	DENNIS A ROLAND	MONUMENT	NO	BARNEGAT LIGHTHOUSE ST. PK
BOR. OF HAMPTON	NJ	DENNIS A. ROLAND	PLAQUE	YES	MAIN ST. VETERANS PLAZA
CAMDEN	NJ	DENNIS A ROLAND	MONUMENT	YES	WATERFRONT WALKWAY
CHERRY HILL	NJ	DENNIS A. ROLAND	PLAQUE	YES	CAMDEN COOPER RIVER PARK
EAST BRUNSWICK	NJ	DENNIS A. ROLAND	PLAQUE/BENCH	NO	VETERANS PLAZA
FLEMINGTON	NJ	DENNIS A. ROLAND	PLAQUE	NO	VETERANS PLAZA
GALLOWAY TWP.	NJ	DENNIS A. ROLAND	MON./BENCH/PLAQUE	YES	GALLOWAY VET. MEM. PARK
HOBOKEN	NJ	DENNIS A. ROLAND	PLAQUE	NO	HOBOKEN WWII MEMORIAL
MONROE TWP	NJ	DENNIS A. ROLAND	BENCH/PLAQUE	NO	GLOUCESTER CT. VET MEM C.
MONROE TWP	NJ	DENNIS A. ROLAND	SEAL ON MEM. WALL	YES	GLOUCESTER CT. VET MEM C.

SOMERVILLE	NJ	DENNIS A. ROLAND	MONUMENT	NO	SOMERSET CTY. ADMIN BLDG.
SPOTSWOOD	NJ	DENNIS A. ROLAND	PLAQUE	YES	SPOTSWOOD VET. MEM WALK
TOMS RIVER	NJ	DENNIS A. ROLAND	MONUMENT	YES	VETERANS PARK
TRENTON	NJ	DENNIS A. ROLAND	MONUMENT	YES	VETERANS PLAZA
WRIGHTSTOWN	NJ	DENNIS A. ROLAND	MONUMENT	NO	BG. W.C.DOYLE VET MEM CEM
ALBUQUERQUE	NM	ROADRUNNER	MONUMENT	NO	1001 LOUISIANA BLVD SE.
CAPITAN	NM	ROADRUNNER	ANCHOR-SS DRAKE VIC.	NO	FT. STANTON MM CEMETERY
BOULDER CITY	NV	OTHER	MONUMENT	NO	VETERANS MEMORIAL CEM.
BROOKLYN	NY	OTHER	PLAQUE	YES	BROOKLYN SANITATION DEPT.
BUFFALO	NY	OTHER	MONUMENT W/RELIEF	NO	BUFFALO RIVER VET. MEM. PK
CARMEL	NY	GENE DELONG-HUDSON VLY	PLAQUE	YES	VET. MEMORIAL HALL
EAST MEADOW	NY		MONUMENT	YES	EISENHOWER PARK
FISHKILL	NY	GENE DELONG-HUDSON VLY	N/A	YES	CASTLE POINT VA HOSPITAL
GOSHEN	NY	GENE DELONG-HUDSON VLY	MONUMENT	YES	GOSHEN VETS MEM. CEME.
GREENPORT	NY	PECONIC BAY	PLAQUE	NO	MITCHELL PARK/MAIN ST.
GREENWICH	NY	DENNIS A. ROLAND	MONUMENT	NO	CHRIST THE KING CHURCH
HUNTINGTON	NY	OTHER	SEAL W/OTHERS MON.	NO	VETERANS PLAZA
HUNTINGTON	NY	OTHER	SEAL ON BUSES	NO	PUBLIC BUSES



BROMMAL, MARPLE TWP, PA



SWEICKLEY PARK, PA

KENT	NY	GENE DELONG-HUDSON VLY	MONUMENT	YES	PUTNAM CTY. VETS MEM PARK
KINGS POINT	NY	USMMA	NUMEROUS MEMORIALS	YES	STEAMBOAT ROAD
KINGSTON	NY	GENE DELONG-HUDSON VLY	PLAQUE	NO	KINGSTON MARITIME MUSEUM
MONTAUK	NY	NORTH ATLANTIC	MONUMENT	NO	MONTAUK LIGHTHOUSE
NEW YORK CITY	NY	SEVERAL SOURCES	BRONZE SCULPTURE	NO	BATTERY PARK
NORTHPORT	NY	NORTH ATLANTIC	3 PLAQUES	NO	NORTHPORT VA MEDICAL CTR
ORIENT POINT	NY	PECONIC BAY	PLAQUES	NO	TERMINAL,CROSS SOUND FERRY
SARATOGA	NY	GENE DELONG-HUDSON VLY	PLAQUE	YES	GERALD B.H. SOLOMON CEM.
SHEEPSHEAD BAY	NY	OTHER	PLAQUE	NO	KINGSBOROUGH COMM. COLL.
SOMERS	NY	GENE DELONG-HUDSON VLY	MONUMENT	NO	LASDON PARK VET. MEM.
SOMERS	NY	GENE DELONG-HUDSON VLY	MONUMENT	YES	INVANDELL CEMETERY
STATEN ISLAND	NY	OTHER	HEADSTONE	NO	SILVER MOUNT CEMETERY
ASHTABULA	OH	NORTHEAST OHIO	MONUMENT	NO	ASHTABULA POINT PARK
BROOKPARK	OH	BUCKEYE MARINERS	MONUMENT	NO	CIVIC PARK - SHELDON RD.
MASSILLON	OH	CANTON HALL/FAME USMM	SEAL	NO	DUNCAN PLAZA

NEW RICHMOND	OH	OHIO VALLEY	MONUMENT	NO	NEW RICHMOND, OH
NORWALK	OH	BUCKEYE MARINERS	MONUMENT	YES	SHADY LANE
RITTMAN	OH	CANTON HALL/FAME USMM	MONUMENT	NO	OHIO W. RESERVE NATL. CEM
CUSHING	OK	EASTERN OKLAHOMA	MONUMENT/6 BRANCH	YES	CITY HALL
BEAVERTON	OR	OREGON	MONUMENT SEAL/ALL	NO	BEAVERTON, OR. PARK
CENTRAL POINT	OR	ROGUE VALLEY/SO. OREGON	MEMORIAL	YES	VETERANS PLAZA
FLORENCE	OR	OTHER	BRICKS/MEM. WALL	YES	OLD TOWN MEMORIAL WALL
MERLIN	OR	OTHER	MONUMENT	YES	MERLINE COMMUNITY PARK
PORTLAND	OR	OREGON	PLAQUE	NO	RIVER PLACE
PORTLAND	OR	OREGON	MONUMENT	NO	TOM MC CALL WATERFRONT PK
PORTLAND	OR	OREGON	GRANITE WALL	NO	PORTLAND MEMORIAL COL.
ANNVILLE	PA	OTHER	PLAQUE	YES	INDIANTOWN GAP NATL CEM
BETHEL PARK	PA	THREE RIVERS	MONUMENT	NO	BETHEL PARK MUNIICIPAL BLD
BRENTWOOD	PA	THREE RIVERS	MONUMENT	NO	SLATER FUNERAL HOME
BROMMALL	PA	HIGH SEAS MARINERS	PLAQUE	NO	DELAWARE CTY. VETS PLAZA
BUTLER	PA	MARINERS OF PA	MONUMENT WALL	NO	DIAMOND PARK COURT HOUSE
CRANBERRY TWP.	PA	MARINERS OF PA	MONUMENT	NO	NORTH BOUNDARY PARK
HARRISBURG	PA	THREE RIVERS	PLAQUE	NO	AMERICAN LEGION HQTRS.
LAMPETER	PA	OTHER	MONUMENT-ALL SERV.	NO	LAMPETER
MERCER	PA	MARINERS OF PA	PLAQUE	YES	COURT HOUSE WWII MEMORIAL
MUNHALL	PA	THREE RIVERS	COLUMN	NO	STATE VALLEY HIGH SCHOOL
NEW CASTLE	PA	MARINERS OF PA	COLUMN	NO	COURT HOUSE
PITTSBURGH	PA	THREE RIVERS	PLAQUE	NO	HALL OF VALOR - FIFTH AVE.
PITTSBURGH	PA	THREE RIVERS	MONUMENT WALL	NO	KOREAN WAR MEM. NORTH SH
SEWICKLEY PARK	PA	THREE RIVERS	ANCHOR/PLAQUE	NO	SEWICKLEY PARK
YORK	PA	OTHER	PLAQUE W/SEAL	NO	CONTINENTAL SQ. WWII MEM
BRISTON	RI	OTHER	MONUMENT	NO	VETS MEMORIAL PARK
EXETER	RI	OTHER	MONUMENT	NO	R.I. VETS CEMETERY
FLORENCE	SC	OTHER	WALL OF HONOR PLAQUE	YES	FLORENCE NAT'L CEMETERY
FORT RANDALL	SD	OTHER	N.A	YES	A/L FORT RANDALL CASTLE
HOT SPRINGS	SD	OTHER	N/A	YES	SOUTH DAKOTA VETS HOME
MOUNT RUSHMORE	SD	OTHER	N/A	YES	MOUNT RUSHMORE
PIERRE	SD	OTHER	STATUE/USCG & MM	YES	CAPITOL BLDG
PIERRE	SD	OTHER	N/A	YES	VETERANS AFFAIRS BLDG.
CHATTANOOGA	TN	TRI-STATE	MONUMENT	NO	CHATTONOOGA NATL CEM.
COLLEGE DALE	TN	TRI-STATE	MONUMENT	NO	VETERANS MEMORIAL PARK
NASHVILLE	TN	MID-SOUTH	PLAQUE	NO	WAS MEMORIAL PLAZA
DALLAS	TX	SS STEPHEN HOPKINS	MONUMENT	NO	DALLAS/FT. WORTH NATL CEM
DALLAS	TX	SS STEPHEN HOPKINS	PLAQUE	NO	VA MEDICAL CENTER
TYLER	TX	OTHER	COLUMN	YES	CAMP FANNIN
SALUDA	VA	OTHER	MONUMENT	NO	FRONT OF COURT HOUSE
KENNEWICK	WA	MID-COLUMBIA	MONUMENT	NO	NAZARENE CHURCH
KENNEWICK	WA	MID-COLUMBIA	COLUMN	YES	COLUMBIA PARK VETS PLAZA
MEDICAL LAKE	WA	MID-COLUMBIA	BENCH/PLAQUE	NO	EAST. WA. STATE VETS CEM.
OCEANPARK	WA	LOWER COLUMBIA	MEMORIAL	NO	OCEANPARK CEMETERY
PASCO	WA	MID-COLUMBIA	MONUMENT	YES	CITY CEMETERY
PORT ANGELES	WA	JUAN DE FUCA	MONUMENT	NO	VETERANS MEMORIAL PARK

WWII MARINERS HONORED AT 18TH ANNUAL
AURORA VETERANS SALUTE

F.O. "Clarke" Valles
Past President & CEO
Colorado Chapter, American Merchant Marine Veterans

Seeing a need to promote something to lift the spirits of our locals, I happened to come across a way (see www.usmm.org) to get medals and decorations authorized and provided by the U.S. Maritime Administration for those who hold a DD Form 214, Certificate of Release From Active Duty. Apparently, it's been there for some time but I've never heard of any of us going for it and wondered why not? Well, maybe just getting them by mail and sharing them with family and friends doesn't quite give us the Honor we deserve.

First I thought we'd have to find a place to present them where there would be many prominent people present to give it significance. The "Salute" provides a perfect venue because it attracts just under 1000 people every year, including the top political, civilian and military leaders of the Aurora/Denver community at a place (The Wings Over The Rockies Air & Space Museum) they all seem to enjoy along with good food, displays and free gifts by event sponsors. The Master of Ceremonies has always been Rick Crandall, Station Manager of KEZW AM, who did the same for the 50th Anniversary Commemoration at Normandy, France. And perhaps most significant, they make sure the U.S. Merchant Marine is prominently mentioned in the program and our wives like it too.

Next, I asked the event leaders if we could be included in the November 2012 program. Although they already had 26 presentations scheduled, they agreed to add us leaving a prominent presenter as the final need. For that, I turned to B/G Sal Villano, (USAF retired) Founder of the Forgotten Heroes Campaign (FHC) and got an immediate positive response. The Secretary of the FHC later came to see me and asked if we would be willing to include their Certificate of Recognition as part of the presentation. I agreed, provided it includes the U.S. Merchant Marine Emblem along with those of the other services, and so it does.

By name and at no cost, we received the Merchant Marine Emblem, Honorable Service Button, Victory Medal, Atlantic and/or Pacific War Zone Medal and Presidential Testimonial Letter which reads: "To you who answered the call of your country and served in its Merchant Marine to bring about the total defeat of the enemy, I extend the heartfelt thanks of the Nation. You undertook a most severe task-one which called for courage and fortitude. Because you demonstrated the resourcefulness and calm judgment necessary to carry out that task, we now look to you for leadership and example in further serving our country in peace.

(signed) Harry S. Truman
THE WHITE HOUSE"

After the event, I asked its Coordinator what kind of response she got from the audience. Her reply was that the verbals and especially the written from their "special guests" were such that it was the "star" of the program and that I am free to pass that on to the participants. Also, the DVD of it was recently shown to the local William Kellett Chapter of the USMMVWWII resulting in just about all present plus some requesting a copy.

We are planning to show the DVD of the above at our next Annual AMMV Convention to be held at Branson, Mo. April 28-May 2, 2013. I'm going to try getting Gen. Villano there to say a few words and give you who provide a copy of your DD Form 214 one of his certificates which would include your name (written in).

After seeing and being impressed by the above DVD, our National President Morris Harvey recommends that our chapters try doing the same for their members, using the above as a guide but realizing that including a FHC certificate may not be possible for so many.

I'm looking forward to the possibility of seeing you and renewing our friendships at the convention!

UPDATE ON "CAPTAIN PHILLIPS" MOVIE WITH TOM HANKS

"Captain Phillips" is an upcoming drama movie directed by Paul Greengrass and is based on a script by Billy Ray. It's a chronicle of Captain Richard Phillips and his crew's encounter with Somali pirates. Actor Tom Hanks got the lead role as the captain. The release to theaters date of the movie is set for October, 2013.



Captain Richard Phillips

Based on the true-life story of Captain Richard Phillips, who was taken hostage by armed Somali pirates, attempted to escape and was eventually rescued by U.S. Navy SEALs, the film will retell the events that garnered headlines worldwide in April, 2009. After his ship was hijacked on the high seas, Phillips surrendered himself to the pirates in order to protect his crew. The married father of two made one unsuccessful escape attempt before an elite squad of Navy SEAL snipers shot and killed three of the four pirates — an action authorized by President Obama. A fourth pirate surrendered and is in custody.

Filmed in Virginia Beach, VA and Morocco, the movie extras were recruited from actual mariners, it seems. National office of the AMMV got a call from a casting agency and referred them to a San Pedro union hall. While at Massachusetts Maritime Academy, which



Tom Hanks

Captain Phillips graduated from, the casting company interviewed 40 mariners. The casting company went to the academy to find four people to play the roles of crewmembers aboard the ship. At the auditions, candidates were asked to read a few lines from the script and share a bit about their experiences at sea.

"The first scene was one when they were initially seeing a pirate ship, and trying to hail the ship on the radio," said Pete DiSanto, 34, who graduated from the academy in 1999 and returned to teach commercial nuclear power. "The second scene was after the [pirates'] first attempt sitting with Captain Phillips -- talking about what would happen if they boarded." RADM. Gurnon, President of Mass. Maritime Academy, said he was pleased that the casting company was making an effort to select knowledgeable and experienced seamen for the roles.

"They were looking for authenticity, looking for people who have been to sea, who know port from starboard, and who have some experience," he said. "We're really pleased they held a casting call here. The number of graduates who tried out and what the movie is about is an incident that caused our graduates to shine."

Welcome Aboard to these New Members of the AMMV

DR. G. H. "SKIP" AMIS, JR.	EDMOND	OK	MARCELLA GRADIAS	PINON HILLS	CA	LLOYD W. PRESCOTT	SCITUATE	MA
DENISON Z. BEARMAN	FISHERS	IN	LINDA K. HARVEY	GRAYSLAKE	IL	JERRY D. RICE	WARSAW	IN
WILLIAM D. BROOKS, IV	ASTORIA	OR	ELNER J. JENSEN	SAINT JAMES	NY	JOE RICE	ASHMORE	IL
TYLER BROWN	N. RICHLAND HILLS	TX	JEANNETTE KAPPERS	SANDY	OR	PHILIP RIDDLE	N. FORT MYERS	FL
EVE CAMERON	SHENOROCK	NY	LYNN L. LARSON	GOLDEN	CO	TANIA SALTER	BOYNTON BEACH	FL
JULIAN CARDONA	MIRA LOMA	CA	VIRGINIA G. LARSON	GOLDEN	CO	JOANNE B. SHELTON	SANTA MARIA	CA
ROBERT L. CARPENTER	APACHE JUNCTION	AZ	DUANE V. LARSON, JR.	GOLDEN	CO	CAPT. VICTOR SHEN	LONG BEACH	CA
ROBERT CHRISTIAN	KERKONKSON	NY	DIANE LOSNEGARD	BURIEN	WA	ROSS W. SMITH	LAKEWOOD	NJ
MATTHEW D. CLIFFORD	CHICAGO	IL	SARA J. MC ALISTER	HEMET	CA	CHARLES E. SPARKS	WINSTON-SALEM	NC
LORI J. DENNETT	JUPITER	FL	SUE G. MORGAN	ATHENS	AL	DIRK TUINSTR	SANTA ROSA	CA
ELIA FLORES	PEARLAND	TX	FLOYD L. NELSON	BEAVER	UT	CHARLES WILLIAMS	CLANTON	AL
DON FREDERICK	WASHINGTON	IN	ELLEN B. O'DONNELL	EUREKA	CA			

Region 6 Mini-Convention

Meeting was called to order by Co-Master of Ceremony, Bob Ross. Presentations of the flags were presented by the Color Guard, followed by the Pledge of Allegiance led by Co-Master of Ceremony, Charles Montanaro. The Hughes Brothers, a local family entertainment group, were represented by the teens of the family. They lead everyone in the "National Anthem"



A.J. Wichita and singer Sarah Tweed

and performed a Christmas Song.

Branson Mayor RaeAnne Presley spoke next. She informed everyone of the different attractions in Branson. She gave a year in review of what all has happened to Branson this past year: economical, the tornado, and much more. She was presented with a red rose and welcome package by Allie Reep, granddaughter of Bob Ross.

A Moment of Silence for those who crossed the bar was observed; followed by the opening prayer from Bob Ross. Karl Kinney led those present in the Merchant Marine song "Heave Ho My Lads".

Masters of Ceremony, Bob Ross & Charles Montanaro, acknowledged a Merchant Marine Veteran, Robert S. Luaders and his wife Shirley. They were visiting Branson not knowing of the American Merchant Marine Veterans Association. They found out about the meeting the day before, while out sight-seeing and asked to sit in on the meeting to see what it was all about.

Crawford Knight gave a book review on "Sailing on Friday" by John A. Butler. The book was on loan from Ed Wielosinski. The book review was very informative on what was expected of the Merchant Marines, how much the Merchant Marines were paid, how much loss they suffered, and the ships the Merchant Marines sailed on.

Bob Ross read a letter from the National President Morris Harvey who wrote that due to medical reasons he was unable to attend the meeting. Ellis S. Smith, father of 8: 4 boys & 4 girls, grandfather of 24, & great-grandfather of 8, spoke to the audience about his time



Judy and Mel Bruns (Member-at-large)

as a Merchant Mariner. He signed up in Kansas City, did his training in Saint Petersburg, Florida for 4 weeks and then, caught his first ship in Boston, MA. He spoke of one trip where they had to pick up cowhides and bring back to the U.S. The smell of the cowhides was terrible. It's a trip that he will never forget.

Burt Young, Regional Vice President, Region 5, read a letter from Nebraska's Senator Mike Johanns about "establishing a Mer-



Ellis Smith (Midwest Chapter)



Allie Reep, Jack Grothe (SS Samuel Parker chapter), Reece Reep

Branson, MO • November 9 & 10, 2012



Entertainers Sarah and John Tweed

chant Mariner Equity Compensation Fund to provide a monthly benefit to Merchant Mariners who served during WWII."

Charles E Montanaro informed the group of a proposal made at the Reno Convention to National that the HR 23 be reworded to read "One Lump Sum of \$25,000" instead of the \$1,000 monthly. The attendees to this convention voted 15 yes to 1 no to approve the change in wording.

11:30-1:45 Break for Lunch

Co-Master of Ceremony, Bob Ross, called meeting back to order. Jack Grothe spoke with the AMMV's about getting new members. Local entertainers John Tweed and his daughter, Sarah, performed for the attendees. This was followed by Co-Master of Ceremony, Charles E. Montanaro providing a movie "Sail the Liberty Ships".

Meeting was adjourned for the day.

Saturday, November 10, 2012

Meeting called back to order by

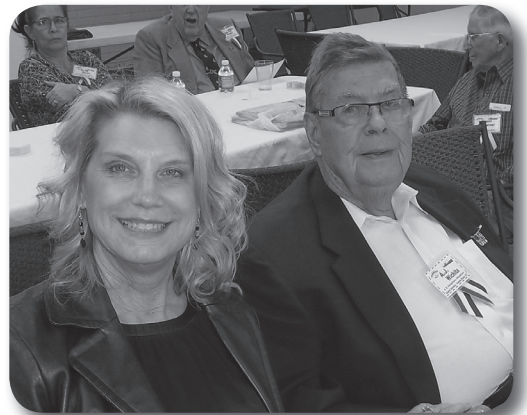
Co-Master of Ceremony, Bob Ross. Business matters were discussed and then the meeting was adjourned early.

The Saturday evening banquet began with a prank between Bob Ross and his grandson, Reece Reep. Reece informed Mr. Ross that someone had left their lights on in their vehicle. Mr. Ross asked Reece to go get the license number. Reece brings in the whole bumper and license plate off a vehicle. The attendees had a good laugh.

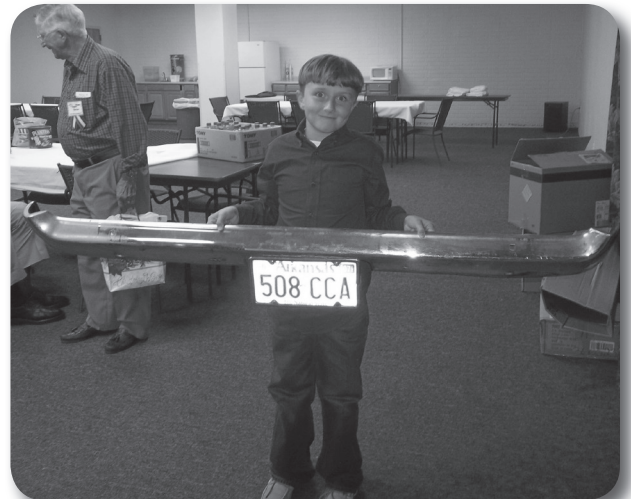
The banquet meal consisted of salad, roll, filet mignon, twice baked potato, steamed vegetables, tea, and an apple crisp dessert.

Following the meal, speaker Don McKinney, spoke about good passions and bad passions. A raffle presented by Jack Grothe, Allie Reep and Reece Reep was a huge success. And Helen and Karl Kinney lead a sing along with all the attendees crooning some memorable songs.

The meeting was adjourned for the year, but not before General Douglas MacArthur stopped by. As the Veterans left, General Douglas MacArthur informed them all that "I will be back."



Rosemary (Wichita) Buchwald (Member-at-large) and A.J. Wichita (SS Stephen Hopkins chapter)



Reece Reep



Charles Montanaro (RVP Region 6), General MacArthur, Bob Ross (Member at large)



CHAPTER NEWS

Central California Chapter



Shirley Hudson, Norma Head, & Harold Hudson at Santa Nella Cemetery

A FAVOR FOR A MERCHANT MARINERS FAMILY

In September, National Office received a request for help from Norma Carol Head, which was forwarded to Russell Adams of this chapter. The request was for a Merchant Marine Honor Guard at the burial of her Great Uncle.

Some background from Norma: I recently found out that my Uncle Harold had died in Merced in 1953 (I have been searching for him since 1978 when I first found out he had sailed and the family never heard from him again) and was buried unclaimed and in an unmarked County grave. Working with the Medical Examiner's Office in Merced and the Veterans Administration he is being exhumed and is being turned in the National Cemetery nearest Merced. Neither I, nor anyone in my family can attend the service planned. Merced County has arranged for a new casket (donated) and a hearse to drive the casket to the National Cemetery I believe in Gustine, CA. Since his love and job was the Merchant Marines I thought it fitting and only right that they be involved in his burial if possible and also stand in for our family. Harold's mother, two sisters, and his niece and two nephews (one being my Dad) are all deceased.

Russell and others offered their help and attendance at the ceremony. The local Merced, California paper wrote:

WWII veteran finally getting military burial - 10/23/12

A Merced County World War II veteran will receive a proper burial nearly 60 years after his death.

Harold Cochran died in 1953 at age 46 in Merced County. But with no one to claim his body, he was laid to rest with nothing but a number marking the site, said Deputy Tom MacKenzie, spokesman for the Merced County coroner's office.

Apparently, Cochran had lost contact with his family around the time he died. Recently, deputy coroners Jackie Hicks and Laura Fontes were successful in reaching Norma Head, Cochran's great, great grandniece.

Because family members had been located, officials exhumed his body from Merced District Cemetery last week.

Today, Head and members of Cochran's family travelled to Santa Nella, where Cochran will be buried at San Joaquin Valley National Cemetery with military honors.

Born in Tennessee, Cochran enlisted in the U.S. Merchant Marine in 1941 and served for three years. He was honorably discharged on Jan 11, 1944.

Golden Gate Chapter

A DEDICATION CEREMONY IN CASTRO VALLEY, CALIFORNIA

On November 11, 2012, over 1800 people attended the dedication ceremony of the Castro Valley Veterans Memorial at Castro Valley Community Park. The event was the culmination of years of work spearheaded by VFW Post No. 9601. Local politicians were on hand for the dedication. A flyover by an impressive C-130 Hercules Transport and a Huey Helicopter made for quite a show. The Memorial consists of five black granite monuments honoring the Marine Corp., Army, Navy, Coast Guard and Merchant Marine. Golden Gate chapter members in attendance were Lupe and Frank Mendez and daughter, Carol Ann, Ernie Banke and daughter, Erin, Harold Wagner, Jim Rowe, and Cpt. George Bruno.





CHAPTER NEWS

Humboldt Bay Chapter



INTERVIEW BY BBC ABOUT CONVOY PQ-17

Chapter member Richard Starrett was interviewed by BBC personnel who flew directly from London to the tiny Eureka/Arcata (CA) airport for the interview on November 29th. BBC is doing a documentary on PQ17. And since Richard was there, his ship was torpedoed and he spent 3 days in a lifeboat, the BBC will include his interview in a documentary which should air sometime next Fall. The interviewees questioned Richard thoroughly and a supposedly 1-hour interview lasted 5 hours. The young "team" already knew a great deal about Merchant Marine history and PQ-17 so Richard's "testimony" could be very detailed and concise. The BBC folks promised to send a copy of the film for further distribution.

**IF YOU HAVEN'T PAID
YOUR DUES FOR
7/1/12 - 6/30/13,
PLEASE SEND THEM
TO YOUR CHAPTER.**

Mon Valley Chapter



MON VALLEY CHRISTMAS PARTY

The Mon Valley Chapter AMMV held their Christmas Party on December 13, 2012 in Elizabeth Township, PA. Members from the Three River Chapter also attended. There were a total of 33 in attendance. Our chapter's President Gerard Driscoll organized this year's event with the assistance of his daughter Cynthia Komlos.



Ed Peterson, Cynthia Driscoll Komlos and Mary Ann Peterson

Ocala Chapter

WREATHS ACROSS AMERICA

AMMV members from local chapters attended and participated in the Wreaths Across America at the National Cemetery, Bushnell, FL. In attendance were Tim Sullivan, Member-at-large, Richard Parrish, Member-at-large, Morris Harvey, Joe Bracken, Larry Duncan and Mary McCamy, Ocala Chapter members and Peggy Van Gemert, Sarasota-Manatee Chapter.



CHAPTER NEWS

Robert J. MacAlvanah Chapter



LOCAL WREATHS ACROSS AMERICA CEREMONY

More than 1,000 people were in attendance for the Wreaths Across America at Sarasota National Cemetery (FL) on December 15, 2012. The cemetery has been open about 4 years but this was the first year that every one of the 5,200 gravesites received a wreath. CEO Felix De Rosa, representing the U. S. Merchant Marine, was escorted to the wreath laying ceremony at the circle by the Patriot Riders of America and presented a wreath for the laying ceremony in the circle. Several chapter members, including Lois Taylor, attended.



Sacramento Valley Chapter



A BANNER TO BE PROUD OF

Our member, George Heidel lives up in Redding, CA, and over the years, has proven to be a loyal member of and has contributed much to our chapter. But George's reach has been far beyond our chapter. It has been national. Several years ago, at his own expense, George ordered a banner. His banner has proven to be a popular item and has been displayed in our conventions – both regional and national. It has been in parades from George's home town of Redding to Sacramento and San Francisco. When George first conceived the idea of the banner, he had trouble finding a sign shop that would make it. The answer came by way of a relative, the nephew of his late wife, Inez. His shop was in Wichita, KS.

The nephew worked with George to get the layout just right but still only charged \$120.00. George was so pleased with the banner that he didn't seem to mind the money. By way of tribute for "getting it right", the sign has been copied by others about six times.

Southern Oregon Chapter

A MUCH-EARNED RETIREMENT; BUT HE WILL BE MISSED!

Word has come from Jim Willis, Oregon's Director of the Department of Veterans' Affairs that he is going to retire after 48 years of public service. Jim has been one of the Merchant Mariners and AMMV's strongest supporters. He writes: "..... my honorary membership in the AMMV is one of the most important things that has happened to me during my term as Director of ODVA. I very much respect America's Merchant Marine Veterans and all that they have done for me and my family." We wish you Happy Retirement, Jim.



CHAPTER NEWS

SS Stephen Hopkins Chapter



Fort Worth parade float

VETERANS' DAY PARADES

We celebrated two Veteran Day parades, one on Saturday in Fort Worth; and one on Monday in Dallas. We would like to recognize a member of our chapter for his contributions, not only to our chapter, but also to all Merchant Marine Veterans. Abe Goldfarb is the owner of "National Banner Co." in Dallas and Al D'Agostino and Nelson Smith recently presented Abe with a Certificate of Appreciation for all his contributions to our chapter which are too numerous to mention. He provided 100 large flags for the Massing of the Colors and 500 small flags to the Dallas parade. Abe is a Merchant Marine veteran of WWII and Korea. Thank you, Abe, for all you do for us. We really appreciate you.

We are very fortunate to have Mike Pixler and Nelson Smith in our chapter. Mike coordinated our efforts in Fort Worth and Nelson in Dallas. Mike's father was Willie Pixler who was a Merchant Marine veteran. Mike is retired from the Army and you know he is in charge when he is on board. He was seen at the parade getting the young ROTC student cadets squared away.



Dallas Parade attendees

Susquehanna Valley Mariners Chapter

SPECIAL LICENSE PLATES FOR PENNSYLVANIA MERCHANT MARINERS

November 12th was a great day for the Susquehanna Valley Mariners. Pennsylvania House Bill HB 1830 was signed into law by Governor Tom Corbett. The bill authorizes a special automobile license plate honoring the U.S. Merchant Marine of World War II. It places the Merchant Mariners on the same par as the other five branches of the Armed Forces. Representative John Bear introduced the bill in answer to our requests. We worked with his staff by supplying all the substantiating documentation we could obtain, thereby assisting them in getting the information to a receptive legislature.

Several members of our chapter attended the signing ceremony.

Lee Kincaid of the American Maritime Congress and AMMV member forwarded this copy about the legislation signed that day:

Governor Corbett Signs Legislation to Benefit Pennsylvania's Veterans

"Today is about honoring a debt; a debt earned in blood and sacrifice" – Governor Tom Corbett

Having served his country for 14 years in the Pennsylvania National Guard, Governor Tom Corbett is committed to remembering those who have put their lives on the line to preserve our freedoms. That's why this week the Governor honored Veterans Day by ceremonially signing seven pieces of legislation that will benefit both military veterans and the National Guard.

The Governor's legislative package will:

- Finance the Veterans Trust Fund, which will receive \$1.7 million after the sale of Scotland School for Veterans Children, and continue to grow, providing help and assistance for veterans.
- Encourage the commonwealth to contract with veteran-owned small businesses.
- Create a "V" designation on Pennsylvania Driver Licenses, which will allow veterans to qualify for discounts or other benefits.
- Update the Pennsylvania Code of Military Justice, giving commanders more effective options in dealing with military offenses.
- Simplify and provide uniformity to the registration and absentee ballot process for uniformed service voters and overseas civilian voters for all elections within the state.
- Establish special license plates for World War II veterans of the U.S. Merchant Marine and for all veterans of U.S. Military Airborne Units.
- Enable the Municipal Police Officers' Education and Training Commission to provide training for all police officers in the state to recognize and interact with veterans and other individuals suffering from Post Traumatic Stress Disorder and Traumatic Brain Injury.

These efforts ensure that those who have served receive the thanks and recognition they deserve from a grateful commonwealth.



JUST COMPENSATION



Ian T. Allison, Co-Chairman
UST COMPENSATION COMMITTEE
P.O. Box 1705, Santa Rosa, CA 95402

No Merchant Marine bill introduced yet in the 113th Congress, but we are moving forward!

With the retirement of Congressman Bob Filner, our bill has yet to be re-introduced into the 113th Congress. At the end of 2012, we faced a contentious Presidential election, a fiscal cliff that was avoided at the last minute (and still needs to be addressed in the next few months), and there is renewed debate about gun legislation. There were many more issues in front of Congress, and every new one tends to push us further into the background. That is why we need to renew our commitment to our cause, and stay on track with our plan.

As mentioned in our last article, we have been assured by Senator Mike Johanns of Nebraska that he will do his best to introduce a Senate version of our bill into the 113th Congress. Last fall I also received assurances from Congressman Bob Filner that he personally knows a representative who will continue to work with us on our bill. However, Filner has been busy with his new job as Mayor of San Diego, and has yet to reveal the name of this representative who will work on our behalf. We are committed to supporting the re-introduction of our bill in the 113th Congress, but we are also pursuing the possibility of legal action.

It has been suggested the litigation may be our alternative to legislation. The JCC has contacted several legal firms and is awaiting replies. We believe we have a strong case and we are counting on some expert legal minds to see this successfully through the courts. Part of our legal packet includes a Legislative Analysis by Christine Scott (Specialist in Social Policy) and Douglas Reid Weimer (Legislative Attorney) for the Congressional Research Service and is partially reprinted below. This Legislative Analysis was prepared for members and committees of Congress. If you are interested in a copy, it can be downloaded from the Internet at: <http://wlstorage.net/file/crsRL33992.pdf>, or researched under Google at: Congressional Research Service Merchant Seamen.

Congressional Research Service Veterans Benefits: Merchant Seamen

The information that follows has been edited from this Legislative Analysis by Scott and Weimer:

LEGISLATIVE & LITIGATION EFFORTS – 1944-1989 SUMMARY

Seamen of the U.S. merchant marine contributed to the World War II effort through the transportation of goods, materials, and personnel to the various theaters of war. However, they were civilians and not members of the U.S. Armed Forces. As a result, at the end of the war they did not receive the benefits granted to members of the U.S. Armed Forces.

In the years after the war, Congress held hearings on legislation introduced that would have either expanded benefits then currently available to merchant seamen, or provided benefits comparable to those provided in the Servicemen's Readjustment Act of 1944 (The GI Serviceman's Bill or GI Bill of Rights, P.L. 78-346). None of the legislation introduced was passed by Congress.

Successful litigation named the GI Bill Improvement Act of 1977 (Public Law (P.L.) 95-202) recognized the service of one group of civilians, the Women's Air Forces Service Pilots, as active service for benefits administered by the Department of Veterans Affairs (VA). In addition, P.L. 95-202 provided that the Secretary of Defense could determine that service for the Armed Forces by a group of civilians, or contractors, be considered active service for benefits administered by the VA.

Following litigation, the Secretary of the Air Force determined on January 19, 1988, that the service of the American Merchant Marine in Oceangoing Service during the period December 7, 1941, to August 15, 1945, is considered "active duty" for the purposes of all laws administered by the VA if the merchant seamen met certain criteria.



JUST COMPENSATION

Since then, certain merchant seamen have been eligible for the same benefits administered by the VA as veterans of the U.S. Armed Forces. However, some merchant seamen are advocating for a monthly payment because benefits were not provided until years after World War II. *[Note: Previously advocated monthly payment was changed to a one time lump sum of \$25,000 by official vote at the AMMV West Coast Regional Convention in Reno, Oct. 2012.]*

THE U.S. MERCHANT SEAMEN UNDER P.L. 95-202 – 1988-1989

As noted earlier, P.L. 95-202 established a process by which the Secretary of the Air Force determines if the wartime employment of certain groups of individuals is considered “active duty” military service for the purpose of receiving certain veterans’ benefits. If these groups of individuals are considered to be “active duty” by the Secretary, they are eligible to receive certain benefits, including health care.

Regulations implementing P.L. 95-202 specify which groups the Secretary has determined were employed in “active duty” service. The regulations also established the Department of Defense Civilian/Military Service Review Board and Advisory Panel to review each application for “active duty” status. Following its review, the board issues a written recommendation to the Secretary as to whether the applicant group should be considered “active duty” for the purposes of the act. The Secretary makes the final decision, based upon the recommendation of the board. Pursuant to this procedure, various groups of persons have been accorded “active duty” status.

The regulations concerning the designation of “active duty” status have undergone revision over the years. Changes and clarification to the regulations implemented in 1989 “stem from a Federal Court determination [*Schumacher v. Aldridge*] that the Department of Defense had failed to clarify factors and criteria in their implementing directive concerning P.L. 95-202.” The 1989 regulations remain in effect.

INTERIM LITIGATIVE EFFORTS

Application of the Ongoing Merchant Marines - 1980

Following the passage of the P.L. 95-202, several efforts were made to have the service of various groups of merchant seamen recognized as “active duty” service pursuant to the act. The lack of success of these efforts culminated in litigation, *Schumacher v. Aldridge*, discussed below, regarding the Secretary’s decision that merchant seamen were not entitled to “active duty” military service recognition, and consequently were not entitled to receive certain veterans benefits. The *Schumacher* court found that the Secretary had erred in denying the application of

the merchant seamen and outlined the application and administrative procedures that had been undertaken in the effort to obtain “active duty” status for merchant seamen, prior to the litigation. These administrative actions and the decision are discussed below, and the administrative and legislative actions subsequent to the *Schumacher* decision are summarized.

In January 1980, the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO) submitted an application on behalf of a group of World War II-era merchant seamen—the Oceangoing Merchant Marines—(Oceangoing Group). Their application specifically defined “active oceangoing service” and outlined in detail the type of merchant marine service and the groups of personnel for whom “active duty” status was sought.

The board, on January 5, 1982, recommended that the Secretary deny the application of the Oceangoing Group. On January 13, 1982, the Secretary adopted the board’s recommendation and denied the application. The Secretary reasoned that the seamen (1) received only limited military training, did not render service exclusively for the U.S. Armed Forces, (3) were not subject exclusively to military discipline, were not subject to “pervasive” military control, had no reasonable expectation of “active military service” status, and were not part of a wartime organization, formed for or because of a wartime need.

Application of the Invasion Group - 1983

In February 1983, an application was filed on behalf of the Invasion Group. This application included all American merchant seamen who participated in a military invasion during World War II, including the invasions of Normandy, Sicily, and the Philippines. On May 13, 1985, the board recommended that the application be denied, generally for the reasons previously given for denying the Oceangoing Group’s application.

Application of Operation Mulberry - 1985

On May 13, 1985, the board issued a mixed recommendation on behalf of an application of the “Merchant Seamen Requisition by [the] U.S. Army for Participation in Operation Mulberry.” The operation involved the construction of artificial harbors (mulberries) to facilitate the World War II invasion of Normandy. The board noted that of all the seamen involved in the operation, about 1,000 merchant seamen were needed to sail the blockships. The board focused its attention on those seamen who saw service aboard the blockships.

The board, after reviewing the application and the history of the operation, recommended approval of the Operation Mulberry/blockship application, but recommended denial of the application submitted on



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behalf of the overall Operation Mulberry group. The board stated that the overall group was too broad and diverse to make an adequate determination as to the roles of the many subgroups involved in the operation. However the board determined that the merchant marines involved in the blockship operations had performed a uniquely military mission in a combat zone, which was not a task normally performed by the merchant marine.

The Secretary adopted the board's recommendations and rationales, denied the blanket application for all participants in the operation, but approved the application of the mulberry blockship group.

Schumacher v. Aldridge – 1988. Finally, success.

Following the Secretary's decision in Operation Mulberry, a lawsuit was filed. The plaintiffs were three persons who served as merchant seamen in World War II and the AFL-CIO. The defendant was Edward C. Aldridge, who was sued in his capacity as Secretary of the Air Force. The plaintiffs challenged the denial of the Invasion Group and the Oceangoing Group applications. They argued that the merchant seamen included in those applications satisfied the established criteria to a greater extent than many of the approved groups, and argued that the denials were inconsistent with the Secretary's prior decisions. The Secretary responded that the plaintiffs misunderstood the designation criteria and outlined characteristics that the approved groups shared.

In its analysis, the court scrutinized the criteria that the Secretary applied in making the decisions. The court determined that the Secretary had failed to "articulate clear and intelligible criteria for the administration" of the selection process. It noted that Congress provided vague selection criteria, and the Secretary adopted these same criteria without "articulating specific, meaningful criteria to guide decisions." The court found that in addition to utilizing vague criteria, the Secretary applied criteria which were not published in either the statute or in the implementing regulations. As the court observed, when "Congress gave the Secretary discretion in adopting appropriate regulations, it assuredly did not license the Secretary to publish one set of criteria and to apply another." By making decisions based on unpublished criteria, the court found, the Secretary frustrated the purpose of the implementing regulations and denied the plaintiffs a fair opportunity to present their case.

The court observed that the Secretary also failed to apply established standards for administrative decision making. Reviewing one of the Secretary's prior decisions, the court found that the decision made no reference to most of the criteria set out in the regulations. The court

concluded that "because the criteria are vague and have not been applied in a workmanlike manner, it is difficult to assess the accuracy and significance of many of the Board's conclusions." In reviewing the record of the case, the court further concluded that the criteria set forth in the Secretary's regulations had not been applied even-handedly. The court found that the Secretary erred in denying the applications of the Invasion Group and the Oceangoing Group and remanded for reconsideration.

CURRENT LEGISLATIVE ISSUES: Delay of Recognition

U.S. merchant seamen were not covered by the Servicemen's Readjustment Act of 1944 (P.L. 78-346), also known as the GI Bill of Rights. Because legislation introduced in 1945 and 1947 to grant them comparable benefits was not enacted, they were not entitled to the unemployment compensation, education, or housing loan benefits provided under the GI Bill of Rights to World War II veterans of the U.S. Armed Forces. In addition, because they were not former members of the U.S. Armed Forces, they were not entitled to the disability or health benefits provided by the VA.

When recognition under P.L. 95-202 is granted to a group, the members of that group become eligible for all of the benefits administered by the VA. However, some of the benefits, such as education, have time limitations which have already expired. Members of every group with recognition under P.L. 95-202 may have had their lives impacted by not receiving veterans benefits at an earlier time in their life.

Determining the value of the impact of delayed recognition for benefits is difficult. Some members of the civilian groups, such as those with medical conditions related to their service, may have heavily utilized veterans' benefits if they were provided earlier in their lives. Others may have returned from service, accepted a job, and not taken advantage of the veterans benefits even if they had been available earlier in their lives. According to the VA history of the original GI education benefit, by 1956 (the end of the original GI bill) 7.8 million (48.8%) of the 16 million World War II veterans took advantage of the education benefits and participated in an education or training program.

In closing, it is clear we need to keep fighting and not give up the ship. Too much effort has gone into our fight for recognition, so far, to give up and with everyone's help, we shall be successful.

Just Compensation Committee

Ian T. Allison, JCC Co-chairman

Phone: 707-545-4171 Fax: 707-575-3707

email: mra@allisonammv.com

Kids, Cripples and Old Men

Thousands of merchant ships were sunk during World War II. The American public was never made aware of the extent of these losses or the thousands of seamen that perished. Meanwhile shipyards revved up and built enough ships to replace them. But now some ships were tied up at the docks fully loaded without sufficient manpower to put to sea. The War Shipping Administration responded by developing sufficient manpower with kids, cripples and old men to crew the merchant ships. These mariners carried 96% of vitally needed wartime supplies to our troops worldwide.

The War Shipping Administration accomplished this by reducing medical requirements to qualify for seamen's papers and recruited older men (up to 70) and patriotic "4F'ers," those medically exempt from regular service but still capable of serving like Hugh Bataille who only had one leg and Peter Falk who only had one eye. Still, more seamen were needed.

The answer was: advertise for high school children 16 and older and give them a "patriotic opportunity" to "deliver the ammunition to our fighting men." Our gallant Armies, our Marines and our Navies have proved their formidable ability to defeat the foe so it was imperative that the merchant ships get through "at all costs."

In the Mediterranean arena alone,

delivery was hazardous, at best. After the *SS Lawton B. Evans* ran the North Atlantic gauntlet, she proceeded to the Mediterranean and carried 4000 tons of ammunition and gasoline arriving at Anzio on D-Day June 6, 1944. She was targeted with shells from a shore side battery of German 88's and the deckhouse was ripped into jagged pieces of metal. The ship's gunners knocked down four planes and a glide bomb. They also destroyed the bomber that dropped a glide bomb.

The *Samuel Huntington* was hit in the engine room by a glide bomb, killing the watch crew.

If it had exploded in her cargo of gasoline and bombs the ship would have blown up into small pieces. The *William Woods*, bound for Anzio with troops and war supplies on March 10 1944, was torpedoed off Palermo. Seventeen-year old Cadet Myles Clark rescued a number of soldiers treading water by lashing mattresses together and throwing them down to the men.

The ship *Virginia Dare* struck a mine off Tunis that severed the forward part off the ship. The deckhouse and remainder of the ship, with the engine room intact, was towed to port and repaired. On May 8 in Bone, Algeria, 17 bombers attacked the port. Third mate Bernard Golden and gunner Myles Panek on the *Daniel Huger* were killed with shrapnel. Several others were wounded and a fire started in a hold which carried barrels of gasoline. It was put out.

The *Samuel Parker* known as the "Fightin' Sam" shuttled in the Mediterranean for 6 months and collected 140 shell and shrapnel holes in her hull. She was the first ship to be named a "Gallant ship of the Merchant Marine." Her captain Elmer J. Stull, Chief Mate N.K. Storkersen and AB seaman Fred Anderson were awarded the **Merchant Marine Distinguished Service Medal** for leadership and heroism in combat.

There are hundreds of recorded battles merchant ships were involved in which helps to explain what "at all costs" really meant. These ships were Hitler's premier targets. Sink the ships, stop the supplies and win the war. Merchant seamen were in so many firefights they sustained a very high casualty loss with a higher body count in ratio to any of the other Armed Services. The irony is the Veterans of Foreign Wars have fought giving the merchant seamen veteran benefits since WWII and, to this day, fight against providing compensation for benefits these wartime volunteers were denied.



THESE MEN WENT THROUGH HELL for YOU

The men of the Royal Navy and Merchant Navy ask you to give every ounce of effort to speed up production. Give them the weapons to fight back at the Germans and protect the women and children of Britain from what has happened in the countries now occupied by the enemy.

GIVE US THE SHIPS WE'LL DELIVER THE GOODS!

From America and our friends we are obtaining... (text is small and partially obscured)

Warwork News

At all costs



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



For more information, contact Sindy-Raymond at (707) 786-4554 at the American Merchant Marine Veterans office or by email at saaren@frontiernet.net.

PROPOSALS FOR CHANGES TO THE NATIONAL AMMV PREAMBLE, CONSTITUTION & BY-LAWS TO BE CONSIDERED AT THE AMMV NATIONAL CONVENTION APRIL 28 – MAY 3, 2013.

AMMV PREAMBLE

Submitted by Morris Harvey, National President and member of the Ocala Chapter.

CURRENT:

~~The American Merchant Marine Veterans is a not for profit pro-American organization. To gain recognition for what the men of the AMERICAN MERCHANT MARINES have accomplished for our country in war and peace. To educate the American public as to the importance of having a strong American flagged Merchant Marine at all times. To use all our ability to help the cause of AMERICAN SEA POWER and the AMERICAN SEAMEN.~~

PROPOSED:

The American Merchant Marine Veterans is a not for profit pro-American organization established to gain recognition for what the men of the AMERICAN MERCHANT MARINE have accomplished for our country in war and peace. Our key purpose is to educate the American public as to the importance of having a strong American flagged Merchant Marine at all times and to promote to the best of our ability the cause of AMERICAN SEA POWER and the AMERICAN SEAMEN.

Rational: To correct an error that has been carried forward for at least ten years, to remove the "S" at the end of the word MARINE. The term Merchant Marine refers to the men and ships that collectively make up the American Flag ships operating on the oceans of the world – it is not plural. At the same time I did a rewrite to better state the preamble of the American Merchant Marine Veterans.

AMMV CONSTITUTION

Submitted by Morris Harvey, Ocala Chapter and National President

Article IV - MEMBERSHIP

ELIGIBILITY: The following persons are eligible for membership in this

Corporation:

Applicants must submit proof of service in the American Merchant Marine at any time, or proof of service as a seaman on any country's vessels or proof of relationship to a member in good standing:

- a. Certificate of Discharge from ocean voyages (Foreign or Coastal) or inland waters.
- b. Members of the U. S. Maritime Service (Active or Inactive including Academy Cadets.)
- c. Members of U. S. Public Health Service who were engaged in the treatment of U. S. Seamen.
- d. Armed Guards serving on U. S. Merchant Marine vessels, with DD form 214.
- e. Members of any uniformed United States Armed Service with a DD Form 214.
- f. Wives and widows of members in good standing.
- g. Children, grandchildren, and descendants of members in good standing.

The following persons are eligible for Associate membership in the American Merchant Marine Veterans:

- a. Any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry. Associated members shall be held to 2.5 ~~twenty~~ (20) percent of the membership.

Rational: For an undefined period over the next few years Children, grandchildren, and descendants could possibly fill some of the necessary Chapter positions of the American Merchant Marine Veterans and as full members would be allowed the same voting privileges as other voting members. This proposal is based on the latest IRS rule changes:

7.25.19.2 (09-01-2005)

Statutory Requirements

1. To be recognized as exempt under IRC 501(c)

(19), a veterans' organization must meet the following requirements:

- A. It must be organized in the United States or any of its possessions,
- B. At least 75% of its members must be past or present members of the Armed Forces of the United States and substantially all of the other members must be cadets or spouses, widows, or widowers of past or present members of the Armed Forces of the United States.

Note:

Membership requirements were modified for years beginning after November 11, 2003. See IRM 7.25.19.4.

- C. No part of its net earnings may inure to the benefit of any private shareholder or individual. The organization's organizing document must not provide that the assets of the organization may be distributed to members upon dissolution.

7.25.19.4 (09-01-2005) Membership Requirements

2. For tax years beginning after November 11, 2003:

Section 105 of the Military Family Tax Relief Act of 2003 modifies the membership requirements for IRC 501(c)(19) veterans' organizations to include ancestors and lineal descendants of veterans or cadets in the 25% permissible non-veteran membership class.

No more than 2.5% of the organization's total membership may consist of individuals who are not veterans or cadets or spouses, widows/widowers/ancestors, or lineal descendants of veterans or cadets.

AMMV BY-LAWS

Submitted by Morris Harvey, National President and Ocala Chapter member.

ARTICLE 1 - MEMBERSHIP

F. The National membership list of names

and addresses shall not be released to anyone, public or private concerns. This does not preclude distribution and use of member contact information by Officers and Board of Directors members in the performance of their assigned duties. If any individual Chapter wishes to exchange their membership list with another Chapter, that would be at their discretion.

Rational: The officers and BOD must have contact information of the members in order to carry out the business of the corporation.

Submitted by Morris Harvey, Ocala Chapter and National President, AMMV.

ARTICLE 11 – NATIONAL OFFICERS

SECTION 205 – NATIONAL BOARD OF DIRECTORS.

C. The National President shall call a meeting of the Board of Directors not later than the calendar day twenty-four (24) hours prior to the call to order of the National Convention. Additional meetings or polling by mail or telephone of the Board may be called by the National President or by a majority of Board Members, whenever the Executive Committee of the Board is unable to act on an issue or is viewed as having exceeded its authority.

Rational: This provision is not realistic and subsequently violated in the past. The call to order is usually at 0900 hours requiring the BOD meeting to be held before 0900 on the preceding calendar day or one day earlier requiring the BOD to arrive two days before the call to order. I do not believe this to be practical or the founder's intention.

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

January 25, 2013

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

AMMV BY-LAWS – Article II – National Officers
Section 208 - Standing Committees:

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

Task Force Members are:

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

F. O. “Clarke” Valles (Member At Large); 7865 E. Mississippi Ave. Apt. 1008, Denver, CO 80247
Phone: 303-377-5716, Cell: 303-437-7836; email: coloradoammv@comcast.net.

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

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

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

B) 27th National Convention Committee - 2013, Branson, MO: The following members are appointed to the 2013 National Convention Committee:

Chairman: Bob Ross (Member-at-Large) 111 Stroud St., El Dorado, AR. 71730-5353
Phone: 870-863-4738 and fax 870-863-6142

Members: Charles Montanaro; A.J. Wichita; Carol Gutierrez; Helen and Carl Kinney; Veronica Barsoun; Maggie and Jack Grothe; Don McKinney; Cindy Raymond, Shirley and Crawford Knight; Laneisa and Kevin Reep; and Bob's Great Grand-children.

C) Nomination and Credentials Committee:

Chairman: Richard “Ben” Benjamin (Central Indiana Chapter); 5167 Lacy Pl., Greenwood, IN. 46142-9744
Phone: 317 902 1491; Email: hoosierben@gmail.com

Member: Burt Young; R-5 VP; Phone: 402-488-1576; Email: lmbyyoung@gmail.com

LETTERS TO THE EDITOR

Roger Hardy Memorial Merchant Marine Flagpole

Dear Ms. Raymond:

On November 12, 2012 in the small town of Medfield, Massachusetts, a ceremony was held in Baxter Park, Medfield's military memorial to honor a Merchant Marine flag and pole dedicated to the memory of Roger E. Hardy. Now this flag flies proudly among the other armed service flags which wave in the breeze at Baxter Park.

In 2006 Roger teamed with Jack Petersen, an Executive Producer at Medfield Channel 8 TV, to produce the stories of Merchant Mariners. They interviewed many of them and recorded their stories. These recordings are now archived in the Library of Congress.

Sadly, Roger passed in May, 2012. In addition to the archived material at the Library of Congress, Roger was instrumental in getting the Merchant Marine postal stamp produced by the U. S. Postal Service. He also had begun conversations with the Smithsonian Institute and worked with the American Wartime Museum in Woodbridge, Virginia.

Today Jack Petersen continues with the work Roger began and the work they accomplished together. Jack is also writing a history of the Merchant Marine and is involved in various other aspects as he makes the story of the Merchant Marine known to his town and to his country. Jack may be contacted at (508) 359-7972.

Sincerely,

Carol Wright

Assistant to Jack Petersen

Photos by Colleen Sullivan



Jack Petersen and Carl Hardy at the Dedication Ceremony of the new Merchant Marine flagpole dedicated in honor of Roger E. Hardy.

Additional U.S. Merchant Marine Medals Available

Hi Cindy:

Sorry to say but you forgot us younger guys in the display of Merchant Marine Medals on the inside front cover of the Fall, 2012 AMMV NEWS Magazine. There are also medals issued by DOT for Korean, Vietnam and other conflicts. I know; I have one.

Joe Bracken

Ocala Chapter

Editor's note: Thank you, Joe, for pointing this out. The MARAD website cites the following have been available since around 1992. Contact Patricia Thomas at the Sealift Support office of MARAD (address in prior issue) for more information.

Other medals are:

Korean Service Medal - recognizing service in the American merchant marine during the Korean Conflict. It is awarded for service between June 30, 1950, and September 30, 1953, in waters adjacent to Korea. Design: The torii gate and taeguk are traditionally associated with Korea. The ship's chain alludes to maritime service.



Vietnam Service Medal - for maritime service between July 4, 1965, and August 15, 1973, in waters adjacent to Vietnam. Design: The dragon is traditionally associated with Vietnam, the shoreline denotes service in the coastal waters adjacent to Vietnam, and the anchor symbolizes maritime service.



Merchant Marine Expeditionary Medal - awarded to American merchant seamen who serve on U.S.-flag ships in support of operations involving American and allied military force. It was first authorized for service in Operations Desert Shield and Desert Storm. This medal is also authorized to mariners who served in Operation Iraqi Freedom. Design: The anchor, symbolizing naval prowess, is flanked and supported by two seahorses, suggesting maritime service in support of the United States Armed Forces.



Lady of the Town

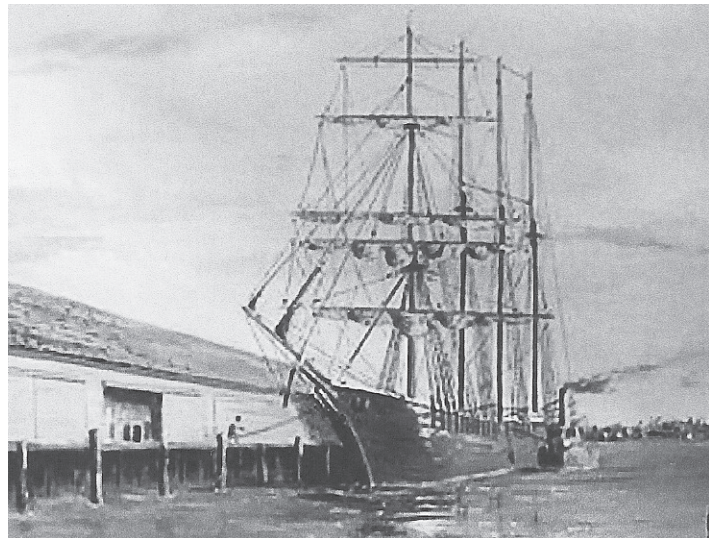
I was sixteen when I first saw her. Graceful, though long in the tooth, she was more than shapely, more than regal and she wore an inner agility that was her unsaid promise. Even without movement, she caught the eye of every passing man and boy. Later in my retirement years as an artist, I painted her as I thought she might have looked in her prime and somehow, my patrons agreed that her portrait was worth the asking price. Her name was *Reine Marie Stewart* and she was 218 feet long.

It happened during my visit to Thomaston, Maine during a school break. Aside from being my family's ancestral home, the town was known as the site of the state prison and for its long history as a major building center for American clipper ships. My friend, Cecil Day, a long-time Thomaston resident, invited me aboard the last of the old clipper ships that lay quietly at the coal dock. It was 1937 and she had been there for a decade awaiting a cargo, a buyer, or at least an overhaul.

The invitation to the deserted ship seemed rather strange in that the signs read "Keep Off!" and as there was no gangway, one would guess we were not welcome aboard. Throwing protocol aside, we surreptitiously scampered up a trailing rope to her broad deck.

There, we quickly disappeared forward where we could explore the tiers of narrow bunks where her sailors had eaten and slept. The darkened bulkhead on each side was another world to our accepted way of thinking. Too ancient to be real. . .so was it real? We'd imagine wild tales and playful challenges flung back and forth over the scarred, initial-carved mess table while ghostly sailors gimbled themselves upright as the ship leaned away from the wind. Imagination caused both of us to lean in perfect time. Our eyes followed the ghostly oilskins and coats hanging on wooden pegs, swaying out into the room only to return flattened against the musty bulkhead. An imagined call to duty brought us back on deck to sprint toward the stern.

The aft deck house, home for the captain and his officers, showed faint light from a small skylight with panes streaked with the grime of years. Dim light, litter and dust tried but could not altogether hide the fine patina of pine paneling on the bulkheads and doors leading into tiny cabins on each side. This was officer's country, and except for scuff marks where propped elbows had braced against the table edge wearing the varnish, there was silence. Silence that brought forth fantasies of adventure—the thud of running feet on the overhead, and the distant sounds of orders being shouted by a changing deck watch. We clearly heard whine of wind as the ship took command of her natural element in escaping a pirate's warning shot. Reluctantly, and back in the real world again, we left the ship, shoes skid-



ding and scraping showers of curling paint onto the still water between the ship and her dock, and glancing back in wonder, I had to pause. Had I really heard the old ship whispering a message?

She was born late in November of 1919 at Thomaston's Dunn & Elliot shipyard, only a week after my own birthday. At her launching, she became the last of the many fine clipper ships designed, hand crafted and launched before the Great War and dominance of steel ships brought an end to the age of sail. Big for a clipper at 218 feet, she had a 41 foot beam, used 19 feet of water at her maximum loaded depth, and was registered at 1,320 tons. Captain Elliot, both builder and owner, insisted on top grade western fir for her hull and masts, oak for her frame with tamarack knees, and locally cut clear pine for her inside paneling. Miles of rope and hundreds of shackles and blocks went into her forest of rigging from stem to stern. It was calculated that she would carry up to 1,250,000 board feet of lumber, and had a useful life of at least thirty years. A prime example of sturdy Yankee craftsmanship, the *Reine* represented an end to an age of sail during which America's fast clippers competed and then overwhelmed all other maritime nations in the race for world commerce. Indeed, only the bald eagle is more closely identified with our nation's emerging strength, than were the graceful New England-built clipper ships.

Unfortunately, *Reine Marie Stewart* missed her time and place, so that after several voyages she tied up at Thomaston's old coal dock, there to await better times and a new owner. Several years later, an Italian company agreed to refit her as a coal carrier and work began to replace the worst of her rigging. Before the work was finished, the new company went bankrupt sending the lovely ship back to sleep at her pier. Months went by without interest or offers of work, then years, then a decade. Inside, her quarters yearned for a new crew, while outside she faced the harsh winters and hot summers alone in a brutal and losing one-sided battle. Her miles of rope and rigging sagged with age, and her paint began to peel until everywhere she crackled to the touch. Below her waterline, long waves of seaweed

clung to her neglected hull like a furry green mattress. By now she was a Thomaston town fixture, the tallest thing in town and in the county, a mecca for tourist cameras and a delight for exploring boys and dreamers. It would be many, many years later, after half a lifetime at sea as a professional seaman, that I finally learned the real reason for my bond with this memorable lady. Strangely enough, I was to be shipwrecked in 1940 while aboard a small freighter, *Timber Rush*, owned by the Shephard Steamship Company who I discovered later, had also owned the *Reine Marie Stewart*.

Ships, both wood and steel, have personalities. They will fight or bond with you, depending upon how you interface with each other. I've seen a ship under total control of an expert pilot, simply and spitefully ram into a dock for no known reason. Many ships will steer erratically with one quartermaster at the wheel, and make a fine straight course for another. One such ship that I was particularly bonded to, I was warned, would take unexpected lurches to one side or the other while under way. At the helm I would occasionally turn the wheel one or two spokes to one side or the other for no obvious reason or signal from the compass—and the ship would stay exactly on course to the surprise of the officer on the bridge. Why? I don't know. A bonding I expect, and the ship responded.

Ships also talk. Steel or wooden, they all talk. Things rub against things. Engines and pumps murmur below, lines and ropes vibrate, canvas slaps, and as hulls move through the water, different sounds come from waves being pushed aside. Badly stowed cargo will bring groans of distress and everywhere the wind speaks a different sound around the many shapes on deck.

I thought back to the old *Reine Marie Stewart* who had whispered to me as I left in her time of distress. She, of all ships, would have bonded or spoken to crew members, each according to their understanding and kinship. In her composition of timber laced back and forth into a ship, she'd be a talker. By her sounds, one would know danger, confidence or a will to race. To all her sounds, the sails above would join in approval or disappointment and should one be poorly set, would snap or boom in irritation

or anger.

As a boy, I fantasized adventures on the old clipper ship, but now I had a new understanding and realized she had been more than just a too tall monument in a very small town, but a live thing with feelings and a soul. I remembered her whispered plea.

At the onset of WWII, a firm based in Nova Scotia made a bid and won her for a mere pittance of her original \$220,000 cost, sending a tug all the way south to Thomaston to tow the old lady north to her new home in the Bay of Fundy. There, she was re-rigged to replace her barkentine-rigged foremast with a shorter schooner-rigged mast that matched her other three. This converted her to a four-masted schooner allowing her to operate with a smaller crew. On a steep beach at Fundy's high tide, they scraped her bottom to remove eight truckloads of sea grass and barnacles. After that, the seams in her hull received a thorough caulking with tarred oakum fibre forced between hull planking using thin steel wedges and wooden mallets. Finally, she received three coats of paint and fresh sails. Renewed at last, she went to work eagerly and as good as new with her enormous cloud of sail set to astonish those who had never seen a big clipper at sea in all her glory.

By 1942 the war had created vast shortages of raw materials worldwide. This, coupled with a diminishing supply of ships, gave a new profitable chance for the old ship to reclaim her heritage. South Africa needed timber, so the *Reine Marie Stewart* loaded over a million board feet in Nova Scotia, and started the long voyage south.

Near the Equator, it was not unusual for a sailing ship to lose the wind and to become becalmed. Lack of wind continued for days in which sails spread to catch water from occasional showers, became the only excitement for the small crew. She lay rolling with sails flapping in the heat and silence of an ocean that seemed devoid of life from horizon to horizon. After a week in the hot glassy sea, the silence ended. A U-boat arose out of the sea to confront her.

The German commander sternly ordered the frightened crew to abandon in their only lifeboat, and the cruel shelling began against the old hull. They say she cringed at each blow and that her groans were deep and agonizing as she tipped lower and lower. Each bursting shell tore deep wooden chunks out of her life and spread themselves over the sea. At last with a sigh, she slowly slipped beneath the sea to take her final resting place thousands of feet below. Later, on reading of her death, I wished I could have been there to weep for her.

The end had finally come to the last of the lovely ladies, a noble American clipper ship I had bonded with and treasured in my memories over so many, many years.

*Article and paintings by Richard Starrett,
Humboldt Bay Chapter*

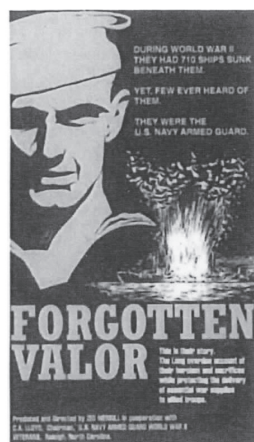


It's an alarming fact that WWII is not being taught as history in our schools anymore.

Sadly, young people today have no clue what America sacrificed in both combat and on the home front to help save our freedom.

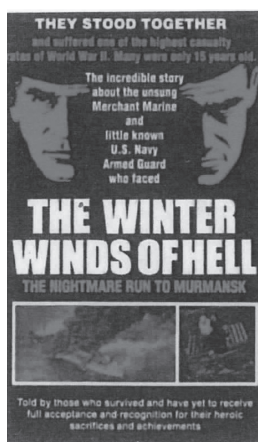
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– Zed Merrill, WWII US Navy Armed Guard



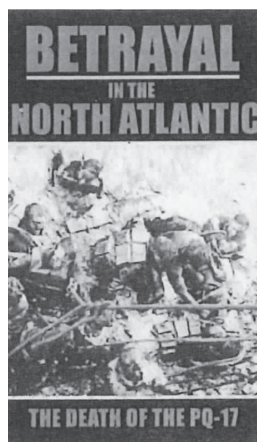
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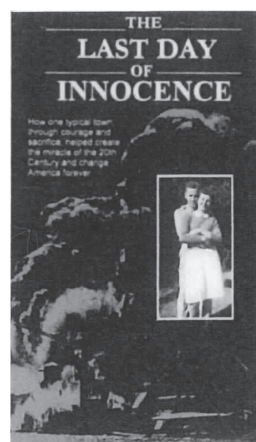
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Thousands perished on poorly armed merchant ships in the icy North Atlantic. Convoys simply vanished. *Awarded one of the most outstanding WWII videos.*



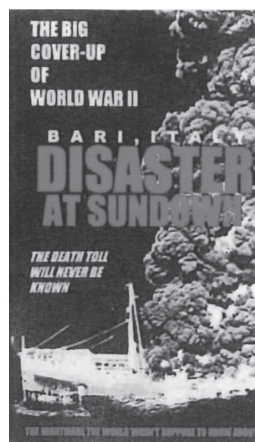
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The mystery concerning the PQ-17 convoy is still debated. Some call it one of the most treacherous acts of betrayal in naval history.



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American Merchant Marine Veterans 27th National Convention April 28 - May 2, 2013 Branson, Missouri

Ramada Inn
Convention Center
1700 W. Highway 76
Branson, MO 65616
Phone: 1-800-641-4106

Please register for your hotel room directly with the hotel.

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

Cancellation Notice: Refunds only by special exception April 15, 2013. AMMV will charge \$25 for returned checks.

Traveling to Branson

Branson Airport

Located 8 miles south of Branson.

Airlines serving Branson:

AirTran • Frontier

For more information, visit www.flybranson.com.

Springfield Branson Regional Airport

Located 43 miles north of Branson, and is a one-hour drive.

Airlines serving Springfield:

American Airlines • NorthWest Airlines
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National Car Rental.....1-800-227-7368

Hertz.....1-800-654-3131

Branson:

Enterprise Rent-A-Car.....1-417-336-2000
or 1-417-338-2280

Hertz.....1-800-654-3131

Weather

Average annual precipitation is 43 inches, which includes 20 inches of snow.

Spring: 46°-70°F

Fall: 49°-72°F

Summer: 70°-90°F

Winter: 27°-47°F

Facts About Branson

- 1907 Harold Bell Wright pens "The Shepherd of the Hills".
- 1959 Table Rock Dam is completed, creating Lake Taneycomo and Table Rock Lake.
- 1959 Baldknobbers open the first show in Branson.
- 1960 Silver Dollar City opens as an 1880's theme park.
- 1960's "The Beverly Hillbillies" film 4 episodes at Silver Dollar City.
- 1983 Roy Clark is the first nationally known entertainer to put his name on a theater.
- 1984 Dan Britton, of the group Pierce Arrow, is documented in the Guinness Book of Records for having the lowest bass note in the world.
- 1987 Box Car Willie is the first to purchase a theater, and to call Branson home.
- 2001 Grand Country Square opens the first indoor water park in Missouri. It's also home to the world's largest banjo and fiddle.
- 2004 Branson Landing Development broke ground.
- 2005 10 million dollar explosive launch roller coaster "Powder Keg" opens at Silver Dollar City.
- 2006 Branson Landing / Silver Dollar City expansion.
- 2009 Branson's own Airport opens.
- 2011 Silver Dollar City opens a new million dollar area for kids.

World's Largest Hand Carved Chicken is built in front of the new Great American Chicken & Steak House on 76 Blvd.
- 2012 Branson celebrates its Centennial.

100th Anniversary of the Titanic.

FOR GENERAL INFO: Bob Ross
Phone: 870-863-4738 Fax: 870-863-6142



Convention Registration Form

Name _____ Affiliation/Chapter _____

Spouse/Other _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Planned Date of Arrival _____

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

Convention Fees: (AMMV Members & Affiliates Only, No Registration Fee For Spouse/Companion)

Register early and save money

Early Birds Special until March 15, 2013 \$ 75.00 x _____ = \$ _____

March 16 – April 28, 2013 \$ 85.00 x _____ = \$ _____

Ladies Luncheon (Monday, April 29: Noon: Building 600) \$ 29.50 x _____ = \$ _____

***Luncheon will be buffet style with the following choices**

☐ Garden Salad ☐ Pot Roast & Veggies ☐ Roasted Red Potatoes ☐ Antigua Vegetables ☐ Carrot Cake
☐ No Salad ☐ Baked Chicken ☐ Mac N' Cheese ☐ Corn ☐ Peach Cobbler

President's Reception Dinner (Monday, April 29: 6:00pm: Building 600) \$ 39.50 x _____ = \$ _____

***Dinner will be buffet style with the following choices**

☐ Garden Salad ☐ Pot Roast & Veggies ☐ Mashed Potatoes w/ Gravy ☐ Carrots ☐ Chocolate Cake
☐ No Salad ☐ Bourbon Chicken w/ Rice ☐ Mac N' Cheese ☐ Peas ☐ Apple Pie

President's Banquet (Tuesday, April 30: 6:00pm: Building 600) \$ 39.50 x _____ = \$ _____

***Banquet meal will be served with a Fresh Garden Salad, Fresh Dinner Rolls, Roasted Red Potatoes, Blended Vegetables & Cheese Cake**

☐ Chicken Marsala (Tender Boneless Chicken Breast, Covered in a Hearty Marsala Wine Sauce)
☐ Roast of Sirloin (Slow Roasted with the Chef's Blend of Seasonings and Covered with a Savory Burgundy Sauce)
☐ Combo Sirloin/Chicken

Branson Tour (Wednesday, May 1: 9:30am – 3:30pm *Approximate) \$ 54.95 x _____ = \$ _____

Bus Tour includes The Branson Strip, The Lake, Old Branson,
 Lunch @ Golden Coral and Barbara Fairchild Show

Total Due for Convention Fee, Meals and Event = \$ _____

Hospitality Room Provided (BYOB)

Waitresses will be on duty at all meals to assist with meal as needed.

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

Cancellation Notice: Refunds only by special exception April 15, 2013. AMMV will charge \$25 for returned checks.

Please make check payable to AMMV National Convention 2013
Mail check (No Cash Please), complete form and your registration to:
 Bob Ross
 111 Stroud Street
 El Dorado, AR 71730-5353

FOR GENERAL INFO: Bob Ross
Phone: (870) 863-4738 Fax: (870) 863-6142



**American Merchant Marine Veterans
27th National Convention
April 28 – May 2, 2013
Branson, Missouri**

Hotel Registration

Please register for your hotel room directly with the hotel.

The room rate is \$49.95 plus all applicable taxes. You must register prior to April 14th to guarantee the convention rate. Be sure to tell them that you are with the Merchant Marine attending the AMMV Convention.

When registering to get the special Convention room rate use the group code Mariner. The rate is only valid for the four days of the convention.

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

For General Information Contact: Bob Ross (870) 863-4738

Ramada Inn
Convention Center
1700 W. Highway 76
Branson, MO 65616
Phone: 1-800-641-4106

Don't Forget Your FREE
Breakfast Included with
Your Room.

Proposed Schedule of Events

Sunday, April 28, 2013

See Shows
Check-in and Convention Registration
Exhibit/Hospitality Room to be announced
Board of Director's Meeting Beginning at 5:30 pm
(Chips, Dips, Snacks, Tea & Coffee will be served)

Monday, April 29, 2013

TBD
9:00 AM – 11:00 AM
Noon – 1:30 PM
1:30 PM – 4:30 PM
6:00 PM – 7:30 PM

Registration, as needed
Voting Credentials Check-in
Opening Ceremonies; General Session
Ladies Luncheon and Entertainment
General Session Continues
President's Reception Dinner – Speakers,
Raffle drawing after dinner

Tuesday, April 30, 2013

9:00 AM – 11:30 AM
1:30 PM – 4:00 PM
6:00 PM – 7:30 PM

General Session Continues
General Session Continues
President's Banquet – Keynote Speaker,
Raffle drawing after dinner

Wednesday, May 1, 2013

9:30 AM – 3:00 PM

Branson Bus Tour
Bus Tour includes The Branson Strip, The Lake, Old Branson, Lunch @ Golden Coral and Barbara Fairchild Show

Thursday, May 2, 2013

See Shows

Have a good and safe trip home

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MEMORY BOOK RATES

Deadline for submittals is MARCH 15, 2013

_____ Full Page (8 in x 10.5 in) @ \$ 100.00 _____ Half Page (8 in x 5.25 in) @ \$ 70.00
_____ 1/4 Page (4 in x 5.25 in) @ \$ 40.00 _____ Business Card @ \$ 20.00
_____ Biographical Story * \$0.00 _____ Patriotic Contribution

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

*All Submittals must be camera ready.
No Bleeds except back and inside cover.
Original Art – No Photo Copies please.*

*Digital Copies accepted – MS Word or PDF Format, E-mailed or on Disc.
Do not scar the artwork with paper clips or other clamp devices.*

Contact: _____ Phone: _____ E-mail _____

Chapter Name: _____

Memory Book will be made available to the following addressee:

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

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

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

FOR GENERAL INFO: Bob Ross (870) 863-4738
TECHNICAL QUESTIONS: Carole Gutierrez (503) 252-8250 or photos@clear.net



APPLICATION FOR MEMBERSHIP

Join the American Merchant Marine Veterans, an effective 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 to strengthen this position. We work to help the cause of American seamen and American seapower.

DATE _____

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STREET ADDRESS _____

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AGE _____ DATE OF BIRTH _____ HIGHEST POSITION ATTAINED _____

DD214: Do you have one in your possession? Yes____ No____ Issued by what service? _____

Please check the appropriate box(es):

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

DUES SCHEDULE: Paid annually covering our fiscal year July 1 thru June 30. Due July 1.

- 1) **CHAPTER MEMBER:** Membership dues paid through chapter. To locate a chapter locally, contact the National Office as shown below.
- Or 2) **MEMBER AT LARGE** (Member not associated with a Chapter) – \$32.00 Check enclosed____
- Or 3) **ASSOCIATE MEMBER:** Children, grandchildren and descendants of members and any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry. These persons may join as an Associate Chapter Member or as an Associate Member at Large per above schedule.

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

SEND COMPLETED MEMBER-AT-LARGE APPLICATION AND DUES TO:

AMERICAN MERCHANT MARINE VETERANS

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NAUS and the AMMV: Joining Forces on Capitol Hill



NATIONAL ASSOCIATION FOR UNIFORMED SERVICES



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



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

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



YES!

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

AMMV12

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

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State

Zip

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Phone Number

Date of Birth

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

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