

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE

Full ahead to Baltimore

26th National Convention – June 4 - 7, 2012

IN PEACE AND WAR



1775

SPRING 2012

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\$4.00

Dawn's early light

Oh, say can you see by the
dawn's early light
What so proudly we hailed at
the twilight's last gleaming?
Whose broad stripes and bright
stars thru the perilous fight,
O'er the ramparts we watched
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.
Oh, say does that star-spangled
banner yet wave
O'er the land of the free and
the home of the brave?



On September 14, 1814, U.S. soldiers at Baltimore's Fort McHenry raised a huge American flag to celebrate a crucial victory over British forces during the War of 1812. The sight of those "broad stripes and bright stars" inspired Francis Scott Key to write a song that eventually became the United States national anthem. Key's words gave new significance to a national symbol and started a tradition through which generations of Americans have invested the flag with their own meanings and memories.

... Second Verse ...

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 morn-
ing's first beam,
In full glory reflected now shines in the
stream:
'Tis the star-spangled banner! Oh long
may it wave
O'er the land of the free and the home
of the brave!

... Third Verse ...

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 washed 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!

... Fourth Verse ...

Oh! thus be it ever, when freemen
shall stand
Between their loved home and the
war's desolation!
Blest with victory and peace, may the
heav'n rescued land
Praise the Power that hath made and
preserved 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!



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National President Morris Harvey

PRESIDENTIAL STATUS REPORT – SPRING 2012

Well, as I struggle with this report it is almost nine months since I took office. We have loaded our plate and work every day to promote and further the tasks before us.



NATIONAL VICE PRESIDENT NELSON'S RESIGNATION

This notice was a shocker and will be difficult to work around. We are looking for a new Vice President. Nelson Cauble, one of our long time involved and effective

leaders, has decided to resign from National office. He states that we need a younger person with a stronger mind and body. His resignation is effective at the end of our National Convention. Nelson has confided in me that he does not want to be the National President. Although that is not a requirement of the VP position, it is typically expected. Recruiting a VP is a challenging task and I am asking help in recruiting this "young person with stronger mind and body", who would be interested in being involved and be prepared to be our next National President, if necessary. Give me a call if you are that person or to make a recommendation. The BOD will take the final action to install the new recruit.

CONTACTING CONGRESSMEN ABOUT HR.23 USING CAP WHIZ

Here is an idea about a program called CapWiz, that you can pass on. When using the NAUS CapWiz program you are not required to belong to NAUS, however, their dues are a bargain at only \$19.00 annually for AMMV members. Their membership form in on the inside back cover of this NEWS Magazine.

To use CapWiz to contact your Congressman: Go to <http://www.naus.org> and "Left click" on "click to explore CapWiz". On this page (<http://capwiz.com/naus/home>) you will find several choices - one is to click on HR-23 which takes you to a page for taking action - enter your zip code and then scroll down and click the

second "go" button. This brings you to a stock message that can be used as is or modified to your desire. It can then be emailed to your Rep. or a hard copy printed. You can also key in the zip of any lawmaker, which permits you to send that person a message.

If you explore CapWiz I think you will find it is a very effective solution for following and lobbying in support of specific actions in Congress.

PROJECT TO PETITION CONGRESS ON HR.23

This project is on fast speed to implementation. We would place a petition on change.org in early April and keep it active for several weeks, allowing our members and anyone else in the world to sign and support HR-23. Our target will be Jeff Miller, Chairman of the House Veterans Committee, and the other members of that committee. As we understand the system, each time someone signs the petition an email is sent to the target(s). We currently have a commitment from National Association of Uniformed Services (NAUS); the International Longshoreman's Association (ILA); the Master, Mates and Pilots Union (MM&P) and the Kings Point Alumni Association to get the word out to their members. We are waiting for confirmation of support from the SIU, and the BSME.

The following are our two final choices for the petition lead topic title.

Tell Congress: Pass the Belated Thank-You to the WWII Vets Who Never Received GI Bill Benefits

Tell Congress: These Forgotten WW2 Vets Should Finally Get Their GI Bill Benefits

The posting will also contain a brief summary of our cause. We will send an email to all RVP's and CEO's plus other Chapter leaders when the petition is posted and ready for action.

REGIONAL VICE PRESIDENT VOTING PROCESS - 2012

Recently we reorganized our AMMV Regional structure. The 12 existing regions will become 8 on July 1, 2012. The new regions are defined by state lines, not by a group of Chapters. The RVP in the future will be moving into uncharted territory by becoming involved with our large Member-at-Large membership. The RVP candidate(s) from each of the new regions will be elected

at our National Convention, June 4-7.

Regional VP's are elected by the members within each region - only members within a specific region may vote for the candidate(s) in that region. The founders of the AMMV gave the RVP's a significant role in the organizational structure, and consequently in the conducting of business. It is important that we have candidates from each Region and that all of our Members have a chance to vote. If there is no candidate listed below for your region, you should be concerned and work to recruit a candidate before the Convention. Have them send an email stating their intention to be a candidate for the RVP position in the specific region that he/she resides to John McSpadden, jmcspadd@att.net. John is listed in our Magazine under Nominating & Credentials. A candidate can be nominated from the floor.

REGIONAL RVP CANDIDATES

Effective March 28, 2012

R-1: No Candidate; R-2: No Candidate; R-3: George K. Bathie; R-4: J. Fred Rodriguez; R-5: Burt Young
R-6: Jack Grothe and Rex Farley; R-7: Bill Marker;
R-8: George Bruno.

I have included the applicable section of our By-Laws for your reference. Please note that a proxy option is provided in item 5 and provision for individual voting is addressed in B.

SECTION 206- VOTING PROCEDURES

A. SELECTION OF NATIONAL DELEGATES

1. Each local Chapter, at a regular meeting shall select a delegate or delegates to the National Convention to represent the local Chapter members. The delegate or delegates selected will represent their Chapter's number of votes.
2. The local Chapter Executive Officer shall certify the delegates to represent the district or local Chapter members and the respective secretaries will authenticate the delegates' credentials letter. The credentials letter of the local Chapter delegates shall list by name each member of the local chapter they are representing.
3. Each delegate will present the credentials letter to the Chairman of the Credentials Committee prior to the first business meeting of the National Convention. The Chairman of the Credentials Committee, in conjunction with the National Secretary, will verify the credentials letters and the list of names to determine that they are bonafide members.

4. National delegates who have not presented their credentials to the Chairman of the Credentials Committee before the Convention has been called to order will not be permitted to vote.
5. **A Chapter unable to send a delegate to the Convention may give their voting proxy to another AMMV Chapter.**
6. A delegate not qualifying under Section 206.A.4 and subject to Section 206.A.5 may be allowed to vote upon approval of a majority of delegates to the Convention.
7. The National Secretary shall advise each Chapter of the number of members for whom the Chapter has remitted dues for the purpose of determining the number of votes that each Chapter has at the Convention. This information shall be forwarded to each Chapter on or before May 1.

B. VOTING BY INDIVIDUALS

National members attending the National Convention who are not represented by a National Delegate may cast an individual vote, if they are certified by the Credentials Committee prior to the call to order of the National Convention.

MISSION SUPPORT FUND

During September, 2011, we were contacted by the Treasurer of the now disbanded Hoffman Island Radio Association about making a donation. She indicated that they would like the money to be used for a specific purpose. Consequently, we created an escrow fund named "Mission Support Fund" which will be used to support the expenses to fulfill our AMMV purposes as outlined in our Constitution Article III. These expenses would normally originate from appointed positions, standing committees, production of supporting educational literature, possible internet activities, and special initiatives implemented by the President. These funds would not be used to fund daily operating and personnel expenses.

We also have a standard donation account to receive "booster" type donations, which are made by members to help with expenses and are usually less than a few hundred dollars.

REMEMBER OUR HISTORY DRIVES OUR SERVICE. AMMV PURPOSES ARE:

The American Merchant Marine Veterans, Inc. is a non-profit Veterans organization is committed to serving the causes of American Merchant Mariners. Our Constitution defines our goals- in part:

American Merchant Marine Affairs:

- To preserve the spirit of Comradeship among the American Merchant Marine Veterans and our fellow seaman....

- To perpetuate the memory of our dead, assist their widows, and help worthy comrades.

- To publicize the services of the American Merchant Marine Seamen in World War II, and gain the same recognition for later services and sacrifices in post WWII conflicts... National Security and Global Engagement

To have our nation always maintain a modern and strong Merchant Marine as it is a national and economic necessity, but more importantly to continue to be the potent arm of defense and offense that it has already proven to be. We stand for a well-trained and efficient manpower to crew this fleet.

Americanism: To maintain and extend the institution of American freedom and encourage loyalty to our country's laws and Constitution.

PROGRESS HAS BEEN MADE AND WE NEED TO CONTINUE OUR EFFORTS

- AMMV members have donated significant labor and financial assets to support the WWII legacy ships.

- AMMV Chapters and members have gained recognition of Merchant Marine contributions at the National WWII memorial and on the local level in many parks and other memorials.

- Publicity for historical recognition is being sought at many levels including public functions.

- Historical literature and verbal information has been widely distributed on a National level to Congress, schools, newspapers and elsewhere to perpetuate this public recognition.

- Members support the Jones Act, American Flag fleet, MSC, personnel training and maritime schools.

- And efforts with the Air Force and Congress for post WWII veterans' recognition are on-going.

Providing scholarships to students in Maritime Academies and support educational tours is being planned.

POST WWII VETERANS STATUS TASK FORCE UPDATE

I am putting my faith in our "Task Force", a group of outstanding and talented volunteers to do their best to attack the issue and lead us to a hearing with the Air Force Commission. Future action will be governed by the results of an Air Force hearing. They have a lot of work ahead of them.

The following is advice was received from Sen.

Udall's staff member last year about applying for Veterans' status for post WWII Merchant Mariners. "This is not going to be easy and not going to be a short timeline---just generally saying we served in armed conflict is not going to do it.... So, what do you need to do? You need to answer questions such as: 1) What specific period of armed conflict time are you wanting to get approved? 2) When did the specific Merchant Marine group serve? 3) Where did they serve? 4) What proof do you have? It's the old Who, When, What and Where questions. For example:

Korean Conflict - when: June 27, 1950 to January 31, 1955

Where did Merchant Marines serve? What is the proof?

And then answer the questions as outlined in Application form 1000.20 with backup proof.

Vietnam Conflict/Era: February 28, 1961 to May 7, 1975. Same questions."

26TH NATIONAL MEETING AND CONVENTION - 2012

Plans for the 2012 Convention at MITAGS in Linthicum, Maryland from June 4th thru 7th are well under way. In addition to our usual business meeting schedule, there will be a full program with an impressive list of speakers and award winning entertainment (go to www.sallylangwah.com for more info). An excursion to the Washington D.C. Mall, WWII Memorial is scheduled for June 7th, D-Day plus 1. I am working diligently to turn this into a rally with media coverage; keep me in your prayers on this one. A tour visit to the SS John W. Brown is scheduled to kick off our convention on Monday, June 4th. The schedule is planned to permit eating breakfast and lunch at MITAGS. **LOOK FOR RESERVATION FORMS ELSEWHERE IN THIS MAGAZINE.**

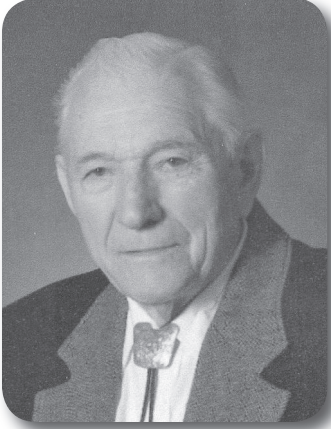
If you live in the Northeast or near Linthicum (Baltimore), Maryland, please consider volunteering to join our committee and help with registration, hospitality, or many other rewarding assignments during the convention.

Reported by:

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



National Vice President **Nelson Cauble**



Dear Fellow Mariners, and Friends:

My letter to you today is much different from those I usually write for our AMMV magazines. The reason it's different is that this will be my final message to you as one of your National Officers. I have submitted my resignation to our National Officers and to the Executive Board of Directors and have stated that it will become effective in just a few weeks at the close of the 2012 National Convention at MITAGS .

It's been my honor to have served you over the years as both National Secretary and Vice President and those years have been rewarding and with the realization that we did indeed make a difference. I've given you the very best that I had to give and I am proud to count a great many of you across our country as my friend. Some of you I have never met in person but have sure enjoyed our phone conversations.

There comes a time in life when you know that it is time to pass the torch on to another that is younger, stronger in mind and body, and has the spirit and enthusiasm needed to do the job right. This has become my time to do so, and to step aside.

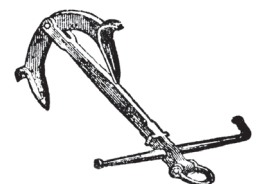
I thank you for all the courtesies and the friendship that you have given to Shirley and me and we look forward to being with you whenever and wherever it is possible. I will still do all in my power to promote our cause and help man the oars from the sidelines.

Please remember as we go forward from here with this new turn in the road that what I do know is that with your past support and confidence, we learned that

TOGETHER WE COULD...AND TOGETHER WE DID....MAKE A DIFFERENCE!

Sincerely,

Nelson Cauble





National Secretary **Charles Mills**



LET'S RALLY IN WASHINGTON, DC DURING THE CONVENTION:

We have mounted a fighting campaign over a long period of years, making telephone calls, sending faxes, and emails for our legislation House Bill HR23 – “A Belated Thank You to the Merchant Mariners of World War II Act of 2011”. But we are far from victory; we need to add another weapon.

I have learned over a long period of years to get attention you must make a lot of noise. AMMV members have a great opportunity to do so at the 26th Convention. We will be right at the front door of the Capitol.

What better time to make ourselves and our cause known. Let's make some noise, don't grease the wheel. So let's load up, sign up and be a part of the rally. Let the politicians and public know that we are fighting for what is due us, nothing else.

Visiting the House Representatives, if possible, should be made a part of the Convention agenda. This will give us an excellent opportunity to meet and greet some of the Congresspersons who we have not reached or those who have just disregarded our appeals their staff members and take some photos.

Please let National President Morris Harvey at (352) 564-7982 or myself at (713) 436-1638 know if you want to load up, sign up and be a part of the proposed rally.

THE LOSS OF OUR VICE PRESIDENT

The resignation of Vice President Nelson Cauble is a great loss to this organization. He has indeed been a leader. Nelson, you will be missed.

Thank you,

CHARLES MILLS
AMMV National Secretary



Editor / AMMV Office Administrator **Sindy Raymond**

In my personal opinion, the standing down of Nelson Cauble as National Vice-President, and his beautiful wife Shirley, of the good ship S.S. AMMV will leave a huge hole in the bow of our vessel - one that we will have a hard time patching. True, Nelson thinks that we might need a younger and stronger person to step up to the plate, but they will have big footsteps to follow.

I first met Nelson and Shirley years ago when I was strictly involved in the Just Compensation legislative efforts and working as Ian Allison's office "staff." At the time, the American Legion Magazine printed an article about the Merchant Mariners and our efforts to gain recognition for our legislative efforts as well as public recognition. The article referred members to JCC for more information. Nelson and Shirley volunteered to send out AMMV membership information to those referrals. We didn't know what we were getting into - we had about 3,500 responses to that American Legion article and follow-up was, to put it mildly, fierce. But I think their efforts brought on board many new AMMV members.

When I finally met Nelson and Shirley at a mini-convention in Reno, they both ran over and hugged me, saying it's so nice to see a person attached to a voice on the phone, or something like that. And since then, we have had a special bond.

Over the years, Nelson and Shirley have always been superbly supportive of me and have stood by me and backed me one hundred percent in some very "nerve-wracking" times. And let me tell you, I certainly am very, very appreciative! I will miss them terribly. And I will always think of Nelson's motto: *Together we have and together we still can....make a difference.* Thank you! He and Shirley have definitely made a difference.

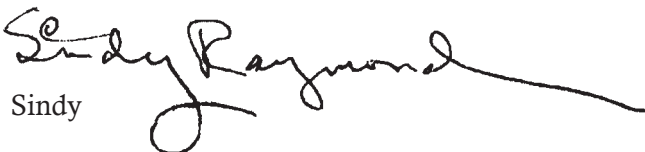
Now, I hate to bring this subject up, but it's coming up on dues time again. Dues for the fiscal year are due by June 30, 2012 for the year July 1, 2012 - June 30, 2013. Please pay your chapters by June 30th, if you belong to one, and Members-at-Large can send \$20.00 dues, by June 30th, to:

American Merchant Marine Veterans
P.O. Box 186
Ferndale, CA 95536-0186.

Dues are the engine of our good ship SS AMMV and without our members and their dues, we cannot "make a difference" at the AMMV.

Much progress has been made in the public awareness of who Merchant Mariners are and what they did in WWII since I came aboard JCC and AMMV. This progress has been made by the efforts of thousands of people in many different kinds of efforts. We can't give up now. But, first we need to mend that hole in the bow, so please, someone, step forward! And to Nelson and Shirley, happy gardening (although I have it from a reliable source that Shirley "does not do garden"). And Thank You!

Full speed ahead,


Sindy



Communications Director & Webmaster

It's tremendous to see how many of you are participating in the Memory Book for the 26th National Convention. Our members are eager to see what the rest of you are doing and your ads help do that. Plus, this year there are several new advertisers and some members have even submitted biographies. Your participation, whether you can make it to the convention or not, makes the meeting a success. Funds from the Book help pay the bills and provide for some of the extras that make the yearly event so much fun. For me, the best part of the Book production is getting to work with advertisers.



When my friends ask what I am doing these days and I explain my involvement with AMMV, I find that many don't know much about Merchant Mariners. I think that is indicative of the rest of the U.S. population and, perhaps, that explains why we have so much "teaching" to do when we approach political leaders about our Just Compensation campaign. For those old enough to have lived through World War II, there is little to explain. But the generations that came after are woefully ignorant of just what you did and the risks you took.

When you set sail, you were not heavily armed like the military ships. Merchant ships, despite the fearless work of the Navy Armed Guard, were not equipped to truly defend themselves against subs, battleships or airplanes. Maybe that is how politicians could justify denying you the benefits of Veterans' status until 1988. They say you were not combatants. You weren't on the battle front. You didn't fight. Well, I guess technically that is true. The U.S. Maritime Service was not an "armed" service.

But that is just the point. **You faced the enemy unarmed.** Instead of carrying a gun, you wore big targets on your back. The armed soldiers depended on you to deliver the "goods:" food, ammunitions, fuel, vehicles. Everything they needed to survive. When you dipped your oars in the water, you instantly became an easy target. Heck, people would go down to the shore and watch the merchant ships being blown out of the water. What sport! But **you** were not combatants! **You** weren't on the front lines! You didn't take the **same** risks as those in the "armed" services.

Okay. You didn't take the **same** risks. You faced different ones, but they were just as deadly. Your casualty numbers were higher than any other service. Some even said the risks you took were suicide. But what you did was so important that the Nation was willing to risk your life to get the job done. It was willing to put every effort into building Liberty and Victory ships and to actively recruit men to risk their lives on the ship's decks.

But, it seems, after all you did, the U.S. wasn't willing to provide you with the same honors it provided other veterans until it was too little, too late, 44 years after World War II was over.

No, you weren't combatants. You just carried the target; your ship was the target; your cargo was the target; you were the target. At least the enlisted men had a "fighting chance."



Tanker burns off the Eastern Seaboard of the U.S. after being attacked by a German submarine.

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www.ammv.info

The Wolf That Ravaged The Pacific

The SMS Wolf, a commerce-raider, left her home port of Kiel, Germany on November 30, 1916, with a crew of 348 men.

Partially escorted, she passed north of Scotland and then separately turned south going around the Cape of Good Hope, where she laid some mines, into the Indian Ocean. She dropped mines at the harbors

of Colombo and Bombay, then entered the waters of South Asia, Australia and New Zealand. This was the start of 15 months at sea and left a 64,000-mile trail of destruction. The German ship remained under the radar for over a year and became a huge floating prison with more than 400 captives of different nationalities.

To all appearances an ordinary freighter, the Wolf carried an arsenal of seven guns and four torpedo tubes concealed behind drop-down deck walls, and 465 mines which were dropped overboard from a door hidden in her stern. Her state-of-the-art technology included a seaplane which could be dismantled and hidden below decks, along with a demountable fake funnel and telescopic masts to change her profile—an artful disguise in an era when identifying a ship was still a matter of staring through binoculars at a distant silhouette.

With the help of the seaplane “Wolfchen” (Wolf cub), she located and seized enemy vessels and cargo ship. After transferring their crews and

any valuable supplies (notably coal but also essential metals which Germany needed for their war efforts), the Wolf sank the



vessels. In this 15-month period, she destroyed 35 trading vessels and 2 war ships, altogether totaling approximately 110,000 tons.

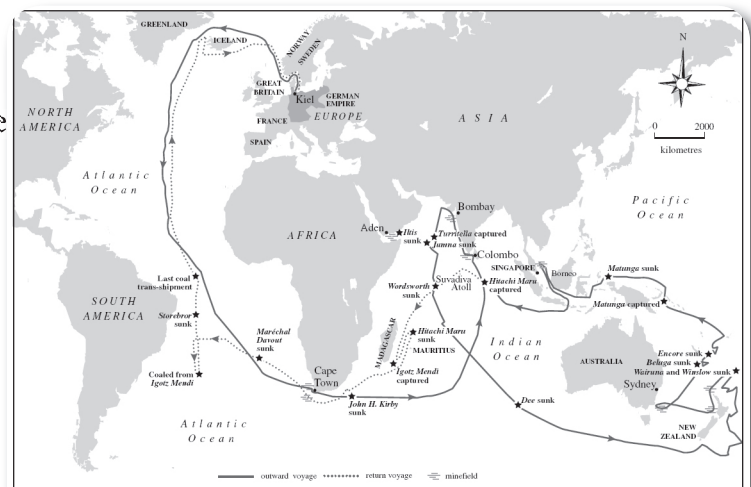
During the summer of 1917, six U.S. cargo ships had inexplicably disappeared between San Francisco and Sydney, and another four ships had gone missing or been sunk by explosions near Australia. Yet Germany’s entire naval fleet was effectively blockaded into port in the Baltic Sea by the Royal Navy, leaving U.S. shipping officials mystified and the families of missing crewmen desperate for clues to their fate. The city of San Francisco was swept with wild conjecture. The San Francisco Chronicle claimed U-boats were being constructed at a secret base on Mexico’s coastline and a submarine was said to

have been sighted in the Gulf of California.

In the last week of September 1917, a battered launch struggled into the harbor of Pago Pago, in the U.S. territory of Samoa, bearing the sunburned and dehydrated figures of four American merchant seamen. Led by Captain

Hador Smith of San Francisco, the four men had just survived a perilous 1,300-mile crossing from near Tahiti to tell a story that seemed to unlock the mystery of why so many American cargo ships were going missing in the Pacific. They told U.S. naval officials that a German navy raider called the Seeadler had captured and sunk their three ships, leaving them and 46 others stranded on a tiny island with only a lifeboat for escape.

The U.S. Navy’s announcement of the miraculous survival of Captain Smith and his compatriots was



Voyage of SMS Wolf, November 1916–February 1918

a front-page sensation across the U.S., confirming that German commerce-raiding warships had snuck through the British blockade and were sinking American ships in the distant Pacific.

Yet the Seeadler had already been shipwrecked near Tahiti.

Most of the missing ships had fallen victim to a far more formidable raider, the *Wolf*. She was now the last German warship still at large, and one of World War I's best-kept secrets.

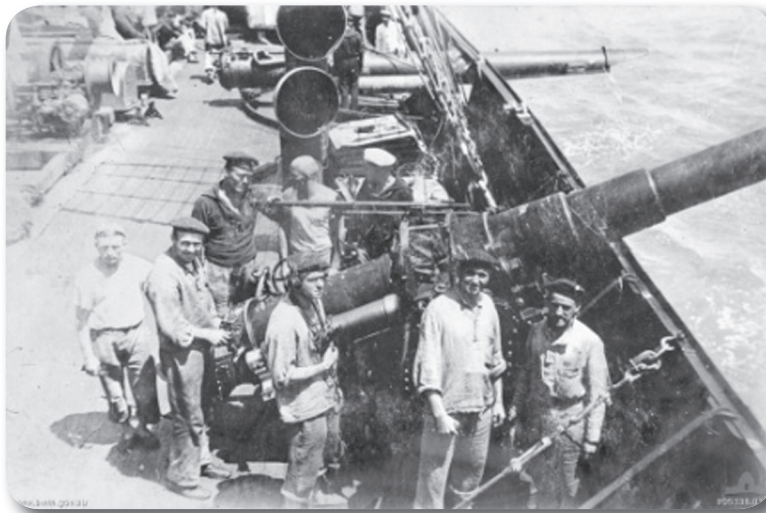
Acknowledging such news was not easy for Britain's military leaders, who had exercised ironclad control of their press since the beginning of the war. Newspapers looking to explain the shipping losses had published a wild amalgam of rumor and propaganda.

The disinformation reached its peak in Australia in September, after a winter in which the *Wolf* dropped minefields that destroyed two freighters, then captured and sank three American cargo ships, a British freighter and an Australian troop transport. Australia's Prime Minister William Hughes had little reason to doubt a raider was responsible, having been told as much by his navy and secretly warned by the British that the *Wolf* was heading his way. But he publicly blamed the ship losses on terrorist bomb-plotters, igniting a xenophobic panic in which newspapers demanded the imprisonment of the entire 100,000-strong German community.

In October 1917, the *Wolf* was more than 6,000 miles away in the Indian Ocean. The raider's

captain, Karl Nerger, was well aware of the hysteria he had unleashed in the more remote outposts of the British Empire, for he had been following it via radio broadcasts picked up by his receivers.

Captain Nerger had just captured and sunk the Japanese



passenger freighter *Hitachi Maru* near the Maldives islands, bringing the total number of prisoners crammed aboard the *Wolf* to nearly 400. With his 320-strong crew already crowded into sleeping quarters in the forward cargo holds, Captain Nerger's ship had become a floating microcosm of the world. More than 350 male prisoners from 20 different nations slept in the fetid gloom of an aft cargo hold known to its occupants as the "Hell Hole."

Another 50 prisoners—women from captured ships, married couples and their children, merchant officers, the elderly and infirm—had been accommodated above deck in officers' quarters, storerooms and makeshift quarters constructed from canvas, carpets,

curtains and fittings plundered from other ships. Their ranks included an elderly Mauritian woman and her granddaughter, Stan and Mary Cameron and the infamous gambler and wastrel Gerald Haxton, the American-born lover of the English novelist Somerset Maugham.

Captain Nerger and his crew had survived nearly a year at sea without pulling into port, instead plundering food and coal from other ships. Now the German captain was aiming to get his overladen ship back home. He had less than three weeks' coal supply left and his exhausted crew was on the brink of

mutiny. Fresh food was running low.

Mr. Cameron, the American merchant skipper, had just presented Captain Nerger with a petition from the top-deck prisoners, pleading for the women to be released. But Captain Nerger knew that releasing any prisoners would alert the British to his whereabouts, and the return voyage to Germany was perilous. It involved traversing the Atlantic from south to north in the depths of winter



and running the gauntlet of Germany's U-boats, which were now sinking every ship they encountered.

The U.S. Navy's revelation that German raiders had reached the Pacific placed Allied governments under enormous pressure to reveal what they knew about the Wolf. The families of the missing were demanding information about their loved ones, many of whom had already been officially listed as drowned.

In the Los Angeles Times it was reported that Germany's raiders were being controlled by "Teuton agents" based in San Diego. When the Australian government finally admitted that a minefield had been discovered off the country's southern coastline, it also laid the blame on German agents.

Two weeks later in Britain, Earl Curzon of Kedleston, the government leader in the House of Lords, announced that the Royal Navy had swept the oceans clean of German warships. "At the present moment," he declared, "there only remains one small German merchant boat, converted into an armed raider, which is not accounted for. It is a solitary speck on the boundless ocean,



and for all we know, and hope, it is probably at this moment at the bottom of the sea."

Lord Curzon's optimistic suggestion was disproved four months later. On Feb. 23 the German government announced that the Wolf had returned to Kiel harbour after 444 days at sea.

It would be more than 20 years before British naval authorities gave a true account of the raider's destructiveness, in a classified briefing delivered

while a new war against Germany raged. By then commerce raiders were already in decline, as naval power itself became less central to military strategy. The voyage of the Wolf would stand as a singular achievement, never to be matched.

Editor's note: For interesting reading about the SMS Wolf, read "The Wolf: How One German Raider Terrorized the Allies in the Most Epic Voyage of WWII" by Richard Guilliat & Peter Hohnen, available at Amazon.com and other sources.



I WANT YOU ... TO PAY YOUR DUES!

Your AMMV DUES for the fiscal year 7/1/12 thru 6/30/13 are DUE BY 6/30/12. If you are a Chapter member, please send them to your Chapter, or, if you are a Member-at-Large, send \$20 to AMMV National Office, P. O. Box 186, Ferndale, CA 95536-0186.

RAGGED OLD FLAG

Singer Johnny Cash has lived his life on both sides of the fence. His Grandfather was a preacher and his father and brothers were very devout. And the family had a long history of being cotton farmers in the Deep South. Johnny had a successful career in Army Air Force in Germany with the rank of Sergeant but it was there that he jumped over the fence and got involved with heavy drinking on the three-day passes. As life went on, he was familiar with the drug scene and found out what the inside of a jail house looked like. In time he returned to his Christian roots and he never lost sight of his big love which was music and Deep South soul and gospel songs.

I walked through a county courthouse square,
On a park bench an old man was sitting there.
I said, "Your old courthouse in kinda run down."
He said, "Naw, it'll do for our little town."
I said, "Your flagpole has leaned a little bit,
And that's a RAGGED OLD FLAG you got hanging on it."

He said, "Have a seat," and I sat down.
"Is this the first time you've been to our little town?"
I said, "I think it is." He said, "I don't like to brag,
But we're kinda proud of that RAGGED OLD FLAG.

"You see, we got a hole in that flag there
When Washington took it across the Delaware.
And it got powder-burned the night Francis Scott Key
Sat watching it writing OH SAY CAN YOU SEE.
And it got a bad rip in New Orleans
With Packingham and Jackson tuggin' at its seams.

"And it almost fell at the Alamo
Besides the Texas flag, but she waved on through.
She got cut with a sword at Chancellorsville
And she got cut again at Shiloh Hill.
There was Robert E. Lee, Beauregard, and Bragg,
And the South wind blew hard on the RAGGED OLD FLAG.

In 1974 he wrote: "In July of 1950, I entered the U. S. Air Force. The first year I was in the states at three different bases. After radio operating school, they sent me to Germany in the Security Service as a radio intercept operator.

"My daddy was proud of me for enlisting. As I said earlier, he was a World War I veteran, and service in America's military had been a duty the Cash men performed for three hundred years. Maybe that's one reason why I love my country so much and believe in it. It's that American heritage which compelled me to write **RAGGED OLD FLAG** which goes like this:

"On Flanders Field in World War I
She got a big hole from a Bertha gun.
She turned blood red in World War II
She hung limp and low by the time it was through.
She was in Korea and Vietnam.
She went where she was sent by her Uncle Sam.

"She waved from our ships upon the briny foam,
And now they've about quit waving her back here at home.
In her own good land here she's been abused –
She's been burned, dishonored, denied and refused.

"And the government for which she stands
Is scandalized throughout the land.
And she's getting threadbare and wearing thin
But she's in good shape for the shape she's in.
'Cause she's been through the fire before
And I believe she can take a whole lot more.

"So we raise her up every morning, take her down every night.
We don't let her touch the ground and we fold her up right.
On second thought I do like to brag,
'Cause I'm mighty proud of that RAGGED OLD FLAG."

Editor's note: Reprinted from the Viking Chapter "The Seagull" newsletter.

BOOK REVIEWS

LITTLE SHIPS: Tugboats at D-Day, Normandy

By Gerald Reminick – AMMV King's Point Chapter

Here is one of those fine little books about small ships you wish had been written 70-yrs ago when most of those who lived this history were still around to tell their story. And what a story it is! A veritable fleet of small tugboats, most often diesel-powered, many made of wood, towed a variety of barges, caissons, portable docks (Phoenixes and Mulberries) and other unpowered craft across the stormy English Channel to boldly invade France along Normandy's well-fortified coast on 6 June 1944.

What many Americans often fail to recall is that thousands of civilian seamen crewed these small tugs along with handfuls of US Naval Armed Guard "bluejackets" who manned the vessels' A/A guns. While it was more than 200,000 GIs of several Allied nations who dashed through a surf being decimated by every type of gun owned by the German Wehrmacht (176,000 made it to the beach), it is largely forgotten today that it was the men of the Allied Merchant Marine and US Army Transportation Corps. who helped the Allied Navies put them ashore. In so doing, these valiant seamen on hundreds of small unarmored ships showed a unique sort of courage facing not only the wrath of the angry sea, but the same deadly German mines, artillery, booby traps, rockets, and machine gun fire confronting the Navy and Allied assault forces. While the small ships arrived just in time to support the soldiers storming the beaches on foot, they still came under heavy enemy fire and joined the ranks of D-Day's first casualties.

Author Reminick has penned several memorable books on WWII history, but **Little Ships** is by far his best effort because it is most inclusive, well-written, and covers ground and events all too often overlooked and overshadowed by the major warships involved in the invasion. That it has arrived at this late date in the living history of mankind's greatest conflict is something of a shame for all too many of those seamen who are the focus of this effort have long shipped out for the last time. But better late than never and Mr. Reminick is to be applauded for having been the one to document this under-appreciated aspect of a most memorable invasion. A great read and tribute to ships and men often overlooked in the great Normandy D-Day adventure.

(Editor's note: Gerald Reminick can be reached at greminick@yahoo.com. "Little Ships" can be ordered through Glencannon Press, (800) 711-8985, www.glencannon.com or www.amazon.com.)

WARRIOR FROM ADELAIDE

By Richard Starrett – Humboldt Bay Chapter

Born in Adelaide, Australia, the son of an American diplomat and a southern belle, in 1919, Richard Starrett grew up in foreign lands that were ripe with adventures - as when facing pirates as a child outside Hong Kong. However, confined to bed with a debilitating disease as a young boy, he could only dream of becoming a warrior and hero like the characters he read about in books.

Set against the backdrop of World War II, "Warrior from Adelaide" follows Richard as he undergoes a radical medical procedure to cure his malady. Left with a bad limp, he joins the Maritime Service in WWII and gains the acceptance of hardened shipmates as a greenhorn sailor.

He writes of sailing in Convoy PQ17 to Murmansk and the subsequent torpedoing of his ship and escape by lifeboat, during which he relates actual historic data along with his personal feelings and emotions of that very dangerous experience. "Our ears rang from the violent explosions while we watched our ship dying from our heaving lifeboat. The S.S. John Witherspoon lay twisted and shuddering, gasping for air as the great broken hull slowly slid under icy waters. Our home and workplace, including all our possessions and familiar activities, was disappearing." And he begins to wonder, for the first time, if a warrior is what he really wants to be.

During his Merchant Marine career, he meets and courts a beautiful opera singer in New York City. And at the end of WWII writes: "I knew there was no longer a place for me or a reason to be there... I had achieved so-called "warrior-hood" without a spear and a peace without a defeat. I had found out who I was and paid off my fears and debts to my family. I had not only learned about myself, but perhaps more importantly through the others I had met, I had learned about reality and how to handle the tough parts."

In this inspiring true story, Richard Starrett masterfully weaves a tale of adventure, war, love, and overcoming the odds.

(Editor's note: Richard Starrett may be contacted at starrett.richard@gmail.com. "Warrior from Adelaide" is available from Tate Publishing (888)361-9473, www.tatepublishing.com or www.amazon.com.)



Grassroots Efforts Are In Full Swing

In a March 24, 2012 statement, the Master, Mates and Pilots Union (MM&P) announced: “MM&P, the Marine Engineers’ Beneficial Association (MEBA) and other representatives of the U.S.-flag maritime industry are continuing the unprecedented grassroots campaign aimed at ensuring that members of Congress understand the importance of the American-flag fleet to our nation’s military, economic and homeland security.

“Last week, MM&P representatives met with three members of Congress: Janice Hahn, Dutch Ruppersberger and Rob Wittman. Also last week, members of the maritime grassroots campaign steering committee met with Congressman Ed Pastor of Arizona. Pastor is in line to be a leading member of the House Appropriations Subcommittee with jurisdiction over funding for the Maritime Security Program. More maritime advisory committee meetings with additional members of Congress are scheduled for the coming weeks.

“Everyone committed to a stronger U.S.-flag maritime industry should join the grassroots effort to take our message to members of Congress in their

home districts and states,” said MM&P International President Tim Brown. “Let’s work together to prevent the outsourcing of American maritime jobs and elevate our issues to the level they deserve.””

In 2011, a concentrated effort of union leaders and other maritime industry personnel conducted a one-day Sail-In event on Capitol Hill and continuing efforts are being made. And MM&P has announced a program called: “REVITALIZING THE MARITIME INDUSTRY” conference sponsored by Maritime Executive Magazine. This two-day conference will be held at MITAGS on May 7-8. America’s marine highways have been underutilized for decades due to failed federal policies and inadequate funding mechanisms. Today, while the infrastructure is in place, U.S. vessel operators, shipbuilders, training institutions and port authorities have been overlooked as vital assets in the U.S. economic recovery plan. The Maritime Executive, with your support, aims to change that perspective in Congress and, most importantly, among the American people.

Any help that you can be towards these vital efforts will definitely be appreciated.

Welcome Aboard to these New Members of the AMMV

GEORGE ADAMS	SULLIVAN	IN	CARL S. HOWARD	WHITELAND	IN	JACK W. ROCKER	BENTON CITY	WA
RAYMOND L. ANTROBUS	PENDLETON	IN	CHARLES J. HOWARD	SAN JUAN	PR	STANLEY M. ROSE	PUNTA GORDA	FL
EILEEN BABIARZ	CHICAGO	IL	SAMUEL B. ISSOKSON	VINEYARD HAVEN	MA	JANETH SANCHEZ	ANAHEIM	CA
JOSEPH L. BAYT	LAFAYETTE	CA	THOMAS JACOBSEN	ENUMCLAW	WA	LILA R. SCHEER	VANCOUVER	WA
BOB BODINE	NAPLES	FL	MELVIN J. KACHEL	JAMESTOWN	ND	ROBERT P. SEIFERT	FORT WORTH	TX
BRADLEY DAMON	MARTINSVILLE	IN	JOSEPH J. KARASEK	ORLANDO	FL	BERNARD W. SHIFFLETT	LEWISBURG	WV
ALAN F. DAVIS	FALLS CHURCH	VA	JOHN KEANE	WOLCOTT	CT	TOM SILIPHET	HUNTINGTON BEACH	CA
JOE DEEANDREA	NAPLES	FL	CHARLES A. LONG	KAHULUI	HI	DONALD R. SMITH	CAMBRIDGE	ID
DEBORAH S. DIXON	GREENSBORO	NC	NANCY MARTINEZ	ANAHEIM	CA	WALTER SWOKLA	EAST HARTFORD	CT
ROBERT E. DUKE	STAUNTON	VA	JOHN P. MILLER	NOKOMIS	FL	GORDON W. THOMPSON	GROVE	OK
EDWIN A. GILBERT	NORTH FT. MYERS	FL	SALLY PIERSZALOWSKI	CAYUCOS	CA	WILBUR J. WALLACE, SR.	N. LAS VEGAS	NV
TIMOTHY GODBEHERE	LONG BEACH	CA	JOSEPH J. PUGLIA	METAIRIE	LA	GEORGE S. WEST	ISLE	MN
MICHAEL D. GURNEY	NORTH MIAMI	FL	ESTHER REARDON	BELLEVILLE	IL	STEWART P. WOMBLE	CHERITON	VA
JULIUS CH. HERKLOTZ	PONTE VEDRA BEACH	FL	WILLIAM RILEY	BRADENTON	FL	FRANK P. WOODING	DALEVILLE	VA
KARYN HOLM	CHICAGO	IL	FRED ROBINS	GUELPH, ONT. CAN.		JAMES WOODS	HOMER GLEN	IL

THE NEWLY RESTORED SS RED OAK VICTORY IS “LOOKING GOOD”!



As of 12:55 PM, October 14, 2012, the SS Red Oak Victory is back home. After nearly a month in BAE's drydocks in San Francisco, the ship successfully made the voyage back to its home at Berth 6A in Richmond, California with a new coat of paint and an improved hull among many other improvements, according to Richmond Museum Director Lois Boyle.

She was launched on November 9, 1944 as the SS *Red Oak Victory*, while the wife of the mayor of Red Oak, Iowa looked on. The ship was named after Red Oak, a little town which suffered the greatest rate of casualties in WWI. She was commissioned as the USS *Red Oak Victory* (AK235) in December, 1944, the *Red Oak Victory* is the only vessel built by the Kaiser Shipyards in Richmond, California that is being restored. She will soon join the 2 Liberty ships and 2 other Victory ships as operating Legacy ships. The ship saw service in World War II, Korea and Vietnam and has the distinction of being the only Victory ship operated by both military and civilian personnel during her career.

No man had a greater influence on the City of Richmond than Henry J. Kaiser, Jr., owner of the 4 Richmond shipyards which he had constructed strictly to meet the demands for Liberty and Victory ships in World War II. It is important that his accomplishments

and contributions to the war effort and community be made known as an example of what committed people can do.

In 1996, by an Act of Congress, title to the SS *Red Oak Victory* was conveyed to the Richmond Museum Association. One of the primary goals of the museum is to preserve,

restore and develop the *Red Oak Victory* into a viable asset that can be used, enjoyed and appreciated by the citizens of Richmond and the surrounding Bay Area communities.

And on September 20, 1998, amongst a fireboat spraying plumes



of water and World War II era biplanes and fighters swooping noisily overhead, the SS Red Oak Victory made her way slowly from the Suisun mothball fleet to a “temporary” berth at a ramshackle pier in Richmond. The mayor of Red Oak, Iowa was among the hundreds of wellwishers, which included WWII shipyard workers, merchant marine veterans and local residents that were ashore to greet her.

And then the work began. Many volunteers, including AMMV's Bill Jackson, who at 84 still worked as her Chief Engineer and Harold

Wagner, have worked since then on their “labor of love” to restore her to her former glory and outfit her as a museum.

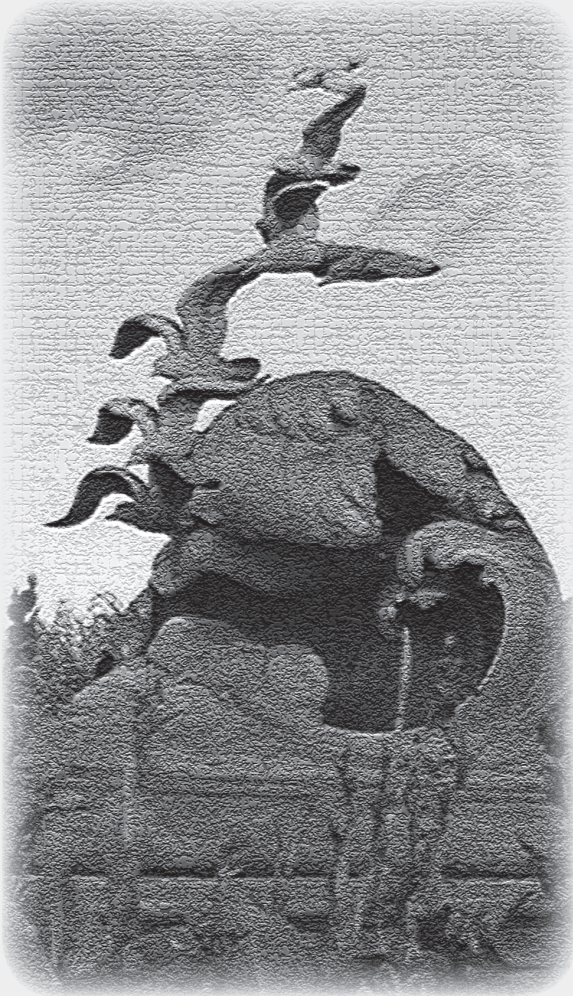
Over the years, the Richmond Museum, led by Director Lois Boyle, has undertaken this unique restoration project because one object, a World War II Victory Ship, has brought together the devotion and commitment of volunteers, the wartime accomplishments of a community, and to honor the vision and ingenuity of one man, Henry J. Kaiser, Jr.

For the homecoming celebration, the Richmond Museum Association proudly welcomed the arrival of a 1942 Ford fire truck used at Kaiser Shipyard #3! Many thanks to the extraordinary efforts of Anthony D'Ambrosio of Potenza Transport for bringing the truck back to the location where it was used during the home front years.

The SS Red Oak Victory is the only vessel that remains to tell the story of that incredible time, never to come again, when men and women from all over this country worked side by side to create the greatest ship-building enterprise Richmond, California and the world have ever seen. In the process, Richmond, and the world, changed forever. Why don't you make plans to visit her soon for a tour?



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.*

GENE M. BABIARZ	H. WOODSON MCCLURE
NATHAN E. BEAN	RICARD NEHRING
WILLIAM BLAGRIFF	THOMAS PETROPOULOS
IVEL E. BRANSON	CLYDE PORTER
HARRY L. CHRISTIE	CAPT. GEORGE C. PREVILL
RUSSELL G. CRAWFORD	CLYDE ROSS
ROBERT ELLER	BILL ROWLANDS
ROSS FARTHING	JAMES M. RUCKER
JOHN FISCHER	WILLIAM B. SEMAN
GLEN G. GILL	HARRY W. STRUNK
FLOYD W. GOLDEN	A. PIERCE UPCHURCH
WALTER D. GROCKENBERGER	STEPHEN C. VANNAIS
RUDOLPH GROSS	BRIAN J. VINCENT
JACK KERSON	JAMES M. WALSH
BENJAMIN LOPES	JAMES R. WATERS
ERNEST MABEE, SR.	ROBERT L. WILKINSON
GEORGE W. MAC LEOD	WALCOTT "WALLY" YOUNGER
CLYDE E. MARRS	NORBERT ZACHMAN
STEVEN R. MC LAUGHLIN	

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

AMMV

Profit & Loss

July 2011 through March 2012

Ordinary Income/Expense

Income

401 · AD NEWSLETTER	450.00
402 · CONTRIBUTIONS	745.00
403 · INTEREST INCOME	13.96
405 · MISSION SUPPORT FUND	1,565.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	300.00
AKG · ALASKA GREATLANDS	60.00
BEE · BEEHIVE MARINERS	260.00
BMC · BUCKEYE MARINERS	240.00
CAC · CACTUS MARINERS	280.00
CAS · CASCADE MARINERS	460.00
CEC · CENTRAL CALIFORNIA	780.00
CHC · CHINA COASTERS	1,320.00
CIC · CENTRAL INDIANA	800.00
CVN · CONN VLY - NORTHERN MARINERS	340.00
CWM · CARL W. MINOR - CENT. CA. COAST	340.00
DAR · DENNIS ROLAND	3,780.00
DES · DESERT MARINERS	1,020.00
DVC · DELAWARE VALLEY	340.00
EMS · EMERALD SEAS	240.00
EOH · EDWIN O'HARA	920.00
EOM · EASTERN OKLAHOMA MARINERS	460.00
GLD · GOLDEN GATE	1,960.00
GUL · GULFSTREAM	1,560.00
HIR · HIGH ROLLERS	500.00
HSE · HIGH SEA ERA	260.00
HSM · HIGH SEAS MARINERS	400.00
HUD · HUDSON VALLEY	1,080.00
HUM · HUMBOLDT BAY	260.00
JOB · JEREMIAH O'BRIEN	520.00
JTS · JOHN T. SCHMIDT/PALMETTO	560.00
KEY · KEYSTONE MARINERS	240.00
KPC · KINGS POINT	460.00
LON · LONE STAR	480.00
MAC · ROBERT J. MAC ALVANAH	880.00
MAL · MEMBERS AT LARGE	12,275.00
MAM · MID AMER. ANCIENT MARINERS	640.00
MCO · MID-COLUMBIA	1,040.00
MGC · MISSISSIPPI GULF COAST	80.00
MON · MON VALLEY	600.00
MOV · MISSOURI VALLEY	1,040.00
MPA · MARINERS OF PENNSYLVANIA	480.00
MWE · MID WEST	860.00
NBM · NORTH BAY MARINERS	640.00
NEN · NEW ENGLAND	1,200.00
NOA · NORTH ATLANTIC	760.00
OCA · OCALA CHAPTER	860.00
OHV · OHIO VALLEY	380.00
OJE · OTTO J. ERNST	300.00
OKM · OKLAHOMA MARINERS	460.00
ORE · OREGON	640.00
ORS · OREGON SOUTHERN	680.00
ORV · OSWEGO RIVER VALLEY	120.00
PEC · PECONIC BAY	580.00
PUG · PUGET SOUND	612.00
RKO · RUDY KOZAK	520.00
ROG · ROGUE VALLEY	360.00
ROR · ROAD RUNNER	320.00
SAC · SACRAMENTO VALLEY	1,240.00
SAR · SARASOTA-MANATEE	1,060.00
SDE · SAN DIEGO SILVERGATE	440.00
SJR · ST. JOHNS RIVER	800.00
SSM · SMALL SHIP MARINERS	180.00
SSP · SS SAMUEL PARKER	880.00
STH · SS STEPHEN HOPKINS	1,080.00

STI · STATEN ISLAND	260.00
SUQ · SUSQUEHANNA VALLEY	820.00
SVM · SILICON VALLEY MARINERS	500.00
SWF · SOUTHWEST FLORIDA	640.00
SWP · SOUTHWESTERN PA	100.00
THR · THREE RIVERS	1,220.00
TRC · TREASURE COAST	120.00
TRI · TRI STATE	460.00
VIK · VIKING MARINERS	1,020.00
VUL · VULCAN CHAPTER	400.00

Total 410 · CHAPTER DUES 57,767.00

Total Income 60,540.96

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	3.00
503 · EQUIP RENTAL	450.00
507 · TELEPHONE	2,344.57
508 · RENT/OCCUPANCY	2,700.00
509 · UTILITIES	900.00

Total 500 · FIXED EXPENSE 6,397.57

520 · MISSION ADVANCE	
522 · RECRUITMENT MAILING	421.73
525 · MISSION SUPPORT EXPENSE	174.29

Total 520 · MISSION ADVANCE 596.02

530 · NEWS LETTER	
533 · POSTAGE	5,439.62
536 · PRINTING	17,535.00
539 · EDITORIAL FEE	600.00

Total 530 · NEWS LETTER 23,574.62

550 · PERSONNEL	
551 · ADMINISTRATOR	13,050.00
553 · NATIONAL SECRETARY	500.00

Total 550 · PERSONNEL 13,550.00

560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	750.44
565 · POSTAGE	1,923.90
566 · PRINTING	568.26
567 · LICENSES & FEES	70.00

Total 560 · OPERATING EXPENSES 3,312.60

Total Expense 47,430.81

Net Ordinary Income 13,110.15

Net Income 13,110.15

Fellow Mariners:

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

George Salovich, National Treasurer

PANAMA CANAL EXPANSION LEADS TO INTERESTING DISCOVERY

Many of our readers have enjoyed the experience of traveling through the Panama Canal and viewing what they could see of the Isthmus of Panama. Though a relatively small country, Panama carries great geographical, historical and, lately, scientific importance because it serves as the land bridge connecting North and South America.

Built by the United States and France, the Canal was officially opened on August 15, 1914 by the passing of the SS Ancon. At the time, no single effort in American history had extracted such a price in dollars or in human life. It took 34 years from the initial effort in 1880 and cost \$639 million dollars to complete. An estimated 80,000 persons took part in the construction and over 30,000 lives were lost in both American and French efforts.

The division of the country of Panama into two parts by the U.S. territory of the Canal Zone caused tension throughout the twentieth century. Additionally, the self-contained Canal Zone (the official name for the U.S. territory in Panama) contributed little to the Panamanian economy. The residents of the Canal Zone were primarily U.S. citizens and West Indians who worked in the Zone and on the canal.

Anger flared in the 1960s and led to anti-American riots. The U.S. and Panamanian governments began to work together to solve the territorial issue. In 1977, U.S. President Jimmy Carter signed a treaty which agreed to return 60% of the Canal Zone to Panama in 1979. The canal and remaining territory, known as the Canal Area, was returned to Panama at noon (local Panama time) on December 31, 1999.

Current expansion of the Canal

An extensive locks project to expand the Panama Canal was proposed in 2006 after years of study. The expansion will be greater than at any time since the canal's construction:

- Construction of two lock complexes—one on the Atlantic side and another on the Pacific side—each with three chambers, which include three water-saving basins;
- Excavation of new access channels to the new locks and the widening of existing navigational channels; and,

- Deepening of the navigation channels and the elevation of Gatun Lake's maximum operating level. The project will create a new lane of traffic along the



Canal and will double the canal's capacity and allow more traffic and today's larger vessels to access this important bridge between the East coast and the West coast. The new expansion is expected to reduce congestion and waiting time at the canal entrances and some ports, which could cut shipping costs. And it will also facilitate rising trade with Latin America for commodities and other bulk products.

The expansion is controversial as it is felt that if larger vessels make it cheaper to send cargo through the canal, ports in the East and on the Gulf Coast could grab a big slice of business from the West, and thousands of jobs with it. But some feel that it will create new round-the-world service by the larger ships, which will likely stop at multiple ports on both coasts.

Construction is due to be finished in 2014 and cost about \$5.25 billion dollars but at this time progress reportedly is woefully far behind.

A significant scientific discovery

Geologists and paleontologists have essentially been traveling in the footprint of construction workers. And in 2008, the researchers found the fossils of several small camels with long snouts that roamed the tropical rainforests of the Isthmus some 20 million years ago in the canal's sediment. The ancient camels had no hump and one of the two species found appeared to stand only about two feet tall, about the size of a small dog with a kind of crocodile-like teeth. These would indicate they were browsers that ate a variety of plant life and not just grasses.

It is thought that the camels are believed to have originated in North America, probably in Florida and Texas, and they evolved as they moved southward, somewhere between 1.5 and 20 million years ago. Researchers have long thought that the Isthmus of Panama was created 3.5 million years ago, but with the discovery of a camel species living in the area about 17 million years earlier, that hypothesis is being questioned.

But the cement has now been poured for the new canal and hope for additional discoveries is dim.

Remember Willie & Joe?

It isn't often that a combat soldier is honored for what he did with his sketch pad, but that's what happened in the case of Bill Mauldin, cartoonist.

Mauldin was remembered on March 31, 2010 with a new 44-cent commemorative stamp when it was issued in Santa Fe, N.M., near where he was born in 1921 in Mountain Park, N.M.

Through his characters Willie and Joe, two GI "dogfaces," he chronicled the trials and triumphs of soldiers during World War II in Europe. His cartoons displayed his empathy for the plight of the common



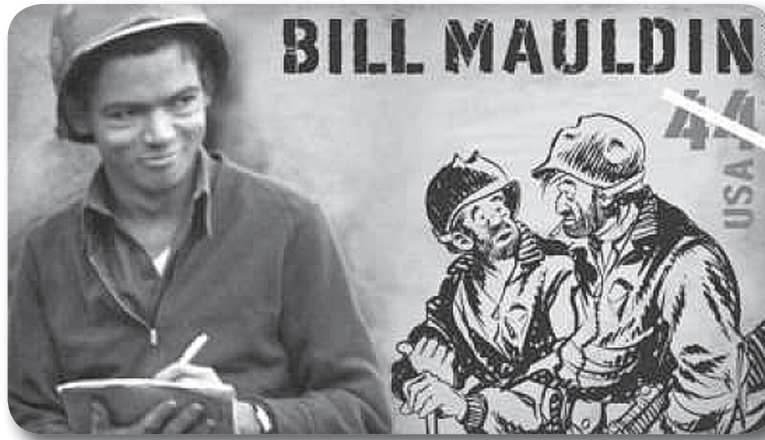
soldier and, published at home, gave Americans an insight into the sacrifices being made on their behalf.

Starting on the 45th Infantry Division's newspaper and later contributing to Stars and Stripes, the newspaper for American

soldiers, he drew his cartoons as he participated in the invasion of Sicily in 1943 and the landing at Anzio, and continued through the Italian campaign. He eventually roamed the front lines in his own Jeep, turning out six cartoons a week that earned him the admiration of his fellow soldiers if sometimes the scorn of professional officers.

He eventually won two Pulitzer Prizes, one in 1945 at age 23 for a war-related cartoon and another in 1959 for an editorial cartoon. Sgt. Mauldin was awarded the Army's Legion of Merit and received a Purple Heart for wounds suffered when he was hit by fragments from an artillery shell.

Charles Schulz, also a soldier during World War II, used his "Peanuts" strip to pay tribute to Mauldin every



Veterans Day by having Snoopy go to his house to drink root beer and tell war stories.

After the war, Mauldin dabbled in acting and politics before becoming an editorial cartoonist for the St. Louis Post-Dispatch and the Chicago Sun-Times.

One of his most

memorable later cartoons came after the assassination of President John F. Kennedy, depicting a weeping Abraham Lincoln, his head in his hands, in the Lincoln Memorial. Bill Mauldin died in 2003.

The stamp, designed by Postal Service art director Terrence W. McCaffrey, shows Mauldin in uniform and helmet sketching, based on a photo taken in 1943 in Italy by Life magazine photographer John Phillips. Mauldin's image is looking toward his Willie and Joe in full combat gear from a cartoon that is now in the 45th Infantry Division Museum in Oklahoma City.

Twenty million of the stamps were produced in self-adhesive sheets of 20.



THE TERROR OF “TORPEDO JUNCTION” — NORTH CAROLINA

Visitors to North Carolina’s Outer Banks are often surprised to learn that this tranquil setting was once an arena of death and destruction due to rampaging German U-boats. In the dark days of early 1942, enemy submarines descended upon local waters, wreaking havoc on defenseless merchant ships in full view of the Outer Banks.

The German naval campaign that followed came perilously close to knocking the United States out of World War II.

On December 7, 1941, the Japanese surprise attack on Pearl Harbor thrust the United States unexpectedly into active hostilities. It also compelled Germany’s dictator, Adolf Hitler, to declare war on the U.S., which in turn brought about a secret plan, code-named Operation Paukenschlag (or “drumroll”), for a swift, decisive submarine assault on the American eastern seaboard. The strategy, conceived by Rear-Admiral Karl Donitz, the brilliant German U-boat commander, was to take advantage of poor American war preparations and strike at the vulnerable, merchant-rich sea lanes just off the Atlantic coast. Initially, only five submarines were assigned to the operation, and they began their stealthy voyage across the Atlantic in late December, 1941.

During January, 1942, at least nineteen German U-boats patrolled the western Atlantic. The raiders first struck on January 18th exploding the oil tanker Allan Jackson, which was proceeding northward in a calm sea sixty miles off Cape Hatteras. She was torpedoed twice – the second time she split in two and spilled her cargo of 7.5 million gallons of crude oil into the Atlantic.

At a little after two o’clock in the morning on Monday, January 19, 1942, an earthquake-like rumble tossed fifteen-year-old Gibb Gray from his bed. Furniture shook, glass and knickknacks rattled, and books fell from shelves as a thundering roar vibrated through the walls of the houses in Gibb’s Outer Banks village of Avon. Surprised and concerned, Gibb’s father rushed to the windows on the house’s east side and looked toward the ocean. “There’s a fire out there!” he shouted to his family. Clearly visible on the horizon, a great orange fireball had erupted. A towering column of black smoke blotted out the stars and further

darkened the night sky. Only seven miles away, a German U-boat had just torpedoed the 337-foot-long U.S. freighter, City of Atlanta, sinking the ship and killing all but three of the 47 men aboard. The same U-boat attacked two more ships just hours later. Less than six weeks after the Japanese bombing of Pearl

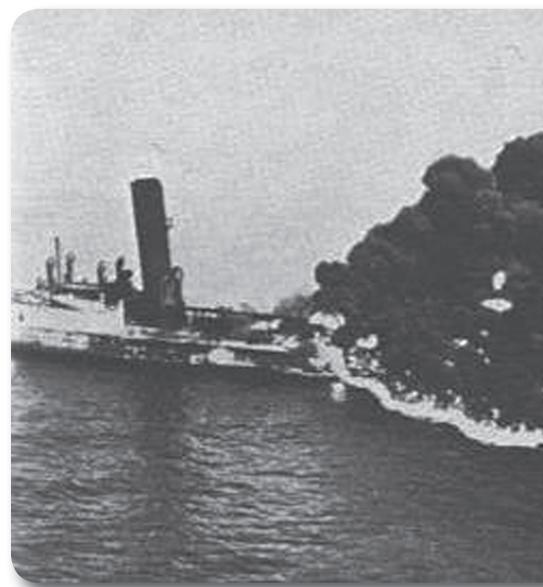
Harbor, the hostilities of the Second World War had arrived on America’s East Coast and North Carolina’s Outer Banks’ beaches.

When it was realized how successfully this program worked, the original U-boats were joined by over 40 more. Not even

Admiral Donitz could foresee the success that these few U-boats would achieve.

To say that the United States was ill-prepared for the storm that was heading its way is a vast understatement. Naval patrol vessels assigned to the Atlantic were pitifully few in number, and those that were available were obsolete, slow, unseaworthy, or totally inappropriate for anti-submarine duty. Only one ship, the 165-foot cutter Dione, patrolled the crucial 5th Naval District - a huge section of ocean which included the waters off Cape Hatteras. Designed during Prohibition to thwart rum-runners, the Dione was a fine Coast Guard vessel. Alone against tested German U-boats, however, she was simply overmatched.

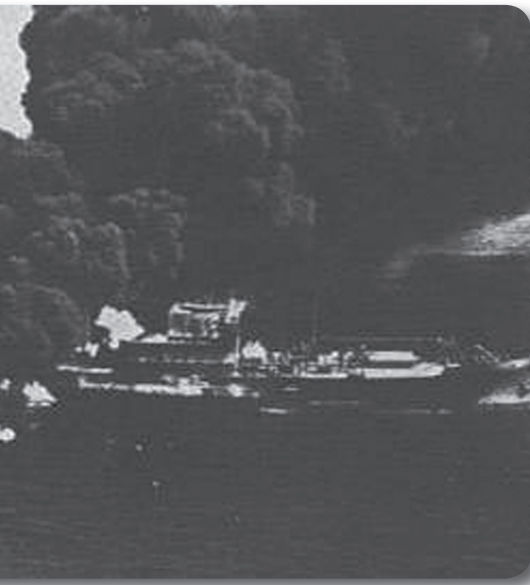
Meanwhile, merchant ships came and went along the coast as they pleased, one at a time, with their running lights ablaze and often without a zig-zagging course (a defensive maneuver which made torpedo attacks more difficult). Conditions ashore were just as



bad. No blackout restrictions were enforced (which meant that coastal lights provided a bright backdrop for passing ships, greatly easing enemy targeting), lighthouses and navigational buoys remained lit, proper patrol aircraft were unavailable, and, despite warnings from their concerned subordinates as well as their adamant British allies (who had broken the German naval code), the American naval command seemed oblivious to the potential for impending disaster.

Disaster came promptly, nevertheless. The U-boats, their crews seasoned by two years of war and with no American defenses to concern them, roamed at will and struck with predatory precision. Off the North Carolina coast, where, as the U-boat commanders realized, Cape Hatteras served as a navigational focal point, so many merchant ships were sunk that captains referred to the area as "Torpedo Junction."

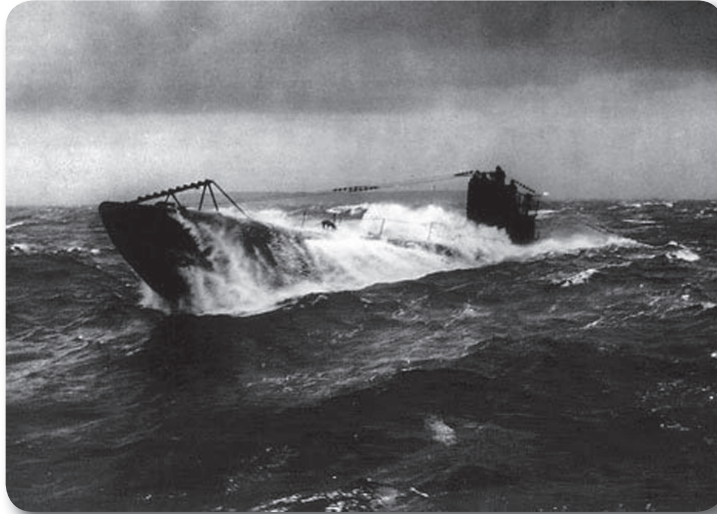
Between January 18, 1942 and December 19, 1942 more than 80 ships were sunk in "Torpedo Junction" including only 3 German U-boats. In March alone, the U-boats sank an average of almost one Allied ship per day. With 90% of the sinkings occurring during the first six months of the year.



As citizens stood helplessly on the beach watching, ships were torpedoed and Merchant Mariners died only a few miles off shore. Flaming tankers burned so brightly off the Outer Banks that on shore, it was said, one could read a newspaper by the glow at night.

The Germans themselves were astonished at the

ease of their dominance. Yet they continued to operate with little fear of retaliation, for despite the path of destruction being forged just offshore, the U.S. Navy's response was a sluggish one. Admiral Ernest J. King, Commander in Chief of the U.S. Fleet, did not seem to recognize the serious nature of what was happening, and ignored the protests of his front-line commanders. Destroyers and other vessels vital for anti-submarine duty, were deployed elsewhere or kept in port. When



patrol planes became available, they were sent to other areas. The British, who were quite aware of the dire situation at hand, offered both recommendations and ships - and were rebuffed on both counts. Unchallenged, the Germans intensified their assault, and the number of sinkings continued to mount. Coastal blackout was not implemented until mid-April.

The ongoing carnage at sea did not go completely unnoticed by the American high command. Of this "Atlantic Pearl Harbor" Army Chief of Staff George Marshall wrote on June 19, 1942, to Admiral King:

"The losses by submarines off our Atlantic seaboard and in the Caribbean now threaten our entire war effort....I am fearful that another month or two of this will so cripple our means of transport that we will be unable to bring sufficient men and planes to bear against the enemy in critical theaters to exercise a determining influence on the war."

At last, the urgency of the U-boat threat began to hit home. The massive shipping losses, timely British assistance (which was finally accepted), and some hard-learned lessons provoked an effective reaction from the U.S. Navy. Long-range aircraft patrols were implemented, a coastal convoy system was initiated, and more anti-submarine vessels were deployed. A few enemy U-boats were even sunk.

By the summer of 1942, the days of spectacular German success were past, and Admiral Donitz wisely withdrew his submarines to other theaters-of-operation, mostly along the Gulf Coast. Though merchant ships were lost sporadically off the North Carolina coast throughout the remainder of the war, nothing approached the bloodbath of early 1942. The terror of "Torpedo Junction" was over, but its crippling final toll included more than eighty sunken ships and hundreds of lives lost in the waters off North Carolina.



Proposed Schedule of Events

Western Regions' Conference

Reno, Nevada –September 30- October 1-2, 2012- checkout Oct.3rd

Sands Regency Hotel

Notes: All activities listed below will be in rooms on the Mezzanine of the Regency Tower.

Sunday, September 30, 2012

1:00 pm to 6:00 pm

Membership Registration

This will take place in the Hospitality Room

Monday, October 1

9:00 AM

Membership Registration Continues Hospitality Rm

9:00 AM – 11:30 AM

General Session starts

Opening Ceremonies and introductions.

10:30 AM

Speaker

12:00 Noon

Hospitality Room Open

12:00 Noon – 1:30 pm

Ladies Luncheon

1:00 PM – 4:00 PM

General Session (more issues and motions)

4:00 PM

Hospitality Room Open

6:00 PM

Reception and Dinner

Raffle (first half)

Tuesday, October 2

9:00 AM

General Session (final presentations and votes)

10:30 AM

Speaker

12:00 Noon

Hospitality Room Open

1:00 PM

General Session (final business)

4:00 PM

Hospitality Room Open

6:00 PM

Banquet

Raffle (2nd half) Door Prize.

Wednesday, October 3

CHECK OUT. HAVE A SAFE TRIP HOME.

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

Reno, Nevada - Sept 30-Oct 1, 2 – 2012 checkout Oct 3rd

Registration Form

Note: Please register early or let us know you are coming

Totals

CONFERENCE REGISTRATION **\$60.00** x _____ = \$ _____
(members only-wives do not need to register)

Monday Noon Ladies Luncheon **\$18.00** x _____ = \$ _____
Croissant Ham Salad Sandwich--- or
Ceaser Salad--- dessert Lemon cake

Monday Evening Reception/Dinner No charge ____ x _____ = \$ _ 00.00__

Entrée: Chicken Marsella ____ or
Stuffed Pork Chop ____ dessert Boston Cream Pie
(Member and one guest allowed. You must sign up to attend)

Tuesday Evening Banquet **\$42.00** x _____ = \$ _____

Choice of Entrée: Number of Meals
Roast Prime Rib ____ or dessert Strawberry Cream Cake
Salmon with Roasted Red Pepper Cream Sauce -----

Totals \$-----

Stop; Have you marked your choice and number of meals above? Please do so.

Members name: _____ **Chapter:** _____

Spouse or others name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone: _____ **E-Mail if available:** _____

Send Check or Money Order To:

AMMV SACRAMENTO CHAPTER
P.O. BOX 1793
CEDAR RIDGE, CA 95924

Hotel Registration Direct - Sands Regency (1-800-.233-4939). The room rate this year **\$29.00 plus tax**. Be sure you tell them you are a Merchant Marine Veteran and attending the Conference Sept 30--Oct 2. The group code for our event is **MERCHANT 2012** The Sands Regency is located at 345 N. Arlington, Reno, Nev. 89501.

Note: There is an airport shuttle. It leaves the airport on the half hour. Confirm schedule when registering.



CHAPTER NEWS

China Coasters Chapter



YOU ARE INVITED ON MARITIME DAY

As part of National Maritime Day – May 22nd – the American Merchant Marine Veterans Memorial Committee is holding their NATIONAL MARITIME DAY OBSERVANCE and MEMORIAL SERVICE at the American Merchant Marine Veterans Memorial in San Pedro, California. An after-service lunch will be held nearby and advertising in a special commemorative program is available. For more information please call (310) 325-3506 or write to P.O. Box 1659, Wilmington, CA 90748-1659 or email Paul H. Nielsen at ammvchinacoasters@hotmail.com.



Dennis A. Roland Chapter

U.S.A.T. DORCHESTER MASS

On February 5, 2012 members attended and participated in Mass at the Church of Saint Stephens in Kearny, NJ. The Mass was held in memory of Father John P. Washington and the Chaplains of the U.S.A.T. Dorchester.

On February 3, 1943, the Dorchester was torpedoed in the waters of the North Atlantic. After the ship was hit, the chain of command broke down and the task of distributing life vests fell to the four Chaplains aboard: Rabbi Goode, Reverend Fox, Reverend Poling and Father John P. Washington, a priest of the Archdiocese of Newark.

The Chaplains realized they would not have enough life vests for over 900 sailors so they took their own off and handed them to four sailors. As the ship began to sink into the dark waters, the four Chaplains were seen in a circle, arms around each other and praying.

The Mass was in the memory of the four Chaplains, and, in particular, Father Washington, whose last parish assignment before the war was Saint Stephen's. Afterwards, there were refreshments for attendees.



VP George Murphy and Immediate Past CEO Hank Kaminski



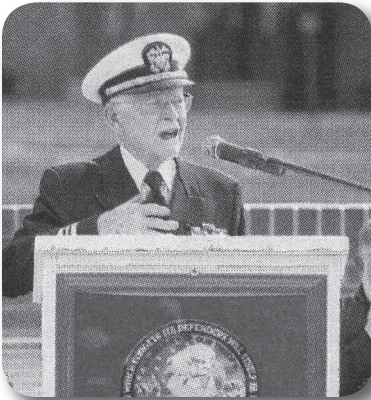
CHAPTER NEWS

Eastern Oklahoma Chapter

SOCIAL SECURITY ACKNOWLEDGEMENT

At the January 19th meeting, there was some discussion on the question, "Why does the Social Security Administration refuse to recognize U.S.M.M. OF World War II as Veterans?" CEO Charles Montanaro has since followed through and has found out that the SSA does indeed recognize us as Veterans. For more information contact Charles at (918) 814-3775.

Ocala Chapter



Lt. Cmdr. Luffman

Eleven members of the Ocala Chapter and the Rudy Kozak Chapter were present at the "Four Chaplains" ceremony held in Ocala on February 5th. Excerpts from the Ocala Star-Banner article on the ceremony reads:

"The enduring message of the example of service, unity and

faith set by four Army chaplains on a sinking Merchant Marine troopship 69 years ago in the icy North Atlantic echoed Sunday across Marion County.

Four Chaplains memorial ceremonies were held at the Ocala-Marion County Veterans Memorial Park in Ocala and at the American Legion Post 58 in Dunnellon to honor the selfless acts of heroism by the four chaplains of different denominations on the USAT Dorchester.

The ship was en route to Greenland during World War II when it was torpedoed Feb. 3, 1943, and it sank in 25 minutes with 675 civilians and soldiers lost. The chaplains helped calm and guide passengers, and even gave away their own life vests. The clergymen were reportedly linked arm in arm in prayer when the ship went under. John Ladd, a survivor, is quoted as saying the selfless actions by the

chaplains to save their comrades was "the finest thing I have ever seen or hope to see this side of heaven."

During the ceremony in Dunnellon, the Rev. Jess Burton portrayed Lt. George Fox, of the Methodist faith; Rabbi Effram Rubinger played the part of Lt. Alexander Goode, a rabbi; Rev. Jeffery Welch portrayed Lt. Clark V. Poling, of the Dutch Reformed faith; and the Rev. Kevin MacGabhann played Roman Catholic priest Lt. John P. Washington. Each spoke, and it gave the feeling behind each individual chaplain aboard.

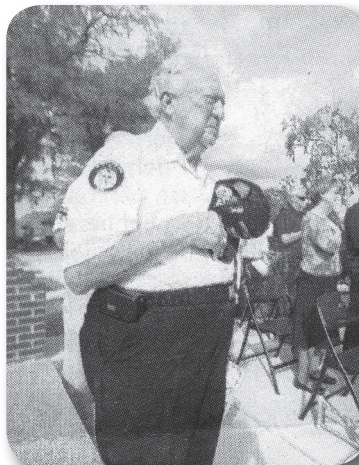
The Dunnellon ceremony, organized by John Pollock, had approximately 130 attendees.

Morris Harvey, of Ocala, National President of the Merchant Marine Veterans, attended the Ocala ceremony and brought Capt. Arthur Moore's book, "A Careless Word, A Needless Sinking." It states the Dorchester was struck at 3:55 a.m. by a torpedo from German U-boat 223 about 150 miles west of Greenland. The ship had a "crew of 130 Merchant Marine, 23 armed Naval guards and 751 passengers — U.S. Army personnel, civilian workers, Danish citizens and U.S. Coast Guard personnel. The 229 survivors included 28 crew members, 44 civilian workers, three Danish citizens, 12 Navy gun crew, 7 U.S. Coast Guard personnel and 135 U.S. Army personnel. U-223 was sunk north of Palermo, Sicily, by British ships on March 30, 1944.

Speaker Retired Navy Capt. Gary R. Pollitt, executive director of the Military Chaplains Association, United States of America, delivered the message: "The four chaplains were an example of service, service, service to the last breath. They acted quickly as Army officers, helping and doing damage control," Pollitt said. "They were a wonderful example of what it means to be a part of the U.S. armed services. There was no conflict or hesitation — they were of four faiths, but acted as one."

According to the event program, each of the four chaplains were awarded the Purple Heart and Distinguished Service Cross posthumously, along with a "never given before or since" special medal for heroism in 1961.

In the closing benediction, Rabbi Ze've Harari said his research revealed he attended the same rabbinical school as Goode, the rabbi who died on the ship. "The chaplains gave the ultimate act of altruism," Harari said. "It should inspire everyone." "



*Morris Harvey,
AMMV Nat'l President*



CHAPTER NEWS

Oregon Chapter & Cascade Mariners Chapter

NEW VANCOUVER MEMORIAL

The newest Merchant Marine memorial is in place and will be rededicated May 30th at 10a.m.

The memorial was dedicated at a public event in September as part of the VA's MIA/POW ceremony. At the time of the original dedication ceremony, the space had not been carved out nor had the memorial's concrete pad been poured. Until permanent placement, the memorial has been stored at Vancouver Granite, the creators of the piece.

Kudos to Bill Hughes, President-emeritus, of the Cascade Mariners for shepherding this project from the beginning and even paying for the initial deposit out of his own pocket. He has been reimbursed. Funding has been funded by both the Cascade Mariners and the Oregon Chapter.

The May 30th event will be held at the Vancouver division of the Portland VA Medical Center. Parking should be easier then on an event date and shuttle service (golf carts) will be provided to carry attendees from the parking lot to the memorials site. PLEASE PLAN ON ATTENDING.

*On all the oceans
White caps flow
You do not see crosses
Row on Row
But those who sleep
Beneath the sea
Rest in Peace,
For your country is free.*

Anonymous

Tribute to the Allied merchant seaman who lost their lives
during the Second World War:

From This England Magazine, Summer issue 2000

Sacramento Valley Chapter

A CAPTAIN'S DUTY?

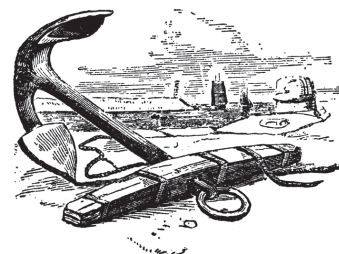
Chapter CEO Ken Blue writes in the February, 2012 Newsletter:

"The grounding of that Italian cruise ship, last month, has brought up an old discussion about the traditions of the sea. In this case the Captain did not do what was expected of him and stay with the ship and he may surely pay for it.

"You may not find a law or regulation, anywhere, that says "The Captain must be the last person off the ship". But centuries-old tradition of the sea and common decency demands that in a crisis he perform well and do his best to save the ship, passengers, crew and cargo. To this point, the job of captain is absolutely awesome. To have all of this responsibility is what he is paid for and when a captain fails to act, or in this case even deserts the ship, it is a disgrace.

"In our time – WWII – there were many cases when crewmen were left aboard. In most of these cases war or battle action explains it. When a ship was sinking fast, and "abandon ship" had been declared, all hands were expected to report to their lifeboats – some never made it. Crewmen were often trapped below, cut off by fire or too badly injured to report. I think most of us understood that this could happen.

"We radio operators had our traditions too. When sending an SOS, we needed reassurance that our message had been heard and that help was on its way. The simple letter "R" (dot dash dot) in Morse Code from somewhere out there made all the difference. So credit good old Sparks with part of that responsibility for the safety of his shipmates. Our tradition of the sea dictated that we stand by our radio as long as we could to make sure the message got through. When we heard that –R-. we could head for our lifeboat. Hopefully the other guys were still waiting for us."





CHAPTER NEWS

Silicon Valley Chapter

AMMV DISTINGUISHED SERVICE AWARD PRESENTED



Although usually presented by AMMV Past National President Emeritus A.J. Wichita at a convention, Perry Adams, Chapter CEO and tireless worker for our Just Compensation legislation, was presented with the American Merchant Marine Veterans Distinguished Service Award at our January chapter meeting. Chapter Treasurer Jim Hayes made the presentation and writes: "Perry had no idea this was going to happen to him. Total surprise! The members gave him a round of applause and I wouldn't be surprised if there wasn't a tear in his eye."

(Editor's note: See you in Baltimore, Perry!)

Vulcan Mariners Chapter

VETERANS' DAY PARADE

The Vulcan Mariners Chapter in Birmingham, Alabama for the last ten years has had a float in the Birmingham Veterans' Day parade on November 11, 2011. Birmingham has held this parade for the past 63 years and it is reported to be the largest Veteran's Day parade in the country.



Susquehanna Valley Mariners Chapter

PENN. SPECIAL MERCHANT MARINE LICENSE PLATE

Bill Balabanow and other Susquehanna Chapter members have some exciting news. Our quest to have a PA vehicle license plate honoring the U. S. Merchant Marine on the same par as the latest series of plates honoring the other 5 branches of the military is progressing very well. Representative John Bear of PA's 97th legislative district introduced the PA House bill HB-1830 on October 24, 2011. It was passed by the Pennsylvania House on March 27, 2011. And it was referred, amended to also include U.S. Military Airborne units, to the PA Senate that same day.

All Pennsylvania AMMV members are urged to contact their State Senators to help us bring this project to a hasty conclusion. Especially important is Senator Rafferty, of PA District 44, who heads the PA Senate Committee on Transportation. His and the other PA Senators' contact information can probably be found in the State Government pages of your telephone directory. Ask them to sponsor the license plate legislation.

If this goes through, Pennsylvania will be the 19th State with U. S. Merchant Marine special vehicle license plates. We are looking forward to ordering ours. Please contact your Pennsylvania State Senator today.



Vulcan Chapter members (l to r) Raymond Scruggs, Bucky Walter, Charles Williams, Bruce Mealins and Bill Dison



JUST COMPENSATION



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

March, 2012- JCC Update

The Hard Question about HR-23: Why are there so few co-signers for HR-23 in 2012?

HR-23, "Belated Thank You to the Merchant Mariners of World War II" has been introduced into Congress four times, spanning the past 7-1/2 years. In the 109th Congress (2005), Congressman Bob Filner first introduced HR-23 and the bill easily passed the House with 269 co-signers. It got hung up in the Senate, but 41 senators had signed on.

In the 110th Congress (2009), HR-23 received 244 co-signers in the House and 61 co-signers in the Senate, yet the bill was never released from the Senate Committee on Veterans Affairs. In the 111th Congress, HR-23 received 168 co-signers passing the House, and received 50 Senate co-signers, but again was never released from Committee.

So here we are, in the 112th Congress with 80 House co-signers. There are only nine months to go before the sun sets on HR-23 and we ask ourselves why there are so few co-signers this time around? Perhaps it is because of the polarized political climate, the ongoing financial crisis, the mortgage meltdowns, or continued opposition from old foes who never felt the Merchant Mariners deserved anything after the war. Or maybe it's the fact that our old champion, Congressman Bob Filner, plans to leave Congress and become Mayor of San Diego, and our friend in the Senate, Ben Nelson (NE) who introduced the Senate versions, will be retiring after this term. One thing is for certain, it is NOT due to OUR lack of action.

There has been tremendous effort put forth by a great many of our fellow mariners during the past 7-1/2 years. Here at the Just Compensation Committee, we have witnessed these efforts first hand. We have received hundreds of letters from JCC supporters with copies of correspondence to their Congresspersons or Senators regarding our bill. We know many of you have made this contact numerous times. To have worked so hard, and not yet achieved our goal is very discouraging.



JUST COMPENSATION

However, here at the JCC, we refused to remain discouraged! To do so is to become powerless, to be defeated, to abandon our cause. Because of our combined efforts, we have educated many thousands about our crucial contribution to the war. We all know that without us, the war could not have been won.

We waited over 40 years to be officially declared veterans thanks to a 1988 decision in the courts. It took another decade for a bill to pass in Congress to allow our fellow mariners to obtain official veterans status who sailed after V-J Day, August 15, 1945, and continued to be in harm's way on the dangerous seas until the "official end of hostilities" declared by President Harry Truman in December 31, 1946.

This long protracted battle in Congress for the "Merchant Mariners Fairness Act" to become law has been meticulously chronicled in a three volume book compilation by Mark Gleeson, a member of the AMMV Mon Valley chapter in Pennsylvania. After finally becoming law in 1999, the original wording and the intent of the "Merchant Mariners Fairness Act," was changed by Congressional staffers AFTER the bill passed and 73 Senator and 337 Congresspersons had co-signed it! Veteran Status with burial benefits were all that remained after this unethical tinkering!

Regarding how things work in Washington, DC, Gleeson made this astute observation, "There is so much money passing all the time between people, special groups, and manufacturers running in and out of offices looking for elected officials, and there is so much 'turf' to be protected by groups; it is the way things go. Thus, if one wants justice and wants to prove his point is right, resolution has a better chance (hopefully) in the courts. The court system is the only place where supposedly you have to tell the truth." (Gleeson, 2002).

Regarding our Just Compensation benefits, will the courts be the only place where we will finally get resolution? What is the feasibility of this pursuit and how long will it take? As we all know, time is running short. In the meantime, we DO have a bill in Congress, with 9 months left of this 112th Congress. This is no time to give up.

As long as we are still here, we will never stop working for full recognition and our just benefits for all the Merchant Mariners of WWII.

Just Compensation Committee

Ian Allison, JCC Co-chairman

Ph: (707) 545-4171 Fax: (707) 575-3707 mra@allisonammv.com



JUST COMPENSATION

WE HAVE TO KEEP TRYING

A MESSAGE FROM PERRY ADAMS, CEO, SILICON VALLEY CHAPTER & JUST COMPENSATION COMMITTEE

At our last Friday meeting, one of our Silicon Valley members said the following: "At our ages, all we have left is the hope and the faith that our bill will pass the Congress." He said: "we cannot give up the fight to gain full recognition for our wartime services. It's not the \$1,000 per month- because at our age we are measuring our time here on earth in months not years so most will never see more than a few of those monthly benefit checks. But it will be the fact that after all these many years, we finally gained the full recognition for our services and we can leave this earth with the knowledge that our country has finally said: "Well done, thank you for your help to win World War II." With that, we can all rest in peace."

So, again, I must urge all of you to fight on. **Don't give up the fight, keep the faith.** Please organize

teams to phone the local offices of your Congressperson to get him or her to cosponsor our bill, HR 23, "THE BELATED THANK YOU TO MERCHANT MARINERS OF WORLD WAR II ACT OF 2011". There are many Congresspersons who signed last year who have not signed this year because they have not been asked to sign. Sure there are some who will not sign, so don't waste your time on them, but go after those who signed before but have not signed this year.

Also, go after the unsigned members of the House Veterans Committee. If we can get the majority of them signed on, the Committee Chairman, Jeff Miller will see the light. Also, a number of friendly Senators will see that our House Bill can pass and they will be willing to re-introduce it into the Senate.

We can do this and it can be done quickly if we all pitch in and flood those Congressional offices with phone calls, emails and faxes too. Call the staffer back in a week to get the Congressperson's reaction.

Thank you and good luck!

Perry Adams

HOUSE OF REPRESENTATIVES VETERANS AFFAIRS COMMITTEE MEMBERS NOT SIGNED ON HR23 AS OF 3/29/12

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

LETTERS TO THE EDITOR

MORE ABOUT MERCHANT SEAMEN BECOMING VETERANS

Merchant seamen now are veterans

The Washington Post
WASHINGTON — The Defense Department, under pressure from a federal judge who accused it of acting arbitrarily and capriciously, awarded veterans status Wednesday to thousands of Americans who served as merchant seamen during World War II.

The action, in the form of an order from Air Force Secretary Edward E. Aldridge Jr., is expected to end an eight-year struggle over the efforts of three men who served on U.S.-flagged merchant ships during the war. They sought the same government benefits accorded others in service during the war.

"The most immediate and most significant benefit is the

honor of recognition," said Joan McAvoy of the Washington law firm of Proskauer, Rose, Goetz & Medelson, which handled the case for the three men and the AFL-CIO, which supported them.

McAvoy said the ruling will enable surviving merchant seamen to receive the same benefits as other World War II veterans, including medical care, loans and pensions through the Veterans Administration.

"Well, I'll tell you that I am really grateful after forty years," said Stanley Willner, 69, of Virginia Beach, one of the three merchant seamen.

"I'm just so sorry that so many of my friends who I served with aren't still around,"

said Willner, whose ship was sunk by a German raider in the Indian Ocean in 1942. As a prisoner of war, he later was forced to work on the bridge over the River Kwai.

The Air Force, which had been granted responsibility for determining the status of such cases, had opposed the action, saying the seamen had limited military training and had not sworn to assume the same obligations as had members of the armed services.

Willner and his lawyers disputed that.

"I think we saw more service than 90 percent of those in the American Legion," he said Wednesday night. "Most of them stayed in the states."

1-21-88

Dear Sindy:

As per our phone conversation on February 23rd on the article in the Winter 2011-2012 AMMV NEWS on the history of how Merchant Mariners of WWII became Veterans.

Three men, all WWII seamen, and the Seafarer's International Union brought suit against the U. S. Air Force I 1987 in Federal Court in Washington, D.C. Why was the Air Force sued? Because Congress had authorized the Air Force to say who was a veteran. One of the three men was Stanley Willner.

The three men had made previous requests to the Air Force which rejected their applications for Veterans' status.

The case was heard by Judge Obendorfer and was concluded in September, 1987. On January 19, 1988, the ruling that WWII Merchant Seamen were Veterans became effective.

George Heidel

Sacramento Valley Chapter

LOOKING FOR VETERANS WHO



REMEMBER SINGER JO STAFFORD

Hi Sindy:

I hope you can help me. I am writing a book about the late pop singer Jo Stafford. She was very popular with servicemen during both WWII and the Korean

War, and was referred to as "GI JO." Stafford toured with the USO, made V-Discs and broadcast for Voice of America and Radio Luxembourg. She may have sung at the Hollywood Canteen or other Los Angeles area venues. In her early career she sang with the Pied Pipers for Tommy Dorsey and accompanied a young Frank Sinatra. Jo had a varietal career singing everything from folk songs to novelties to hymns. And even a musical parody "Temptation" recorded under the name of Cinderella G. Stump became a No. 1 seller on the music charts.

Jo Stafford had 75 songs that made the hit charts, but her most successful recording was "You Belong to Me" in 1952. The song lyrics began: "See the pyramids along the Nile..." I'm looking for veterans who have seen her perform, remember her or are willing to talk with me about whatever their entertainment experience may have been, in or out of harm's way, whether Jo Stafford or other performers.

Thank you!

Jerry Osterberg,

Edwin O'Hara Chapter

141 Tullamore Road, Garden City, NY 11530, (516) 248-7549, osterbergg@aol.com

REFUSED ENTRANCE TO THE STAGE DOOR CANTEEN

Sindy:

When I read A. J. Wichita's piece on the Stage Door Canteen in the Winter 2011-2012 AMMV NEWS, it brought back a memory to me that at the time I didn't think was so very funny but today it is.

I joined the Merchant Marine when I was 16-years-old in 1941. At the time I had a friend who was a couple of years older and we both tried to join the Army. My friend was accepted even though his eyesight wasn't really great. After basic training my friend, Russ McFarland, was assigned to a station in Washington, DC maintaining records.

In August 1944, my ship had been ferrying troops and ammunition from England to Normandy (Omaha Beach) for over a month and then picked up ballast in Glasgow, Scotland, then returned New York. I had a couple of weeks while my ship was reloaded to go back. I telephoned my friend Russ who was able to get a couple of days off to meet me in New York.

When we connected we decided to go to the Stage Door Canteen. Both were in our respective uniforms

LETTERS TO THE EDITOR

but when we arrived at the door I was told that the Canteen was just for "Our fighting men." Russ was welcomed with open arms even though his entire tour was in Washington. I had assisted in putting troops and weapons ashore in North Africa and southern France as well as the big one, Normandy but couldn't get in.

Russ told the guy at the Stage Door Canteen that they ought to get their facts together. Russ refused to go in and we both went to Times Square where we found the Pepsi Cola Canteen. Pepsi had no problem with my uniform and we were both welcomed. There were no "Stage or Movie Stars" at Pepsi but there were a number of local girls who volunteered to serve snacks and dance to recorded music with the troops. As the time got close to dinner time a couple of girls asked us if they could join us for dinner. I told the girls, "Not only yes but Hell Yes!"

The girls chose a restaurant on the fourth floor of a building in Times Square. It was a really upscale dining room. Russ and I began to worry that we didn't have the money to pay for the four dinners. We really began to sweat when the menus didn't have prices. Then we decided, to heck with it. If doing dishes was the penalty it would be worth it.

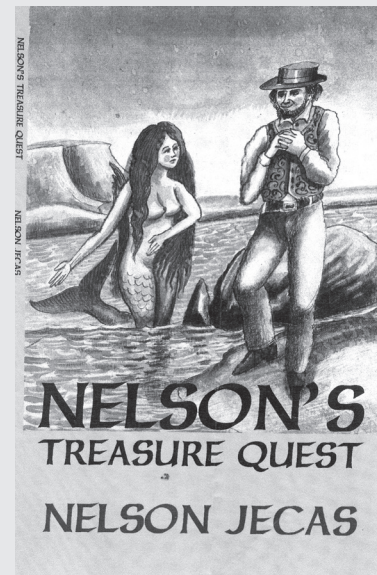
After dinner and the arrival of the check, Russ and I went to the men's room and discussed making a run for it. We decided we couldn't leave those two very nice girls holding the bag so we went back to the table. The check was on the table by Russ' plate. The two girls were giggling and obviously aware that we might not have the money.

Then Russ picked the check up and on the price side it had the legend, "Compliments of Pepsi Cola Canteen." The girls burst out laughing. It turned out that the girls were part of the Canteen's paid staff and had done this a number of times with servicemen.

So much for the Stage Door Canteen, hooray for Pepsi Cola!

Edward "Eepa" Bicknell, Member-at-Large

NELSON'S TREASURE QUEST



Dear Editor:

I have finally gotten my book into the publication process and would much appreciate your including some information on it in the next issue of the NEWS.

It's called "Nelson's Treasure Quest" and the description reads: Treasure hunting comes in many forms. Nelson Jecas discovers both artifacts and adventure in his explorations of the unknown. From archeological mysteries to unexplained phenomena, Nelson introduces the reader to the basics of metal detecting on land; then he narrates his adventures in ship diving and exploring such perplexing mysteries as ghosts and mermaids. This fascinating book will delight readers, and encourage them to start their own adventures.

I am glad to donate part of the proceeds of sales to the AMMV.

Thanks for your attention,

Nelson Jecas

Member-at-Large

*"Of sea-captains young and old, and the mates, and of all intrepid sailors,
Of the few, very choice, taciturn, whom fate can never surprise nor death dismay."*

"Song for All Seas, All Ships" from Leaves of Grass, Walt Whitman

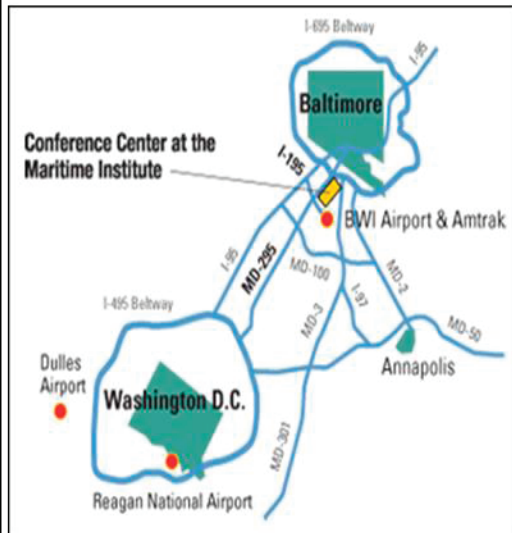
The American Merchant Marine Veterans

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

26th ANNUAL CONVENTION, June 4 to 7, 2012

MITAGS, Linthicum Heights, MD

INFORMATION FORM: ROOM RESERVATIONS



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

Comfortable Rooms

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

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

Shuttle Service

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

MOBILITY HANDICAPED NOTICE: CCMIT will allow scooters or wheelchairs to be used. However, we have arraigned to have all of our events in one building, call 352-564-0267 for details.

Make Reservations Directly With MITAGS

692 Maritime Boulevard, Linthicum, MD 21090

Reservation Phone Line: 410-859-5700

SPECIAL ROOM RATES:

Single - \$125.00 ::: Double—\$165.00 (12 % Tax applies to both)

RATES INCLUDE BREAKFAST, LUNCH AND DINNER BUFFETS

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

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

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

Your convention committee has guaranteed a minimum number of rooms.

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

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

AMMV 26TH ANNUAL CONVENTION—LINTHICUM MARYLAND PROPOSED SCHEDULE: MEETING - JUNE 3-7, 2012

DAY	START TIME	END TIME	ACTIVITY	ACTIVITY + REMARKS
SUNDAY			Arrival of attendees those involved in Monday activities	
3-Jun	TBA	TBA	Hospitality Room	
	1700	1900	<<<< MITAGS DINNER >>>>	
MONDAY				
4-Jun	0700	0900	<<< MITAGS BREAKFAST >>>>	
	0830	1230	John W. Brown Tour	
	1130	1400	<<<< MITAGS LUNCH >>>>	
	1300	1400	Registration	registration-meet and greet with Sally as Marilyn in costume
	1300	1400	Hospitality Room	dj by Roy
	1400	1530	BOD	
	1530	1800	Hospitality Room	dj by Roy
	1530	1800	Registration	registration-meet and greet with Sally as Marilyn in costume
	1700	1900	<<<< MITAGS DINNER >>>>	
	1800	1930	RVP/Chapter -Workshop	Open Discussion
TUESDAY				
5-Jun	0700	0900	<<< MITAGS BREAKFAST >>>>	
	0800	0900	Registration	registration-meet and greet with Sally as Marilyn in costume
	0845	0915	Prelude	dj by Roy
	0915	1000	Opening Ceremonies	dj by Roy; Color Guard + Songs by Sally (Heave-ho +)
	1000	1130	Speakers	
	1130	1400	<<<< MITAGS LUNCH >>>>	
	1200	1330	Ladies Luncheon (speaker + entertainment)	(Sally's Sock Hop Buddies Show with Roy as Elvis) (Speaker?)
	1400	1500	Budget + state of AMMV	
	1500	1600	By-Law revisions	
	1700	1900	<<<< MITAGS DINNER >>>>	
	1800	TILL	Welcome Event + speaker + entertainment	Entertainment-Choice of Vegas, Nashville, or Broadway Show followed by Full Variety Dance (Mixer type activities) with Sally and Roy (Speaker?)
WEDNESDAY				
6-Jun	0700	0900	<<< MITAGS BREAKFAST >>>>	
	0900	1130	RVP Elections + Open Mic	
	1130	1400	<<<< MITAGS LUNCH >>>>	
	1500	1700	Hospitality Room	
	1730	1800	Open Bar	
	1700	1900	<<<<MITAGS DINNER >>>>	
	1800	TILL	Dinner + Speaker+ Entertainment	Entertainment-Choice of Vegas Nashville, or Broadway Show followed by Full Variety Dance with Sally and Roy (Speaker?)
THURSDAY				
7-Jun	0700	0900	<<< MITAGS BREAKFAST >>>>	
	0830	1600	TOUR/RALLY - WWII Memorial	
	1700	1900	<<<<MITAGS DINNER >>>>	

We have developed an additional tour - planned for a John W. Brown visit for
Monday June 4th, 2012—leave 0830, return 1230 o'clock.

**We were unable to include a John Brown cruise because of our by-law restriction of scheduling
our convention before June 15th.**

**This option has been added to the revised Registration form (above). If you have already sent
your reservation, please send the form (including the cost of the added tour) again with only
the John W. Brown trip on the form.**

REGISTRATION FORM

UPDATED March 27, 2012



The Conference Center
at the Maritime Institute

MITAGS, Linthicum Heights, Maryland

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

ANNUAL BUSINESS MEETING AND REUNION

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

See separate sheet for Hotel reservation information.

CONVENTION FEE: (no charge for spouse/companion)	TOTALS
EARLY BIRD to April 15th: \$65.00 x _____ =	\$ _____
April 16th to May 18th: \$80.00 x _____ =	\$ _____
LADIES LUNCHEON: \$10.00 x _____ =	\$ _____
(Extensive Full Course Buffet served 1130 to 1400 hours. Paid for in room cost)	
WELCOME DINNER: \$25.00 x _____ =	\$ _____
(Extensive Full Course Buffet served 1700 to 1900 hours. Paid for in room cost)	
CONVENTION/REUNION BANQUET: \$25.00 x _____ =	\$ _____
(Extensive Full Course Buffet served 1700 to 1900 hours. Paid for in room cost)	
TOUR: JOHN W. BROWN (Leave 8:30; return 12:30) \$35.00 x _____ =	\$ _____
(Bus Transportation-round trip + ship visit - Monday June 4th)	
TOUR/RALLY: WASHINGTON D.C. Mall (WWII Memorial): \$39.00 x _____ =	\$ _____
(Bus Transportation w/box nourishment – round trip- Thursday June 7th)	
TOTAL DUE:	\$ _____

SPECIAL MEDICAL OR PHYSICAL CONCERNS—please detail needs request on separate sheet.

CANCELLATION NOTICE: REFUND REQUESTS ACCEPTED UNTIL MAY 18, 2012

Make check payable to "AMMV 26th Convention - 2012" and send with completed form to:

AMMV; Sindy Raymond; Box 186; Ferndale, CA 95536

FOR GENERAL INFORMATION CALL: Morris Harvey, 352-564-0267 or e-mail morris27@centurylink.net
(v.120327)

Let Sally and Roy Entertain You!
Full Variety Music and Songs for your Dances and Special Occasions



and entertaining by singing and acting. As an adult, and after being encouraged to use her 3 1/2 octave range by a voice teacher, she auditioned and won the role of Maria in “The Sound of Music” for which she won an award for favorite female vocalist.

[illegible]

We have developed an additional tour - planned for a John W. Brown visit for Monday June 4th, 2012—leave 0830, return 1230 o'clock.

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This option has been added to the revised Registration form. If you have already sent your reservation, please send the form (including the cost of the added tour) again with only the John W. Brown trip on the form.

~~~~~

We are working to solicit media coverage for our convention, including this tour to the WWII Monument. If we manage to get media coverage then this will be a RALLY. We will be prepared to address the media and offer them information to support HR-23 and other initiatives that are in process.

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

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

**MEMORY SPACE AND COSTS**

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

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

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

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

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

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

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

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

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

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

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

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

Submit Digital copies directly to Carole Gutierrez - [photos@clear.net](mailto:photos@clear.net)

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

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

Memory Book copy to be delivered to the following addressee

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

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

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

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

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

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

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

# The impossible dream...

## “Aid and Attendance”

Few Veterans of any Armed service know of a national Veterans' Affairs benevolent financial assistance program “Aid and Attendance” up to \$1,945 for veterans and widows up to \$1,291. Veterans over 65 or their widows are eligible to seek the benefits if they require regular attendance of another person to assist in eating, bathing, dressing, undressing, medication dosing or taking care of the needs of nature or are no longer able to drive. It also includes individuals who are legally blind or a patient in a nursing home because of mental or physical incapacity, including dementia and Alzheimer's. The veteran is allowed a car, a house, and countable resources of \$35,000 or less. Many veterans already in or planning for assisted living residence or nursing homes are concerned about outliving their assets and this program would be a godsend. If you cannot pay, you cannot stay.

But Mr. Bob Moos of the *Dallas News* wrote recently about the good news for veterans and especially for the men of the WWII Merchant Marine, who were not given any VA benefits until 44 years after the war ended. He pointed out that there are a few problems and things to be aware of with the Aid and Attendance program. This is especially true for the Merchant Marine Veterans:

**A problem:** To date, the WWII Merchant Marine veterans have had little success in obtaining Aid and Attendance. All have difficulty with the amount of documentation required for their service, health, living expenses and details of assets. The mariners wounded by enemy action may not have sufficient supporting information needed to satisfy the VA for Aid and Attendance or to get disability benefits. Ship's logs were often lost in the battle when attacked or sunk. Wartime ship's log books held by the shipping companies were eventually discarded and most wartime shipping companies no longer exist.

**To be aware of:** Veterans who have moved to assisted living residences or nursing homes will occasionally hear a speaker talk about how to qualify for Aid and Attendance. The speaker will discuss the benefits and explain how they have no trouble getting a veteran qualified. The high cost of assisted living will find veterans eager to hear this

because their assets may be gone before they are. The speaker will begin by saying he does not receive a fee as he volunteers his service. But in fact he does represent a “for profit” company which he may not fully explain.

Those who have assets above the qualifying amount are told his company can solve the problem and handle all the paper work to get the veteran qualified.

They will show you how they take **all** your assets and put them in a trust which **they** will manage. This will get the veteran extra money flowing in. But now, someone else is handling your assets? ***Doesn't that make you nervous? It should!***

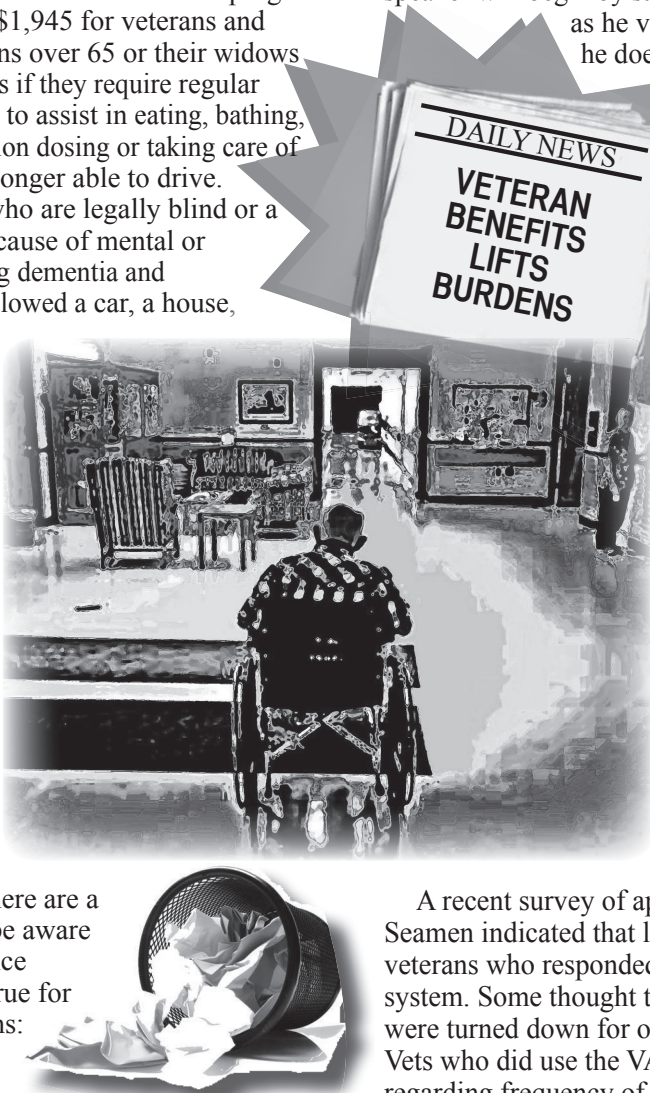
Regular Veterans' Affairs health and medical services can be helpful in many cases. But for Merchant Mariners of WWII, because these benefits, awarded 44 years after WWII ended, are not being used extensively but at their average age of 87, the Aid and Attendance program could help these Veterans immensely.

A recent survey of approximately 10,000 Merchant Seamen indicated that less than one-quarter of the MM veterans who responded have ever accessed the VA system. Some thought that they weren't eligible and many were turned down for one reason or another. Of the MM Vets who did use the VA system, some marked “rarely” regarding frequency of usage, some “yearly,” and only a very small percentage said that they used it often and received good service. Some questionnaires had comments about failing health and how little they were getting from Social Security. These veterans do need “Aid and Attendance” now! But getting VA approval seems to be **an impossible dream.**

**This is no way to treat our war-time Veterans! They need better help from the VA.**

**Men of the Merchant Marine have served our country with valor in every war beginning with the Revolution where they lost over 11,000 lives 237 years ago.**

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



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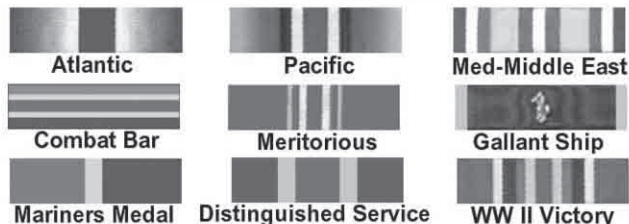
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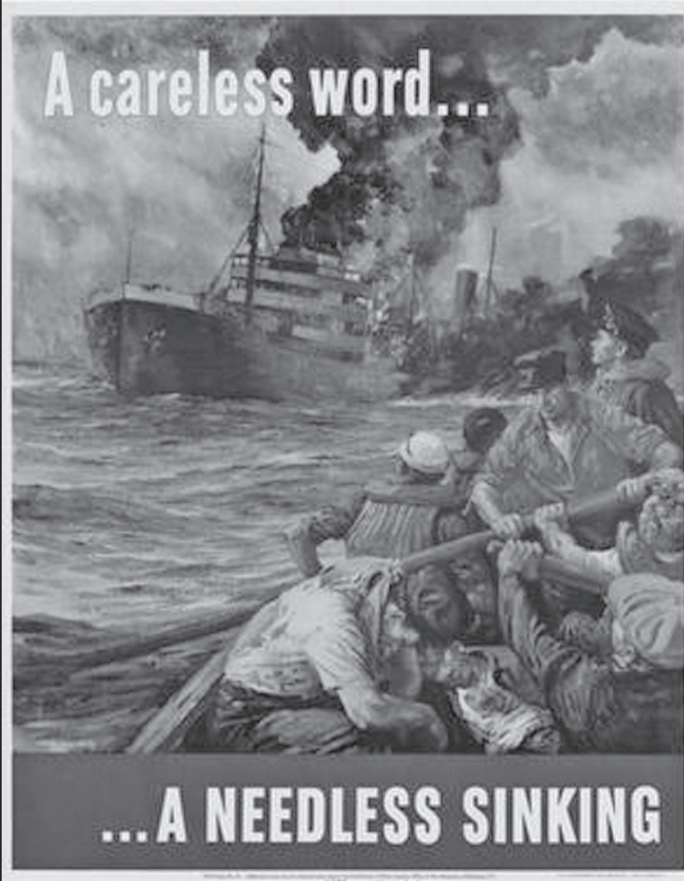


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**You served bravely, but one enemy was invisible.**  
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**Merchant Marines faced a deadly invisible threat: asbestos on board their own ships.**

From the 1920's to 1980's, asbestos could be found in virtually every area of a ship. When you served aboard a ship or worked in a shipyard (including military veterans) you were likely exposed to asbestos.

**Do you or a loved one suffer from an asbestos-related disease?**

Long after retiring you may be diagnosed with mesothelioma, asbestosis, lung cancer or some other asbestos-related cancer. The disease can take decades to develop and can be caused by only a small exposure to asbestos.

**Asbestos manufacturers and insurance companies kept the dangers secret.**

Manufacturers and insurance companies kept asbestos dangers hidden for over a century. Many courts have now approved the creation of trusts funded by these companies to compensate victims. If you are suffering from an asbestos-related disease, you deserve justice from the companies who exposed you or a loved one to asbestos.

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## APPLICATION FOR MEMBERSHIP

*Join the American Merchant Marine Veterans, a growing organization of active and retired seamen. Help us gain recognition for what we, the men of the Merchant Marine, have done for our Country in war and peace.*

*We stand for a strong American Merchant Marine and will help launch and support legislation along these lines. We intend to help the cause of American seamen and American seapower.*

*The American Merchant Marine Veterans is a national organization with Chapters throughout the United States and overseas. National membership dues are \$20.00 per year, collected by Headquarters or through its Chapters. Chapter dues are determined by the membership of each Chapter.*

DATE \_\_\_\_\_

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STREET ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

AGE \_\_\_\_\_ POSITION ABOARD SHIP \_\_\_\_\_

*Please check the appropriate box(es):*

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

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

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

**SEND COMPLETED APPLICATION AND DUES TO:**

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**FERNDAL, CA 95536-0186**

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## SS STEPHEN HOPKINS DALLAS / FORT WORTH CHAPTER

*Named after the only United States Merchant Ship to sink a German Man-of-War  
in the Atlantic during World War II*

One of our ongoing chapter objectives is enlightening the current generation about the role the Merchant Marine played in WWII.

We have reproduced the unforgettable picture story of the U.S. Maritime Service Training Station at Sheepshead Bay in Brooklyn during World War II. This 40-page booklet contains more than 160 photographs that illustrate the intensive training merchant seamen had to undergo.

Our chapter also published a memory book with first person stories of Merchant Mariners and Navy Armed Guard – more information available on our website below.



*To order a Sheepshead Bay booklet,  
please send a check for \$12.95 + 3.95  
(P&H) total = \$16.90 made payable to  
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Include your name & address...*

Questions? Contact  
Al D'Agostino at 817.299.0833 or  
dag299@tx.rr.com  
[www.ww2merchantmarine.com](http://www.ww2merchantmarine.com)

# NAUS and the AMMV: Joining Forces on Capitol Hill



NATIONAL ASSOCIATION FOR UNIFORMED SERVICES



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



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

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



## YES!

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

AMMV12

### Special NAUS Dues for AMMV Members

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

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

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

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Rank/Grade

Branch of Service

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# ***Arlington West***

*Arlington West, Santa Monica, CA*

Arlington West is a memorial project of Veterans for Peace (VFP); members are veterans from World War II, Korea, Vietnam, the Gulf War and other conflicts, as well as peacetime veterans. It honors those who gave their lives in Iraq and Afghanistan.

The first "graveyard" was installed in Santa Barbara with others following in Santa Monica, Oceanside and Huntington Beach, CA. The 3,000 crosses, flag-draped coffin and placard are placed each Sunday and the fourth of July by volunteers and member of the local VFP chapter.

The Santa Barbara Chapter has replaced the traditional Arlington West memorial with one that focuses on the war in Afghanistan.



*Arlington West, Santa Barbara, CA, with the USS Ronald Reagan in the background*

*Sand Soldiers, Arlington West, Santa Barbara, CA*