

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE



Heceta Head
Oregon

IN PEACE AND WAR



1775

FALL 2012

- ★ 2012 WEST COAST REGIONAL CONVENTION..... PAGE 14
- ★ SS BLACK POINT PAGE 24
- ★ JUST COMPENSATION REPORT PAGE 30



\$4.00

You Earned Them

**Distinguished
Service**



**Outstanding
Achievement**



**Meritorious
Service**



**Defense
(Prior to Pearl Harbor)**



**Mariner's
(Dead or wounded)**



**Prisoner of
War**



**Mediterranean
Middle-East
War Zone**



**Pacific War
Zone**



**Atlantic War
Zone**



**World War II
Victory**



According to Maritime Administration records, more than 12,400 mariners were awarded the Merchant Marine Defense Bar; 143,000 mariners were awarded the Atlantic War Zone Bar; 111,000 Pacific War Zone Bars were distributed; and, 94,000 bars for service in the Mediterranean-Middle East War Zone were presented. In addition, over 2,000 mariners received the Korean Service Bar, and 5,000 were given the Vietnam Service Bar.

All of these recipients of the war zone bars are eligible to obtain the new corresponding medal. The immediate families of deceased mariners are also eligible.

Some mariners who sailed in these wars never applied for the war zone ribbon bars. The Maritime Administration is again accepting original applications for the decorations. Applicants must provide proper documentation of their merchant marine service in order to be considered for the

medals. In general such documentation must include the mariner's full name, "Z" or book number, and copies of voyage discharge certificates.

Inquiries should be directed to:

Office of Sealift Support Maritime Administration, Rm W25-322; Attn: Awards
1200 New Jersey Avenue, SE
Washington, DC 20590

Please direct all questions to:

Patricia Thomas
Vessel Transfer Officer
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(202) 366-2646 or (202) 366-2354;
fax (202) 493-2180; email: Sealift marad@dot.gov.



American Merchant Marine Veterans
Official Publication
NEWS MAGAZINE

Published quarterly for the benefit of our members.

Foreign postage additional.

*Subscription included in membership fee
for AMMV members.*

Non-members: \$4.00 per copy.

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Published October 22, 2012

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National President Morris Harvey

JUST COMPENSATION NEWS:

A most important item on my mind right now is the planning to reintroduce the Just Compensation initiative into the 113th Congress, which begins next January 1. The BOD and membership in attendance at our National Meeting



at MITAGS last May voted to continue the initiative, including direction to consider possibilities of legal action as we move forward. In addition, the membership in attendance at the West Regional mini-convention in October issued a resolution requesting that we revise the legislation from a \$1,000.00 per month payment to a fixed one-time payment of

\$25,000.00. The first action must be to recruit a Representative to introduce the bill into the House of Representatives; preferably one that is on the House Veterans Affairs Committee. Our former champion, the Honorable Bob Filner, has decided to run for Mayor in San Diego, CA. Next, we need a Senator to introduce the identical bill into the Senate and, thanks to the efforts of Missouri Valley Chapter members C. M. "Beech" Dale and Burt Young, RVP - Reg-5, Nebraska's Senator Mike Johanns has agreed to work with us. He previously co-sponsored S-663 in the 111th Congress.

The membership should continue to keep the pressure up with their Senators and representatives regarding HR-23 – even if there is little hope that it will pass this year, it will keep the Just Compensation initiative active in their minds. In the letter from Senator Johanns regarding his support he states "I know from previous efforts that when a bill is introduced it will receive enthusiastic support from Merchant Mariners throughout the Nation. A key element to success is introducing a bill at a time to leverage this support."

I believe this is a timely moment to advise that our membership has exhibited limited support of the HR-23 petition that is on-line at Change.org. The petition was created by Debbie Rogow, daughter of a Merchant Marine Veteran, and received about 200 signors when I notified AMMV membership of the petition – today that total is still less than 400 – over a period of more than six months. Not very encouraging support from a membership of 3,000+, in fact it is unacceptable. Senator Johanns would be very disap-

pointed with this performance.

TRY THIS NOW: You can still access the petition by going to www.change.org/petitions. On this page look at the top, look for a box with "FIND" in it. Enter HR-23 in the box and press ENTER. Our HR-23 petition will be in the list of petitions on this page. Click on the petition, which will bring up the input page for you to fill out and sign, (Look for a big red box - click on it after filling out the information requested). I know that many of you do not have a computer and that makes it a little tougher. However, usually there are relatives, friends and even your local Library that will help. Please do this it is important.

"STORMING THE HILL"

As I write this, I am attending the annual BOD meeting of NAUS October 17th thru 20th - as a member of their Legislation Committee and advisor to the BOD. NAUS President, Jack Klimp Lt-Gen (Ret), and the BOD is very supportive of the Merchant Marine obtaining just recognition for our Service. At 8:00 AM on the 18th about 20 members boarded a bus to "Storm the Hill". I was able to talk to staff members for Representatives Jeff Miller and Rick Nugent (both from Florida); Senators Bill Nelson (FL), Marco Rubio (FL), and Johanns (NE). All of the staff that I spoke with was very friendly and accommodating. In addition to passing on the NAUS general legislative agenda, which includes passing our HR-23 bill, I was able to discuss in some detail the status of HR-23 and HR-1288. I spent extra time with Rep. Miller's staff trying to get some indication that both bills would be brought to the floor for a vote in this 112th Congress – no luck - but at least they know that we are not giving up. I informed all of them that we intend to push forward into the 113th Congress and that we are interested in revising the bill to include a cash one-time payment of \$25,000.00. As some of you know Sen. Johanns has already agreed to sponsor the bill in the Senate and his legislative correspondent, Jillian Hutchison, was very familiar with HR-23. However, I was pleasantly surprised when J.R. Sanchez, Director of Outreach for Sen. Marco Rubio, indicated that the Senator might be interested in sponsoring our bill and requested that I contact him next week. As a handout, I presented copies of the Merchant Marine at War booklet, which was reproduced by the JCC – thank you, Ian, along with a back-up facts sheet (from usmm.org –thank you, Toni) supporting HR-23. Choosing a House sponsor to replace Representative Filner will have to wait until after the

(continued on page 6)

election and possibly until after committee positions are resolved. It is desirable for at least one sponsor to be on the VA committee. NAUS legislative staffs are ready to work with us on this selection. I urge you to consider joining NAUS – there is a membership application elsewhere in this Magazine, which offers a discounted fee for AMMV members.

AMMV MEMBERSHIP ISSUES:

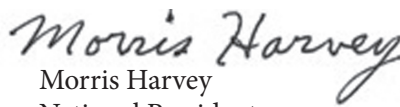
Membership renewal continues to be a problem. Only 69.4% of our members have renewed as of October 4th. There are several chapters who have not sent in one renewal. Folks, this is a budgetary problem which must be resolved. We need your support in order to continue the business of the AMMV. Our By-Laws state that dues are due on July 1 of each year. In addition, it declares that a member not renewed by September 30th will be dropped from our roster and will not receive our NEWS Magazine or other Corporate services. However, this has not been our practice and again this year those who have not renewed are receiving this Magazine issue. If you are one who has not renewed, please do so immediately - help keep our organization solvent and able to continue our good works. Thank you.

MEMBER GETTA MEMBER PROGRAM:

We have continued our membership growth initiative by completing a professionally produced brochure – a three way fold out in color, which will be used to recruit new members. Each existing member should have received a copy with a letter requesting that you use it as a recruiting device in our Member Getta Member program. In addition, National will use the brochure to recruit new members through KP Alumni organizations, Maritime Unions, other Maritime organizations, and through special mailings.

NATIONAL CONVENTION - 2013

Mark this on your calendar – the 2013 annual Board of Directors and membership meeting (Convention) is being planned by Bob Ross and his team. I hope the more central location in the country will make it possible for more Board Members to attend. It will be at the Ramada Inn in Branson, MO, April 28th thru May 2nd. He has negotiated a great price of \$49.95 per night including breakfast. Check out his one page ad in this magazine and give him a call.



Morris Harvey
National President

THE JONES ACT – THE FOUNDATION OF THE MERCHANT MARINE

Section 27 of the Merchant Marine Act, 1920, as amended (46 App. U.S.C. 883), commonly referred to as the Jones Act, is one of the three legal pillars of the modern United States Merchant Marine. A cabotage law, the Jones Act requires that all merchandise transported between two ports within the jurisdiction of the United States be carried by a U.S.-flag vessel, built in the United States, owned by a U.S. citizen and crewed by American merchant mariners.

Cabotage laws are common throughout the world, and are used to protect trade between two points in a single country. Just as you cannot fly British Airways from New York to Los Angeles, you cannot use a foreign ship to trade between two ports in the United States.

While the Jones Act dates from 1920, the United States has had various cabotage laws on the books since the first Congress in 1789. Even at the founding of the Republic, the federal government has recognized the value of having a thriving domestic maritime industry.

The Jones Act and other cabotage laws, which include laws regarding passenger vessels, dredging and salvage, ensure that the United States has the vessels, seafarers and shipyards necessary to protect the national and economic security of the country. Today, the mod-

ern Jones Act fleet represents over half of all vessels over 10,000 deadweight tons flying the American flag today. Of the 195 vessels in the American fleet, 105 of them are Jones Act qualified vessels operating domestically.

The Jones Act is critical to the continued existence of the U.S. Merchant Marine. Without a thriving domestic fleet, we would lose the skilled seafarer base needed in times of war or national emergency. We would also lose the skilled shipyard labor required to build modern merchant vessels.

It has been argued that the Jones Act increases costs to consumers by removing foreign competition that could lead to lower freight rates and transportation costs. However, these savings are more than made up by the loss of tax revenue, increased risk to the environment, and cost to the federal government of maintaining the ships and jobs necessary to protect America in time of war or national emergency.

The Jones Act is the foundation upon which the modern American merchant marine and maritime industry is built.

Courtesy of the American Maritime Congress.



National Secretary **Charles Mills**



Greetings:

Another year has passed without a resolution of our Just Compensation Bill. It is time to take another look at what we have been doing over a long period of years and try to come up with a new game plan to add to what we have already been doing.

Telephone calls, emails, and letters, have not been getting the job done alone; we need to add a plan (B) that will help move us forward. In the Southeast Western Gulf Coast area we contacted all the Congress people and received three answers, two positive ones from Congressmen Gene Green and Al Green. And with some additional manpower we can knock on some doors.

I have always advocated making a lot of noise if you want to get attention. We are too small an organization, and our members are too old, to make a lot of noise so we need to go outside for help. Meet with the AFL/CIO, SIU, MEBA, MMP and ILA unions and ask for their help, manpower and financial aid. All or most of us were members of the deep sea unions and still draw pensions. If you never ask you will never get.

Now is the time to move. We need to set aside **some funds, set up a committee of three with instructions to meet with the above groups** and come up with a plan of action by Spring, if not before.

I fully support the resolution passed at the Western Region Conference; let's go for the \$25,000 lump sum payment.

Fraternally Submitted,

CHARLES A. MILLS
National Secretary

MEMBERSHIP DUES ARE DUE ON JULY 1, 2012
FOR THE FISCAL YEAR 7/1/12 – 6/30/13.

IF YOU HAVE NOT PAID YET, PLEASE DO SO NOW.

YOUR CONTINUED MEMBERSHIP IS IMPORTANT TO US

- CHAPTER MEMBERS – DUES ARE PAYABLE TO YOUR CHAPTER
- MEMBERS-AT-LARGE – THIS YEAR'S INCREASED ANNUAL DUES OF \$27.00 CAN BE SENT TO THE AMMV NATIONAL OFFICE, P. O. BOX 186, FERNDALE, CA 95536-0186.



Editor / AMMV Office Administrator **Sindy Raymond**

Amazing how time flies when you're having fun! It's hard to believe that this issue of the "NEWS" marks my fourth year as Editor. My goodness! But it has been a very interesting and certainly educational time for me. I have learned of WWII history that I never knew existed. And my contact with "the Greatest Generation", those who lived through the War, has made it a most pleasurable experience. I had met some of you previously, during my 5 years or so of being involved in the legislative workings with the Just Compensation Committee; but the American Merchant Marine Veterans seems more like "family", a closer group bonded by the benefits of chapters, common goals and, of course, our national "NEWS" Magazine. It has been my pleasure to provide you with some "hopefully" interesting information and I am really enjoying it. I hope you are too.

Some goals of the AMMV are to continue as an organization dedicated to (a) the education of the public as to who Merchant Mariners were and are and what they do, (b) further the cause of the Maritime industry in the United States and (c) get our Just Compensation legislation and the Veterans status for Korean and Vietnam mariners project successfully concluded. But to do this, we need to keep the AMMV organization alive. Please do all you can to promote the "Member Getta Member" campaign and do your share – honestly, 1 member is really all that each AMMV member has to sign-up. Think of it this way, you need to help keep me busy at the National office. And we will be trying to garner members from maritime unions, schools and other pertinent groups like the Navy League, too. But we need you to do your share – remember – just 1 or more.

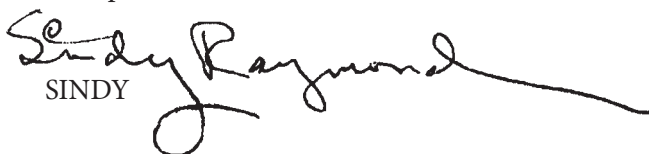
I would like to take a few sentences to Thank the Editors of Chapter newsletters for making my life as "NEWS" Editor a great deal easier. These newsletters are great sources for ideas that all of our members might enjoy and combined with a little Internet research, have been and will continue to be the basis of articles in this publication. Please keep those ideas coming, guys, and any individual information will be welcomed by me.

But, now I would like to talk about some personal matters. As many of you know, Sindy is my nickname. My given first name is Saaren. Where did that come from? Well, the best answer I have is that it was a figment of my parents' imagination. But my family still calls me Saaren and as such, I have finally finished a family-related book.

The AMMV national office is located in a home that my Great-great Grandfather built in the Victorian village of Ferndale, California. When she inherited the House, nicknamed "the Gumdrop Tree House" because of the shaped Monterey Cypress trees in front of it, my Grandmother refurbished it to what it was like when she was a little girl. She then wrote a Chronicle describing the House and the furnishings. I have edited and compiled this Chronicle and added many pictures for a book that, after too long a time, I have finally completed. Please see the ad later in this NEWS for further information. So, I guess, there may just be another life out there besides the U. S. Merchant Marine, as hard as that is to believe.

And now, back to business. Please keep those cards and letters coming in, folks – and, of course – your dues IF YOU HAVE NOT YET PAID. The results of the questionnaire sent out a while back by the Just Compensation Committee have been tallied and AMMV records will be updated, soon, with some of the information, including your time served in the MM and other services, if applicable, and your Veterans' status. This information is needed to justify the classification as a not-for-profit Veterans organization by the Internal Revenue Service. More details on this project will follow.

Full speed ahead,


SINDY

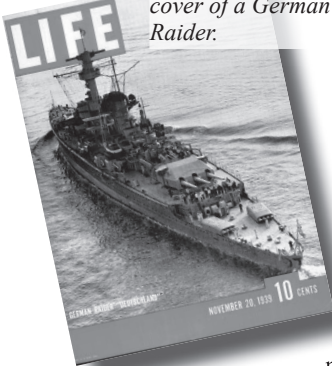


SS *Stephen Hopkins*' epic battle with a German raider

The enemy's recorded version – VFW's comment on Merchant Marine

Early on September 27, off the SW coast of Africa, the German raider *Stier* was laying stopped with another surface raider *Tannenfels*. The crewmen had been working outboard, scraping and re-painting the ship's sides and were just recalled on board when an American ship was sighted nearby emerging

1939 *Life Magazine* cover of a German Raider.



Painting by
Lt. WN Wilson

the tenacity with which the enemy gunners continued to resist.

As one Navy Armed Guard gun crew was mowed down, it was immediately replaced by



Cadet O'Hara at a gun while visiting the Presidio in San Francisco

from rain squall. She had appeared unexpectedly and now the two ships were almost alongside one another.

Capt. Gerlach of the German raider immediately called for full speed, ran up the battle flag, signaled the ship to stop and cleared his gun crews for action. The *Stier* opened fire on the stranger with a warning shot across the bow, which Gerlach believed would lead her captain, realizing he was hopelessly outgunned, to obey his command to stop. Instead, the ship turned, as if attempting to escape, and returned fire – with its stern-mounted World War I 4-inch gun, two 37mm anti-aircraft guns and six machine guns – leaving Gerlach with little option but to open fire in earnest.

Tannenfels kept her distance, concentrating on jamming the *SS Stephen Hopkins* frantic distress signals. The *Stier*, firing at will, moved to cut off her retreat, but instead sustained two hits herself, one jamming the rudder hard to starboard, the other cutting the engines' oil-supply line, causing them to stop. Drifting in a half-circle, Gerlach found that while he could bring his port side armament to bear, he couldn't fire torpedoes, the raider's electrical power had also been knocked out.

Lying no more than 1,000 meters apart, close enough for the lighter anti-aircraft weapons of both the *Stier* and the *Tannenfels* were to effectively rake the freighter's decks and gun positions; both sides hammered shells into one another. The raider's superior firepower soon had the freighter ablaze, but the *Stier* was ablaze, too. Concentrating all his firepower on the freighter's stern gun, which was wreaking such havoc on his ship, Gerlach could not believe

another, until there

was simply no one left. The gun fell silent. A cadet came out of the engine room to help the gun crew. He found them dead or wounded. With the remaining shells he was able fire into the *Stier*. Gerlach fired several more salvos. The cadet was killed; the freighter's engine room was destroyed.

While the two crippled ships drifted side by side in the squally rain, their machine gunners were still raking each other with murderous fire. The *Hopkins* was sinking; the few remaining crew of the blood splattered and burning freighter left in a lifeboat. Their "conqueror" was not much better off.

Gerlach finally ordered his gunners to cease firing. Holed below the water-line and taking on water, fires raging out of control, the raider *Stier* was doomed.

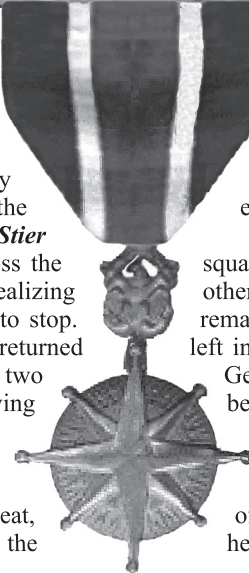
Gerlach told his officers he had decided to abandon ship. Informed of Gerlach's decision, Kapitän Haase of the *Tannenfels* maneuvered his ship in as close as he dared to the burning raider, her officers and crew still stunned by what they had witnessed. Those on the raider believed they'd been engaging an auxiliary cruiser; the crew of the *Tannenfels* could clearly see how few weapons the freighter

had brought to bear, and were stunned. The engine room cadet who fired the last salvos into the German Raider was Edwin O'Hara who was awarded posthumously the Distinguished Service Medal by President Franklin D. Roosevelt.

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



United States Merchant Marine
Distinguished Service Medal



"At the end of the war and to this day, 67 years later, the Veterans of Foreign Wars leadership has fought against the WWII American Merchant Marine Veterans from receiving the same recognition and compensation as 16 million Americans who were in the various services. The WWII Merchant Marine was made up of 250,000 men and by virtue of the 1936 Jones act became a "Navy Auxiliary." They were so desperately needed our government solicited 16-year-old boys to help man the ships. A higher ratio of merchant seamen died in

WWII than any other service. The VFW still blocks any attempt for the wartime mariner to get equal recognition and compensation in Congress as other service veterans. The seamen died and risked their lives to bring ammunition, fuel and food to the Armies so they wouldn't die. The VFW's Washington spokesman Joe Davis. "Yes, the merchant marines provided an invaluable service ... But they were not members of the United States' military."

– As reported by Bill Bartell, *The Virginian-Pilot*

AMMV

Profit & Loss

July through September 2012

Ordinary Income/Expense

Income

401 · AD NEWSLETTER	150.00
402 · CONTRIBUTIONS	852.00
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	680.00
CHC · CHINA COASTERS	1,140.00
CIC · CENTRAL INDIANA	240.00
CVN · CONN VLY · NORTHERN MARINERS	300.00
CWM · CARL W. MINOR - CENT. CA. COAST	380.00
DAR · DENNIS ROLAND	3,180.00
DES · DESERT MARINERS	820.00
DNE · DOWNEAST	53.00
DVC · DELAWARE VALLEY	340.00
EMS · EMERALD SEAS	200.00
EOH · EDWIN O'HARA	800.00
EOM · EASTERN OKLAHOMA MARINERS	320.00
GLD · GOLDEN GATE	1,400.00
GUL · GULFSTREAM	1,440.00
HIR · HIGH ROLLERS	380.00
HSM · HIGH SEAS MARINERS	300.00
HUD · HUDSON VALLEY	820.00
HUM · HUMBOLDT BAY	300.00
JOB · JEREMIAH O'BRIEN	350.00
JTS · JOHN T. SCHMIDT/PALMETTO	460.00
KEY · KEYSTONE MARINERS	240.00
KPC · KINGS POINT	400.00
LON · LONE STAR	480.00
MAC · ROBERT J. MAC ALVANAH	740.00
MAL · MEMBERS AT LARGE	13,180.00
MCO · MID-COLUMBIA	1,060.00
MGC · MISSISSIPPI GULF COAST	20.00
MON · MON VALLEY	620.00
MOV · MISSOURI VALLEY	820.00
NBM · NORTH BAY MARINERS	400.00
NOA · NORTH ATLANTIC	400.00
OCA · OCALA CHAPTER	600.00
OJE · OTTO J. ERNST	140.00
OKM · OKLAHOMA MARINERS	380.00
ORE · OREGON	680.00
ORS · OREGON SOUTHERN	620.00
ORV · OSWEGO RIVER VALLEY	120.00
PEC · PECONIC BAY	480.00
PUG · PUGET SOUND	20.00
ROG · ROGUE VALLEY	360.00
SAC · SACRAMENTO VALLEY	980.00
SAR · SARASOTA-MANATEE	807.00
SDE · SAN DIEGO SILVERGATE	280.00
SJR · ST. JOHNS RIVER	700.00
SSM · SMALL SHIP MARINERS	340.00
SSP · SS SAMUEL PARKER	580.00
STH · SS STEPHEN HOPKINS	800.00
STI · STATEN ISLAND	220.00
SUQ · SUSQUEHANNA VALLEY	820.00
SVM · SILICON VALLEY MARINERS	420.00
SWF · SOUTHWEST FLORIDA	500.00
SWP · SOUTHWESTERN PA	60.00

THR · THREE RIVERS	1,120.00
VUL · VULCAN CHAPTER	360.00

Total 410 · CHAPTER DUES	44,690.00
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Total Income	47,995.91
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Expense

500 · FIXED EXPENSE	
503 · EQUIP RENTAL	150.00
507 · TELEPHONE	844.11
508 · RENT/OCCUPANCY	900.00
509 · UTILITIES	300.00

Total 500 · FIXED EXPENSE	2,194.11
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530 · NEWS LETTER	
533 · POSTAGE	1,793.93
536 · PRINTING	5,845.00
539 · EDITORIAL FEE	600.00

Total 530 · NEWS LETTER	8,238.93
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550 · PERSONNEL	
551 · ADMINISTRATOR	4,350.00

Total 550 · PERSONNEL	4,350.00
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560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	465.65
565 · POSTAGE	295.73
566 · PRINTING	600.91

Total 560 · OPERATING EXPENSES	1,362.29
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Total Expense	16,145.33
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Net Ordinary Income	31,850.58
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Net Income	31,850.58
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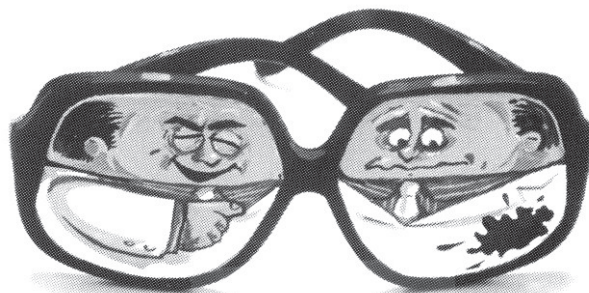
Fellow Mariners:

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

George Salovich, National Treasurer

AMERICAN MERCHANT MARINE VETERANS
27TH NATIONAL CONVENTION
BRANSON, MO; APRIL 28 TO MAY 2, 2013
FOR INFORMATION CONTACT:
BOB ROSS
111 STROUD STREET
EL DORADO, AR 71730-5353
(870) 863-4738

Making a Spectacle of Yourself?



“Through the pitch-black night, the captain sees a light dead ahead on a collision course with his ship. He sends a signal: ‘Change your course ten degrees east.’

The light signals back: ‘Change yours ten degrees west.’

Angry, the captain sends another signal: ‘I’m a navy captain! Change your course, sir!’

‘I’m a seaman, second class,’ comes the reply. ‘Change your course, sir.’

Now the captain is furious. ‘I’m a battleship! I’m not changing course!’

There is one last reply: ‘I’m a lighthouse. It’s your call’.”

See You In Branson in 2013

JUDGE ADVOCATE & VETERAN'S TASK FORCE MEMBER



I have a major concern for the mariners mentioned in this letter. The American Merchant Marine Veterans (AMMV) Task Force requires documented evidence of merchant vessels serving in "Harms Way" under Military Command while in the Korean and Vietnam combat waters. This "Hard Evidence" is necessary to complete an application to the Department of Defense requesting Veterans Status for Mariners serving in those waters.

What we need is copies of "Official Orders" or any signal initiating from a Military Command Post, Navy or Army, that regiments the ships status as under military command. I am told that every ship leaving the West Coast had "Navy Sealed Orders" not to be opened until well out to sea. Such a document would be proof of Military Command! Other signals which were used to position ships upon destination could be very useful. However, send me what you can and I will be grateful.

I have many combat stories of crew members sailing to the Korean and Vietnam war zones and while appreciated, they are insufficient to prove our number one point, "Under Military Command." I invite your readers to continue sending me any material for review and use.

I have estimates that over 5000

merchant mariners were exposed to "Agent Orange" and at some point in time need specialized medical attention. The clock is running for these mariners and we need to obtain "Veteran Status" for them to receive specialized VA Medical Treatment.

I am confident that you learned readers have the where-with-all to find the documentation we need and find the time to share it with us. We certainly will appreciate any "Hard Evidence" received.

To be eligible to apply for "Veterans Status" consideration our group must:

- Have rendered service to the United States in what was considered civilian employment with the U.S. Armed Forces either through formal Civil Service hiring or less formal hiring if the engagement was created under the exigencies of war or as the result of a contract with the U.S. Government to provide direct support to the U.S. Armed Forces.
- Have rendered that service during a period of armed conflict.
- Consist of living persons to whom VA Benefits can accrue.
- Not have already received benefits from the Federal Government for the service in question.

A determination of Active Duty service that is considered to be equivalent to active military service is made on the extent to which the group was under the control of the U.S. Armed Forces in support of a military operation or mission during an armed conflict. The extent of control exerted over the group must be similar to that exerted over military personnel and shall be determined by, but not limited to the following Incidents Favoring Equivalency:

Uniqueness of Service: Civilian service (civilian employment or contractual service) is a vital element of the war-fighting capability of the Armed Forces. Civilian service during

a period of armed conflict is not necessarily equivalent to active military service, even when performed in a combat zone. Service must be beyond that generally performed by civilian employees and must be occasioned by unique circumstances.

For civilian service to be recognized under this directive, the following factors must be present:

- The group was created or organized by U.S. government authorities to fill a wartime need or, if a group was not created specifically for a wartime need, but existed before that time, then it's wartime mission was of a nature to substantially alter the organization's prewar character.
- If the application is based on service in a combat zone, the mission of the group in a combat zone must have been substantially different from the mission of similar groups not in a combat zone.

Organizational Authority Over the Group: The concept of military control is reinforced if the military command authority determines such things as the structure of the civilian organization, the location of the group (positioning of ships in the harbor), the mission and activities of the group (supplying war materials to the Armed Forces), and the staffing requirements to include the length of employment and pay grades of the members of the group.

Integration into the Military Organization: Integrated civilian groups are subject to the regulations, standards, and control of the military command authority; i.e. exchanging military courtesies, wearing military clothing, insignia and devices, assimilating the group into the military organizational structure; Emoluments associated with military personnel; i.e., the use of commissaries and exchanges and membership in military clubs.

A group fully integrated into the military would give the impression

that members of the group were military except that they were paid and accounted for as civilians.

Integration into the military may lead to an expectation by members of the group that the service of the group imminently would be recognized as active military service. Such integration acts in favor of recognition.

Subjection to Military Justice: Military members are subject to the military criminal justice system. (UCMJ) During times of war, "persons serving with or accompanying an Armed Forces in the field" are subject to the military criminal justice code. Those who were serving with the U.S. Armed Forces may have been treated

as if they were military and subjected to court-martial jurisdiction to maintain discipline. Such treatment is a factor in favor of recognition.

Receipt of Military Training and/or Achievement of Military Capability: If a group employed skills or resources that were enhanced as the result of military training or equipment designed or issued for that purpose, this acts toward recognition.

Incidents not favoring equivalency include: Submission to the U.S. Armed Forces for protection, armed by the U.S. military for defensive purposes, instructed by the U.S. military for the defense of the group; or otherwise submitted themselves to

the U.S. military for sustenance and protection.

In my opinion, all mariners delivering war materials to U.S. Armed Forces deserve recognition as American Veterans and entitled to VA medical treatment.

Again, thank you for your service and the opportunity to publish this letter.

Sincerely,



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

WHO IS A MERCHANT MARINE VETERAN?

He may be the elderly person that can no longer hold his body frame up straight from his many years of age. He may not look like a Merchant Seaman.

He is the AB down the street who spent months sweating two gallons a day in Saudi Arabia making sure the armored personnel carriers didn't run out of fuel.

He may be the barroom loudmouth, dumber than five wooden planks, whose odd behavior is outweighed a hundred times in the cosmic scales by nine days of exquisite bravery during Convoy PQ 17, where 24 out of 33 ships were lost and 153 Merchant Seaman lost their life.

He is the Merchant Seaman who went away one person and came back another – or didn't come back AT ALL.

He is the Kings Point instructor who had never seen war-time service but has saved countless lives by turning kids into Merchant Marine Officers, and teaching them to watch their shipmates backs.

He is the old timer who pins on his ribbons and medals with a prosthetic hand.

He is the Merchant Seaman, whose presence at the Veterans Day services must forever preserve the memory of all anonymous heroes whose valor lies unrecognized with them in the ocean's sunless deep.

He is the old guy bagging groceries at the supermarket – palsied now and aggravatingly slow who sailed all of WWII and wishes all day long that his wife were still alive to hold him when the nightmares come.

He is an ordinary and yet an extraordinary human being – a person who offered some of his life's most vital years in the service of his country, and who sacrificed his ambitions so others would not have to sacrifice theirs.

He is a Merchant Seaman, a citizen soldier and a sword against the darkness, and he is nothing more than the finest, greatest testimony of service on behalf of the finest, greatest nation ever known.

So remember, each time you see anyone who has served our country, just lean over and say "Thank You". That's all most people need, and in most cases it will mean more than any medal they have been awarded.

Two little words that mean a lot, "THANK YOU."

Editor's note: Originally printed in the Mon Valley Chapter newsletter of September, 2005 and reread at the Reno Western convention in October, 2012 by Sally Raanes, Golden Gate Chapter.

2012 WEST COAST REGIONAL CONVENTION

The West Coast Regional Convention was held in Reno, Nevada on September 29 – October 1. In attendance were over 44 AMMV members, with their significant others, coming from 17 chapters of the American Merchant Marine Veterans. The conference was sponsored by the Golden Gate Chapter in San Francisco and the Sacramento Valley Chapter in Sacramento. CA. A good turnout, great speakers and a good convention, as usual

The meeting was opened by MC Bill Fairfield on Monday, Oct. 1st. Bill called the session to order. A presentation of our flags was followed by the Pledge of Allegiance and an invocation. This was followed by the National Anthem sung by 12-year old Allison Golpin from Oregon, Great-granddaughter



Eleanore Rewarts, CSTR

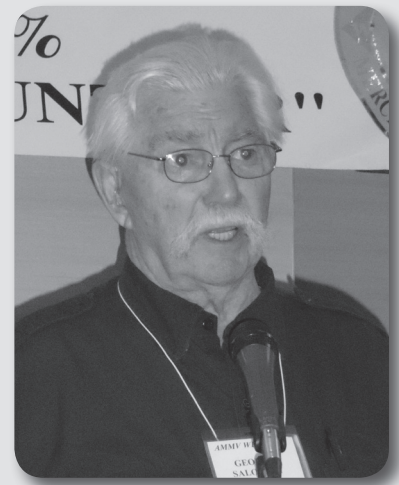


Nathan Miller, Veterans' Affairs

bers on AMMV activities.

AMMV Judge Advocate and member of the Veteran's Task Force, Dr Larry Kerkow presented a brief presentation on his efforts to get Veterans' recognition for Korean and Vietnam Wartime merchant seamen. Please see his report elsewhere in this issue for more information. This was followed by an open mic session, during which Frank Mendez of the Golden Gate Chapter submitted a Resolution covering the financial terms of our Just Compensation legislation. A Committee was formed to discuss the wording of the Resolution to be forwarded to AMMV National officers at the earliest possible opportunity. The complete resolution and action on same is presented elsewhere in this issue, also.

of Robert and Janell Cauble. Bill then read a welcome message from Reno's Mayor, who was unable to attend personally. Introduction of National Treasurer George Salovich and others present was made and a chapter roll-call followed. Sindy Raymond read a letter from AMMV President Morris Harvey updating mem-



George Salovich, National Treasurer

Region 5 RVP Burt Young read a letter, printed elsewhere in this NEWS, that he had received from Senator Mike Johanns of Nebraska stating that the Senator will gladly consider the possibility of introducing this legislation into the new Congress, as requested of him by C. M. "Beech" Dale of the MO Valley Chapter. And Ian Allison reported that he is working with Congressman Bob Filner to find a new Sponsor in the House of Representatives.



Bob Ulrich, Sacramento Valley Chapter, and RADM Jerry Achenbach

The Lady's luncheon, hosted by Mona Schmeidel of the Sacramento Valley Chapter, with 20 ladies in attendance, followed. The Monday afternoon session featured two presentations.

Lois Boyle, President of the Richmond, CA Museum Association



MC Bill Fairfield

and head of the SS Red Oak Victory restoration project updated us on the Red Oak Victory project, including information on 2 grants the project has received. The latest is one from the Save America's Treasures granted by the National Park Service. Lois has been known to entertain us with a "Rosie, the Riveter" impression, but this time provided us with information about some WWII vessels and their particular efforts in the War.

Eleanore and Dean Rewerts from the California Ships to Reefs (CSTR) organization gave a video presentation of their work. CSTR is a non-profit public benefit corporation that

envisioned establishing a regional system of artificial reefs along the West Coast to improve and enhance fish, plant and marine ecosystems and improve the tourism industry centered on fishing and diving. They, physically, prepare "no longer useful" ships for sinking in places where they will improve marine life and explained how this is done.

Tuesday morning's first speaker was Dennis Koller, Executive Director of the SS Jeremiah O'Brien, updated us on the SS Jeremiah O'Brien. They are seeking ways to insure long term support and financing.

RADM Gerald "Jerry" Achenbach, USMS, USCG and Superintendent of the Great Lakes Maritime Academy not only spoke of his school but also the employment opportunities for all young people entering the maritime industry, stating that something like 96% of his graduating classes find employment upon graduation from the Academy. He pointed out some differences in deep water sailing versus Great Lakes sailing and presented a video presentation about the Academy and the maritime industry in the Great Lakes area.

After lunch adjournment, MC Bill Fairfield called for all attendees who had not signed the petition supporting the Resolution about the Just Compensation legislation to do so and the petition was passed around. It was then moved, seconded and carried for the Resolution to be presented expeditiously to National.

Nathan Miller, of the U.S. Department of Veterans' Affairs office



RVP Burt Young

in Reno, gave us information on the Aid & Attendance program and other benefit programs available to American Merchant Marine Veterans. He answered questions from attendees and handed out more information on just where we stand with the VA and veterans benefits.

Tuesday night's banquet was as good as Monday nights' and the raffle prizes, presented by Ken Blue, Frank and Lupe Mendez, were excellent, and plentiful, with tickets to the SS Jeremiah O'Brien's Fleet Week cruise the following Sunday and a cash prize being the biggest draw. Entertainment was provided by some, including the singing of "God Bless America" by MC Bill Fairfield, JCC's Ian Allison and others. It was planned that next year's meeting be the same place and Ken Blue of the Sacramento Chapter officiated in getting that plan going.



Ladies' Lunch attendees



Lois Boyle



NATIONAL HEADQUARTERS
American Merchant Marine Veterans

Serving America in Peace and War

Date: September 27, 2012

From: Morris Harvey, National President
American Merchant Marine Veterans, Inc.
352-564-0267

Re: West Regional Mini-Convention – Presidents Remarks

Hello Ladies and Gentleman:

Because of medical concerns here at home, with deep regret, I have made the decision not to make the trip to Reno this year. I hope your West Coast Mini-convention is worthwhile and enjoyable to all attendees.

I would like to review our status regarding the HR-23 (Just Compensation) initiative. At this time our strategy remains as it has been for the past several months – that is for our members to continue to contact their Representatives (by mail, phone, fax, email, in person at Town Hall Meetings, Etc.) to make them aware of the bill and ask them to support it by being a Co-Sponsor. The Government Affairs Chairman, Gerry Starnes, and I are continuing to fax and mail requests to Jeff Miller and Bob Filner, requesting that they continue to support HR-23 and move it to the floor for a vote. In addition, please remind attendees that the HR-23 Petition on Change.org is still available for voting – all members, family, and friends can sign.

I realize that the results in the 112th Congress have been discouraging, but we must not despair. At our 2012 National meeting, the BOD and membership voted to continue our efforts on Just Compensation into the 113th Congress and to evaluate possibilities for legal action.

Consequently, I will be working with Gerry Starnes to develop a strategy for 2013. If anyone has any suggestions they should send their suggestions to Gerry in writing. As you probably know, as a result of our affiliation with NAUS, I will be attending the NAUS National meeting October 17th, as an advisor to the BOD and as a member of their legislative committee - thanks to AJ for his foresight and making this relationship a reality. I will be asking the advice of their professional lobbyists to help us establish a strategy for continuing our efforts. In addition, we must continue our work with the Just Compensation Committee to coordinate our AMMV action with theirs. Our major strategic objectives need to be developed before January 1st.

I am pleased to report the completion of an AMMV marketing brochure, samples of which will be available to you at the convention. I expect this flyer to provide our members with a useful op-ed to recruit new members. One of our biggest challenges each year is to get every member to renew their membership, possibly our chapters can also use this to convince members to renew.

I plan to use the brochure in new programs being planned to recruit active and retired Mariners, thru the unions and other Mariner organizations. Please thank Sidnee Cox, Just Compensation Committee, for using her design and layout expertise to make this project a reality.

Start planning now for our National Meeting and Convention being planned next May in Branson, Missouri – I hope to see everyone there.

Sincerely,

Morris Harvey

Morris Harvey, National President

200 Years of Patriotism Aided by a Song

In the War of 1812, the United States took on the greatest naval power in the world, Great Britain, in a conflict that would have an immense impact on our young country's future. Causes of the war included British attempts to restrict U.S. trade with France, the Royal Navy's forcing of American seamen into service and America's desire to expand its territory into Canada. The United States suffered many costly defeats at the hands of British, Canadian and Native American troops over the course of the War of 1812, including the capture and burning of the nation's capital, Washington, D.C., in August 1814.

Battles raged, during the war, from the Great Lakes, into Canada, along the eastern seaboard and the Gulf Coast. Once again, as in 1775, American mariners and merchant ships were called into service as privateers. The modest U.S. Navy of only 23 ships could not hope to counter the attacks and blockades of the powerful British naval armada. Eventually 517 Privateers were commissioned and manned by their merchant crews to wage a successful sea campaign.

American troops were able to repulse British invasions in New York, Baltimore and New Orleans, boosting national confidence and fostering a new spirit of patriotism. The ratification of the Treaty of Ghent (now Belgium) on February 17, 1815, ended the war but left many of the most contentious questions unresolved. Nonetheless, many in the United States celebrated the War of 1812 as a "second war of independence," beginning an era of renewed partisan agreement and national pride. The conflict inspired a fresh wave of patriotism in a generation too young to remember the Revolution.

Francis Scott Key from Baltimore, MD. was a gifted amateur poet and on September 13, 1814, after enduring 25 hours of bombardment at Baltimore's Fort McHenry by the British Navy, he watched the fort's soldiers hoist an enormous American flag in declaration of their winning this battle. Key was so inspired by the sight of the flag that he wrote a poem he titled "The Star Spangled Banner," on the back of a letter. He copied the four verses onto a sheet of paper, probably making more than one copy. A local printer issued the new poem as a broadside. And shortly afterward, two Baltimore newspapers published it. By mid-October it had appeared in at least seventeen other papers in cities up and down the East Coast. Later, set to the tune of an old English drinking song, it was adopted as the U. S. national anthem.

When Key declared that "our flag was still there," he fused the physical symbol of the nation with universal feelings of patriotism, courage, and resilience. By giving the flag a starring role in one of the most celebrated victories of the war, Francis Scott Key's song established a new prominence for the flag as an expression of national identity, unity, and

pride. And by giving it a name -the Star-Spangled Banner - Key transformed the official emblem - the United States flag -- into something familiar and evocative, a symbol that Americans could connect with and claim as their own. The flag was no longer just an emblem of the nation; it became a representation of the country's values and the ideals for which it stands.

The first verse of the "Star-Spangled Banner" is probably the best known of the anthem but the other 3 verses give it special meaning.

THE STAR-SPANGLED BANNER

*O say can you see, by the dawn's early light,
What so proudly we hail'd at the twilight's last gleaming,
Whose broad stripes and bright stars through the perilous fight
O'er the ramparts we watch'd were so gallantly streaming?
And the rocket's red glare, the bombs bursting in air,
Gave proof through the night that our flag was still there,
O say does that star-spangled banner yet wave
O'er the land of the free and the home of the brave?*

*On the shore dimly seen through the mists of the deep
Where the foe's haughty host in dread silence reposes,
What is that which the breeze, o'er the towering steep,
As it fitfully blows, half conceals, half discloses?
Now it catches the gleam of the morning's first beam,
In full glory reflected now shines in the stream,
'Tis the star-spangled banner - O long may it wave
O'er the land of the free and the home of the brave!*

*And where is that band who so vauntingly swore,
That the havoc of war and the battle's confusion
A home and a Country should leave us no more?
Their blood has wash'd out their foul footsteps' pollution.
No refuge could save the hireling and slave
From the terror of flight or the gloom of the grave,
And the star-spangled banner in triumph doth wave
O'er the land of the free and the home of the brave.*

*O thus be it ever when freemen shall stand
Between their lov'd home and the war's desolation!
Blest with vict'ry and peace may the heav'n rescued land
Praise the power that hath made and preserv'd us a nation!
Then conquer we must, when our cause it is just,
And this be our motto - "In God is our trust,"
And the star-spangled banner in triumph shall wave
O'er the land of the free and the home of the brave.*

In the years since 1814, in times of celebration and crisis, pride and protest, people have raised the flag and sung "The Star Spangled Banner" to express their ideas about what it means to be American.

The Mayaguez Incident

On 12 May 1975, less than two weeks after the fall of Saigon, a unit of the Cambodian Khmer Rouge navy seized the American-flagged container ship SS Mayaguez in the Gulf of Siam about 60 miles from the Cambodian coastline. Captain Charles T. Miller, a veteran of more than 40 years at sea, was on the bridge. He had steered the ship within the boundaries of international waters, but the Cambodians had recently claimed territorial waters 90 miles from the coast. And the Mayaguez was only about 8 miles from Poulo Wai, an island claimed by Cambodia, Thailand and Vietnam.

The Mayaguez was on a regular route in support of American forces in Southeast Asia. Although launched in 1944 as a C-2-S-AJ1, she was later lengthened and widened and converted into a container ship. She was the first all-container U.S. flag ship in foreign trade. When a 76mm shot was fired across the bow, Captain Miller heeded the warning and at the same time sent out a Mayday message. Cambodia had fallen in mid-April and the gunboats that fired on the Mayaguez were in the control of the Khmer Rouge, who had captured 27 crewmen of 7 Thai fishing boats, shot at a South Korean freighter, captured 7 South Vietnamese vessels and held a Panamanian ship for 35 hours. The crew of the SS Mayaguez had not been appraised of these events before being boarded by Khmer Rouge naval forces. All thirty-nine seamen aboard were taken prisoner.

With memories of North Korea's seizure of the USS Pueblo in 1968 still fresh, President Gerald Ford was determined to act decisively to recover the ship and crew.



aircraft carrier USS Coral Sea, the guided missile destroyer USS Henry B. Wilson and the USS Holt were ordered to the area of seizure.

Despite the presence of abundant Thailand-based tactical airpower, the United States still needed ground troops to recover the crew but had none nearby. Staffs at all levels of the chain of command went to work with a vengeance. Late that night the ship was located, anchored off a tiny island called Kaoh Tang in the Gulf of Siam. A three-pronged attack plan proceeded on the assumption that the MSC crew was on the island. First, Marines would deploy to U Tapao Royal Thai Navy Base and assault Kaoh Tang aboard Air Force special-operations and air-rescue H-53

helicopters based in Thailand, in the Air Force's first-ever helicopter-assault operation. Secondly, the Marines would overpower Cambodian soldiers believed to be aboard the Mayaguez and third, Navy aircraft from the USS Coral Sea would strike military targets on the mainland's Kompong Som area.

It looked like a walk, but virtually everything that could go wrong did. The marines and helicopter crews never received the good intelligence available about the island's defenders. The first





only three landed in commission at U Tapao. A boarding party, transferred to the Holt by helicopter, seized the Mayaguez, only to find the ship deserted. The Cambodians had taken its crew to the mainland two days earlier.

Perhaps prompted by a retaliatory strike on mainland targets by A-6s based on the USS Coral Sea, the Khmer Rouge released the Mayaguez's crew, sending them out in a Thai fishing boat. Destroyer USS Henry G. Wilson, just arrived on scene, took them aboard, prompting President Ford to order a halt to offensive action. Had he not rescinded this order in response to frantic lower-echelon pleas and had not a second wave gone in, the enemy might well have overrun the marines on the island. It was close. They were saved by a combination of low-level initiative, hard fighting, and superior airmanship.

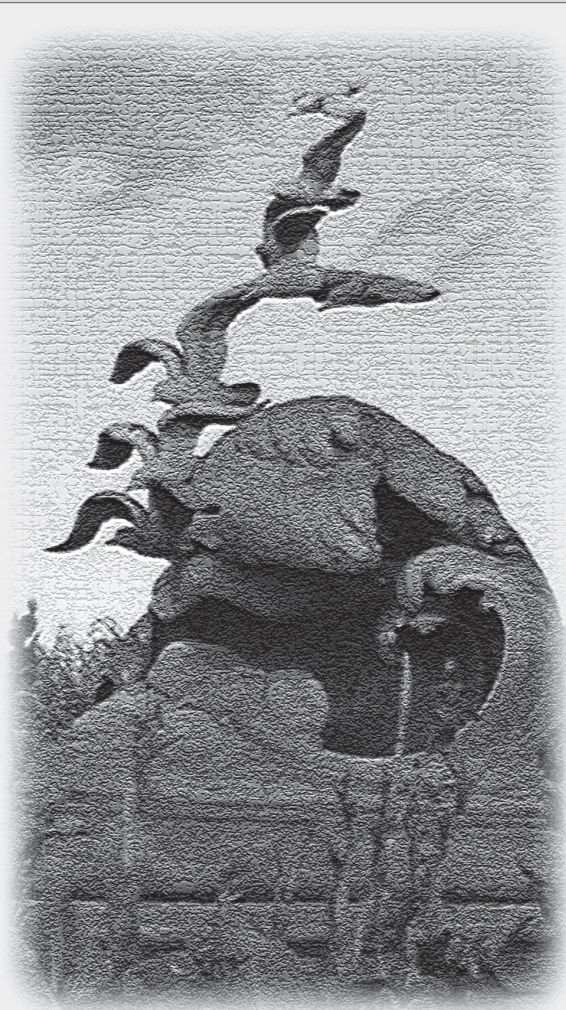
Editor's note: Several books have been published lately about the SS Mayaguez and this incident. One such is "An Act of Piracy: the Seizure of the American-Flag MS Mayaguez in 1975" by AMMV member Gerald Reminick. It has been reviewed as: "Reminick thoroughly dissects the hijacking aimed at asserting Cambodia's claim to international waters outside limits prescribed by international law. The book is an impressive history that features verbatim statements by many of those directly involved in this 'action.'" Check out Amazon.com for ordering information or call Gerald Reminick at (631) 421-3242 with questions.

wave of 200 or so, just out of boot camp, Marines went in expecting 18 to 40 lightly armed militia but instead found a reinforced battalion of some 500 heavily armed elite Khmer Rouge combat veterans. The Cambodians shot down three of the first four helicopters to approach the island, one of them carrying the Marine forward air controller (FAC) team; the fourth was badly damaged and forced to abort. For hours, Air Force A-7s providing fire support failed to find the marines, let alone support them. The marines hung on by a thread while the remaining H-53s of the assault wave fed in reinforcements trickle by trickle; the enemy badly shot up most of the remaining seven helicopters—

Welcome Aboard to these New Members of the AMMV

ARCHIE ASHWORTH	CORPUS CHRISTI	TX	ROSAMOND FREY	UMATILLA	FL	EDWARD MOE	GETTYSBURG	PA
JAMES BLATNER	OCALA	FL	BERNARD D. FRIEDMAN	MELBOURNE	FL	JAMES L. MONDO	EPHRATA	PA
CHARLES F. BODDEN, SR.	HOUSTON	TX	MILTON GAASLAND	APACHE JUNCTION	AZ	BETH E. OLSON	OMAHA	NE
SCOTT BYRD	FORT WORTH	TX	HUGH P. GALLAGHER	FERNDAL	CA	ARTHUR PELOW	PALMETTO	FL
MARGARET CAMPERSON	ARLINGTON	TX	WILLIAM W. GAY	JACKSONVILLE	FL	JULIA PEREZ	SUNRISE	FL
ROSCOE CANADA	DALLAS	TX	KEN GOSSETT	LAS VEGAS	NV	ROBERT S. POYDASHEFF	COLUMBUS	GA
LOREN E. CAPPS	CLOVIS	CA	RAYMOND GREINEISEN	GETTYSBURG	PA	FRANCIS J. REYNOLDS	BRUNSWICK	NE
CAPT MARK L. SHAFER	SAN RAFAEL	CA	GLENN GRUBER	VERONA	PA	HELEN RIEKS	GASTONIA	NC
A. O. CARAMADRE	CRANSTON	RI	LESA HESS	BURNSVILLE	MN	C. LLOYD ROBERTS	THE VILLAGES	FL
SEAN CASEY	PITTSBURGH	PA	GEORGE ILSE	MIDDLE VILLAGE	NY	GERDA SCHWARZ	SUNNYSIDE	NY
MARGARET E. COURT	SUN CITY WEST	AZ	EDWARD KACZYNSKI	APOLLO	PA	IRENE SULLIVAN	ORANGE PARK	FL
JOSEPH DEARINGER	OCALA	FL	HARRY K. KHOURI, JR.	REEDLEY	CA	CAPT. CHRIS VAN NES	CHAPPAQUA	NY
RAY DENISON	SAN ANTONIO	TX	JOSEPH KOPECK	BALTIMORE	MD	FRED WARING	SCAPPOSE	OR
MARTY DROZDOFF	TUCSON	AZ	DAMIAN LAUSELL	BROOKLYN	NY	FAITH WATKINS	TRENTON	GA
JACK R. EDER	INDIANAPOLIS	IN	MILDRED M. LESIC	PITTSBURGH	PA	MARCIA WYGAS	KANSAS CITY	MO
FRANCINE FREEDMAN	BOCA RATON	FL	ROBERTS LINDA	GRESHAM	OR			

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.*

DONALD M. ADAMS
BOBBY ANDREW
GEORGE W. AUSTIN
GEORGE H. BARK
JAE DEAN BARNHART
NORMAN BAZINET
CAPT. JAMES E. BERRY
MARVIN BOOTH
GERALD D. BREH M
JOHN CARVOUNNIS
HAROLD O. CONN
GEORGE A. DIECKMAN
JOHN K. ELBION
JOHN GRAHAM EVANS
BYRON B. FISHEL
RICHARD FITZ
CARL FREY
LEROY A. GATES
ROBERT O. GRONDIN
ROBERT W. HANSEN
BERNARD O. HELLING
CHARLES F. HOPF
VELMA JAARANEN
WILHELMINA MILLS
JOHNSON
EDWIN DREW JOYNER
THEODORE KALIVAS

FREDERICK E. KOEHNER
JAMES F. KRAGEL
KENNETH O. LEONARD
JOSEPH O. MACHADO
DONALD T. MARTIN
CLIFFORD L. MATHES
DAVID F. MC CAULEY
CHARLES MCCORMICK
HANS MONSANTO
I. B. MORTENSON
JOEL NAFTAL
JACK A. O'KEEFE
EUGENE PERELLO
JOSEPH PFEIFER
WILLIAM M. PROTHEROE
JULIAN B. QUINTERO
HAROLD E. RABER
FLOYD W. REED
BERNARD REINERS
DAVID J. SEYMOUR
EUGENE R. SHEEHAN
CHESTER S. SLIWA
THEODORE SUPPLEE
JIM TIBBETS
W. "WALLY" URSDEVENICZ
ELLIS W. YODALL

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.

U.S. Military Depends on Strong Merchant Marine

The commander of MSC and a former deputy commander of TRANSCOM told SIUNA convention delegates that America needs a strong U.S. Fleet

October 2012

The commander of the U.S. Military Sealift Command (MSC) and a retired deputy commander of the U.S. Transportation Command reminded delegates at the Seafarers International Union of North America convention that America's military depends on a strong, reliable U.S. Merchant Marine.

Rear Adm. Mark Buzby, MSC commander, addressed the gathering Sept. 11 in Piney Point, Md., while Vice Adm. Al Herberger, USN (Ret) spoke the next day. In addition to his tenure at the Transportation Command, Herberger also served as U.S. maritime administrator during the Clinton administration. Buzby emphasized the "spirit of cooperation and partnership built on trust" that exists between his agency and American maritime labor.

"We could not do it without you," Buzby stated. "We absolutely must have the strong minds and strong backs of your membership to help us execute our mission: our vital part of national security and national defense."

A current example of cooperation between unions and the agency, Buzby noted, is a revised agreement covering thousands of civil service mariners. That agreement, known as the CMPI 610, "is the first major revision that we have made to [it] in 25 years, and it addresses some of the critical issues faced by our mariners," he stated. "The real story, though, is the cooperation, respect and partnership between MSC and the unions – the Seafarers chief among them – that showed again through this negotiation process. It was long and hard and went on for at least two and a half years if not three. The end result is an agreement that everyone involved can use and understand and, most importantly, can be fairly compensated by."

Buzby specifically praised SIU Assistant Vice President Government Services Chet Wheeler, Representative Kate Hunt and Counsel Deborah Kleinberg for being "absolutely key to the quality agreement that was struck. Seafarers are very well-served by these professionals." (They weren't at the convention because they were visiting ships, along with MSC representatives, to explain the updated agreement.)

The commander also said he'd recently approved the agency's strategic plan for the next five years – and the convention delegates were the first people outside of MSC to hear about it. Buzby said the plan identifies four "high-level goals," including providing task-ready ships; developing, enhancing and enabling the agency's work force; focusing on the customer so our armed forces benefit; and managing organizational change and growth, in part because "I have every expectation that MSC will have more missions and more responsibility in the coming years, but with a smaller budget.

"Our combined efforts work toward maintaining a strong

U.S. maritime industry that's critical to our continued leadership in a world that depends on the seas and the maritime trade," he continued. "None of it will happen without U.S. Mariners manning the lines."

Herberger remains an effective, highly regarded industry spokesman. A former union merchant mariner and Navy commander, he cited the American military operations in Iraq and Afghanistan as the latest examples of U.S. Seafarers standing up as the nation's fourth arm of defense.

"During the past 10 years the U.S. military relied on commercial U.S.-flag shipping and worldwide intermodal logistics systems to support U.S. and coalition forces in Iraq and Afghanistan," he stated. "Since 2002, almost 52 million measurement tons of cargo have been delivered to the U.S. coalition forces by sealift."

Quoting retired TRANSCOM Commander Gen. Duncan McNabb, he further pointed out that sealift "has been responsible for delivering over 90 percent of all the cargo to Afghanistan and Iraq, because of the superb volunteer participation of commercial U.S.-flag vessels and mariners."

Herberger said that although it may seem repetitive to express need for support of America's key maritime programs – the Jones Act, cargo preference laws, and the Maritime Security Program – the sentiments are worth repeating.

"It remains so important that members of Congress, and those in the executive branch, the media, the American public, understand the important role played by commercial vessels and the civilian, union mariners in ensuring sealift support for U.S. military forces worldwide. The rough seas have to be calmed," he said, adding that the industry constantly is attacked by foreign-flag interests.

He continued, "Our overall objective that we need to continue to work together on is to increase public awareness of the value of the U.S. Merchant Marine and the maritime industry. We need to promote the industry in all facets, as it exists now and should be in the future. The industry has involved, and so must all advocacy.... We must get the Maritime Administration back in the game of promoting the industry. That's a mouthful for me, being a former maritime administrator, because I know what should be done and what has been done in the past, and why we need it badly again."

Herberger concluded by mentioning the excellent work of the Navy League of the United States, which promotes the U.S. Merchant Marine in addition to the Navy, Marine Corps and Coast Guard.

Editor's note: Reported on the SIU website www.seafarers.org and forwarded by the AMMV Ocala Chapter.

IN SEARCH OF EAST COAST WWII BARGE & TUG SEAMEN

We are in search of WW II seamen who sailed on barges and tugs during WW II and have never been recognized as veterans under current laws. More than 10,000 seamen served on these coastwise vessels and many have never received their proper recognition as veterans. Several actions by our government have prohibited these seamen from attaining what they have so courageously earned. Orders from high authority relieved the masters of these coastwise barges and tugs from the responsibility of issuing pertinent documents now required in proving their service. Another action caused logbooks of some vessels to be destroyed. Without access to records, these seamen are prevented from gaining veteran status. Alternative actions must be put in place to correct this travesty.

The most severe action though, was to deny our women the necessary credentials allowing them the proper recognition. During the early part of the war women were told to leave the ships and were removed whenever a ship would stop at the next US port, despite their demand to stay and serve. Before they were removed some KIA, POW, MIA and others severely wounded. They still served, even without approval and without credentials. They made their mark in history and should be recognized.

The first 18 months of WW II saw our ships being sunk faster than we could build them; putting success of winning the war in jeopardy. This information was kept from the press in fear the seamen would not volunteer for sure death because the casualty rates was so higher. During the first 12 months of the war the Merchant Marine had more casualties than all services together. They ended the war with a casualty rate of 1 in 26 still higher than any other service. Therefore the media was ordered to curtail the number of ships sank. The loss of ships along the Atlantic Coast was staggering.

The high loss of our ships, to carry the war materials to our troops on three fronts, brought forth drastic measures. Various shipping companies were ordered to pull old wooden hulled barges from their graveyard pastures and put them back into service. These relics were well beyond their 25 year life span with most having been built around 1890 to 1920. Maintenance was limited as they were only expected to be needed for a short time. Not the case. Some served beyond the duration of the war.

The conditions on the barges were very primitive. Most seamen tended to steer away from the barges because of these conditions. They were without running water and electricity. They were heated by single coal stove and illuminated by kerosene lamps. They had no toilet facilities. They leaked very badly and when loaded with their cargo they required the bilges had to be pumped 27/7 or until unloaded.

Since the younger and more able-bodied seamen preferred the large more modern ships, these barges were more or less left to others less fortunate to crew. Some elderly seamen came back to the sea and brought their families

to serve as the remainder of the crew. This brought forth a resurgence in a tradition in used since the beginning of this nation, barge families. Women who were refused shipping on the larger vessels came aboard as crew also. Some of these seamen were without the credentials now required to prove services aboard the vessels. They worked alongside those with credentials and were paid the same wages with taxes withheld. They performed the same work on the same vessel and were exposed to the same threats as the certified seamen were. Yet they cannot prove service without the proper documents other seamen were provided or they were directly denied those same documents because of their age, gender or disability. Today we call this discrimination.

We have a bill in the US House, HR 1288, "WW II Merchant Mariners Service Act" that has 117 cosponsors and led by North Carolina Representatives G. K. Butterfield, Walter Jones and Mike McIntyre, and Jeff Fortenberry of Nebraska. The remaining Representatives from North Carolina have come aboard as cosponsors to make this state unanimous. Yet, we cannot get a single Senator to stand up and offer a companion bill in the Senate. One senator says he has to hear from his constituents who served on these vessels before he will support. That same senator states the laws do not require changing for something that has no support. This same state has support from 100% of its counties and all of the US Representatives. Also, there never has been any legislation to help those women and school children or those that were physically handicapped that have always been denied their proper recognition. That senator never even addressed this issue. How can this be? That unless we can come up with constituents who will come forward and request type of service there is no need for legislation?? Waiting for the bill to clear the House is not an option as most bills (96%) never get out.

We are now asking for anyone who served on those barges and tugs or anyone who knows of someone, perhaps some kin that served to contact us so we can show our senators that they did indeed serve. The National Maritime Center has refused to provide any names citing the Privacy Act but we have discovered about 1100 seamen who served and about 100 of them have names usually associated with the female gender indicating they are probably women. We know they served but need help identifying them and provide sufficient data to support our claim so they can get their just due. The ages of those discovered range from 10 to 79. The average age of those that may still be with us would be about 90. There may be less than 300 of these seamen left. We must locate those few that are still with us before all is lost and not even history will remember. We need help from all states to solve this American issue.

There is more info at a blog site (usmmv.blogspot.com) that gives more in-depth info and a petition can be provided for any state to ask for a Senate companion bill. Please contact J. Don Horton at (252) 336 5553 or jdonhorton@embarqmsil.com if you can help.

Every day for 160 years and in all kinds of weather - the calm of autumn, the fog of summer, the storms of winter - stout pilot boats have cruised around 11 miles at sea, ready to provide commercial ships with pilots to guide the vessels into San Francisco Bay.

The pilots, who are required by state law to guide ships entering or leaving the bay, have been around since the Gold Rush and the great age of sailing ships. Only now, the ships that they serve are as long as 70-story buildings are high. The pilots, as they always have, must make the jump from their boat to the rungs of a rope ladder that leads up to the large ships.

Standing on a diving board-like platform near the pilot boat's wheelhouse, the pilot watches the roll and pitch of both vessels, then jumps onto the ladder. If he makes a mistake, he might fall into the ocean's chilly water. This has sometimes been called "a leap of faith".

The use of an experienced mariner to guide ships into difficult harbors is as old as travel by sea. Plato's "Republic" mentions ship pilots.

The pilots like to keep a low profile and don't make the news much. In 2007, however, Capt. John Cota made a serious error in navigation and ran the container ship Cosco Busan into the Bay Bridge, causing a big oil spill. Cota pleaded guilty to violations of pollution laws and was sentenced to 10 months in prison. Pilots don't like to talk about the Cosco Busan, but it is always on their minds.

It may look easy to enter and move a large ship through the Golden Gate and into the bay. It's not. For starters, the channel that leads to the Golden Gate is only deep in the center. There are sandbars on either side, shaped like the claws of a crab. The channel is marked by buoys. The fog is infamously thick in the summer and strong gales create big swells and waves in winter.

There are five pilot boats, but only one is on station at a time. They operate in an area near the San Francisco Sea Buoy, 11 miles out at sea.

Each boat on station has a crew of four: three operators who take turns running the boat, four hours on and eight off, and a cook. Up in the wheelhouse, one of the crew is working the noon-to-4 p.m. watch. Perfect scenario: it is a beautiful afternoon, with 8-foot swells out of the north. Mount Tamalpais looms up to the left, the mountains of San Mateo County on the right. It is hazy and San Francisco is hard to see. The entrance to the bay - even the Golden Gate Bridge - is not visible.

He runs the boat at a dead slow speed, barely making headway, in the direction of the swell. He's listening to the radio, watching the radar and checking an electronic chart that

shows the speed and direction of all ships in the vicinity.

Out of the west, on the horizon, comes the tanker Maersk Bering, headed for Richmond. The crewman calls the ship on the radio: "Please slow to 9 knots, steer 080, rig a starboard ladder 3 meters above the water for boarding." And he takes the pilot ship around the ship's stern, then up the starboard side. The pilot stands on the platform holding a hanging rope, for balance.

The pilot boat is moved in close to the ship. The tanker looks like a moving building. Both the operator and the pilot are tense. The pilot steps across, then scrambles up the ladder. The pilot ship turns away and reports to the pilot office.

The afternoon wears on with ships every hour or so: the Bangkok Bridge, the APL Holland, the Tokyo Express. The Manoa, a Matson Line ship bound for Oakland, is the only American flagged ship. "In winter, you don't want to be out here," a crewmember says. "It can be blowing 50 knots and there can be 25-foot seas."

San Francisco Bay Pilot Capt. Tom Vilas, has been a pilot for more than 30 years. On a recent and unusually warm night, he moved the 1,099-foot-long CMA CGM Don Giovanni from the Oakland Estuary and out the Golden Gate.

He noted the fine weather: "If you could guarantee it was like this every day, I'd stay on another year, but I don't want to see another winter. ... I'd do it if I was 28 or 29, or even 40. It wouldn't bother me. But I'm getting too old. I'm not as agile as I used to be."

Then he tells a story about another pilot who was older, and a bit slower: Getting off a ship one day, his foot got caught. It was crushed between the ship and pilot boat. "That was a while ago," Vilas said. "Now he can walk again, with a cane. One job too many," he said, looking off into the distance.

And, on the Columbia River, Deborah Dempsey, a member of MM&P, has been with the bar pilots for 20 years. Before that she was among the first women to graduate from the U. S. Maritime Academy, and earned an unlimited tonnage master's license and commanded a merchant ship in international waters.

She recently fell into the water while disembarking from a Greek-flagged grain ship onto the pilot boat. She was rescued almost immediately. But some are not so lucky. In 2006, a Columbia River Bar Pilot fell into the Pacific while attempting to transfer from a ship to the pilot boat during rough weather. His body was found washed up on a beach 75 miles north of the river's mouth.

UNSUNG HEROES

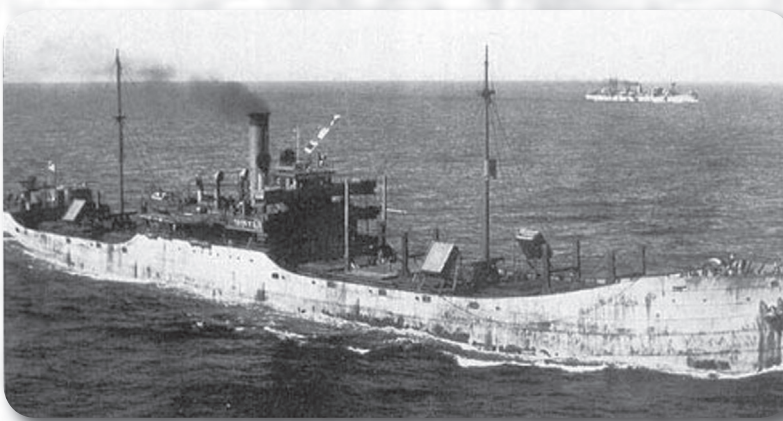


Submarines are, by their very nature and purpose, mysterious. Their mission is to quickly and silently glide to their target, unleash their devastating weapons, and then simply disappear. But the mysteries of U-853 are deeper; deeper even than the 130 feet of cold, dark water that forms her military graveyard off Block Island, Rhode Island.

What we know about the U-853 is that it was the last German U-boat sunk in a naval battle off the coast of the U.S. What we don't know is why it ignored or perhaps did not receive the message that U-boat Headquarters had sent orders the day before, ordering the end of attacks on Allied shipping effective May 5th at 8:00AM.

At 5:40PM on May 5th, 1945, the U-853 torpedoed the SS Black Point, a collier headed towards Boston as it passed the Coast Guard station on Point Judith, Rhode Island. A torpedo hit and blew off the last 50 feet of the 396 foot ship. Within one minute the water was waist deep in the engine room and Captain Charles Prior gave the order to "Abandon Ship." The Captain was the last one in the lifeboats at 6:05 PM. Within minutes the SS Black Point rolled over and sank in 95 feet of water. The Captain said later he had just come onto the Bridge and had just reached in his pocket for a cigarette when the explosion occurred. He said later, "I can't remember whether I lit that cigarette, or swallowed it!"

Twelve men on the Black Point, including one Naval Armed Guard, Lonnie Whitson Lloyd, brother of C. A. Lloyd, Chairman of the USN Armed Guard, World War II Veterans, went down with the ship; four of them were killed



instantly when the ship was hit. Lonnie Lloyd was the last American sailor to die in the Atlantic War. Thirty four

men were saved.

The

survivors were picked up from their lifeboats by several vessels including a Yugoslavian-flagged freighter in the area which radioed in the attack information. The lookout at the Coast Guard Station at Point Judith also heard the explosion and saw that the Black Point had stopped.

A shallow water attack is extremely risky for a submarine. The U-853 essentially had no place to run after sinking the Black Point. The standard tactic was for a sub to unleash torpedoes, verify the kill and then "go deep", to avoid detection. One can only wonder why the U-853 remained in the shallow waters for 90 minutes until

that option was not open to them, as Coast Guard and Navy ships quickly assembled and started hunting the submarine.

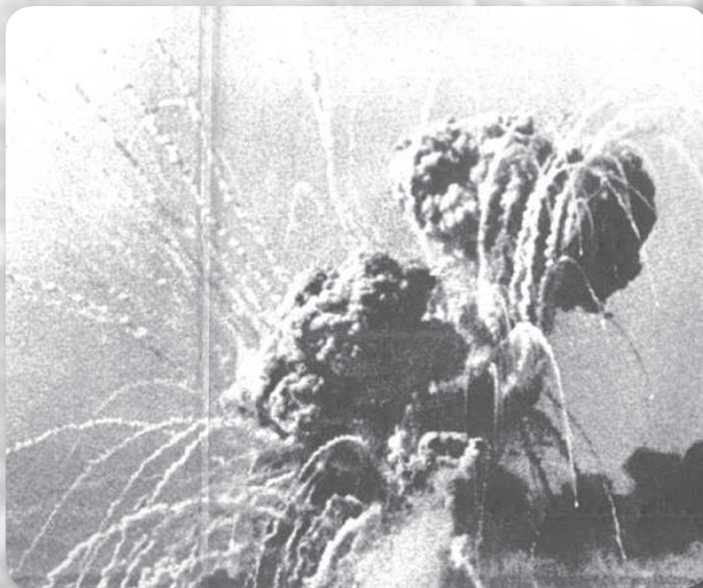
At 7:20 PM the Coast Guard frigate Moberly and two Navy destroyer escorts Amick and Atherton arrived in the area and began a systematic search using their sonar equipment. Keeping in mind the U-boat's limited speed and range while submerged, they guessed

SS BLACK POINT:

the German submarine would likely hide in a steeply rising shoal known as East Ground, about 9 miles from the sinking. The Amick was ordered away to escort another merchant ship, but the destroyer Ericsson joined the search, and 7 other ships arrived to box in the U-boat.

At 11:43 PM the Atherton and Moberly made sonar contact at a depth of 100 feet. Depth charges brought up some air, oil, pieces of wood, and eventually life jackets. In spite of that, sonar operators saw the submarine moving at 5 knots across their path. More depth charges reduced her speed to 2 knots.

In the morning two Navy blimps spotted an oil slick and used rocket bombs in order to crack the pressure hull. The three ships continued dropping depth charges, virtually crushing U-853. At 10:45 AM the commander of the Ericsson declared the U-boat sunk. A diver was sent to check the wreck and identified her as U-853. She had holes in the bow and bodies were strewn about inside. Debris floating above her on the surface included



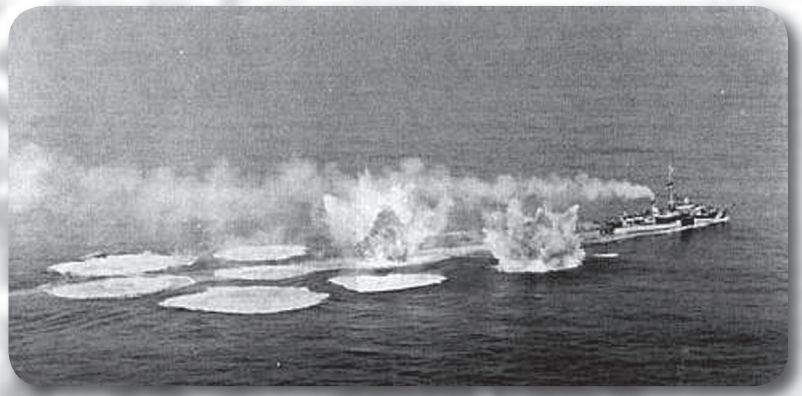
wood, abandoned life jackets and the U-boat Captain's white hat.

Over the ensuing years, the U-853 and the SS Black Point, designated a war grave, have been popular sites for divers, foggy, nasty weather and cold, murky water conditions permitting.

But the survivors of the SS Black Point and their families have not forgotten. In 1990, a plaque was dedicated at the Point Judith Lighthouse Coast Guard Station in memory of those who perished in the Black Point sinking. After the plaque ceremony, a wreath was cast into the ocean.

of the Black Point's hull.

Two members of the crew attended the memorial – Abel Gomes, a messman, had been in the Merchant Marine since 1939. He was going on duty when the explosion came, about suppertime. In the



aboard to honor his brother, the USNAG who was killed in the attack on the Black Point. In the Lloyd family, five of the brothers went to War –

THE LAST U-BOAT VICTIM OF WWII



Sailors on the SS Atherton celebrating the sinking of U-853.

About a month later, the delay due to weather conditions, a group of Armed Guard along with scuba divers went to the site on a fishing vessel and the divers went down to 90 feet and attached a wreath to the wreckage.

Later, another ceremony was held on the ferry boat Manitou to commemorate the 55th anniversary of the sinking of the SS Black Point. More than 100 veterans, relatives and friends came from all over the country to witness a wreath cast upon the waters. A scuba diver, who donated his time, took a plaque below to fasten it to part

second engineer. He rose to head aft, to where the Armed Guard had a shack on the stern near the venerable 40-pounder gun they manned, a survivor of the Spanish-American War, to borrow a steam iron. "After the explosion, I ran out to a catwalk aft, and there was no ship left there," he said. "If the damned thing had hit a few minutes later I wouldn't be here. Five minutes that's all it took to make the difference."

Charles A. Lloyd was also

swirl of events, he tried to help shipmates, then he climbed aboard a lifeboat as the ship went down. The other crew member was Luke "Rod" Pelletier, the purser, who related that he had just had dinner in the officers' mess with the

three in the U. S. Navy Armed Guard, one in the Merchant Marine and one in the Marine Corps. Only Lonnie fell in harm's way.

Charles, who has continued his efforts for recognition of the USNAG and the Merchant Mariners to this day, helped toss the wreath while Craig Loomis, Chaplain of the Rhode Island and Eastern MA. chapter of the USNAG, implored "Let their graves forever rest undisturbed." - referring to a pair of wrecks below – one friendly, one enemy, relics of a long-ago war.



Point Judith Lighthouse and USCG Station.



CHAPTER NEWS

Dennis A. Roland Chapter



Working with the VFW

At the July meeting, Chapter CEO Nelson Kornstein donated a WWII German helmet to Commander Glenn Flora, VFW Post 226 of Bayonne, NJ.

Emerald Sea Chapter

Message to Friends from CEO Edgar Lingenfield

To all of our friends who we keep in touch with as time goes by:

It is a sorrowful thing to hear that a chapter has to close because of low attendance. I can only answer that by what my chapter is doing. In my chapter, we have 16 members which include my wife and I. All of our members are as old as your members, late 80s or so and travel long distances sometimes for meetings – one member comes all the way from Drain, Oregon and one comes from Oakridge, Oregon, travelling almost 80 miles. My wife, Beryl, and I travel 70 miles to attend our meetings. As for officers, I am CEO, Treasurer and Newsletter Editor. My wife, Beryl, is Secretary. We have been doing this for almost 5 years but like your Chapter, no one else wants the job because all of our members have previously held the jobs.

I know it is hard to go on, but meetings are, sometimes, the only time that we can talk about the early years of our life and what it cost to give all with our shipmates.

A short time ago, I told my wife this is just too much to do; that I wanted to call it quits. Beryl said: "Why?

You and your shipmates did the impossible and no matter what your Government thinks, you are all HEROES. You know that if it wasn't for you, my Country (England) would have STARVED to death and EUROPE would be in shambles."

I thought about that, the men and boys who gave their all for our sakes. And you can understand that since she was a little girl in England during the War, she knows about living one day at a time. I married that girl and have always been thankful that she is with me.

So, my Friends, let us all continue our efforts to keep Chapters together. We should all be proud.

Ed Lingenfield, CEO

Golden Gate Chapter

LUNCHEON - THE 62ND ANNIVERSARY FOR HONORING VETERANS OF THE KOREAN WAR - FROM 1950 TO 1953

On September 12, 2012, a commemorative luncheon was held at the Marines Memorial Club in San Francisco to honor the men and women who fought in that war. 300 Veterans were in attendance, both Americans and South Koreans. Featured speakers were Lee Jeong-Gwen, Consul General of Korea, and Lt. Colonel Todd Zink, USMC, CO 1st Bn. 23rd Marines. Major Billy Canedo, USMC, handed out Dept. of Defense Certificates of Appreciation to all the Veterans. 15 AMMV members from SF Golden Gate, Jeremiah O'Brien, and Sacramento Valley Chapters were in attendance. A Korean War Memorial has been approved to be erected at the Presidio in San Francisco.

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



CHAPTER NEWS

Gulfstream Chapter

CALL THE MATE

by Jack Suder, Gulfstream Chapter member

If the ship begins to roll, Call the mate
If the cook runs out of coal, Call the mate.
If the Old Man goes to bed, If you see a squall ahead,
If you need a sounding lead, Call the mate.

If the running lights go out, Call the mate.
If your latitudes in doubt, Call the mate.
If the wind begins to howl,
 If the sailors start to growl,
If the whistle string gets foul, Call the mate.

If you're coming into port, Call the mate.
If the midnight lunch runs short, Call the mate
If the cargo starts to shift,
 If the work boat goes adrift,
If the fog begins to lift, Call the mate.

If you want to drop the hook, Call the mate.
If you're looking for the cook, Call the mate.
If the Chief can't give you steam,
 If the messboy has no cream,
If you see a light abeam, Call the mate.

If you need a crew on deck, Call the mate.
If the gangplank is a wreck, Call the mate.
If the Skipper's on the blink,
 If a load falls in the drink,
If you don't know what to think, Call the mate

Yeah! That's who the fall guy is, It's the mate.
All the petty griefs are his, Yep, the mate.
And at that, the poor old bird,
 Never gets a pleasant word.
Thank the Lord I'm just the Third.
NOT THE MATE!

Mon Valley Chapter

National Maritime Day Ceremony

On May 19th the Mon Valley Chapter held their National Maritime Day Ceremony in Elizabeth, PA. We had an excellent turnout this year! We estimated over 130 people attended and over 50 of those were history students from Elizabeth Forward High School's American History classes who had been addressed by Chapter CEO, Gerard Driscoll, and member Mark Gleeson earlier this year. Many of students joined the Mariners in honor of the day.

The guest speaker was Dr. J.K. Folmar, Emeritus Professor of History from California University of Pennsylvania and presentations was given by Mon Valley member Bob Olsen and Three Rivers Chapter Treasurer John Manfredi. After Dr. Folmar's talk, memorial wreaths were placed in the Monongahela River by the United States Coast Guard, MSU Pittsburgh with assistance from Elizabeth Twp. Girl Scouts Troops #50256 and #50951.

Many members and guests remarked that this was the best event and response in many years.



Elizabeth Forward High School American History Students



Dr. J.K. Folmar



Bob Olsen



CHAPTER NEWS

Silicon Valley Chapter

Notch Bill in Congress (email 7/26/12 from Perry Adams, CEO)

If any of you were born between 1915 and 1927 and collecting social security, you may be interested in 2 Congressional Bills pending in the 2 Houses of Congress. The House Bill is HR 1001 and the Senate bill is S.118. Both bills correct an error that has gone on for some years. When the Congress made some changes in computing SS benefits they omitted those born after 1916 to '1927. Passage of these 2 bills will give those qualified \$1,250 for 4 years, totaling \$5,000.

If you're interested in getting these bills passed you should phone the local offices of your own Congressperson to get him/her to cosponsor HR 1001. Also phone the local offices of your two Senators to get them to cosponsor S.118.

The House Bill, HR 1001 was introduced into the House by Congressman Mike McIntyre ((NC-7-D) and the Senate bill, S.118 was introduced by Senator Dave Vitter (LA-R).

I personally would like to see HR 23 passed the House of Reps. It provides \$1000 per month to WW-II Merchant Mariners because they did not receive any of the GI Benefits following the war nor did could they use the health facilities of the VA hospitals until 1988. So when you phone your local Congressman, you could ask the staffer to get the Congressman to cosponsor HR 23 along with cosponsoring HR 1001 covered above.

Thank you and good luck!

Perry Adams

SS Samuel Parker Chapter

President Obama's Maritime Day Proclamation May 22, 2012

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA A PROCLAMATION

For 237 years, the men and women of the United States Merchant Marine have risen to meet our country's call. They have strengthened our economy and our security in times of calm and conflict, connecting our service members to the supplies they need and transporting our exports into the global marketplace. On National Maritime Day, we pay tribute to all those who have served and sacrificed on our waterways and around the world.

From privateers who bravely fought for American independence to mariners who have supported our Armed Forces for over two centuries, the United States Merchant Marine carries forward an enduring legacy of service to our Nation. In the War of 1812, mariners put their lives on the line to preserve our young Republic, engaging British warships with sloops and schooners off our Atlantic coast. During World War II, they executed perilous transits to support our troops in combat. And throughout the 20th century and into the 21st, Merchant Mariners have contributed to the defense of our Nation by transporting essential cargo to ports across the globe. Their commitment has helped deliver us through periods of conflict, and their service will remain a critical asset to our security in the years ahead.

Our maritime industry also sustains the robust domestic and international trade networks that power our economy. As we open up new markets for American exports and support our businesses here at home, the United States Merchant Marine will continue to play a vital role in driving progress and prosperity in communities across our country. Today, we commemorate that important work, and we honor the mariners who dedicate their lives to seeing it through.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2012, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-second day of May, in the year of our Lord two thousand twelve, and of the Independence of the United States of America the two hundred and thirty-sixth.

BARACK OBAMA

"BATTLIN' PETE"

Walt Disney Merchant Marine Emblem



This 5" diameter patch is available from The Mon Valley Chapter. The patch is embroidered in seven thread colors. A history of the patch is included. Order by sending a check for \$6.50 for each patch made payable to:

Mon Valley Chapter AMMV
5450 Sunset View Drive
Monongahela, PA 15063



CHAPTER NEWS

SS Stephen Hopkins Chapter

Sheepshead Bay Booklet:

We ordered 120 booklets total and have distributed 112 of them. This booklet was very popular with our sister organization, United States Merchant Marine Veterans of World War II (USMMVWWII), in San Pedro, CA. Jim Gillen, who was too young to go the Sheepshead training center, lived and grew up in Sheepshead Bay right across the channel near Emmons Ave.. He was delighted to get the memorabilia for their museum...he put them in the display at the SS Lane Victory museum in San Pedro.

Viking Chapter

Excerpts from "Notes from the North" by Roy Billmark, Newsletter Editor – September, 2012.

Don't want to sound morbid but it is easy to see we are not spring chickens anymore and time is taking its toll on us. That is not a startling observation but is a simple fact

and we are all aware of it. At present we are going with the flow but time will present the possibility of changes. It is all in God's hands. Que Sera!

Together our AMMV organization has made this country aware of achievements the Merchant Marine made in WWII and beyond. We had to, for it was kept a big secret all during WWII. The powers that be did not want to alarm the Nation about our heavy losses of ships and seamen. They did little informing the public after the war also on our behalf.

We were forced to toot our own horn and did a good job of it. It didn't produce anything monetary other than VA services but it did get the message out to the public. Most people today at least know we existed and have a basic understanding of what we did and are still doing. It is true, we are a dying breed (WWII), but that is no reason we should not keep our oars in the water and pull as best we can. We have shared a lot and we still need each other more then we realize to keep our memories alive.



Take a virtual tour of the original family-owned Victorian home of A. Berding in Ferndale, California, which now houses the National Office of the American Merchant Marines Veterans.

Read "BEYOND THE GUMDROP TREES" by Sindy



*This would be a lovely gift for someone special!
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JUST COMPENSATION



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

OPEN LETTER TO AMMV MEMBERS

Reno Convention-- Why We're Not Giving Up!

I recently attended the West Coast Regional Convention in Reno, and I want to thank the organizers who did a great job putting our gathering together. My friend, Charlie Schelter, current president of the North Bay Mariners Chapter, drove us up and helped me in so many ways- I couldn't have attended without him. As it turned out, I was the oldest vet there (92), and received a silver medallion provided by Rear Admiral Gerald "Jerry" Achenbach, USMS, Superintendent of the Great Lakes Maritime. The renewal of old friendships was comforting, especially to those of us passing the 90 mark.

We did accomplish some important business, perhaps the most notable was the vote to change the wording on our "Belated Thank You" Bill, HR-23. When it is re-introduced in the 113th Congress, the benefit amount will be changed from \$1,000 per month to a \$25,000 flat rate lump sum. Previously, I was not in favor of the lump sum payment, but eight years have passed since our bill was first introduced and time is not on our side. As the bill is currently written, surviving spouses are left out. With the \$25,000 lump sum, the funds could be used now rather than later for both veteran and spouse. Of course, \$25,000 is substantially less money in the long run, compared to \$1,000 a month for those of us who will live to be 100. But we are hoping that this change will get the attention and support we need in Congress to get our bill passed.

I am still a strong advocate of litigation and I think we may have better results through the courts

as we did in 1988 when we won veteran status.

Sometimes, despite our most diligent efforts, legislation isn't going to work, as we must deal with capricious politicians. We have a situation that needs to be dealt with in an expeditious and decisive manner, and that's where the courts come in. We just need to be told by a sharp legal firm that we can win our fight, and they know how to do it. I am working on this at my end, but if anyone knows of such a firm, please contact me.

Having said that, I also support our legislative efforts and the re-introduction of our bill into the 113th Congress. One approach doesn't have to preclude the other. We have hundreds of mail-outs ready to be addressed and sent to the new members of Congress and the Senate once it convenes in January 2013. Burt Young from Lincoln Nebraska, Vice President of the AMMV Central Region, received a letter from his Senator Mike Johanns whereby the Senator assures us that he will do his best to introduce a Senate version of our bill into the 113th Congress. I have also received assurances from Congressman Bob Filner that he personally knows a lady representative who will continue to work with us on our bill when Filner retires in January.

I also want to bring up the "**Notch Fairness Act of 2011**" which has languished in Congress for several sessions (since 2005). This bill, currently in Congress as HR-1001 and S-118, would correct an error in Social Security computations that has gone on for some years. It would benefit all seniors (not just Merchant Mariners) born between 1915



JUST COMPENSATION

and 1927, giving those who qualify \$1,250 for four years, totaling \$5,000. NAUS legislative analyst Mike Plumer let us know that even though these bills have been around in one form or another for a long time, they are worth supporting. I am wondering why this legislation has received so little attention when it is basically a “no-brainer” and should have passed years ago. The Social Security administration should be held accountable for this error since the evidence is irrefutable. This is another good candidate for litigation, as the Social Security Administration has already admitted to being the guilty party.

I want to thank those who have responded to our call for support. We have shipped out almost 100 “Ambushed Under the Southern Cross” books by Captain George Duffy, and a number of Merchant

us to use to our advantage. The door is open for us to gain widespread recognition from the public. We are planning a campaign to raise awareness about our cause. We envision Merchant Mariners requesting a small space inside movie theater lobbies, sitting at card tables and distributing Captain Phillips medallions, Merchant Marine brochures, and other important information about the Merchant Mariners of WWII. We will have a letter available for the chapters to give to the movie theater managers to get their approval for the Merchant Mariner/ Captain Phillips campaign.

I would also like to thank our good friend, Eugene Barner, who made the initial contact with Captain Phillips right after the incident with the Somali Pirates in April 2009. Eugene continued to call Captain Phillips about once a week, to let him know that we cared what he went through off the coast of Africa, and as fellow Mariners, we understand the dangers that Merchant Mariners face very day. Eugene met with Captain Phillips and his family and expressed to us that they were some of the nicest people he has ever met! We look forward to seeing Captain Phillips’ story on the big screen this March.

Finally, we have completed compiling the survey results of about 4,500 Merchant Mariners and we were deeply touched by some of the comments on the surveys. If we printed them all, it would come to over 8 pages, even though not everyone made a comment. Still, we believe these comments give a voice to our numbers, and we plan on sending all eight sheets for Congress to read. See a sampler of comments on page 33.

Keep the faith, and keep a good thought for our eventual success. We will not be forgotten!



Captain Richard Phillips and Eugene Barner of Kansas

Marine magnetic decals which our membership has found beneficial for instant recognition.

Captain Richard Phillips movie update: We have about 750 Captain Phillips medallions that we plan to distribute to AMMV chapters throughout the U.S. to coincide with the opening of the movie “A Captain’s Duty” starring Tom Hanks sometime in the spring of 2013. There is an opportunity here for

Just Compensation Committee
Ian Allison, JCC Co-chairman

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email: mra@allisonammv.com

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NEBRASKA

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United States Senate

WASHINGTON, DC 20510

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VETERANS' AFFAIRS

September 24, 2012

Mr. Burt Young
Vice President, Central Region
American Merchant Mariners Veterans Association
8020 Myrtle Street
Lincoln, NE 68506

Dear Mr. Young:

Thank you for asking me to introduce legislation to establish a Merchant Mariner Equity Compensation Fund to provide a monthly benefit to Merchant Mariners who served during World War II. In the 111th Congress, I was a cosponsor of S. 663, the Belated Thank You to the Merchant Mariners of World War II Act of 2009.

I know from your previous efforts that when a bill is introduced it will receive enthusiastic support from Merchant Mariners throughout the nation. A key element to success is introducing a bill at a time to leverage this support. As you may be aware, because of the upcoming election, the days Congress will be in session this fall will be fewer than usual. Congress faces an unprecedented number of budget issues, including sequestration and looming tax increases, and after the election, Congress will have less than two months until the new Congress begins next January. This environment makes introduction of this legislation at this late date less than optimal and potentially counterproductive.

Rest assured that I will revisit the possibility of introducing this legislation when the new Congress convenes in January 2013. Starting at the beginning of the next Congress would provide a clean slate for you and your colleagues to seek support and provide time for committee hearings and other considerations.

I want to again express the gratitude that all Nebraskans, and indeed, the entire nation feel for the heroic service of the Merchant Marine force during World War II. Without your persistence and bravery in moving troops and supplies across vast oceans against determined enemies, key campaigns such as D-Day would not have been possible. Please convey my sincerest appreciation to your colleagues.

Very truly yours,



Mike Johanns
United States Senator

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100 CENTENNIAL MALL NORTH
LINCOLN, NE 68508
(402) 476-1400
FAX: (402) 476-0605

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SUITE C102
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FAX: (308) 632-6295



JUST COMPENSATION

Resolution Requesting Change of Financial Terms of “Merchant Mariners” Legislation

A resolution was submitted at the Reno mini-convention by Frank Mendez, Golden Gate Chapter and passed by unanimous attendance vote, that a committee be formed to submit an official resolution to AMMV National officers and the Government Affairs Committee regarding the financial terms of the “Belated Thank You” legislation to be submitted in the 113th Congressional session of Congress which convenes January 1, 2013.

The committee selected was:

Ian T. Allison, Just Compensation Committee
Burt Young, RVP, Region 5
George Salovich, National Treasurer
Bill Marker, RVP Region 7
Robert Cauble, Commander, Mid-Columbia Chapter
Frank Mendez, Treasurer, Golden Gate Chapter

After meeting, the Committee recommended the following:

That the language of “Belated Thank You to the Mer-

chant Mariners” legislation (currently House bill HR23) be changed in the next Congressional session from \$1,000 per month increments to a flat sum of \$25,000.00 per qualifying veteran. All other language in the bill to remain the same.

This recommendation was moved, seconded and approved by petition (as attached). The rationale of this resolution should be obvious – time is of the essence.

Burt Young read a letter (copy attached) that he had received from Senator Mike Johanns of Nebraska stating that the Senator will gladly consider the possibility of introducing this legislation into the new Congress, as requested of him by C. M. “Beech” Dale of the MO Valley Chapter. And Ian Allison reported that he is working with Congressman Bob Filner to find a new Sponsor for the House bill and will advise the results.

This resolution will be published in the upcoming AMMV NEWS Fall edition and the appropriate action by the Government Affairs Committee and all, on a timely basis, will be greatly appreciated by all.

Comments on VA benefits and Just Compensation legislation from the responses to the JCC questionnaire.

“I think the MM were as important as the Philippines who got recognized.”
“At least U.S. Postal Service recognized us with stamps.”
“Haven’t looked into VA– there’s nothing for my wife.”
“1988 GI Bill did me no good, I was 60 yrs old. Only thanks I got was from Truman.”
“86 yrs old and fading.”
“99 ships, 3 wars, 20 times around the world.”
“Too difficult to commute to Minneapolis VA”
“All personnel contacted at VA made me feel I was not deserving.”
“All this is too little and too late.”
“All VA clinics & hospitals should be required to read ‘MM at War’ & ‘Forgotten Heroes’.”

“Also spent one year with ATS. Extra income will keep him from losing everything. (Sent by wife)”
“Always thought I had to be destitute to apply for VA assistance.”
“Am turning 90 in week. Hope something happens soon.”
“At 90 my father is completely disabled with Alzheimers. He never applied for any benefits.” (Sent by daughter)
“Bad service in Marine Hospital Seattle, WA– bad back surgery.”
“Between me and the lamp post, we will never be recognized.”
“By 1988 I was 66 yrs old. It all came too late to be of any help like on a mortgage.”
“Came home in ‘47 with TB, no care, had Naval Reserve

Commission, no benefits!”
“Can we count on our country to do justice to those men that served?”
“Cannot afford co-pay at VA.”
“Captain in MM, VA refused, said I made too much money.”
“I get check-ups, shots, prescriptions.”
“Couldn’t get medication needed.”
“Currently live in assisted living quarters, am 100% disabled & receive VA assistance.”
“Currently paying to live in a state veterans home.”
“Dealing with a stroke now, enlisted & trained @ Sheephead Bay 1943 at 16 yrs.”
“Did not get any benefits as promised by Pres. Roosevelt other than hospital. Still

waiting.”
“Did not know about DD-214.”
“Did not know I qualified for VA service.”
“Was told I did not qualify.”
“Did not receive one cent– no thank you, from Gov’t, state, city; no GI Bill of any kind.”
“Died waiting on VA Benefits!” (from daughter- Adm. Of Estate)
“Disability cut by 20%.”
“Discharged from the Army at 15-1/2 because parents squealed on him.” (Sent by wife)
“Do I need DD-214 to apply for benefits?”
“Do not know how to use the VA system.”
“Don’t know where DD214 is.”

VETERANS OF UNDERAGE MILITARY SERVICE (VUMS)

Did you enter the U.S. Maritime service under the age of 16, or under the age of 17 for the other services?

A non-profit Veterans organization is looking for membership of individuals who, as patriotic youngsters, circumvented the recruiting requirements, altered various documents, and did other things necessary in order to serve in the Armed Forces of the United States of America. If you entered the Merchant Marine before the age of 16, you are eligible to join. CEO Robert Cauble of our Mid-Columbia Chapter - (509) 586-1418 - strongly recommends this organization and feels that if you did volunteer at that young age, you are a rare breed and should be very proud.

More information can be found on their website www.oldvums.org.

VUMS Application August 1, 2011

Veterans of Underage Military Service, New Members

xxxxxxxxxx Application for All New Members xxxxxxxx xxxxxxxx xxxxxxxx

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ D.O.B _____

Youngest Age at enlistment _____

Branch of Service Joined Underage _____

Date Served _____

Document Used to Prove Your Age _____

Document was: My Own _____ or Someone Else _____

Did you have permission of Parents or Guardian? _____

Reason to Enlist, Bad Home Life _____ Adventure _____

Patriotism _____ Other Explain _____

Were You discovered underage? Yes _____ No _____

What did the Authorities do? _____

What Type of Discharge did you get? _____

Did Others suspect that you were underage? _____

Would You Allow Your Story to be Published? Yes _____ No _____

Did You Retire from Military? _____ Highest Rank _____

Signature _____

Date _____



Books I, II, III



Books by Drs Ray & Susan Jackson

All Military Services Eligible.... Active-Guard-Reserve
Men, YOU must have Enlisted Underage Age 17
Women All except WACs in WW II Underage Age 20
WACs were required to be Age 21.
US Merchant Marines Must have been Under Age 16
If YOU meet the above Requirements,

WELCOME to VUMS

Life Membership ONLY

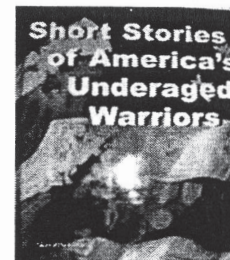
New Member Fee \$25 after Aug 1, 2011

Mail The Application to:

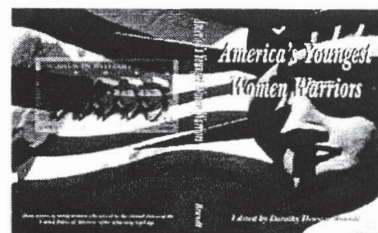
National Commander	
Wm C. Morgan (Bill)	LM Fee Enclosed _____
6336 Thorncrest Dr	Optional _____
Galloway, OH 43119	Total Enclosed _____

Toll Free Phone 1 888 653 8867

Life Membership Started Aug 1, 2011 \$25.00



Book 4 by Joe & Yvonne Bourque



Book 5 by Dorothy H. Brandt

RUSSIAN APPRECIATION OF WWII U.S. MERCHANT MARINERS

Editor's note: This letter was forwarded to A. J. Wichita, Past President Emeritus, from the NAUS Magazine. A. J.'s response follows.

Subject: Merchant Marine Article

Saw your article entitled "Adam & Eve and the Merchant Marine" and had hoped that it would include some reminders of the heroic actions of the Merchant Marine during World War II - but the article was not a history lesson.

My interest stemmed from a recent experience. What is probably not widely known is that in Moscow, Russia there exists a Lend-Lease Museum which shows much about the heroism of the US Merchant Marine. After World War II, Stalin did not want to recognize the significant war-time assistance provided by the US to the Soviet Union. So, during his reign, no one was permitted to talk about it. It was not until the Berlin wall came down, that certain Russian citizens believed that there had been insufficient thanks provided to America and the men and women involved, who helped the Russians to defend their country. Finally, in 2004 they created the "Lend-Lease Museum" in Moscow. I was fortunate to be invited to visit the Museum the following year, as I attended the 60th anniversary of the meeting of the US-Soviet forces at the Elbe River, in Moscow. At that time, it was a modest display, but there was a distinct focus on the Aviators and the Merchant Mariners who carried the burden during those dangerous trips, supplying the Soviets with weapons and equipment. The Museum showed five distinct air and sea routes used to supply the Soviet Union with American equipment help, as that country was struggling to defend itself against the Nazi onslaught.

This past month, I attended a talk by the Director of the Lend-Lease Museum, Mr. Nokolai Borodin, at the Kennan Institute of the Woodrow Wilson Center in Washington DC. He spoke to an American audience about the Museum and showed how it has grown; he was looking for any remaining individuals who were involved in the Lend-Lease operation. He would love to hear from you at borodinng@gmail.com. Is it not strange how we receive well deserved praise in unknown and unexpected, faraway places. I thought that those in the Merchant Marine might want to know about this recognition.

Frank Cohn

Col, US Army, Retired

Dear Col. Cohn,

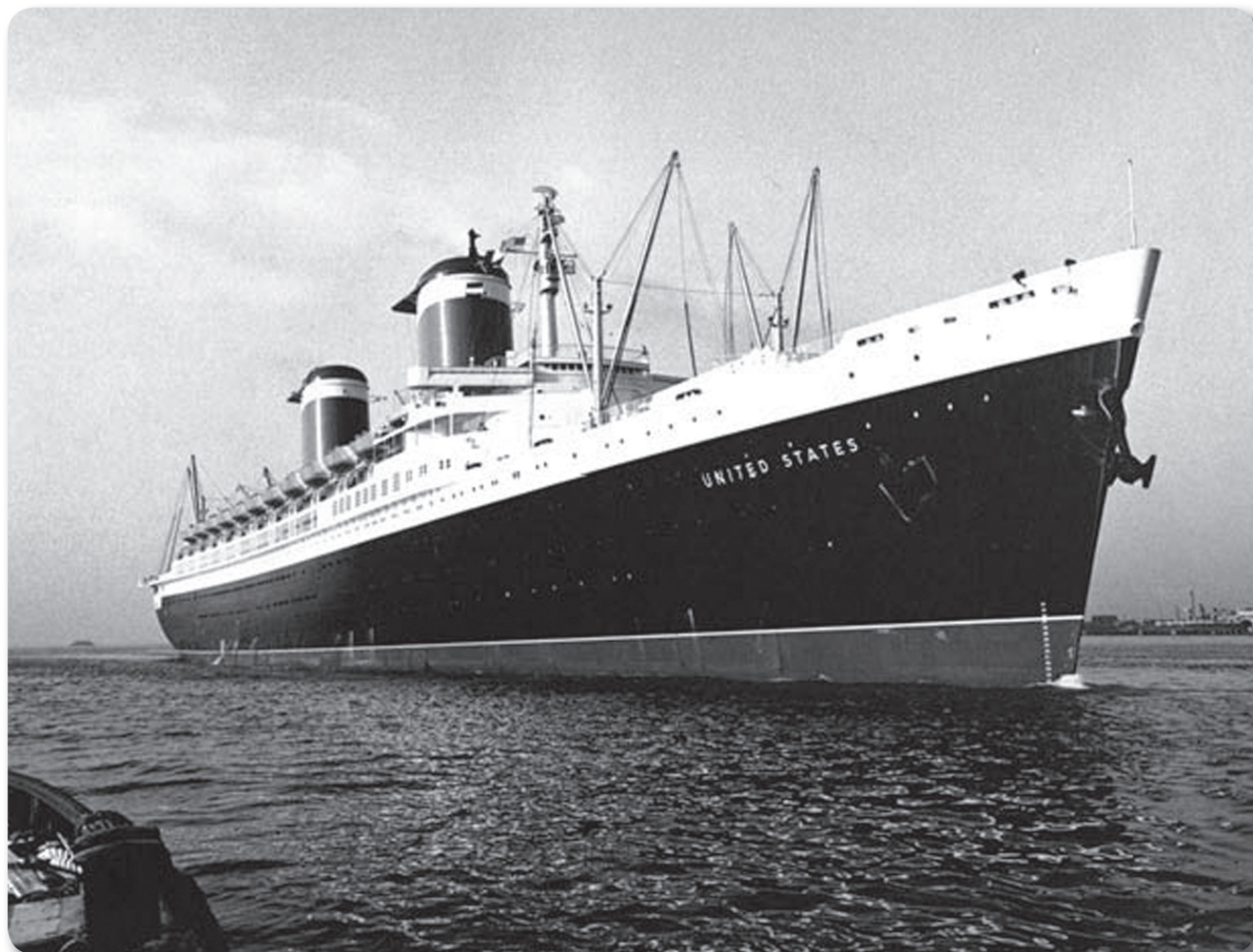
Tommy Campbell sent me your comments about the Russian gratitude for American Merchant Seaman's efforts during WWII. I have known mariners who made the Murmansk run and in one of my bi-monthly articles in the NAUS Magazine, a friend is shown being awarded a medal for his service in manning a Russian bound freighter during the war. I am very pleased the Russian people have had the opportunity to express their true feelings for merchant seamen who suffered the hardships of making the trip and fortunate enough to make it back home.

Most of my articles have been aimed at getting public support to have Congress give WWII merchant seaman "Just Compensation" equal to the benefits of the other 15 million WWII veterans. When Congress failed to act on President Roosevelt's request to consider the WWII Merchant Mariners for the same veteran benefits, they really made us into second class citizens when they failed to do so.

Thank you for your thoughtful interest.

A.J. Wichita

AN SOS FOR THE SS UNITED STATES



Caretakers for the SS United States, the legendary ocean liner moored on the Delaware River, in Philadelphia, since 2011, are renewing and expanding their emergency distress call for the beleaguered piece of American maritime history. With funds available to keep her afloat until November, 2012, an SOS is being sent by the SS United States Conservancy.

In 2011, an eleventh-hour reprieve that spared the ship a date with the scrap yard, a local philanthropist's \$5.8 million gift allowed the SS United States Conservancy to buy it and keep it afloat until November 2012. A "Save the United States" fundraising rally was held in July to coincide with the 60th anniversary of the ship's maiden voyage on July 3, 1952.

The non-profit conservancy has raised about \$6 million so far but needs \$25 million to restore the exterior and part of the interior to house a museum, said Susan Gibbs, conservancy executive director and the granddaughter of William Francis Gibbs, the ship's Philadelphia-born design-

er. The goal is to spark interest, raise public awareness and literally get investors on board.

"The SS United States is America's flagship. It symbolizes the very best that this nation has produced," she said. "It is going to once again be an amazing icon for the nation to appreciate and enjoy."

The fundraising campaign includes a new interactive website, www.savetheunitedstates.org, which allows donors to "purchase" a piece of the ship for \$1 per square inch for themselves or in honor of someone else. They can choose the section they want to sponsor by scrolling and zooming around a virtual model on the website, "meet" other donors throughout the ship, personalize and upload images and memories of the ship, and share it through social media sites.

The 990-foot-long ocean liner, which transported patrons across the Atlantic with both elegance and muscle, has spent the bulk of its life in a nomadic existence plagued by shifting owners, dashed hopes and close calls with the

scrap yard. But even in its humbled state, the ship newspapers once feted as “the greatest shipbuilding effort in the history of this country” and “the most revolutionary modern superliner in the world” still remains an awe-inspiring sight even to those who remember it from its heyday.

“The engineering, the beauty, the service, the safety — this was the best, the best in the world, none of the other ships could compare with it,” Joe Rota, who worked on the ship in the 1950s, said during a recent visit aboard the United States. “And it would be an absolute tragedy to lose it.”

The \$5.8 million donation from cable TV mogul H.F. “Gerry” Lenfest, whose naval architect father designed parts of the SS United States, saved the ship from a likely scrapping and allowed the conservancy to buy the ship from Norwegian Cruise Lines in February 2011 and pay for 20 months of docking and related costs. The conservancy’s redevelopment arm is exploring potential partnerships with entities in Philadelphia, New York and Miami to refashion the vessel as a stationary entertainment complex with a hotel, theater, restaurants and shopping — but the clock is winding down along with the money from Lenfest’s gift.

“What you see here is kind of discouraging but ... you could scrape this down and you could repaint it, and when we light the lights at night on occasion she’s absolutely gorgeous again,” Rota said. “And we could have that again. ... This would be an attraction the whole world would want to come and take part in again.”

Commissioned as a joint venture between the Navy and



ship designer Gibbs & Cox, the \$78 million liner’s luxury cloaked its military might. Though never called to battle, it could have been converted in a single day to transport 14,000 troops for 10,000 miles without refueling.

On her maiden voyage, the SS United States set a new trans-Atlantic record from New York to England: 3 days, 10 hours, 40 minutes, a record that still stands for a conventional passenger ocean liner.

She carried more than 1 million passengers across the Atlantic over the course of 400 round trips, among them President John F. Kennedy, Marlon Brando, Elizabeth Taylor, Salvador Dali, Grace Kelly and Prince Rainier of Monaco, and England’s King Edward VIII. In 1968, Bill Clinton traveled tourist-class en route to Oxford University.

The liner’s glory days were short-lived as air travel rose in popularity, however, and the United States was taken out of service in 1969.

It changed hands multiple times, from the Navy and on through a series of restoration-minded investors. It was unceremoniously towed from Virginia to Turkey to Ukraine, finally arriving in Philadelphia as a gutted hulk. Another succession of developers and a cruise line failed to return the ship to service as retrofitting costs proved too great. And the latest efforts of the SS United States Conservancy would appreciate any responses to their SOS to save this Grand Old Lady.



USNS COMFORT HOSPITAL SHIP

USNS Comfort preps for Norfolk layberth shift

By Kim Dixon
MSC Public Affairs



MSC hospital ship USNS Comfort, seen here in Costa Rica, is slated to move its layberth from Baltimore to Naval Station Norfolk, Va., in 2013. U.S. Navy photo by MC1 Kim Williams

A mainstay in Baltimore Harbor since it entered Navy service in 1987, Military Sealift Command hospital ship USNS Comfort will relocate to Naval Station Norfolk, Va., in 2013.

Operated by MSC civil service mariners, known as CIVMARs, with a medical treatment facility staffed with Navy personnel, Comfort provides an afloat, mobile, acute-surgical medical facility to the U.S. military. As a secondary mission, the ship provides a full-service hospital asset in support of disaster relief and humanitarian assistance missions worldwide.

The CIVMARs and medical personnel assigned to the ship in its reduced operating status say that while they have an attachment to Baltimore, they understand the advantages of the move.

“We have a relationship with Baltimore, and it will be a sad day to leave,” said Navy Capt. David Weiss, commanding officer of Comfort’s Medical Treatment Facility. “I’ve enjoyed living in Baltimore County, but the Department of Defense is obligated to look at things most efficiently.”

The current layberth contract for Comfort ends in May 2013. Navy leadership made the decision to shift

the vessel to a military pier in Norfolk for a number of reasons, including an estimated savings of \$1.7 million in the initial year, with a \$2.1 million annual savings in succeeding years. Improved access to military facilities for the 59 permanent military members assigned to the ship; better use of the naval logistics hub and industrial base in Norfolk; and a reduction in transit time to typical mission areas were also considered.

“As the ship’s master, I can tell you there are definite advantages to being in Norfolk,” said civil service master Capt. Randall Rockwood. “Being in Norfolk literally gets us 12 hours closer to anywhere we need to go. As fast as the ship can leave the dock here in Baltimore after receiving deployment orders, we still have a 12 hour transit to get to the Atlantic. Just like our recent mission to Haiti after their massive earthquake, being 12 hours closer to arriving in the area of need can be significant.”

Since 2007, Comfort has served prominently as a platform for humanitarian and civic assistance missions throughout the Caribbean Sea, Central America and South America as part of Operation Continuing Promise, an annual mission providing medical, dental, veterinary and engineering support in those regions. The mission also provides subject-matter expert exchanges and foreign disaster relief training. Comfort has deployed during odd-numbered years, with ship-board medical personnel treating more than 265,000 people during three missions. Comfort’s sister ship, USNS Mercy, deploys during the alternate even-numbered years on a similar mission, Pacific Partnership.

When not actively deployed, Comfort is kept in a reduced operating status with 22 civil service mariners and 59 U.S. military personnel maintaining the ship in a high state of readiness. When activated, Comfort can transition to full operating status in five days with an increase in crew size to 71 civil service mariners and 1,215 Navy medical personnel.

Comfort is the third Navy ship to bear its name. Like Mercy, Comfort was built as an oil tanker in 1976. After substantial renovations, Comfort was delivered to MSC Dec. 1, 1987.

U.S. DEPARTMENT OF VETERANS AFFAIRS INFORMATION

Distributed by Nathan Millar of the USVA at the Western Region Convention in Reno, including the following “cheat sheet” on the Aid & Attendance Program and Agent Orange information from the Federal Benefits for Veterans – 2012 Edition. You are urged to work closely with your local or State VA officer on these important issues.

AID & ATTENDANCE PROGRAM – FILING INFORMATION Pension Cheat Sheet

What you need to file a pension claim:

- DD-214 showing 1 day of wartime service and 90 days or more of total service.
- Application **VA Form 21-527** or **VA Form 21-527EZ** (use 21-527EZ only if you can provide the rest of the required information below with your application, these applications can be found online or at your local Veterans Service Office).
- VA Form 21-2680 signed by your Physician stating you require Aid and Attendance.
- VA Form 21-8416 itemizing your medical expenses. You will need 2 of these if you are filing for your spouse.
- Care expense statement.
(Only if you are in a nursing home, assisted living facility, or hired a caregiver. Tell VA how much you are paying for their services, and when you entered the facility.)
- **It is highly recommended that you work with a local County or State Veterans Service Office when applying for pension.

Reminders and Tips

Pension is income based, so remember to accurately document your financial information on the application. Generally speaking, your **combined** income and assets level need to be **BELOW \$80,000**. Any amount above this will disqualify you for pension. If you are in receipt of a **reverse mortgage**, you do **NOT** need to count this as income, as VA consid-

ers this a loan.

If you are in a nursing home and Medicare/Medicaid are covering all the expenses, VA will only pay \$90.

A surviving spouse can apply for pension based on their spouse's wartime service, as long as the widow has not remarried.

If the Veteran does not require A&A but his spouse does, the Veteran can receive the Pension rate without A&A if he/she meets the income requirements for Pension.

When documenting your medical expenses on the 21-8416 do NOT count your prescriptions and Dr. co-pays on your **first** application. These expenses will be covered using a standard deduction. Each year after you are awarded Pension you will have the opportunity to add these expenses.

AGENT ORANGE REGISTRY

For Veterans possibly exposed to dioxin or other toxic substances in herbicides used during the Vietnam War between 1962 and 1975, regardless of length of service; exposure on land in Vietnam, or on a

ship operating on the inland waterways of Vietnam between Jan. 9, 1962 and May 7, 1975; service along the demilitarized zone in Korea between April 1, 1968 and Aug. 31, 1971; possible exposure on or near the perimeters of military bases in Thailand between Feb. 28, 1971 and May 7, 1975; or possible exposure due to herbicides tests and storage at military bases in the United States and locations in other countries, DoD has provided a list of locations and dates where herbicides, including Agent Orange, were used. This DoD list is available at www.publichealth.va.gov/exposures. For those sites not listed, the Veteran should provide some proof of exposure to obtain a registry examination. Information is also available through VA's Special Issues Helpline at 1-800-749-8387.



Keep the Spirit of '45 Alive

In 2010, the United States Congress unanimously agreed that a national "Spirit of '45 Day" be observed on the second Sunday in every August, coinciding with the anniversary of August 14, 1945, the day President Truman announced the end of World War II. On August 14, 2012 over 500 communities across the Country celebrated 67th anniversary from "sea to shining sea" - from San Diego, California where our local AMMV Chapter marched in the parade and San Jose, California to New York's Times Square and Washington, DC.



a special video that it showed on its Times Square store's jumbo screens congratulating America's "Greatest Generation" on the 67th anniversary of their "greatest day" -- the day World War II ended on August 14, 1945.

In a brief ceremony, Jerry Telson, District Manager for Walgreen's New York City operations, received a Spirit of '45 National Leaders Medal in recognition of his com-



The 2012 Spirit of '45 campaign theme is "Honor the Unsung Heroes of WWII," in an effort to recognize the men and women who were the 'ordinary heroes' of the generation that endured the difficult times of the Great Depression, fought and won World War II, and then participated in an unprecedented effort to rebuild the world by laying the foundations for a better future for their children and their children's children, for friend and former enemy alike.

On the East Coast the activities started with an unveiling in Washington, DC of a 120 ft. "Wall of Honor" at the National World War II Museum, the ceremonies progressed and the East Coast Celebration ended with Walgreen's on Times Square displaying an 8 x 12 ft. banner of the famous "Kiss" comprised of 1,945 photos of couples who got together during the '40's, and creating



pany's support for the observance of National Spirit of '45 Day. The Medal was presented by National Spirit of '45 Day spokesman

Dr. Roscoe Brown, and Joy Beebe, a British WWII war bride from Salem, OR, whose wedding photos was included among the hundreds in the "Kiss" mosaic. Ms. Beebe also participated in the "Wall of Honor" ceremony in Washington, D.C. which included her husband's photo.

"What a day!" said Frank Caldwell, who served in the Pacific. "This is like a dream come true -- celebrating the day we learned we



could all go home-- and in Times Square!"

Prior to ceremony at Times Square, the group assembled in front of a 6 ft version of artist Seward Johnson's famous sculpture depicting the "Kiss" that was placed in Time Square's Duffy Plaza by the Sculpture Foundation to



commemorate the Day. The sculpture will be on loan to the New York Historical Society as part of its "NYC & WWII" exhibit that will open on October 5.

"Keep the Spirit of '45 Day Alive!" will be organizing annual celebrations in Times Square on every August 14th, and is planning a major celebration for the 70th anniversary of the end of WWII on August 14, 2015.



WE NEED TO EDUCATE THE PUBLIC - CONTINUED: Try the "Adopt-A-Ship" program

No one can deny that in order to keep Merchant Marine history alive and the Maritime industry, which is such a vital part of our American economy, thriving, there is a vital need to educate the public about it. AMMV Staten Island Chapter member Steve Gross suggests that the Propeller Club of the United States of America "Adopt-a-Ship" program might be another way to continue this education.

According to their website, www.propellerclubhq.com, "under the "Adopt-a-Ship" plan, school children in grades 5 - 8 under the supervision of the teachers, correspond with the master and officers of their "adopted" American merchant ship. This involves not only the children and their families, but also those who teach the younger generation - the educators - particularly those located in the interior part of the country.

"The aim of the "Adopt-a-Ship" plan is to teach Young America - our boys and girls - the necessity of maintaining an adequate American Merchant Marine and to assist in the education of our citizens of tomorrow.

In addition to its patriotic implications, the plan fosters an interest in geography, history, and composition. It affords the nautically-minded student in a land-locked city or town an outlet for his or her interest in the sea bringing home to the captain and his crew the pride that Young America takes in its seamen."

For more information on this program contact the Propeller Club at their website listed above.

This covers the current Maritime industry BUT what about Merchant Marine history? Perhaps a like plan could be started, at an AMMV chapter and member level, covering our historical legacy ships - the SS Jeremiah O'Brien, the American Victory, the SS John W. Brown, the Lane Victory and the Red Oak Victory?.

These ships are vital to keeping the U.S. Merchant Marine of World War II history alive. And with a little effort, our members (both Chapters and At-Large) could benefit from the knowledge that they are doing their part in keeping the public educated. Think about it; it is possible!

BEFORE I FORGET - Essays of an Old Seaman

Excerpt from the book by Gordon Thompson, AMMV Eastern Oklahoma Mariners Chapter.

SHAKING OFF THE SALT:

The old saying “once a seaman – always a seaman” is often true. There is a certain romance, a seductive anticipation for each new voyage that will take you to yet another country and another continent. Each voyage offers an opportunity to see and learn how other people live and, in some cases, to be thankful for the good old USA.

When I went to sea so long ago, as my contribution to the war, I had never seen a pool of water larger than a small lake and had no comprehension of what lay ahead. But ignorance can be a comfort for the innocent when grounded in romantic stories of the past. I had read about the golden age of the clipper ships, which culminated in the famous race of 1865 between the Ariel, the Serica and the Fiery Cross. Their 99-day, 14,000-mile race from Foochow, China to London framed my conception of what being a sailor would be like.

Back then I viewed the oceans as essentially vast pools of stagnant water stirred only by the winds. I had heard of the Gulf Stream, but not the other huge currents that bathe the continents in warm or cold water and determine weather patterns of rain or drought. Currents like the Labrador, the Humboldt, the West Wind Drift, the Guinea, the New Zealand, the Benguela and the Mozambique swirl the vast oceans like a mixing pump powered by temperature differences, the pull of the moon and by centrifugal forces generated by the rotation of the Earth.

Bodies of water in motion tend to flow in circles. The Gulf Stream pumps water northward along the American coast, then eastward to Europe, the southward towards the equator before turning west again. A semi-stagnant pool of water develops near the thermal center of this flow – called the Sargasso Sea, the Horse Latitudes, the Doldrums – a hazard to all sailing vessels caught unaware. Located on both sides of the Equator, the Tropics of Cancer and Capricorn form the pivot centers of the swirling oceans in both hemispheres.

How Columbus missed the Doldrums is a mystery. He sailed south of the Sargasso with the Northeast Trades going west and north of it going east with the prevailing westerlies. This was seamanship at its best.

Powered vessels take no note of the Sargasso doldrums except for the flotsam, which collects to impede traffic. Large masses of seaweed, algae beds and plankton collect there and draw feeders of all sizes – including whales in significant numbers. Waterspouts are churned up when the temperature builds and when the northeast trades bump against the prevailing westerlies. On one occasion, we counted seven towering waterspouts in a row under clear skies, like giant trees on the surface of the sea.

The oceans are framed by a variety of shorelines. Our east coast and those of northern Europe and much of the Pacific Rim are low, sometimes swampy, and invisible 30 miles out.

In contrast, the towering escarpment of the Brazilian Plateau, which rises directly from the sea, and the coastal ranges of California, Alaska and western South America can be seen from many miles away. The shorelines of Greece, Turkey, Lebanon, Israel and the Eastern Shore of the Red Sea are arid mountains often submerged in a dusty haze with a reddish glow. The shoreline of North Africa shimmers in the heat of the Sahara giving it a character all its own.

Rivers, too, affect the character of the sea. The Mississippi, the Nile and the Ganges color the ocean red and brown for many miles out, and red mud from the Amazon can be seen 500 miles from shore. Pale green means shallow or fresh water; whereas deep salt water is always blue.

Where the currents go the winds follow, or vice-versa. The roaring winds of 50 degrees south latitude contribute to the mighty Humboldt, which bathes the shoreline of Peru. The North Pacific is churned by heavy winds, which follow the Japanese current northward along the Alaskan coast bringing nutrients for whales, crabs, sea lions and warmer temperatures for the rim.

Ships have evolved a lot over the years. The Mayflower averaged 2.5 knots on her 95-day voyage to America. Two hundred years later the clipper ships could do 6 knots. Columbus and the ill-fated Bounty averaged closer to 4 knots fully rigged. Old steam piston rust-buckets of my day could do 8 knots with a tail wind, but by the wars-end things had changed. Victory ships could do 12 – 14 knots and the C-class freighters could do 18 knots fully loaded, had ample supplies of hot and cold water and were air-conditioned throughout. They were a sailor's dream.

For nearly four years ships were my home. However, being always on the move can become addictive. Like a hobo riding the rails, going yonder or over there becomes a substitutes for doing positive things to achieve an outcome in your life. Travel becomes the mistress of the mind. At some point it no longer matters where you go as long as you are “going somewhere”.

My generation of sailors, who witnessed the Schooner and the Tramp Steamer, shake off their ancient crust of salt only to find ourselves becoming heavy-laden. It was time for me to shake off my own crust of salt while there was still time to break away. After the war the new industrial revolution was getting underway. Industry was exploding and jobs were plentiful. So when the SS Exporter docked in Baltimore on our return from India, I said good-bye to the life of a seaman. In doing so I gave up an offer of a free education at the Merchant Marine Academy at Sheepshead Bay, New York to take my chances as an over-aged freshman at the University of Oklahoma.

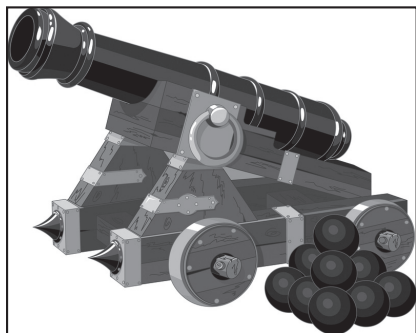
Editor's note: For more information about his book, please contact Gordon Thompson in Grove, OK at (918) 786-9296.

Cold enough to freeze the balls off a brass monkey!

Have you ever heard this saying and wondered where it came from?

MEANING:

Very cold weather conditions. Also known by the derivative phrase - *brass monkey weather*.



ORIGIN:

Some references say that the brass triangles that supported stacks of iron cannon-balls on sailing ships were called monkeys and that in cold weather the metal contracted, causing the balls to fall off. The derivation of this phrase is difficult enough to determine without some imagination, so let's get that oft-repeated story out of the way first:

Cartoons of pirate ships always come complete with the usual icons - parrots, peg legs and pyramids of cannon-balls. That's artistic license rather than historical fact. The Royal Navy records that, on their ships at least, cannon-balls were stored in planks with circular holes cut into them - not stacked in pyramids. These planks were known as 'shot garlands', not monkeys, and they date back to at least 1769, when they were first referred to in print.

On dry land, the obvious way to store cannon-balls seems to be by stacking them. On board ship it's a different matter. A little geometry shows that a pyramid of balls will topple over if the base is tilted by more than 30 degrees. This tilting, not to mention any sudden jolting, would have been commonplace on sailing ships. It just isn't plausible that cannon-balls were stacked this way.

Another explanation that is given for this phrase is that it originated with

the three wise monkeys. The original of these was a set of carved wooden monkeys in the Sacred Stable at Nikko in Japan. In 1896, Robert Hope introduced their meaning to the West in his *The Temples & Shrines of Nikko*: "One group represents three monkeys, one closing its eyes with its hands, this is called Mi-zaru - 'don't see any wrong'; another one closing its ears with its hands, called Kika-zaru - 'don't hear any wrong'; the other one closing its mouth with its hands, called Iwa-zaru 'don't talk any wrong'."



If you've heard the phrase 'hear no evil, see no evil, speak no evil' you are probably familiar with the brass version of these monkey figures, which have been used as paperweights since at least the early 20th century. Their introduction to English-speaking countries, and knowledge of the three wise monkeys, come too late for the figures to have been the direct source of our phrase.

VARIANTS:

Now, back to the real origin of 'cold enough to freeze the balls off a brass monkey'. It appears to have originated in the USA in the first part of the 20th century and is clearly based on earlier variants. Other versions mention the throat of, the leg of, the ears of, the heart of and even the hair of. Some even suggest that the brass monkey in question wasn't a particular beast or object but merely a synonym for a generalized inanimate object. If that's so then, what was a brass monkey?

The young boys who helped with the loading of cannons on naval ships were called powder monkeys. Other seafaring monkey business relates to ancient forms of cannon called a brass

monkeys, or drakes, or dogs. These were recorded in an inventory published in 1650.

There's also a nautical reference from 1822 for the monkey tail which appears in the earliest known version of the phrase. This was a lever that was used to aim a cannon.

REFERENCES TO:

In Arthur Mizener's biography of F. Scott Fitzgerald *The Far Side of Paradise*, he includes part of a letter written by Fitzgerald's wife Zelda in 1921: "This damned place is 18 below zero and I go around thanking God that, anatomically and proverbially speaking, I am safe from the awful fate of the monkey."

The risqué nature of Zelda's life and writing style suggests that she wasn't referring to the monkey's nose, tail or ears. Later, but still before WWII, Eric Partridge, in *A Dictionary of Catchphrases*, repeats this report.

Shortly before WWII, the Crazy Gang at the Palladium played a sketch wearing fur coats, hats, gloves etc. When the brass balls fell from a pawn-broker's sign, one of them exclaimed, "Blimey, I didn't know it was that cold!"



CONCLUSION:

Given these citations and the large percentage of references to brass monkeys in nautical contexts, it seems likely that the inanimate object, or monkey, in question was in fact a naval cannon. The 'balls' are a recent appendage.

THE BIO FUEL HEADACHE

For decades the U. S. Coast Guard has worked with the U. S. Merchant Marine and maritime companies, who ship on thousands of miles of inland waterways and coastal ports to guard against excess emissions from the engines of ships tugs and power vessels consuming fossil fuels. The U. S. Navy has always been just as careful.

But, recently, the Secretary of the Navy, Ray Mabus, has announced he is taking a half billion of the Navy's budget and spending it on a biofuel test to prove the Navy could succeed at making it a viable and economical fuel - with the aim of making the entire Navy green. This is disturbing news to many in Congress as they have been scrambling hard for every dollar to cover their budgets. They have cautioned against this effort as the value of biofuels has yet to be proven as a satisfactory replacement for fossil fuels.

Secretary Mabus has since pushed forward and purchased the biofuel at a reported \$26 a gallon. He has sent a fleet to Hawaiian waters to run tests to prove biofuel can be an economical resource. Most people familiar with Hawaii would be quick to point you can get biofuel at a Shell station in Honolulu for \$4.55. This may remind some readers who remember when Senator Proxmire questioned the Pentagon's request for \$400 hammers and \$12,000 toilet seats.



The Whiskey Rellion

Farmers hate it when the Federal government fiddles with their personal finances. For example, an excise tax was imposed on farmers selling or bartering corn whiskey made from their crops in 1794 which led to the Whiskey Rebellion. George Washington settled the matter with a militia of 13,000 troops, which was an army twice as large as the one he defeated the British with.

In 1978 President Carter did the opposite of George Washington; he provided a boatload of taxpayer money for the farmers and entrepreneurs to turn corn mash into a biofuel instead of whiskey. Ostensibly this would make us independent of oil regimes



(Navy Times, June 2011) Freedom, the first littoral combat ship, has been in service for only two and a half years. But it's lost that new ship shine. Exhaust blackens the superstructure and the hull in this photo, taken last year while Freedom landed a helicopter as part of a joint maritime exercise. More exhaust is visible spewing from the stack.

in the Middle East and put the House of Saud back in the camel trade. Biofuel was also going to give us cleaner air and reduce smog. This requirement was written into "The Clean Air Act" but if you stand behind a bus using biofuel, you'll notice the exhaust still stinks.

And a Tax on the air you breathe

The new high profit market for corn has farmers planting on every acre available and deforesting the countryside to take advantage of the

high prices. After 34 years of generous subsidies, the government has so far only proven it takes 1.25 gallons of imported oil to make one gallon of biofuel.



A *Science Daily* article "Biofuels Ignite Food Crisis Debate" has made it clear there will not be enough land, water and energy in the U. S. to produce enough biofuels for a complete transition to them.

Meanwhile food prices have risen which suffers the lower wage categories including military service families, veterans, retirees and the poor people of our nation.

An alternative to biofuel may be readily available in natural gas. It has been shown to be the cleanest burning fuel of all and the cheapest, and is readily available in the U.S. Some coast to coast truck lines are already using it and have stations set up dispersing it at selected truck stops. Meanwhile, natural gas well drillers have found so much of it they no longer have a place to put it and many have shelved drilling plans.

The billions of your tax money spent by the government pursuing the dream in the cornfield may really be chalked up as a down payment of your taxes for the air you breathe.



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





APPLICATION FOR MEMBERSHIP

Join the American Merchant Marine Veterans, 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.

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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
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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.

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- 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) – \$27.00 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:

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Don't get Rattled . . .

“Three elderly men are at the doctor’s office for a memory test. The doctor asks the first man, ‘What is three times three?’

‘Two hundred and eighteen,’ comes the reply.

The doctor rolls his eyes, looks up at the ceiling, and says to the second man, ‘It’s your turn. What is three time three?’

‘Friday,’ replies the second man.

The doctor shakes his head sadly, then asks the third man, ‘Okay, your turn. What is three times three?’

‘Nine,’ says the third man.

‘That’s great!’ says the doctor. ‘How did you get the answer?’

‘Simple,’ he says, ‘just subtract 218 from Friday.’”

See You In Branson in 2013

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.

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