

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE



*Photographed at the WWII Monument in
Washington, DC on D-Day +1, 2012 by
J. Fred Rodriguez, RVP,
Edwin O'Hara Chapter*

IN PEACE AND WAR



1775

SUMMER 2012

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\$4.00

Only the very best for our veterans



The marble mines of Vermont produce marble for everything from kitchen counter tops to the floors of the Capitol rotunda. But the best and the purest white marble is reserved for the headstones in our national cemeteries. The marble is carefully selected, measured, cut, smoothed to a fine polish and engraved for our national heroes. Whether its the Tomb of the Unknown Soldier or the simple flat grave marker, each is produced by hand with respect and reverence. Only the best for our veterans.





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responsibility for errors in submitted material.

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National President Morris Harvey

Our 26th Annual AMMV convention is now history. It can be reported that we did not have a large attendance, only 61 at our banquet, but the quality was noteworthy. We had a productive BOD meeting, the



speakers were interesting and informative, the entertainment by Sally and Roy Langwah was outstanding (in the words of one member - "an emotional and sentimental remembrance"), and the MITAGS service and food were above standard. Glen Pane, MITAGS Director, was very generous and forgave us numerous

expenses that are normally charged to a convention group. The rally, scheduled on D-day plus one, at the National WWII Monument was impressive and many groups recognized our presence - filing by - shaking hands and thanking us for our service. A wreath was dedicated and placed at the Atlantic Arch.



Merchant Marine emblem at base of American Flag.



Capt. Robert A. Preifer and President Morris Harvey with wreath presentation.

Captain Dave Goff of Gulfstream Chapter in Florida was nominated and elected National Vice President to replace Nelson Cauble. He lives in Boca Raton, Florida, and is still active as a port representative in the MM&P. I look forward to working with him to move the AMMV past our worthy WWII generation.

The BOD approved the official establishment of a "Mission Support Fund"; this fund is intended to receive donations (of more than \$300.00) from individuals or groups who want assurance that their funds will be used for a worthy purpose. They would be assured that

the money would not be spent on day to day operating expenses of the AMMV. The original donation of \$1,000.00 to this fund was received from the Hoffman Island Radio Association, which is now disbanded. Other donations (especially those smaller donations received with the payment of the National dues, etc.) are also welcome but would be considered a booster type expense to be used as needed by the organization - primarily the National Magazine.

The BOD approved continuation of our efforts to have the Just Compensation initiative resolved to a favorable conclusion. This would include consideration of both congressional and/or legal actions. Reintroduction of a bill into the 113th Congress will be considered. We must maintain a positive attitude on this initiative - the grass roots support of our members is paramount. Other organizations such as the SIU, MM&P, NAUS, ILA and KP Academy Alumni associations have declared their support as we go forward. Also reference, in this magazine, the Just Compensation Committee report written by Sidnee Cox for Ian Allison.

The BOD approved continuation of our efforts to gain recognition of Post WWII Merchant Mariners for their direct support of the United States armed forces. A document, which is in compliance with 1000.20, is being prepared by Dr. Larry Kerkow for submittal to the Air Force.

NOTE: Larry needs support from our Korean and Vietnam veterans, NOW. The word "support" means submittal of hard evidence with references to the source for verification regarding General Orders for specific ships. Evidence of Agent Orange exposure - are you involved in a law suit, provide details? Documentation of our presence in these two military conflicts is totally necessary to gain Veterans' Status.

The BOD approved a project to develop specific By-Law revisions developed by the President and Dr Kerkow. The results of this By-Law review would be submitted to the executive board for approval and then to the whole BOD and the membership at the 2013 convention.

The BOD approved the transfer of \$1,800.00 from our reserve CD fund to the general operating budget. This sum represents an obligation set aside to cover

(continued on page 6)

Lifetime Membership members. There are nine lifetime members, who are now deceased, thus we do not need to continue reserve allocation.

The BOD approved continuation of our membership initiative, including development, production and distribution of a professional brochure, which can be used by our chapters, on the web site and for mail recruitment drives. Membership retention and growing our organization is a continuing effort. Elsewhere in this issue Sindy has included a smorgasbord of ideas and suggestions for growing your Chapters. Sindy will continue to provide support with prospect lists and our RVP's are there to help. At the convention we had a workshop discussing ideas for recruiting new members. In another life, I took a Dale Carnegie class – "How to make friends and influence people". One of the commanding concepts was enthusiasm – Be enthusiastic and you will be enthusiastic". At our workshop John McSpadden remarked that "when the going gets tough the tough get tougher". We need to continue to apply these types of concepts to our organizational recruiting efforts.

The following is a **sample news release** searching for members that has been used by the AMMV Ocala Chapter:

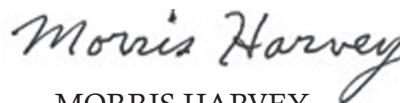
"Join an active Veteran's organization – The American Merchant Marine Veterans, Inc. - We are interested in all merchant seaman (active and retired); especially those who have served in U. S. war zones - not just WWII. We also welcome

wives and widows of Merchant Mariners to become members. Descendants and all persons who have the desire and interest to support the purpose of the American Merchant Marine Veterans are invited to become associate members. Join us in gaining recognition for what the Merchant Marine does for our Country in War and Peace. We work to help the causes of American Seamen and American Seapower. Call 352-564-0267 or email morris27@centurylink.net.

"The AMMV and our Ocala Chapter support veterans' issues, including actively supporting efforts to obtain Veterans benefits for Merchant Mariners who served in Korea, Vietnam, and other war zones. Our Ocala Chapter is active in the Marion County Veterans Committee and work to maintain the Marion/Ocala Veterans Park. We have approximately 10 meetings per year, some of which are social pot-luck luncheons. If you join us we can immediately involve you in our activities. The American Merchant Marine Veterans, Inc. (AMMV), the Ocala Chapter, meets the fourth Sunday monthly, 12:30 pm at the Marine Corps League 2529 N. Magnolia Ave. Ocala"

At the convention, there was discussion of a motto/slogan for the AMMV. Suggestions were submitted but most were more related to a motto for our active Mariners than for the AMMV. The initiative has been placed on hold at this time.

Thank you,



MORRIS HARVEY
National President

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

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

YOUR CONTINUED MEMBERSHIP IS IMPORTANT TO US

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



National Secretary **Charles Mills**



Greetings:

Those who attended the AMMV 2012 Convention held at the Masters, Mates and Pilots (MITAGS) Baltimore facility were small in numbers but we completed the agenda on time. The MITAGS staff were cooperative as always; hats off to them.

At the convention, it was indeed a pleasant surprise to have retired Congresswoman Helen Delich Bentley visit us. She has always been a friend of the maritime industry. I had the pleasure of meeting and serving with her on the Labor Committee, setting up the first Fair Employment Practice Committee in the United States. The bill was signed in Baltimore on April 18, 1956 by Congresswoman Nancy Pelosi's father, who was Mayor of Baltimore at the time.

It is reasonable to assume that there must be something that we are not doing right politically. In a period of one and a half years, there are only 88 Co-sponsors signed on to support HR23 and, at this time, less than 300 people have signed the HR23 internet petition.

Time is slowly running out for this Congressional session, this year. If we are ever going to get what is due to us, some changes must be made in a hurry. Again, I say, we need to make some noise, knock on some doors, visit your Congressmen's office. We can do it if we just get on with it.

Thank you,

CHARLES MILLS
National Secretary



Far left: Charles Mills; second from right, Congresswoman Helen Delich Bentley; seated, Thomas D'Alesandro, Jr. (Congresswoman Nancy Pelosi's father) in 1956.



Editor / AMMV Office Administrator **Sindy Raymond**

Although the 26th Annual AMMV convention at MITAGS in Linthicum, MD was short in attendees, it was big in spirit as you'll be able to see when you read this issue. When I attend conventions, I usually try to take as many photographs as possible and this time was no exception. But this year I had a few "helpers" and I want to say a big THANK YOU to J. Fred Rodriguez, RVP Region 4 and member of the Edwin O'Hara Chapter, Sharon Shoemaker of the Oklahoma Mariners Chapter and others for their contributions to our photographic archives. We now have evidence of the meeting that will continue to be enjoyed into the future.

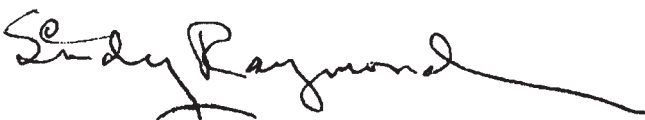
The business part of the convention went well, with a great deal accomplished and you can read about the details in other sections. Our Convention Committee Chairman and National President Morris Harvey worked very hard on making the convention run as smoothly as possible and was, indeed, successful. If you would like a complete recording of the convention, please contact National Secretary Charles Mills and he'll provide it.

The entertainment was extra special indeed. Impressionist Sally Langwah and her husband, Roy spent the entire convention circulating among our attendees, day and night. I'm not sure I was ready for Marilyn Monroe, in her red satin floor-length dress and her "diamond" necklace, at 10:00 am at the Registration desk but I know that lots of our men or should I say members appreciated her. Thank you, Sally and Roy for your special contribution to our convention!

The expedition to the National Mall's WWII Memorial on D-Day +1 was also special. Being in Washington, DC and viewing the various America's basic "taken-for-granted" structures always makes my Americanism stand at attention. The White House, the Capitol building, the Lincoln Memorial, the Washington Memorial and, of course, the National Mall are not things that I think of on a daily basis but when I'm there, in DC, viewing them, they make me proud to be an American. Anyway, the visit and demonstration at the WWII Memorial was memorable and it was very, very gratifying to see the many men, women and children who thanked our Merchant Mariners for their service. And, thanks, too, to Tim Brown and the people at MITAGS for the use of your facilities and special personal care.

And, now for business: An increase of \$7.00 per year for Members-at-Large (MALs) for the fiscal year 7/1/12 – 6/30/13, was approved at the convention. So, PLEASE, MALs, **if you have not already paid your dues, please send your \$27.00 now.** It should be sent to AMMV, P. O. Box 186, Ferndale, CA 95536-0186. Non-paid chapter members are urged to remit your dues to your local chapter as they were due on July 1st. Your continued membership is important to us.

Full speed ahead,


SINDY RAYMOND



Top Secret

It was called operation Mulberry. It was top secret. It was essential if Allied forces were to be successful on D-Day. And it was up to merchant mariners to make it happen.

Get the materials to build two temporary harbors (code name Mulberry) from England to Normandy. Hundreds of merchant ships – from tugs to Liberty Ships – gathered around the British Isles, waiting to

begin their task. Huge concrete caissons 60 feet long, 20 feet thick were pushed across the channel by tugs. Merchant ships sailed to Normandy, to be scuttled end to end to form a protective barrier as the harbors were built. Code name for the ships – gooseberries.

This story appeared in The New York Times, but without the specifics. Remember, their mission was top secret.

Merchant Seamen are D-Day Heroes

By Wireless to THE NEW YORK TIMES.

LONDON, June 9, 1944 –

D-day would not have been possible without the Merchant Marine. Now that the long-awaited day is history and great Allied forces have been landed in France, it is permitted to indicate the part played by these intrepid civilians, whose deeds for the most part have gone unsung.

Probably it is not generally realized that the Merchant Marine has the largest ratio of casualties of any branch of the services, and many of the names on the list are not classified "wounded" or "missing." They were those of the men whose grave is the sea.

The whole picture of the merchant marine's heroic deeds will not be available for some time because of security. Working side by side with the British merchant navy and the Allied fleets, the American merchant marine has reached a new peak of glory, and into this latest venture it has brought all the hard-earned experience of such historic episodes as the African landings and the bitterly fought Arctic runs to Russia.

Ships Without Ports

For weeks before D-day hundreds of merchant ships which had been diverted from their regular runs for the invasion service roamed the waters near the British Isles without a port to come to. They were kept outside so the enemy would not see any great ship concentration at any principal port. At the prearranged time they rendezvoused, picked up their priceless cargo and sailed for France.

Undaunted by the threat of air attacks, sea mines, surface fire, submarines or coastal batteries, they fulfilled their mission according to schedule and returned to Britain's shores to start a shuttle service that will not end before Germany's unconditional surrender.

At their sides are a thousand or more British merchant ships with 50,000 seamen, many of whom have old scores to settle -- scores that started at Dunkerque and were aggravated at Crete.

These men also were on the arctic run, they were part of the 500-ship armada at North

Africa, they knew what it was to carry men and supplies to the Middle East before the Mediterranean was open and to keep the breath of life in unconquerable Malta.

Craft of Every Type

The ships that went to France were of every conceivable type of transport. Some were former luxury liners that even confirmed round-the-world travelers would no longer recognize. Others were no larger than good-sized barges or seagoing tugs. But most

were new, the internationally known Liberty ships, designed to meet the needs of the war.

It is a long call since 1819, when the Savannah, the first steam-propelled merchantman made a journey from the United States to England, but that was the beginning of what is now the backbone of one of the world's greatest war efforts. Old timers, the historically minded, like to go back even farther and recall that when the British repulsed the Spanish Armada there were 163 merchantmen among the 197 ships involved.



AMMV

Profit & Loss

July 2011 through June 2012

Ordinary Income/Expense

Income

| | |
|---------------------------------------|-----------|
| 401 · AD NEWSLETTER | 670.00 |
| 402 · CONTRIBUTIONS | 745.00 |
| 403 · INTEREST INCOME | 20.41 |
| 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 | 820.00 |
| CVN · CONN VLY - NORTHERN MARINERS | 340.00 |
| CWM · CARL W. MINOR - CENT. CA. COAST | 340.00 |
| DAR · DENNIS ROLAND | 3,860.00 |
| 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 | 280.00 |
| 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 | 12,715.00 |
| 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 |
| SAJ · SAN JUAN | 740.00 |
| SAR · SARASOTA-MANATEE | 1,060.00 |
| SDE · SAN DIEGO SILVERGATE | 460.00 |
| SJR · ST. JOHNS RIVER | 800.00 |
| SSM · SMALL SHIP MARINERS | 180.00 |
| SSP · SS SAMUEL PARKER | 900.00 |

| | |
|-------------------------------|----------|
| STH · SS STEPHEN HOPKINS | 1,120.00 |
| 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 59,147.00

Total Income 62,147.41

Expense

| | |
|----------------------|----------|
| 500 · FIXED EXPENSE | |
| 501 · BANK CHARGE | 15.00 |
| 503 · EQUIP RENTAL | 600.00 |
| 507 · TELEPHONE | 3,213.64 |
| 508 · RENT/OCCUPANCY | 3,600.00 |
| 509 · UTILITIES | 1,200.00 |

Total 500 · FIXED EXPENSE 8,628.64

| | |
|-------------------------------|--------|
| 520 · MISSION ADVANCE | |
| 521 · AWARDS | 261.00 |
| 522 · RECRUITMENT MAILING | 421.73 |
| 525 · MISSION SUPPORT EXPENSE | 174.29 |

Total 520 · MISSION ADVANCE 857.02

| | |
|---------------------|-----------|
| 530 · NEWS LETTER | |
| 533 · POSTAGE | 7,203.97 |
| 536 · PRINTING | 23,380.00 |
| 539 · EDITORIAL FEE | 800.00 |

Total 530 · NEWS LETTER 31,383.97

| | |
|--------------------------|-----------|
| 550 · PERSONNEL | |
| 551 · ADMINISTRATOR | 17,400.00 |
| 552 · NATIONAL PRESIDENT | 1,959.89 |
| 553 · NATIONAL SECRETARY | 500.00 |

Total 550 · PERSONNEL 19,859.89

| | |
|--------------------------|----------|
| 560 · OPERATING EXPENSES | |
| 563 · LEGAL | 0.00 |
| 564 · OFFICE SUPPLIES | 1,257.20 |
| 565 · POSTAGE | 2,701.01 |
| 566 · PRINTING | 803.05 |
| 567 · LICENSES & FEES | 70.00 |

Total 560 · OPERATING EXPENSES 4,831.26

Total Expense 65,560.78

Net Ordinary Income -3,413.37

Net Income -3,413.37

NOTES RELATIVE TO AMMV 2012-2013 BUDGET PREPARATION

Presented at the 26th Annual National Convention, Linthicum, MD, June, 2012, by President Harvey.

1) The values were projected based on the first nine months of 2011-2012 actual expenditures to allow approximately the same level of operations through the 2012-2013 fiscal year.

EXCEPTIONS:

2A) Recommending an increase from \$200.00 to \$300.00, a \$100.00 increase per Quarterly News Magazine issue, for our Editor, Sindy Raymond. (See line item 31)

2B) I have included all recommended expense allowances for national officers and RVP's although in prior years all of the funds were not used. (See line items 36 thru 40)

2C) I have allocated funds to fund internet activities which will support our membership growth campaign. (See line items 23 thru 26)

CORRECTIVE ACTIONS:

3A) Initiate a membership drive to target active and retired mariners. In process: Update of Web Site capabilities, which could also include use of Facebook, etc. Design and produce a flyer explaining the AMMV purpose, activities and accomplishments. (Line items 24 thru 26)

3B) Continue efforts by the regions and Chapters to recruit WWII, Korean, and Vietnam veterans.

3C) Approve Members at Large pay a \$7.00 administrative charge, effective July 1, 2012. This is similar to dues charged by the Chapters to cover mailings, communications - plus other administrative support costs. MAL's who have paid in advance of the July 1, 2012, implementation date, would be asked to make up the additional \$7.00 cost. (See line item 44 thru 46) This action would help pay the costs in Operating Expense line items 43 thru 46, amounting to more than \$5,600.00.

3D) Research ways to reduce National telephone expenses. Research ways to reduce National magazine costs. (See line item 18 and lines 29 thru 31)

3E) Mission Support fund: Establish an account to receive donated funds, which would be used exclusively for Mission support - not for operating expense. (See line item 24)

3F) Approve a National \$5.00 dues increase for all members effective July 1, 2013.

SUMMARY:

The total planned expenditures are \$79,845 (line 49), which is \$15,045 over the estimated income of \$64,800. (See line items 9 thru 12.) We expect 2011-2012 ending bank balance to be approximately \$28,043, which will be adequate to cover the

| | A | B | C |
|----|--|-----------|----------------|
| 1 | AMMV PROPOSED BUDGET FISCAL YEAR 7/1/12 - 6/30/13 | | |
| 2 | 2012-2013 PROJECTED | | |
| 3 | <i>See attached notes</i> | | |
| 4 | | | |
| 5 | Bank Acct. 0011 (A) | (A) 28043 | |
| 6 | Bank Acct. CD (6 Mo.) | 30997 | |
| 7 | | | |
| 8 | INCOME | | |
| 9 | DUES: 3115 Mbr. @ 20.00 (B) | 62,300 | |
| 10 | INTEREST + MAG. ADS. | 500 | |
| 11 | DONATIONS | 2000 | |
| 12 | TOTAL PROJECTED INCOME | | 64,800 |
| 13 | | | |
| 14 | EXPENSES | | |
| 15 | FIXED | | |
| 16 | Bank charges | 70 | |
| 17 | Insurance | 700 | |
| 18 | Telephone | 3125 | |
| 19 | Rent/Nat. Office | 3600 | |
| 20 | Utilities/Nat. Office | 1200 | |
| 21 | TOTAL FIXED | | 8695 |
| 22 | MISSION ADVANCE | | |
| 23 | Awards & recognition | 400 | |
| 24 | Mission Support | 1000 | |
| 25 | Recruit-Mail | 3250 | |
| 26 | Internet Initiative | 1000 | |
| 27 | TOTAL MISSION ADV. | | 5650 |
| 28 | NEWS MAGAZINE | | |
| 29 | Mailing (Postage + Fee) | 7000 | |
| 30 | Printing | 23600 | |
| 31 | News Mag. Editing | 1200 | |
| 32 | TOTAL NEWS MAGAZINE | | 31800 |
| 33 | OPERATING EXPENSES | | |
| 34 | PERSONNEL | | |
| 35 | Administrator | 17400 | |
| 36 | National President | 4000 | |
| 37 | National Vice President | 1500 | |
| 38 | National Secretary | 500 | |
| 39 | National Treasurer | 500 | |
| 40 | Regional Vice Presidents | 4800 | |
| 41 | TOTAL PERSONNEL | | 28700 |
| 42 | OPERATING EXPENSES | | |
| 43 | Equipment Rental | 600 | |
| 44 | Office Supplies | 1000 | |
| 45 | Office - Postage | 2565 | |
| 46 | Office - printing | 760 | |
| 47 | License & Fees | 75 | |
| 48 | | | 5000 |
| 49 | TOTAL PROJECTED EXPENSES | | 79845 |
| 50 | | | |
| 51 | PROJECTED NET PROFIT/LOSS | | -15,045 |

estimated income shortfall, without any other action. However, as indicated above, the administrative fee required of MAL's will raise more than \$5,600.00, reducing the shortfall from \$15,045 to \$9,445. Therefore our new membership goal becomes 473+ members (473@20= \$9,460.00), preferably attracting mariners from post WWII eras. Note that in line item 6 we have a reserve in a 6-month CD of \$30,997.

AMMV
Balance Sheet
As of June 30, 2012

| | Jun 30, 12 |
|---------------------------------------|------------------|
| ASSETS | |
| Current Assets | |
| Checking/Savings | |
| 102 · WELLS FARGO 2000053950011 | 32,843.33 |
| 108 · SO TRUST WACHOVIA CD(96946850) | 31,004.41 |
| Total Checking/Savings | 63,847.74 |
| Other Current Assets | |
| 210 · CONVENTION EXP. | 2,000.00 |
| Total Other Current Assets | 2,000.00 |
| Total Current Assets | 65,847.74 |
| TOTAL ASSETS | 65,847.74 |
| LIABILITIES & EQUITY | |
| Liabilities | |
| Current Liabilities | |
| Other Current Liabilities | |
| 309 · WWII WAR MEMORIAL | 805.00 |
| 310 · BOARD RESTR | 840.00 |
| 311 · DUES RECEIVABLE 2013 | 4,380.00 |
| Total Other Current Liabilities | 6,025.00 |
| Total Current Liabilities | 6,025.00 |
| Long Term Liabilities | |
| 320 · LIFE TERM MEMBERSHIPS | 4,400.00 |
| Total Long Term Liabilities | 4,400.00 |
| Total Liabilities | 10,425.00 |
| Equity | |
| 390 · EARNINGS | 58,836.11 |
| Net Income | -3,413.37 |
| Total Equity | 55,422.74 |
| TOTAL LIABILITIES & EQUITY | 65,847.74 |



Overstock from National Convention

MM Veteran Caps

Two for \$35.00 or One for \$19.00, including shipping

Call Morris Harvey at 352-564-0267

For larger quantities contact Arnold Johnston at 212-489-9748

JUDGE ADVOCATE CORNER

The AMMV Business Meetings at MITAGS were impressive, enlightening and productive. I believe the AMMV Officers conducted business professionally and for the benefit of all concerned. Many made sacrifices to attend those meetings and others at great expense in the best interest of promoting this great Veterans Organization. The 26th Annual American Merchant Marine Veterans Convention was for all practical purposes successful. Our hats off to those who made it happen!

The following is a fingernail summary of *Veterans Status for Korean and Vietnam Mariners*:

After many hours and leads researched the project is grinding away at a snails pace. Many of the leads researched ended without any substantial contribution.

Somewhere, there are published General Orders from the onsite Military Commander in Korea and Vietnam positioning merchant marine ships upon arrival and departure. These orders establish active military service by merchant seamen, the basis for Veteran Status and are essential to the success of this application. And we need to find them.

Your kind suggestions and comments, while sincerely appreciated, are taking up valuable time without producing the necessary data material. Military documentation of our presence in these two military conflicts are totally necessary to gain Veteran Status for our seamen.

I have reached a stall point in documenting sufficient evidence for the AMMV Korean and Vietnam Veterans Status Application. Many "well wishers" have submitted suggestions and possible research locations, and that is good, however, what is needed is "Hard Evidence" to support our postulated facts. The SECAF Review Panel and DOD Officials are asking for "Hard Evidence" to substantiate our presence in these conflict zones.

This is a very important mission for the American Merchant Marine Veterans to open the door for additional membership but equally important, to obtain Veterans Medical Benefits for the 5000 mariners exposed to Agent Orange. The clock is running on those exposed and we need to research together to expedite completion of this Veterans Status Application for those and others depending upon us for leadership and results. Accuracy is very important to document this very crucial Veterans Status Application. I'm sorry to report that stories of experiences of happenings will not advance this project.

Do some research, call and/or talk to historians who may have the key to unlock this deadlock of information we so badly need. I look forward to receiving the data you care to share with me.

Dr. Larry Kerkow

Designated Alternate Crew Chief of this Project

201 Trudy Lane, Universal City, TX 78148-4224

(210) 658-1557 – kerkow@att.net

WHO WAS JOHN W. BROWN AND WHY IS HIS NAME PAINTED ON A LIBERTY SHIP BOW?

As is well known, volunteers work hard to keep the 5 historical maritime symbols of the America's WWII strength afloat – and it couldn't be done without them. Those who work on the SS John W. Brown in Baltimore are as dedicated as the rest. In the period 2009-2010 alone, these volunteers donated more than 92,000 hours of labor to keep this Project Liberty Ship operational. And they get asked a vast array of questions.



One often-asked question by visitors to the Liberty ship SS John W. Brown is whether the ship is named for the violent 19th Century anti-slavery abolitionist John Brown who was hanged in 1859 after an abortive attack on a federal arsenal at Harper's Ferry, West Virginia.

No, they're told. The old Baltimore ship is named for a tough union organizer who himself felt violence was sometimes necessary in his own line of business, labor wars. Born in 1870 on Prince Edward Island, Canada, that John Brown immigrated to the United States as a boy and became a U.S. citizen in 1896. He organized and was active in unions in the ship-building, mining and carpentry industries. From 1936 to 1941, he wrote an influential column, "What Workers Should Know." Brown died at 71 in 1941 from an accidental gunshot wound while handling his gun on his back steps in Woolwich, Maine near Bath Iron Works where he worked. He brought the gun out to stop a woodchuck ravaging his garden. Because the cargo and troop carrying Liberty ships were named only for dead

people, the shipbuilding labor leader ironically qualified for his own Liberty launched the next year in Baltimore.

But there are more than two John Browns; in fact enough that several could cause curiosity or questions among knowledgeable history fans because of their maritime or patriotic connections. The labor leader John W. Brown, whose name is painted on the Liberty's bow, was once well-known among American workers but is almost totally forgotten today unlike the abolitionist.

No one has asked yet whether the ship was named for any of the other John Browns associated with the maritime industry, and there were several.

Altogether 13 Liberty ships were named for people named Brown including one woman, Tabitha Brown (1780-1858), a pioneer woman on the Oregon Trail (1846-1858). Curiously, there was a second John Brown whose name graced another Liberty ship. Actually, he was born Juan Flaco Brown (1800-1859), known as "Lean John" Brown, an American settler in early California. Juan's claim to immortality was being

"the Paul Revere of California." He rode from Los Angeles to San Francisco in 1846 to get reinforcements for American soldiers besieged in Los Angeles.

AMMV members toured the SS John W. Brown



on Chesapeake Bay on June 4th as a side trip from the National Convention. They must have asked a number of questions. And, thanks to Sharon Shoemaker of the Oklahoma Mariners Chapter, we can see what they experienced visually.

New AMMV Members Needed Now!!!

HOW TO ATTRACT THEM.

Have the chapter form a dedicated membership committee. It doesn't have to be large, a couple of members will do, but they do need to be enthusiastic and willing and able to do some work and follow-up.

Provide them with the necessary "equipment" – paper, stamps, notice cards, chapter applications, etc.

REASONS TO JOIN:

- Meet other members who have similar experiences in WWII with you and share the memories.
- Help the AMMV move into the future and move forward in its efforts to gain Veterans status for Merchant Mariners of Korea, Vietnam and the Middle-East conflicts.
- Help educate the public about the history of the Maritime service and how Mariners have contributed to history. Remember: without the Merchant Marine in WWII, that war could not have been won.
- Our quarterly AMMV NEWS Magazine. And new members will receive a colorful Certificate and a membership card.

WAYS TO RECRUIT:

Post notices on bulletin boards – in grocery stores, post offices, libraries, churches and other public places. These don't have to be fancy – postcard size is okay – bigger with AMMV logo is better. The message can be as simple as:

"Are you a Merchant Mariner of WWII or post-WWII?? Do you want to meet Old Salts with sea-stories like yours, who are also trying to help our organization move into the future? Or was your Father or Grandfather in the Maritime service during WWII?

Please join us at an American Merchant Marine Veterans organization's SS Liberty Ship chapter which meets every third Monday of the month at 11:30am – Doggie Diner on the Jetty.

For more information call John Doe at (123) 456-7890 or email: johndoe@home.net."

Publish the same notice in the **public notice section of local papers**. "Freebie" papers will usually do this for free and others for a small fee.

Have your members **wear their Merchant Marine hats**, coats and shirts whenever they are out and about.

Attend as many public functions, like parades, as possible. And wear those hats and coats.

Remember, **wives, widows, children, grandchildren and descendants** of Merchant Mariners are now eligible for membership in AMMV. Wives and widows and others will help give your chapter more "spunk" and their enthusiasm will help keep your chapter going. And they will be very helpful if you get them involved with

our legislative efforts.

If you hear that "wives, widows, etc. are not interested in the meetings" then make your meetings more interesting - with speakers, lunches and even sea-stories and fish stories. The wives and widows may have some ideas on how to further benefit the chapter. And they can and will usually help with the chapter's operation.. And if those member-wives don't feel you need two copies of the AMMV NEWS Magazine, let Sindy at National know and that can be easily arranged.

Ask the Editor of **local papers to interview** one of your members and print same with contact information. Most papers like to do this kind of public awareness story.

Contact local public radio and television stations and ask to submit a 45-second (or whatever) request for new members. Fashion the statement with the above message in mind.

Provide members with "calling" cards with the Chapter name, membership contact person phone and email – in case someone asks "what did you do as a Merchant Mariner?" Perhaps they are potential members, even if they are Veterans of other services but are interested enough.

Contact and visit schools and libraries and arrange for a member to give the students a historical MM lecture and pass out information at same. Be sure to provide chapter contact information.

If you live near the ocean, **contact your local Maritime union's Business agents** and ask to post an AMMV notice, as above, on their bulletin boards. And if there's one handy, maritime academies are great places for these notices. And don't forget the bulletin boards at the local wharfs, marinas and boat shops.

If you live inland, try **posting a notice** on the bulletin boards of the **marinas and boat supply stores** on lakes and rivers.

Ask your **church and local social organizations** to help publicize your efforts in their newsletters.

If there's a local **Korean War Veterans** group, ask them to let you attend a meeting and announce you are recruiting AMMV members, since quite a few current AMMV members also got drafted or served in the Korean War. When you go, bring along AMMV membership applications and some of those "calling cards". And don't forget Vietnam Veterans groups.

Many states now offer specialized **Merchant Mariner license plates** for cars. Contact your local DMV for information and proudly display the license. This goes along with readily available **stickers, flags**

and other display goodies for the windows or door panels of your car. And have members carry some of those “calling” cards in their glove compartments so they’re handy whenever you are asked about Merchant Mariners and what you did.

The **Just Compensation Committee** (our legislative “wing”) has a **mailing list** of Merchant Mariners which includes considerably more names than the AMMV list.

Contact Cindy at the National office (707) 786-4554 or email saaren@frontiernet.net and ask her for specific names and addresses by zip code for your geographic locations. Then call them or mail them an application for AMMV with a cover letter introducing yourselves and listing the benefits of belonging to your group. A follow-up may be required.

THIRD ANNUAL “SAIL-IN” IN WASHINGTON, D.C.

Wednesday May 9, 2012 brought 155 maritime industry representatives from throughout the country to Washington, DC for the third-annual Congressional “Sail-In”. Participants represented wide segments of the U.S maritime industry and had approximately 170 various member and staff meetings on Capitol Hill. The “Sail-In” provides industry access to brief Congress on the main issues facing US maritime interests.

The previous day the Navy League of the United States had released a new study that says a unified domestic maritime industry plays a “unique and extraordinary” role in promoting U. S. economic, national and homeland security.

The Navy League Report, Maritime Industry: The Foundation of American Seapower, says a unified maritime industry has been vital to U. S. economic and military success since the founding of the country. The report says the industry is innovative, highly productive and environmentally friendly, with more than 40,000 vessels and more than a half-million associated jobs. To view the Navy League study, please visit www.navyleague.org. “The industry provides jobs for hundreds of thousands of Maritime Americans in very corner of our nation – from longshoremen in ports along our four seacoasts, to towboat operators navigating the Mississippi, to shipbuilders in East Coast dry docks, to the men and women who crew American-flag vessels of all types,” the Navy League study says. “The American maritime industry moves cargo and troops around the world in far greater volume, with far greater efficiency, than any other transportation mode.” This study has generated a great deal of interest.

During the “Sail-in” key issues facing the maritime industry were discussed with Congressional personnel and included funding of the Maritime Security Program (MSP). MSP currently provides \$3.1 million per ship for a 60 ship fleet of U.S. flag merchant ships

deemed to be military useful by the Department of Defense. Although currently authorized by Congress, MSP must still be appropriated annually usually via the Defense Bill. The \$3.1 million per ship provides approximately 45% of the cost differential between foreign flag and U.S. flag operation.

Cargo preference is another critical component of US maritime policy that was discussed during the “Sail-In”. U.S. cargo preference is made up of U.S. government impelled cargo (such as Dept. of Defense military cargo and Dept. of Energy cargoes), Export-Import Bank financed cargoes, and USDA and USAID food for peace cargoes. Congress recently reauthorized the Ex-Im Bank and raised the lending cap for the bank which was welcomed news for the industry. However, the food for peace funding remains under attack in the pending Agriculture Bill and the House Budget Committee recently slashed food for peace cargo preference from 75% to 50% in the Highway Bill.

The Jones Act remains a constant issue both during the “Sail-In” and on a weekly basis. The Jones Act protects our critical national infrastructure and our U.S. shipbuilding industrial base while adding U.S. sealift capacity utilizing U.S. flag ships and U.S. merchant mariner crews. Last summer, the Jones Act was waived approximately 50 times during the Administration’s ordered crude oil release from the U.S. Strategic Petroleum Reserve.

Other issues discussed during the “Sail-In” included promotion and development of America’s Marine Highway System and maritime tax issues such as the Harbor Maintenance Tax and the Capital Construction Fund.

Editor’s note: Thanks to Lee Kincaid of the American Maritime Congress and Matt Englehart of the American Maritime Partnership for this information.

AMMV 26TH NATIONAL CONVENTION LINTHICUM, MARYLAND

BOARD OF DIRECTORS MEETING JUNE 4th, 2012

Meeting called to order by President Morris Harvey. National officers present: President Morris Harvey, Secretary Charles Mills, Treasurer George Savlovich.

First item on the agenda was the projected budget. National President Morris Harvey explained that the values that were projected were compared to the first nine months of this fiscal year and then adjusted to cover the projected costs for the last quarter of this fiscal year. And he explained the various exceptions and corrective actions that have been presented.

These will be published in this AMMV NEWS Magazine, and include approving a National \$5.00 dues increase for all members effective July 1, 2013. Then he summarized the projected budget for fiscal year 7/1/12 – 6/30/13 which will create a loss that can be rectified by membership drives, continued efforts to recruit WWII, Korean and Vietnam veterans, and an increase of the dues to National for members-at-large to \$7.00 yearly beginning July 1, 2012, to cover additional administrative costs for them. He called for a membership goal of 473 new members, preferably mariners from post WWII. He noted that we are not in bad fiscal shape. And he stated that we have plenty of reserves but need to take action in the next couple of years to keep us healthy. A motion was made and seconded to approve the projected budget. And it was opened for discussion. The approval of the projected budget was unanimous.

Morris asked for approval of the Mission Support Fund (MSF). He explained that this Fund was started as a \$1000.00

donation from the now disbanded Hoffman Island Radio Association, which requested that it be used for a specific purpose. He has set up this fund to help meet our mission and goals and not to be used for operating expenses. Vote as called for and passed unanimously.

Morris explained the change in Regions and the creation of an 8-region organizational structure, which was approved by Executive Board of Directors. He presented it for approval of the full BOD. Called for motion, second and discussion. It was pointed out that, according to the By-laws, the RVPs are required to submit quarterly reports, which they have not been doing. President Harvey then said the RVPs will now be responsible for all the Members-at-Large in their states as well as the Chapters. Work will be done with the RVPs to get a better coordination with the MALs with better email contacts, perhaps a newsletter with the MALs. John McSpadden suggested that a specific written job description be used with the RVPs. Morris said that he would work on this suggestion. Harvey

called for a motion, again, to approve regional alignment; it was seconded. Approval vote was unanimous.

President Harvey explained that there was more data needed to qualify status of members to comply with the non-profit IRS Veterans' organization 530 (C) 19 classification that the organization have 75% DD-214-holding members (or full Veterans' status). He pointed out that NAUS was being challenged by the IRS for possible violation and the possibility that this could happen to AMMV. Development and mailing of a query questionnaire will be done in the next year.

President Harvey then brought up the new motto or slogan program and suggestions were called for. Several suggestions were presented and discussion will be continued. Morris suggested approval of the final slogan be made by the Executive BOD. Dr. Larry Kerkow was called on to give an update on the quest for Veteran's status for Korean, Vietnam and Middle-East status project. He reported that "we are making progress".

Another project brought up for



Morris Harvey, National President with Jack Klimp, CEO of NAUS



Bob Roberts, Oregon Chapter and A.J. Wichita, National President Emeritus

discussion by President Harvey was a recap of the historical Lifetime Membership program. A motion to transfer \$1,800 covering deceased original members, was made and seconded. No discussion. Motion carried unanimously.

Agenda items discussed now. HR.23 has about run its course in this Congressional session and President Harvey queried members about what they want to do in the next 113th Congressional session. Questions were raised about what our bill HR.23 called for –whether lump sum payment or the original \$1000 monthly. President Harvey stated that the original bill still stands. A suggestion was made to call for a vote to let it HR.23 drop. Morris called for a consensus of opinion vote – motion was made, seconded and voted majority of ayes and 2 nays.

Morris Harvey called for volunteers to assist John McSpadden with the voting J. Fred Rodriguez, Percy Mac Donald and Capt. Preifer volunteered.

Motion to adjourn. John McSpadden presented voting proxy problems and reported the chapters that he did not have proxies for at this time. Vote to adjourn was unanimous.

SPECIAL WORKSHOP JUNE 4th – evening

Various topics were discussed. Sindy reported that the new region structure was fairly distributed by member numbers. She issued a plea to get new chapter members. There will be a re-

port on how to attract new members in the next NEWS Magazine and she gave a few suggestions how to do that.

GENERAL SESSION – JUNE 5th

President Harvey called the meeting to order. Opening ceremony included presentation of the flag by a color guard, Pledge of Allegiance and an invocation. An introduction to AMMV chapters present was called for. National President Harvey reviewed some of the proceedings of the prior days Board of Directors meeting. Speaker was Tom Harrelson, recently retired MARAD executive. He spoke of the necessity of keeping the Jones Act valid and stated that abolishing it would be disastrous to the U.S. maritime industry.

During the afternoon session, President Harvey reviewed for the general assembly the proposed budget for the next fiscal year and the various proposals and RVP election items.

Nominating and Credentials Chair John McSpadden, aided by assistant Richard “Ben” Benjamin of the Central Indiana Chapter and the other volunteers as required by the By-Laws, opened the voting with an additional request for Chapter proxy submittals. It was determined that Chapters present or proxies submitted were from 43 chapters with 27 non-voting Chapters. Votes were tallied by chapter according to “Robert’s Rules of Order” procedure. The results to be announced at a later time.

Results of the voting by the General Assembly were:

Proposal #1 – The election of Regional Vice Presidents of reapportioned regions as specified in Proposal #2: Chapters in specific regions were called on to vote with the following results:

- Region 1 - Region 1 – Richard Arcand, Sarasota Manatee - unanimous, total votes 333
- Region 2 – vacant
- Region 3 – George Bathie, Keystone Mariners Chapter - unanimous, total votes 356
- Region 4 – J. Fred Rodriguez, Edwin O’Hara Chapter – unanimous, total votes 79
- Region 5 – Burt Young, Mo Valley Chapter – unanimous – total votes 79
- Region 6 – Charles Montanaro, Eastern Oklahoma Chapter – unanimous – total votes 179
- Region 7 – Bill Marker, Oregon Chapter – unanimous – total votes 140
- Region 8 – George Bruno, Golden Gate Chapter – unanimous – total votes 319

Proposal #2 – the realignment of Regional configurations from twelve (12) to eight (8) –

Total votes in favor 1,482 Nays – none

Proposal #3 – Revision of National Secretary’s duties as described in the By-Laws –

Total votes in favor 1,499 Nays – none



Mike Schneider, Project Liberty Ship

Proposal #4 – Covering the numbers needed for voting on issues by the National BOD –

Total votes in favor 1,499 Nays - none

Dinner speaker was Mike Schneider from the Project Liberty Ship – SS John W. Brown who explained the primary mission of this project, saying that it is to preserve, maintain and operate this historic Liberty ship as an operating vessel and living museum.



John McSpadden, SS Stephen Hopkins Chapter

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GENERAL MEETING – JUNE 6th

Pledge of Allegiance was recited and an invocation given by Morris Harvey. He gave a few facts about D-Day noting that this was its 68th anniversary. Ben Benjamin, CEO, Central Indiana Chapter, played Taps on his bugle. Morris referred to the budget items that were approved at the Board of Directors meeting. Morris introduced the new candidate for National Vice President, David Goff of the Gulfstream chapter who told us he was a Merchant Marine veteran of Vietnam. Motion and seconded to elect Captain Goff. No discussion. Call for a vote and none opposed. Morris offered congratulations to David, our new Vice President Elect. Some points of order were then brought up concerning eligibility of voting at this meeting. Morris announced he would call an email meeting of the BOD to make the vote for VP Goff official.

Morris introduced Sidnee Cox of the

Just Compensation Committee & Ian Allison's office. She updated the audience on various items which will be reported in the next NEWS and she assured that Ian is NOT going to give up on our efforts. A.J. pointed out that we should be using Facebook, Twitter or other electronic communications to get our word out.

Guest speaker Garry Hicks, Chairman of the USMMA KP Alumni – Chapter Presidents Alliance. He reported on the D-Day invasion details and called for a moment of silence to honor all those who were involved. He covered the mission and history of Kings Point Academy and answered questions about the Academy.

In the afternoon session, Jack Klimp, President of NAUS, spoke on their legislative efforts on HR.23 and NAUS' fight for Veterans issues all across the board. And Richard Berkowitz, Director of Pacific Coast Operations for the Transportation Institute, a non-profit organization dedicated to maritime research, education and promotion of U.S.-flag maritime industry, spoke on their efforts on behalf of the U.S. maritime industry.

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BANQUET – JUNE 6th

President Harvey presented special service awards to A. J. Wichita, Past President Emeritus, for his contribution of a bi-monthly magazine article to the NAUS magazine, Dr. Larry Kerkow for his efforts in gaining Veterans' status



John Wolff, Mon Valley Mariners Chapter

for post-WWII Mariners, Herman "Gerry" Starnes for his efforts on behalf of HR.23, Carole Gutierrez for her work on the Convention Memory Book and Sindy Raymond for her efforts on organizing the Convention and her Editorship of the AMMV NEWS Magazine.

Speaker Joel Szabat Executive Director for the Maritime Administration (MARAD) also spoke of funding for Kings Point Academy and explained other MARAD funding projects including disaster assistance and small business lending. General session was closed to meet again in 2013.

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The minutes have been transcribed from recordings at the convention. Every effort has been made to be as accurate as possible and as complete as space allows. A complete CD of the proceedings is available from me.

*Charles Mills
National Secretary, AMMV*



Leo Ciskiewicz, USNAG and George Salovich, National Treasurer

THE JONES ACT – THE FOUNDATION OF THE MERCHANT MARINE

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

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

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

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

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

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

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

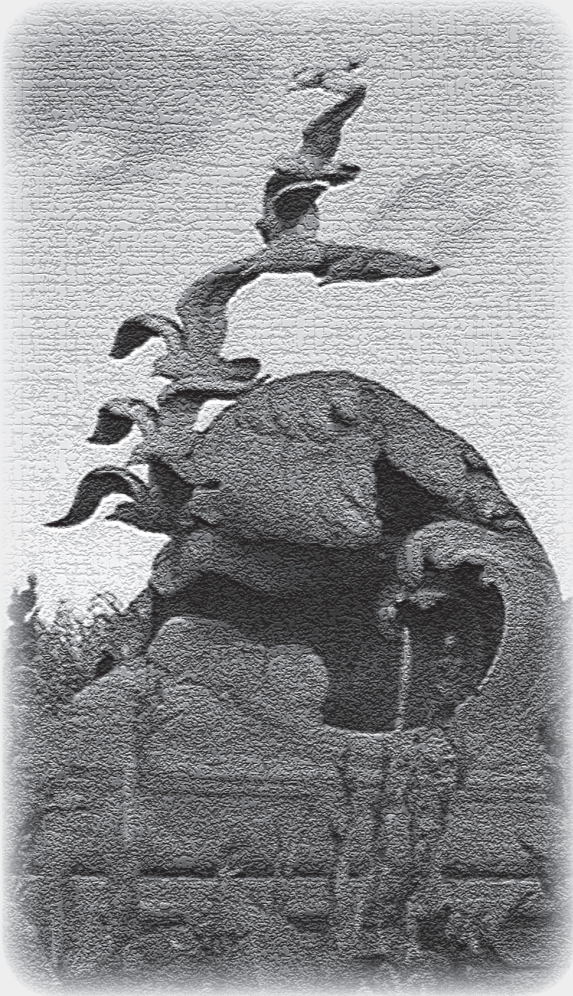
The Jones Act is the foundation upon which the modern American merchant marine and maritime industry is built.

Courtesy of the American Maritime Congress

Welcome Aboard to these New Members of the AMMV

| | | | | | | | | |
|------------------------|----------------|----|----------------------|----------------|----|---------------------------|-----------------|----|
| LAVONNA ANDERSON | KENNEWICK | WA | GARY S. GILBERT | FAIR OAKS | CA | GILBERT B. PFISTERER | NICHOLSON | MS |
| JEANNIE ANTONAVICH | BELLINGHAM | WA | DUANE HANSON | BELLINGHAM | WA | ROBERT L. RAVEN | RIVERSIDE | CA |
| EDNA BAKER | KENNEWICK | WA | MARK HASKELL | VALRICO | FL | JIMMIE D. RICE | GREENVILLE | IL |
| SHARON BAMBERGER | LIBERTY | NY | ROBERT E. HOLLOBAUGH | GRANT | FL | JOHN W. RICE | DEERFIELD BEACH | FL |
| JACK BECK | ESCANABA | MI | HENRY F. JACOBS | LONGBOAT KEY | FL | THOMAS M. RICE | MATTOON | IL |
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| CLIFFORD L. BROWN, JR. | SAN PEDRO | CA | JAMES D. JONES | NORWICH | CT | LEONARD J. SCHLADWEILER | RYEGATE | MT |
| BILL BROWNE | GROVER BEACH | CA | KAREN JONES | SALEM | CT | PAUL SCHNEIDER | FERNDALE | WA |
| SHEILA CAMPBELL | KENNEWICK | WA | TIMOTHY JONES | SALEM | CT | HARRIS SEMON | BOCA RATON | FL |
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| EUGENE CASTANO | | | DAVID LA MONICA | TOTOWA | NJ | DIANE SOTTILE | HURLEY | NY |
| SAM O. CLEMENTS | LYNN HAVEN | FL | DANNY LANG | SUTHERLIN | OR | HAROLD SPENCER | PASO ROBLES | CA |
| NETTIE CLOUTHIER | BELLINGHAM | WA | JOYCE A. LIPPERT | INGRAM | WI | RICHARD STARRETT | EUREKA | CA |
| TROY L. CUMMINS | SUN CITY | AZ | TODD M. MARA | ROSEVILLE | CA | DONALD STITES | SNOHOMISH | WA |
| LOYD DAILY | KENNEWICK | WA | DOUGLAS L. MARTIN | ST. IGNATIUS | MT | JOHN F. SUDER | PORT ST. LUCIE | FL |
| ELLEN DAVILA | CANCUN | MX | GEORGE E. MC CARTHY | YORK | ME | GORDON THOMPSON | ROSE | OK |
| CHARLES F. DODGE | LATHAM | NY | DENNIS MURPHY | DINGMANS FERRY | PA | BRUCE E. VINING | SPRINGVILLE | AL |
| WILLIAM J. ELLIS | PORT ST. LUCIE | FL | MICHAEL F. NAJMULSKI | LONG BEACH | CA | JOSEPH C. VON THRON, M.D. | COCOA BEACH | FL |
| JERRY A. FISHER | RONAN | MT | CHHARITH OEUN | BURIEN | WA | CHARLES H. WILLIAMS | HILLSBOROUGH | NC |
| MIGUEL FORTINI | SEAL BEACH | CA | | | | | | |

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.*

GUSTAVE ANDERSON
EDWARD BAMBERGER
ALBERT BROWNESKI
JOHN V. BRUCKER
WILLIAM G. CAMPBELL
WILLIAM F. CAPLEY
ROBERT E. CARLSON
REX CONRADSON
EARL LEE DICKEY
RALPH DYKES
FRANCIS K. FOOTE
NORMAN A. FRIEDMAN
HERBERT E. HALL
WINNIE
HAMMERSCHMIDT
ROGER E. HARDY
JOHN "JACK" F. HILL
ALVAH T. HINTON
ROSCOE F. JENNINGS
ADEN J. KEELE
RADM THOMAS A KING
EDWARD F. KIRBY
STANLEY KRAMER

CARROL P. LACOUR
CAPT. GEORGE M.
MARSHALL
RICHARD D. MC CAMY
THOMAS MCTAGGERT
ROBERT E. MILLER
WILFORD MOHR
TOM MOTTER
LEE NESBITT
ROBERT E. PETERSON
JOSEPH C. PFEIFFER
KATHLEEN PRIOR
CELESTINO "SAL"
QUINONEZ
JOSEPH P. ROBERTS
LEWIS ROSS
JOSEPH B. SHIFFERT
DANIEL SOLOMON
MILFORD E. TOBIN
LARRY TOUISSANT
CHESTER D. VACCA
BERNARD C. WINN
RALPH ZAMACONA

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.

Convention Fun & Games



Entertainment provided by impressionist Sally Langwah and her husband, Roy.



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A little known, but interesting chapter in U. S. Army Quartermaster History is the War Dog program. During World War II, not long after the attack on Pearl Harbor, the American Kennel Club and a new group calling itself "Dogs for Defense" mobilized dog owners across the country to donate quality animals to the Quartermaster Corps. Dogs donated by a patriotic public to the Army saved the lives of a number of soldiers in combat.

Beginning on 13 March 1942, the Quartermaster Corps ran the Army's so-called "K-9 Corps" and undertook to change these new recruits into good fighting "soldiers." The readily-used phrase "K-9 Corps" became a popular title for the War Dog Program in the 1940s and 50s, and found wide informal usage both inside and outside the military. The term however is not official. Its origin lies in its phonetic association with the equally unofficial, alternative phrase "Canine Corps."

At first more than thirty breeds were accepted. Later the list was narrowed down to German Shepherds, Belgian Sheep Dogs, Doberman Pinschers, Farm Collies and Giant Schnauzers. In all, a little over 19,000 dogs were procured between 1942 and 1945 (about 45% of these were rejected as unsuited for training). Initially the Quartermaster Corps placed the War Dog Program in its Plant Protection Branch of the Inspection Division, on the theory that dogs would be used chiefly with guards at civilian war plants.

The first estimates were that only about 200 dogs would be needed, but that soon changed. Dogs for Defense worked with qualified civilian trainers, who volunteered their services without pay, to train dogs for the program. Soon the demand for sentry dogs outstripped the original limited training program. As requirements



increased reception and training responsibility was transferred to the Quartermaster Remount Branch, which had years of experience dealing with animals. Dogs for Defense continued its highly successful campaign to solicit donations of dogs. In the fall of 1942 the program expanded to procure and train dogs for the Navy and Coast Guard as well. Later these branches procured and trained their own dogs.

Training

The Quartermaster Corps trained dog handlers, most of which were Quartermaster soldiers, as well as dogs and was responsible for developing all doctrine for training and use of War Dogs. It even developed a Technical Manual; TM 10-396, War Dogs, 1 July 1943.

Total training time for a dog

was between 8-12 weeks. At the training centers, dogs began a rigid military routine. A "basic training" period was initiated where dogs were trained to carry out certain fundamental commands such as sit, stay, come, etc... They were also accustomed to muzzles, gas masks, riding in military vehicles and to gunfire. After completion of basic training each dog went through specialized training:

Sentry Dogs

Worked on a short leash and were taught to give warning by growling, alerting or barking. They were especially valuable for working in the dark when attack from cover or the rear was most likely. The sentry dog was taught to accompany a military or civilian guard on patrol and gave

him warning of the approach or presence of strangers within the area protected.

Scout or Patrol Dogs

In addition to the skills listed for sentry dogs, scout/patrol dogs were trained to work in silence in order to aid in the detection of snipers, ambushes and other enemy forces in a particular locality.

Messenger Dogs

The most desired quality in these dogs was loyalty, since he



submarine activities.

By early 1944, when the US military went on the offensive in both the Pacific and European Theaters, the emphasis shifted to supplying dogs for combat. In March 1944, the War Department authorized the creation of Quartermaster War Dog Platoons and issued special TO&Es (tables of organization & equipment) for that purpose. Fifteen platoons were activated in World War II. Seven saw service in Europe and eight in the Pacific.

The scout dog and his Quartermaster handler normally walked point on combat patrols, well in front of the infantry patrol.

must be motivated by the desire to work with two handlers. They learned to travel silently and take advantage of natural cover when moving between the two handlers. (A total of 151 messenger dogs were trained.)

Mine Dogs

Called the M-Dog or mine detection dog they were trained to find trip wires, booby traps, metallic and non-metallic mines. (About 140 dogs were trained. Only two units were activated. Both were sent to North Africa where the dogs had problems detecting mines under combat conditions.)

War Dog Use

Of the 10,425 dogs trained, around 9,300 were for sentry duty. Trained sentry dogs were issued to hundreds of military organizations such as coastal fortifications, harbor defenses, arsenals, ammunition dumps, airfields, depots and industrial plants. The largest group of sentry dogs (3,174) were trained in 1943 and issued to the Coast Guard for beach patrols guarding against enemy

Scout dogs could often detect the presence of the enemy at distances up to 1,000 yards, long before men became aware of them. When a scout dog alerted to the enemy it would stiffen its body, raise its hackles, pricking his ears and holding his tail rigid. The presence of the dogs with patrols greatly lessened the danger of ambush and tended to boost the morale of the soldiers.



Because of their success, demand for scout dogs in particular was growing during the closing days of the war and a total of 436 scout dogs saw service overseas. Eventually all dog training activities were centralized at Fort Robinson, Nebraska with the focus on tactical dogs and their handlers.

A prime example of the effectiveness of the dog was the caliber of performance in the Islands of the Pacific. Dense vegetation and continuous semidarkness of the Pacific Island jungles afforded opportunities for the enemy to infiltrate the American lines and conduct reconnaissance and ambushes. Scout dogs were instrumental in taking this advantage away from the enemy. In contrast, "dogless" patrols suffered casualties, usually as a result of ambush or surprise attacks.

In Europe conditions generally were less favorable to widespread use of dogs. This was due to the rapid movement of troops and the generally open terrain. Most dogs were utilized in sentry duties.

Recognition of War Dogs

A number of dogs trained by the Quartermaster Corps established outstanding records in combat overseas. At least one dog was awarded combat medals by an overseas command. These were later revoked since it was contrary to Army policy to present these decorations to animals. In January 1944, the War Department relaxed these restrictions and allowed publication of commendations in individual unit General Orders. Later approval was granted for issuance by the Quartermaster General of Citation Certificates to donors of war dogs that had been unusually helpful during the war. The first issued were in recognition of eight dogs that were members of the first experimental War Dog unit in the Pacific Theater.



CHAPTER NEWS

Cascade Mariners Chapter

Memorial dedicated

Here in the Northwest, a dedication ceremony to the memorial honoring the memory of the Merchant Seamen that served in World War II was held. The memorial funds were raised and contributed to the memorial efforts by the Cascade Mariners of Vancouver Chapter in conjunction with the Oregon Chapter.

The date was chosen because during WWII, May 30th was a designated date for honoring those who had passed on. We felt that this way we were honoring the mariners who had crossed the bar during the war.

An article in "The Columbian" newspaper covered the event and interviewed several people including Tauno Alanko, who was aboard the Liberty Ship Star of Oregon, built in the Kaiser shipyards in Portland, when she was torpedoed in the Caribbean.



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

Dennis A. Roland Chapter

Parade Participants

Members participated in the Bayonne, NJ Memorial Day Parade on May 20, 2012.



(l to r) Joe Kubala, John Dziekan, George Murphy, Jack Strangfeld. (back) Harry Dircks

Golden Gate Chapter

A Memorial Day Thank You:

"This Memorial Day in the U. S. – like every Memorial Day – we commemorate and remember those who've given their lives for our freedoms and our nation. 'Given their lives' is really not accurate, though, as Andy Rooney noted – these soldiers died, plain and simple. They died so that in the future, our country might be safer or democracy might be nurtured in an otherwise hostile environment. They died so that great evils could be done away with in WWII (and WWI). They died so that politicians could wage endless, unwinnable wars for political ideals (Vietnam, Korea and now Iraq). They died, quite simply, so that we could enjoy the freedoms we so often take for granted in our country.

For every veteran and every active duty soldiers and individual in military uniform – thank you. Thank you for the sacrifice you continue to make every day on our behalf. And for every family who's lost a soldier due to service to their country – thank you. Thank you for your family members who made the ultimate sacrifice for our country. No words can ever express the debt we owe these brave men and women."

Humboldt Bay Chapter



A surprise trophy

Every year the city of Eureka (CA) has a Rhododendron (Rhody) Parade. Our chapter does not usually participate but this year the theme honored Veterans. So we thought we'd take a chance. Not having any "official" equipment, we borrowed an old 16-foot fishing boat and trailer from a neighbor and our tow vehicle was a loaner, too,- it looked like a post-WWII SUV that had been primed but not painted yet. This year's parade was comprised of more than 85 floats and other usual parade things. The floats are decorated with rhodys and other flowers, which was accomplished thanks to our associate member, Billy O'Donnell. Chapter turnout..... well, CEO Bill Odonnell and Sec./Treasurer Cindy Raymond and Bill's grand-daughter were aboard. And on-loading and off-loading is another story.

You can imagine our complete surprise and wonder when we won the Grand Marshall's Best Theme trophy! We're still stunned.

Midwest Chapter

Memorial Day ceremony

Several members of the Midwest Chapter represented, on the stage among the other dignitaries, the World War II Merchant Marine Veterans at the Memorial Day celebration in Chicago. Grand Marshall of the event was David Petraeus, former "heroic" general and now Director of the CIA. He was urged by his wife to speak with the Mariners; the General's father was a sea captain and David is very appreciative of mariners.



David Petraeus, former general and now Director of the CIA speaking with chapter members l to r: Bob McGaghie, Bob Moroney, Lee Sturonis.



Chicago Mayor Rahm Emanuel with the same men.



CHAPTER NEWS

Ocala Chapter

Dramatic YouTube video depicts human cost of piracy

A powerful short film posted on You Tube by the international “Save our Seafarers” (SOS) campaign features a moving interview with a mariner who was held hostage for eight months by Somali pirates. The six-minute video uses a mixture of interviews and dramatizations to create a frightening, realistic sequence in which a ship is captured and hostages taken. The reenactment is followed by a compelling report given by a former hostage and interviews with the European Union Naval Forces chief of staff and a member of the SOS Steering Group.

“Seafarers have been constantly under threat from Somali pirates for the last five years, with at times more than 800 innocent seafarers being held hostage for months on end in appalling conditions and facing mental and physical torture at the hands of their captors,” said SOS spokesman Bill Box. “Piracy costs the global economy as much as 12 million pounds a year and continue to threaten key transport routes through the Indian Ocean. The aim of our video is to take the campaign message to a wider audience and to gain support outside as well as inside the maritime industry, calling for more determine government action against Somali piracy.”

The campaign, which was launched in March of this year, is made up of the largest ever grouping on international seafarers’ organizations, shipping companies and shipping industry associations. It has already received backing from the British, Philippine and Georgian governments and has seen support from 180 countries.

To watch the video and sign a petition in support of concerted government action to end piracy, go to www.saveourseafarers.com.

***Two Mini-Conventions are planned –
the Western Regional in Reno, NV, and
the Region 6 one in Branson, MO.***

Details later in this issue.

SEE YOU THERE!

Roadrunner Chapter

Memorial Day article honors Merchant Mariners

13 members of the Roadrunner Chapter attended the ceremonies on Memorial Day at the New Mexico Veterans’ Memorial in Albuquerque.. Reporter Rosalie Rayburn of the Albuquerque Journal interviewed them and excerpts of her article follow:



Merchant Marine veterans Anthony Gurulé, front left, and Nicholas Sanchez, right, with, from left, Don Lipcaman, Martin Hrivnak, Lou Feters, Pat Brinkley, Albert Keeney, Kenneth Wood, Keith Barkimer, and Ken Wiley at the Merchant Marine World War II memorial at the New Mexico Veterans’ Memorial in Albuquerque.

“Though their numbers are dwindling, the men who kept the ships running that brought vital supplies to troops and allies during World War II still draw comfort from sharing memories of those epic times. Rio Rancho resident Lou Feters and the 15 or so members of the Roadrunner Chapter of the American Merchant Marine Veterans are mostly in their 80s. Those who are still fit enough made the pilgrimage on Memorial Day to the New Mexico Veterans’ Memorial in Albuquerque or the Veterans Monument Park in Rio Rancho.

“If you’ve experienced something, it’s altogether different than when you just talk about it. It gives you that closeness that you don’t have unless you’ve experienced it,” Feters said.

Feters, 87, was in his late teens when he joined the Merchant Marine in 1943. Enemy aircraft, ships and submarines were destroying cargo ships as fast as they could be built and the service was desperate for manpower. The U.S. Maritime Service was accepting volunteers as young as 16 years old. Feters wanted to be a Navy fighter pilot but couldn’t enlist because of a



CHAPTER NEWS

perforated eardrum. In the Merchant Marine, he became a chief radio officer in charge of communications and served on ships in the North Atlantic, Mediterranean and Pacific.

The work was brutally hard, too. Don Lipcaman joined at 17 and started his shipboard career as a “wiper” cleaning down engine room equipment. “That’s a hot, hot job and there was no ventilation,” he said.

His shipmate and close buddy during his Merchant Marine days was Jimmy Dean, who later gained fame as an entertainer and founder of the sausage brand. Initially, Lipcaman and Dean served aboard the slow and crack-prone “Liberty” ships which were mass produced to keep pace with war losses by Kaiser shipyards. Their maximum speed was about 11 knots, or close to 13 mph. When repeatedly battered by large waves, some of the ships broke in half, Lipcaman said.

In recent years, Lipcaman, Brinkley and another chapter member, Nicholas Sanchez worked together to get a monument erected at the New Mexico Veterans’ Memorial to pay tribute to their comrades’ service. Carved on the top are the words: “forgotten heroes.”



World War II Merchant Marine Don Lipcaman (left) and crew mate Jimmy Dean, in Lima, Peru.

Sacramento Valley Chapter

Cemetery bench dedicated on Memorial Day, 2012

National Maritime Day, June 22nd, served also as dedication day for the Sacramento Valley Chapter’s new Merchant Marine memorial bench at the 6-year-old National VA Cemetery in Dixon, Ca. The dedication was attended by this hearty group of Mariners from the Sacramento Valley and Golden Gate chapters. According to VA officials, the Dixon facility is now the final resting place to over 12,000 veterans and spouses and in the six years since its dedication it has become the 16th busiest VA National Cemetery in the country.



San Diego Silvergate Chapter

A thank-you letter to the San Diego (CA) newspaper for publishing in Letters-to-the-Editor:

It has always been a pleasure to be a participant in the Coronado Fourth of July parade, this year especially. The Silvergate Chapter of the American Merchant Marine Veterans of WWII has never been a large group for a parade and this year was the smallest.

It was very moving to have many spectators, including men in uniform, get up from where they were sitting and salute or say thank you to our small group of only four elderly veterans 85 to 90 years of age. It made the two of us that carried our banner the whole mile and a half feel very proud indeed to be so recognized.

When one has witnessed our government choosing not to fully recognize the services of the Merchant Marine during World War II for having delivered over 94% of all the supplies necessary for the success of our country and our allies to win World War II these actions of appreciation and patriotism on the part of parade observers made us feel very proud. Thank you to all who attended the parade!

Byron Ayres

President, San Diego Silvergate chapter of AMMV



CHAPTER NEWS

Susquehanna Valley Mariners Chapter

Was it U.S. Navy or U. S. Coast Guard?

From Bill Balabanow, Editor of their newsletter

At our May meeting, President Newcomer brought our attention to The Merchant Marine Act of 1939. The pertinent part concerns the necessity that the U. S. Merchant Marine be capable of serving as an auxiliary of the U. S. Navy during times of emergency/war.

There are those who argue that this was the role that encompassed the U. S. Merchant Marine during WWII. This would place the Merchant Mariners directly under the control of the U. S. Navy and not under the control of the U. S. Coast Guard. I do not think that this requirement was ever implemented by the government. Also, something comes to mind is that the U. S. Maritime Service was given the job of training these kids to become the Merchant Mariners to man the Merchant Vessels and I seem to remember that the USMS was placed under the authority of the U. S. Coast Guard.

Whoever said that the role of the Merchant Mariner was simple wasn't thinking straight. Just join up, deliver the goods and go home to face a very discriminating and hostile public who will immediately brand you as a draft dodger or hide behind a cloak of anonymity.

Minnesota Viking Chapter

The meaning of:

Memorial Day, May.

Memorial Day is a time for pause and reflection as we remember all those who made the ultimate sacrifice for all of us in the name of liberty. Our nation is free today because of the selfless sacrifices that thousands of Americans have made in the line of duty. These men and women are shining examples of the will, determination and spirit of the American people.

The National Moment of Remembrance, established by Congress, asks American wherever they are at 3 p.m., local time, on Memorial Day to pause in an act of national unity (duration one minute). The time 3 p.m. was chosen because it is the time when most Americans are enjoying their freedoms on the national holiday.

We encourage you to enjoy the holiday, but ask that you take time on Memorial Day to remember and honor our loved ones, our friends, and our ancestors who fought

and died in service to our country. And please don't forget, on Memorial Day the flag should be flown at half-staff until noon, when it should be raised to the top.

Flag Day, June 14 is America's Day

There are over 500 flags in the world that represent nations, states, region and provinces but none are more recognizable than the American Flag. For 233 years, the American flag has been the symbol of our nation's unity, as well as a source of pride and inspiration for millions of citizens.

On Flag Day we not only honor the flag, but everything it represents: Freedom the right to worship as we choose, to speak and write without fear and to vote as we please. At the same time, we are honoring the hardworking men and women of the Uniformed Services who have made this the greatest and most successful country that the planet has ever known.

On June 14, we encourage all of our readers to show their patriotism by flying the flag and be an American who takes pride in their country and all of her defenders, past, present and future.

Angel Goes to Sea



CAPTAIN LARRY KERKOW

Join Angel on a high seas adventure on a merchant marine vessel called a Liberty ship during World War II. A friend to all aboard, she makes her presence known by loyally standing by the men on the Liberty ship. One day, something scary happens, but Angel is right there to save the day. Angel Goes to Sea is a story that brings back the memories of a time long past and gives the reader a glimpse of life on a Liberty ship. At the end of the journey, she returns to her family, with fond memories of her time on the sea.

AVAILABLE AT AMAZON.COM



JUST COMPENSATION

Special report by Sidnee Cox on the Baltimore Convention

Ian Allison was unable to attend the National Convention in Baltimore so I went to deliver his message. He wanted to extend his appreciation to all in attendance for their friendship and support through the years, and to express his regret for being unable to attend in person. He plans to attend the West Coast Regional Convention in Reno at the end of September. Health issues have made flying in airplanes a hazard for Ian during the past year due to blood clots, but Reno is only four hours away by car.

My trip to Baltimore began at the San Francisco airport where I noticed a familiar looking woman who was about to board my plane. After a minute or two I realized that she looked just like our Santa Rosa Congresswoman, Lynn Woolsey, and one of the co-signers on HR-23. Woolsey headed to first class, so I was unable to say hello, but when our plane arrived in Washington, DC and we were all walking off, I had my chance. I asked her if she was Congressman Woolsey, and she said, "I am!" We continued to chat all the way to baggage claim. I told her I was going to the National Merchant Marine Convention in Baltimore and thanked her for co-signing HR-23. "Unfortunately, the bill has yet to pass the House this time" I said. She replied "Nothing is passing in Congress now!" and added that she is weary and is retiring after her current term. But she added, "I have been honored to represent you and our North Coast for the past 20 years." I was about to invite her to our Convention, but she mentioned that she had Congressional meetings and a luncheon in New York the following day.

Because I have family in the DC and Baltimore area and needed to divide my time, I was unable to attend much of the Convention. But I did make it to several of the meetings and was able to attend the rally at the WWII Memorial on June 7th. It was so heartwarming to see the tourists come up to our Merchant Mariners and shake their hands, saying "Thank you for your service to our country." Even though our presence was small, I think it made an impact on many who were there.

The following is a synopsis of Ian's message to the Convention membership that I delivered for him the

morning of June 6th:

Aid and Attendance: Ian is very appreciative of A.J. Wichita's past articles published in NAUS magazine about Aid and Attendance (A&A). Briefly, A&A is a benefit available to wartime veterans (for any wartime period) whose medical and home support needs

substantially compromise the veteran's financial resources. In Ian's case, at the age of 92, he needs help with many of his daily activities and requires the attendance of a supportive person during his waking hours because of mobility issues. All this costs money. He filed for A&A several years ago and was initially turned down. He went through the appeal process with the help of an attorney (paid for by the VA) who got Appeals Court to successfully remand his case back to the local VA office

for reconsideration. He is awaiting final results of his appeal. Once he has successfully negotiated the entire process, he will share how it's done with anyone who needs the help.

The VA literature states that anyone interested in applying for A&A can call a local VA service officer for an application form and more information. The JCC also has copies of the required forms that can be emailed to you. The VA publicizes the availability of A&A for both veterans and their spouses but there are some stipulations that must be met. The information below is part of the A&A application package sent from our local VA office:

Non-service connected disability pension/Aid and attendance (A&A): If you are low income and have disabilities that keep you from working, or are over 65, and served at least one day in a war-time period, you may be able to receive monetary benefits from the VA in the form of a non-service connected disability pension.... This is a means tested program with income and net worth eligibility requirements. You may receive a higher level benefit if you are housebound or need the aid and attendance of another person to complete normal life tasks. (Housebound and A&A is pension with an increased benefit to compensate for increased costs of care. To qualify for housebound or A&A, one needs to





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first meet the requirements for pension, and demonstrate a medical necessity for the increased level of benefit) the program is intended for low income Veterans, or Veterans with significant unreimbursed medical costs. Additionally there is a net worth limit of approximately \$80,000 excluding home, auto and personal items. (Note: Several attorneys/financial planners are using wealth/asset transfer strategies to make Veterans who exceed the net worth limits eligible for "Aid and attendance". They state that aid and attendance is a "well kept secret" by the VA, and they can make them eligible for the benefit by helping them apply through an asset transfer/trust/annuity strategy (of course for a nice commission). **Our office will assist Veterans/families to apply for this benefit for free.**

The benefit in a nutshell: All rates are maximum rates
 Non-Service Connected Pension (NSC Pension): Vet, no Dependents \$985/mo; Vet w/spouse \$1291
 NSC Pension (House bound): Vet, no Dependents \$1204/mo; Vet w/spouse \$1510
 NSC Pension (Aid and attendance): Vet, no Dependents \$1644/mo; Vet w/spouse \$1949

Legislation efforts to pass HR-23: Handouts were distributed at the Convention regarding the history of our bill in Congress, dating back to the 109th Congress in 2005 through 2012, including the amount of co-signers for each House and Senate bill. Here's the breakdown for "Belated Thank You to the Merchant Marine Veterans of WWII":

- 109th Congress, 2005-2006: HR-23 co-sponsors: **269**, Senate bill S.1272 co-sponsors: **41**
- 110th Congress, 2007-2008: HR-23 co-sponsors: **244**, Senate bill S.961 co-sponsors: **61**
- 111th Congress, 2009-2010: HR-23 co-sponsors: **168**, Senate bill S.663 co-sponsors: **50**
- 112th Congress, 2011-2012: HR-23 co-sponsors: **88**, No Senate bill introduced yet

As we all know, despite our very best efforts, we have yet to get our bill passed! But here at the JCC, we feel that the passage of our bill was not our only goal. Our other goals have been: (1) to raise awareness and promote publications regarding the contribution of the Merchant Marine to the war effort (*We will not be forgotten!*) and (2) to support the National AMMV organization in their outreach goals.

The JCC acknowledges Mark Gleeson's efforts in compiling three extensive volumes of books discussing



the legislative efforts to pass the Merchant Marine Fairness Act of 1999, which extended the date by which the Merchant Mariners of WWII would be considered U.S. Veterans from August 15, 1945 to December 31, 1946. Behind the scenes tinkering by legislative aides watered down these benefits, much to the frustration of many merchant seamen who joined the MM in this critical period.

Since litigation has been the only successful route by which the Merchant Mariners of WWII have gained substantial benefits (referring to the 1988 legal case "Schumacher, et al vs. Aldridge, Secretary of the Air Force" which granted the Merchant Mariners of WWII veteran status), the JCC brought up the question of litigation versus legislation. A discussion ensued at the Convention whereby our AMMV President, Morris Harvey stressed the point that those attending the business meeting were in agreement to continue on the current legislation path. A new House representative will be found to re-introduce our bill, since Rep. Bob Filner is retiring. The JCC supports Morris and the position of the AMMV majority. However, the JCC suggests that litigation could be a viable alternative should legislative efforts fail, but we will need to find an expert legal champion to take our case forward.

Lump sum versus monthly benefit: This question has been kicked around for awhile. Early on, when the original HR-23 was being written for the 109th Congress, Bob Filner was in agreement that a \$1,000 a month benefit would be easiest to pass into law, as it would be a payout over time and not a lump sum. It is now many years later and our Mariners have all gotten older and many have passed on. Now some believe that a lump sum would best serve their situation. However,



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this would depend on the amount of the lump sum and how many years the MM Vet had left to collect the monthly benefit. Ian pointed out that over ten years ago, the Canadian government made a lump sum payout to the Canadian Merchant Mariners of \$20,000 per veteran, paid out in two installments.

The following information is from a special report titled "Veterans Benefits: Merchant Seamen" by Christie Scott for the Congressional Research Service, 12/23/08. The complete 14 page report is quite interesting, and can be found at: www.policyarchive.org/handle/10207/bitstreams/19908.pdf

"Canada granted recognition of Canadian merchant seamen serving in all wars and various civilians in 1992 with the passage of the Merchant Navy Veteran and Civilian War-related Benefits Act. Merchant navy veterans were then eligible for all benefits administered by the Canadian Department of Veterans Affairs. The benefits were not retroactive. In 1998, Canadian merchant navy veterans conducted a hunger strike, and in 2000 the Canadian government established a grant program for merchant seamen. The program provided a lump-sum payment based on the length of service during a period of war."

Survey report: The JCC is still working on tabulating the results of the survey sent in November 2011. It is a very time-consuming job! Based on over 3,000 of the results (and we have many thousands more to go), here

are the results so far:

Merchant Marine Vets who served DURING WWII only (no other service): 42.5%

- MM Vets who served DURING and AFTER WWII, including Korean War and beyond (no other service): 15.0%
- Total MM Vets of WWII with no other service: 57.5%
- MM Vets who served CONCURRENTLY in another service DURING WWII: 12%
- MM Vets who served in another branch of service AFTER WWII (drafted or enlisted): 29.5%

We have had a number of surveys returned that either had no forwarding address or were sent from widows indicating that their husbands had passed on. We have not included that percentage in our tabulations, but we are keeping track of how many have passed on, and will include that number in our final tally.

The Reno Convention: Ian is looking forward to seeing many of you at the Reno Convention. I would like to add that this was my first AMMV Convention and it was a great pleasure to meet many of the members who I have heard so much about, and some with whom I have had the pleasure of speaking with on the phone. I wish you all the best and hope to meet you again in the future. — *Sidnee Cox*

Dear Merchant Marine Veterans,

We are filmmakers who are looking for Mariners
who served on a ship with an African mariner named
Emanuel "Toby" Ebiember

or went to one of his bars in Shanghai, Hong Kong or Singapore
between 1948 and 1969.

Please contact Paul at 718-287-0792
theharlemclubshanghai@gmail.com
Thank you

LETTERS TO THE EDITOR

G.I. Brides

Dear Sindy:

Thought you might be interested in this notice from "South Wales GI Brides Magazine" of July, 2012.

"By special licence on April 20th, 1945, Frank W. Montrose Junior (US Merchant Service) of Franklin, New Jersey married Patricia Mary Coelho, only daughter of Mr. and Mrs. W.F. Coelho, Llandaff North, formerly of Penarth."

The magazine's Editor footnotes this: I am always happy to describe those who married US Merchant Seaman as GI Brides. Some might call them War Brides. But, hey, what's the difference?

C.A. Lloyd

Editor, "The Pointer"

USNAG Magazine

Editor's note: Thanks, CAL. I know of at least one Merchant Mariner who really enjoyed bringing the GI brides home after the war ended. Must have been fun trips.

Merchant Mariner license plates



Dear Editor:

Enclosed is a photo of my license plate. It shows how the State of Illinois honors its Veterans. People approach me and ask if I was in the Marine Corp. When I tell them NO, that I was a Merchant Mariner, they thank me for my service. I thank them for their kind words. When I installed the plate on my 21-year old Chevy, it proudly perked up and began firing on all eight pistons again.

Fraternally you,

Joseph E. Kolis

SS Samuel Parker Chapter

From the Editor: More than 17 states offer Merchant Mariner license plates. To our members, please contact your Department of Motor Vehicles for more information.

Torpedo Junction facts:

Sindy:

I'm writing this letter about your recent article in the Spring 2012 issue of the AMMV NEWS Magazine titled "The Terror of Torpedo Junction". I noticed some numbers that did not agree with the information I had of incidents of that time.

I had been reading the book written by Homer Hickman Jr. "Torpedo Junction". This book references the sinking of the ships, giving the names of them, U-Boats numbers doing the attack, and it is all corroborated from both German and American accounts with noting dated and locations. There seems to be great differences in the NEWS Magazine story and that given by Mr. Hickman in his book.

To point out a few:

The NEWS Magazine states that 80 ships were sunk between January and December, 1942. In the book it is recorded that in January and February 74 were sunk, March and April 98 were sunk, May and June 87 were sunk, July and August 26 were sunk. Looks like a total of about 285 for this period alone. Like a German shooting gallery.

So you see, the NEWS article greatly played down the real terror at this time in the war. Another small mistake is that in this article, it stated that the first sinking was January 19th. Admiral Donitz of the German Navy, in his diary, stated that he wanted "Paukensschlag" to start January 12th, 1942 and the first sinking was a day earlier with the freighter, Cyclops on January 11th. Then the U-Boat Captain Hardegen and U-123 sank seven more ships before January 19th.

Although the article was great in pointing out the danger at this time, it needed more, to portray the extreme hazards facing the Merchant Mariners and their heroic efforts for this period and to point out the lack of protection, given these ships by the US Navy, at this time in history.

I do not know what you can do to correct the data given in the article but I am certain that I was not the first to notice the difference in the article and some well known facts.

Sincerely,

Harold W. Clark

Robert J. MacAlvanah Chapter

Editor's note: Mr. Clark: I am sorry. Research on the Internet sometimes brings to light distorted facts and the figures that I used may have referred to specific locations along the North Carolina coast. My apologies.

LETTERS TO THE EDITOR

Pieces of WWII puzzle fit

Sindy:

Thought the Merchant Mariners might be interested in this item. In a reprint of a Letter to the Editor from October, 2010, Thomas V. Jenkins, Ph.D. writes:

"I recently discovered a conflict concerning details of the sinking of the SS Munger T. Ball (off the Florida Keys) by a German submarine in 1942. While this incident certainly does not qualify as breaking news, it has my attention.

"The conflict is significant. One source, the U. S. Maritime Commission reports the Ball was sunk and the crew machine-gunned. It reports the Ball's crew as the only one treated in that manner by a U-boat throughout the entire war. The report indicates no survivors.

"The Germans report that Fregattenkapitan Harro Schacht, commander of U-507 did sink the Ball but, it reports that there were four survivors who were picked up by a Norwegian tanker and taken to safety. Their report states the ship burst into flames and that the other crewmen were consumed by the fire."

One of my readers of "The Pointer" writes the Secretary of Sabine Towing Company of Port Arthur, Texas, who owned the Ball at the time, told him that she was there when it happened and that there were four survivors – John Hare, Preston Carpenter, "Little" Abner Harris and Morris Mathus Vickers.

C. A. Lloyd

Editor

"The Pointer"

USNAG

Editor's note: Thank you, CAL, another myth put to bed.

A plea for continued help.

Dear Ms. Raymond:

We regret to inform you that Roger Hardy passed away on May 11, 2012 after a brief illness. Roger served in the Merchant Marines in WWII. After retirement, Roger renewed an interest in the Merchant Mariners and the plight of those who served in the Merchant marine during the war without recognition.

One of his great joys and proudest accomplishments was his work with Medfield, TV. Together, he, Jack Peterson and myself, along with the crew, put together an ongoing program recording the exploits of those

who served our country on the ships of the Merchant marine. Roger was pivotal in getting their stories recorded, broadcast and archived in the Library of Congress in what is now a nationwide program. We continue to work with the Smithsonian Institute.

Roger's unexpected demise has created a void. We will miss him and the legacy he has left behind. We plan on continuing his work and would greatly appreciate any support from the American Merchant Marine Veterans to help bring the stories of the Merchant Mariners to light.

Sincerely,

Aditi Thatte

Executive Director, Medfield.TV

88 South Street Rear

Medfield, MA 02052

(508) 359-7521

Bill Mauldin story backup

Sindy:

THANK YOU for the copy of AMMV News Magazine! And certainly thank Roger Putnam of Tulare (CA) for having you send it to me.

I enjoyed the reading. Just a small tidbit:

The feature article about Bill Mauldin - 'Remember Willie & Joe'.

In 1961, I was part of a stage band that entertained servicemen in the Pacific (Special Service Entertainment, a smaller division of the USO). The band was out of Porterville, CA and Bruce Mauldin played baritone saxophone in the group. Bruce was the son of WWII famous cartoonist, Bill Mauldin.

We performed about 40 shows in 6-weeks..... Japan, Korea, Okinawa, and Hawaii. We flew MATS airline out of Sacramento, CA, and the first stop was Wake Island. Bob Hope was about two weeks in front of us.

Again, Thank you,

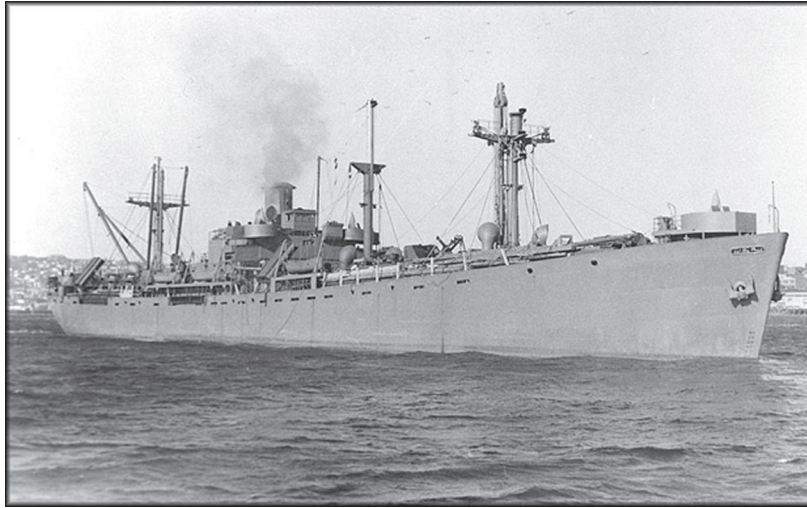
Bill Ingram

Tulare, CA

PS: The Tulare Community Band will once again close our annual Concert In The Park program next Wednesday (July 11th) with our medley of the service songs - Army, Navy, Marines, Air Force, Coast Guard, Merchant Marines, followed by the Stars and Stripes Forever March.

Editor's note: You're welcome, Bill And thank YOU, for your efforts in getting the Merchant Marine song "Heave Ho" performed in so many places.

LIBERTY SHIPS CAME IN MANY MODELS



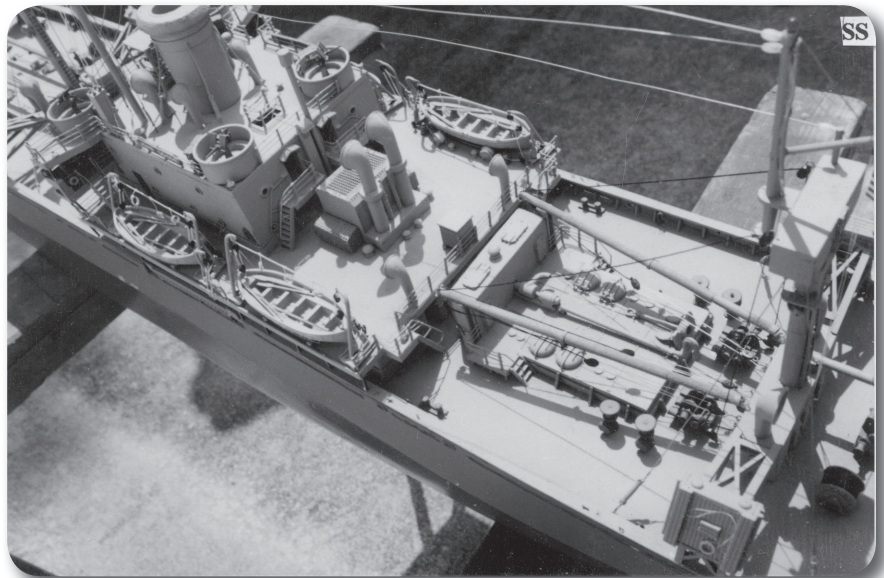
When the first Liberty ship (the Patrick Henry) was launched on September 27, 1941, she was the first of 2,710 Liberty ships to be completed during WWII. Her completion was an incredible feat for the United States considering that just seven months previously neither shipyard nor workforce existed to build her. But the demand for ships to carry supplies to the war zone was tremendous.

Although nicknamed “Ugly Ducklings” by the President, Liberty ships saw service all over the world: they were present in the Atlantic and Russian convoys; they anchored off the beachheads in North Africa, Europe and in the Pacific islands; they carried food to civilians as well as supplies and equipment to the armed forces; as hospital ships they treated the wounded; they transported prisoners away from the fighting; they evacuated rescued Allied prisoners from Asia; in perhaps their most welcome role, they brought the troops home again after the fighting was over.

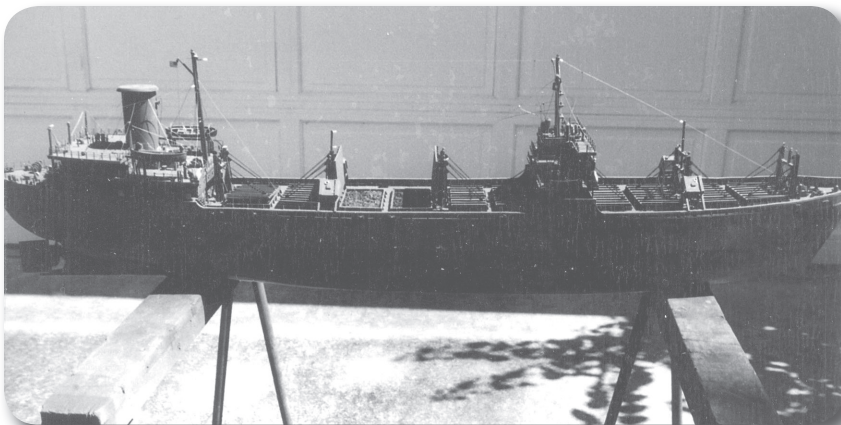
The ships suffered from some initial structural problems, particularly related to the lack of understanding of the influence of welding on the strength of some key elements (such as hatch corners), however once the problems were understood they were soon fixed. Less easy to fix was the ‘stiffness’ of the ships - they had a rapid roll motion which was uncomfortable for the crew and could lead to damage to cargo. This could be partially offset by putting solid ballast in the ‘tween decks, thereby raising the center of gravity and reducing the ‘stiffness’.

Unfortunately, if not stowed properly (and sometimes even when stowed properly) this ballast could shift in a storm and put the ship in grave danger of foundering.

Two Thousand Three Hundred Sixteen “basic” Liberty ships were built. They had five cargo holds (three forward, two aft), central machinery, and a single propeller. Over the years, redesign and conversions of the original design allowed them to be used for different purposes such as:



C-3 Tanker (redesign): Sixty-two of these redesigned tankers were built to replace those ships that were being torpedoed in the Atlantic and along the East Coast. Since tankers were a prime target for submarines these had dummy cargo booms and winches installed. Some had “Merrcano” type deck installed as a platform to carry military cargo of trucks, planes, spare parts, clothing and other supplies.



AW-1 Collier. (redesign) Twenty-four of these redesigned ships were built late in the War to meet anticipated peacetime requirements. The Liberty collier's outward appearance had little in common with the standard Liberty ship. The main change was the relocation of all machinery aft. They were fitted with 10 hatches, an aft engine room and quarters for engineers and crews. They also had a raised poop deck and a separate bridge deck, thus providing greater cargo space and a more compact engine room. The ship was very slightly longer than the standard vessel, but with the same breadth and depth. This meant that many of the standard Liberty plates and structural members could be used for the hull, although some new components were needed.

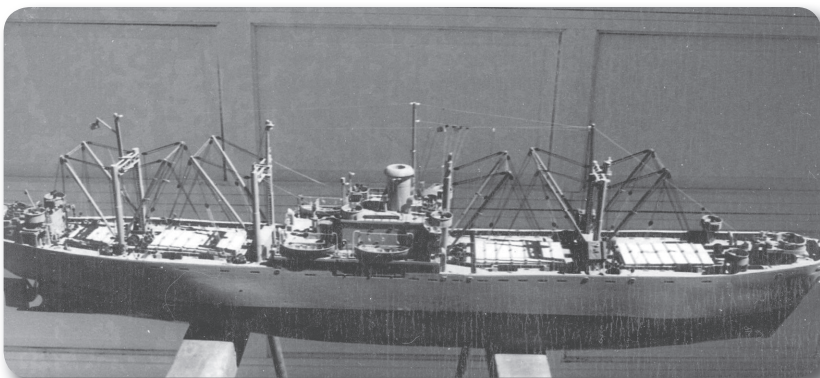
Troopship (conversion) Since large amounts of additional transportation were required at relatively short notice to carry prisoners from North Africa to prisoner of war camps in North America, the basic Liberty ship design was converted to 247 ships built. The original plan called for the ships to carry 308 prisoners, however this was later raised to 504.

The conversion was relatively simple, with five-tier bunks being added, along with additional facilities (galleys and sanitary facilities). To provide an essential minimum of protection in the event of an emergency, additional lifeboats, liferafts and lifejackets were provided, people were generally not accommodated below the waterline and two emergency escapes were installed from each compartment.

Hospital ships C1-2 (conversion); Six Liberty ships were requested by the U.S. Army Transportation Dept. for future hospital ship. The vessels were essentially floating hospitals, with operating theatres, wards and other details following the same general requirements as those for shore-based hospitals. As with the

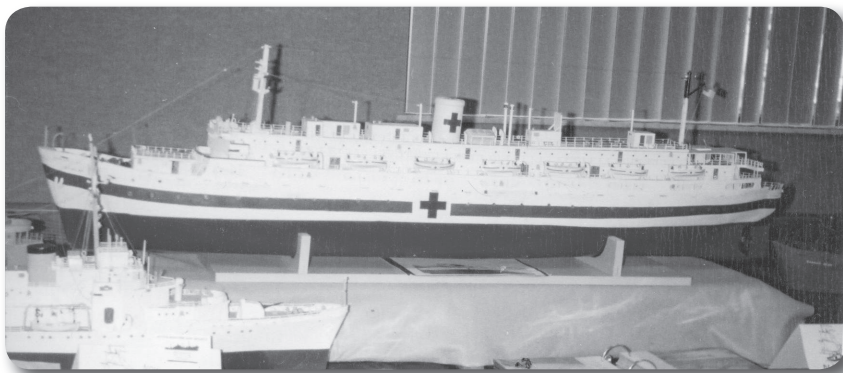
troopships, additional lifeboats, liferafts, lifejackets and escape routes were installed. Following international conventions the ships were provided with clear identifying marks, including an illuminated red cross on the deck. The rules of hospital ships were strictly enforced; patients were to be carried no more than two decks below those of the lifeboats.

C-5 Box transport (conversion) These ships were designed to handle heavier loads than the standard Liberty ship, catering for items of up to 30 tons, with 3 enlarged hatches to accomdate boxed aircraft and a fourth one for smaller tools and spare parts. These



replaced the normal five. The rigging and winches were changed to heavy duty, king posts replaced the normal masts. Besides these modifications, they were little changed from the standard liberty ship, although they were directly operated by the US armed forces and used to deliver U. S. Army heavy tanks and trucks. And it is rumored that many local homes maybe have been built from the boxes aboard.

Editor's note: Many thanks to AMMV St. John's River Chapter member Ralph Durrschmidt of Port Orange, FL. for his photos of the many model Liberty ships he has built and for his contribution to the text of this article. For more information on this models, please contact Ralph at (386) 756-2203.





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.

THE WAR OF 1812

by Hank Kaminski
Dennis A. Roland Chapter

This year marks the two hundredth anniversary of a war largely fought for “Free Trade and Sailors Rights” – the War of 1812. American ships were being seized and seamen were forced into service on British merchantmen. This conflict was fought in our new nation and at sea. Battles raged from the Great Lakes, into Canada, along the eastern seaboard and the Gulf coast. Our capital at Washington, DC, was burned to the ground by British forces. Before the war ended France became our ally.

Once again, as in 1775, American mariners and merchant ships were called into service as Privateers. Our modest U S Navy of only 23 ships could not hope to counter the attacks and blockades of the all powerful British naval armadas. Eventually 517 Privateers were commissioned and manned

by their merchant crews to wage a successful sea campaign. During this sea war our combined forces captured nearly 1,300 prizes and 30,000

prisoners. Our merchant mariners were engaged all along our coasts, across the oceans, to the European continent. There were many great successes and a price to pay of heavy sacrifice in lives and ships.

This year will see many celebrations and events commemorating our victory in the War of 1812. Certainly the land battles and events on the Great Lakes will be prominently



remembered in small towns and large cities across the eastern half of our nation. The heroic and valiant efforts of our American seamen should be honored and recognized, today, for once again coming to the service of a nation in need.

The AMMV carries on this tradition of selfless service. Let us remember all who have served and will serve, 1775 to the future. We are American Mariners.

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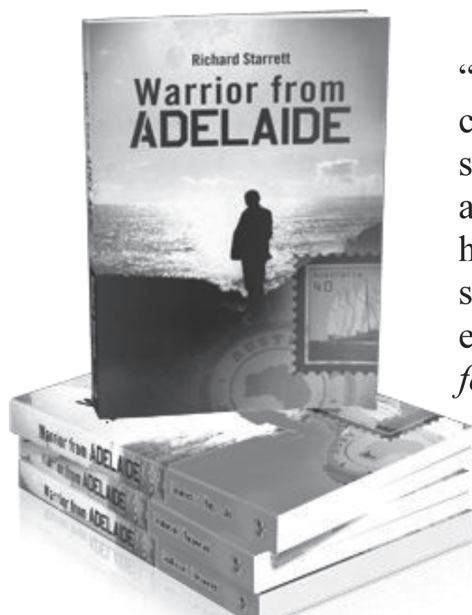
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REGIONAL CONVENTION
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The Regional Merchant Marine Convention in Branson takes place on November 7th to November 11th, 2012 at the Ramada Inn, 1700 West Highway 76, Branson, Missouri. Make room reservations by calling 1-800-641-4106. Our price for a room is \$49.95, plus tax, and you are served a hot breakfast. Be sure to mention "Merchant Marine" so you can get the discount on your room. Tickets for Branson shows can be purchased at Ramada Inn. Branson is popular with veterans because the town and entertainment community always make a great effort to honor and recognize veterans and they will send in a few days, a packet of all the shows, sights and wonders that you will be able to experience. Ramada Inn has been totally remodeled and renovated – you will be impressed with what you see.

Name _____

Chapter _____ MEMBER AT LARGE ()

Address _____

Phone _____ Email _____

Registration Fee \$25.00 X _____ \$ _____

Lunch \$20.00 X _____ \$ _____

Banquet \$30.00 X _____ \$ _____

Total \$ _____

Make checks payable to BOB ROSS, 111 STROUD, EL DORADO, AR 71730-5353

This is to certify that this is not a fund raiser for the Razorback AMMV Newsletter.

The Newsletter is totally funded out-of-pocket by Bob Ross and Shirley Knight.

DEADLINE FOR TURNING IN REGISTRATION FORM IS OCTOBER 21, 2012.

You may also contact Bob Ross for additional information at:

Phone: 870-863-4738 – Email: csknight@suddenlink.net – Fax: 870-863-6142

or Charles Montanaro, 323 N. Cleveland Ave., Cushing, OK 74023

Phone: 918-225-1797 – Cell: 918-978-2482

ALL ROADS LEAD TO BRANSON AND A REALLY GOOD TIME!

**EASTERN OKLAHOMA CHAPTER AMMV, TULSA, OK
CHARLES MONTANARO, PRESIDENT & CEO
AND
THE RAZORBACK AMMV NEWSLETTER TEAM
BOB ROSS AND SHIRLEY & CRAWFORD KNIGHT
WELCOME ALL
AMERICAN MERCHANT MARINE VETERANS
TO THE
REGION 6 (AR, AZ, KS, LA, MO, NM, OK, TX)
REGIONAL CONVENTION**

*On behalf of President Morris Harvey and A.J. Wichita,
President Emeritus, we welcome each of the American
Merchant Marine Veterans to Branson, Missouri.*

*And without the valued assistance of Laneisa Reep and
her family, this program would not be possible.*

Adam & Eve and the Merchant Marine

When Eve offered Adam an apple ... or at least a bite of an apple, it

caused them to lose favor with God because they were told not to eat the fruit of a certain tree. When Adam bought Eve's idea of having a bite of the apple, they lost their lease on Eden and had to go out and work for a living. The story about Adam and Eve as described in Genesis 1:1 may have other interpretations, but from a working man's point of view it seems world development played out like this:



Adam & Eve's children developed skills in different things. Some were good at herding sheep, others growing food crops, making wine, baking bread. Some learned to weave cloth and others were artistic and made pottery, trinkets and jewelry. An outlet for these goods was needed. And it is easy to see how a bartering system developed among the world's inhabitants. Transportation was needed and, along with camel caravans, rafts, dugouts, canoes and river boats were used to get the goods to market. Eventually boats sailed from one coastal port to another. This could now be considered the very beginning of the sensational world trade we experience today.

It was Robert Fulton who made steamships a reliable mode of transportation and shipping became an everyday reality. But it was Malcolm McLean in 1958 who modified a tanker to be the very first container vessel. That idea has been copied many times and now the vast majority of world merchandise is carried in containers on ships built specifically for that service and manned by merchant mariners.

The exchange of ideas also fostered improvements for mankind and tools were developed to produce larger



quantities of goods. John Deere Plows and Cyrus McCormick Reapers had a huge impact on farm production; Ford, Firestone, and Goodyear put cars and trucks on the road; Union Pacific Railway began to serve our nation from Coast to Coast.

By far, the most significant contributor to world trade in the last 50 years has been the inventor of the computer chip, Jack Kilby of Texas Instruments, Richardson, Texas. Today, millions of electronic devices are transported

around the world in container ships. The development of this tiny little chip is so huge it affects everyone on the planet. And, today, microchips can guide a three-block-long container ship, bigger than an aircraft carrier, from Long Beach, California to Singapore.

The "American Maritime Partnership" reports more than 40,000 American small tonnage vessels built in American shipyards, crewed by American Mariners and owned by American companies, ply our waters 24/7 and this commerce sustains nearly 500,000 jobs and more than \$100 billion in annual economic output according to Pricewaterhouse. So efficient are these vessels that they carry 25% of the nation's cargo for only 2% of the

nations' freight bill." But still, 90% of American citizens are unaware of merchant mariners and how important they are to our every-day lives.

It is not reported in Genesis but it seems quite likely Adam, because of his adventurous curiosity, may have been the very first mariner. And now, young people who go down to the sea, for adventure, find they are also pumping the life blood of the world's economy. Adam and Eve must be very proud of all the professions which now serve their fellow man.

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

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





APPLICATION FOR MEMBERSHIP

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

We stand for a strong American Merchant Marine and will help launch and support legislation to strengthen this position. We work to help the cause of American seamen and American seapower.

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Please check the appropriate box(es):

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

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

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

- 1) **CHAPTER MEMBER:** Membership dues paid through chapter. To locate a chapter locally, contact the National Office as shown below.
- Or 2) **MEMBER AT LARGE** (Member not associated with a Chapter) – \$27.00 Check enclosed____
- Or 3) **ASSOCIATE MEMBER:** Children, grandchildren and descendants of members and any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry. These persons may join as an Associate Chapter Member or as an Associate Member at Large per above schedule.

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

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

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WOODY GUTHRIE

These are excerpts from a book about the exploits of three young anti-fascist Merchant Mariners in WWII, one of whom would eventually become world famous as a writer of songs like "This Land Is Your Land". The author is one of the three who went on to become a waterfront labor organizer and lawyer. The book is entitled "Woody, Cisco & Me" by Jim Longhi.

Woody, an inventor among others things, built what he called the Woody Guthrie Anticyclone and Ship Speeder-Upper Aerodynamic Wind Machine and attached it to the stern of their Liberty ship, which was in a convoy, His explanation of this wind machine:

"Well, the thing involves certain advanced principles of aerodynamics which, put simply, goes something like this; the machine is only about two feet long and one foot wide, and it propeller is only about a foot long, but small as it is, it generates a glow of thermo-propulsion airwaves which pass over the ship's topography, creating an aerovacuum force behind the stern, which squeezes the ship forward, thus increasing its velocity in an infinitesimal but measurable way, and since we are in the rear, or the asshole of the convoy, the wind caused by the machine will propel the entire convoy, however imperceptibly, just a little bit faster, and since torpedoes are delicately balanced so that the slightest variation causes them to miss their targets, the slight variation this machine will cause may be just enough to save you non-believers."

For the next two days a steadily increasing head wind tried to slow us down, but the tough little wind machine beat against its enemy with increasing speed. The convoy didn't lose a single ship, and one of the crew lost all his money.

On the wind's third day the sea was bad enough for the submarines to quit. After dinner we celebrated in the crew's mess with the holleringest, drinkingest, smashingest hootenanny yet. Woody, flanked by Cisco and me, was surrounded by an adoring gun crew and most of the regular crew- even those on watch popped in, drenched and cold, not to warm up, but to join in singing praise to Woody and his machine.

And this time the monkey didn't cover his ears – he jumped from one man's shoulders to another's, grinning and screeching as he pointed to Woody.

But the rolling of the ship got worse with each song, until we couldn't stand up anymore. We sang sitting down, and even then it was difficult to keep our seats. At one point Cisco wanted to quit, but I was afraid to and urged Woody to sing on; as long as I kept singing, I would forget about capsizing. The singing was also good for my stomach. It was only when I stopped singing that I felt the first panic signs of seasickness. "Sing it, Woody boy!", I shouted as I tried to concentrate on the F chord.

Then the pitching started, up one wave and down the next, which added to the rolling created an unbeatable combination, and the singing had to stop.

The three of us lurched down the alleyway, past the smell of seasickness coming from the head. We clutched the handrail with one hand while protecting our guitars from being smashed against the bulkheads. We secured them as best we could when we reached the cabin, and then we tried to undress. Instead of unbuttoning my shirt, I pulled it over my head, but before I could complete the operation, a roll sent me flying blindly against the sink. On the next roll Woody was caught with one leg out of his trousers and sent hopping and then flying against the door."Yippee!" he shouted as another roll threw him into his bunk.

"Sonofabitch!" I shouted as the roll flung me into Cisco's arms.

"Nightie night." Cisco helped me into my bunk.

I lay flat on my back. The ship pitched and threw me hard against the bulkhead, then back, hard again my bunkrail, back and forth, back and forth. Next it rolled so hard I was almost standing upright. Then the ship snapped back and my feet went over my head. I was too terrified to be seasick.

"Night-night your ***** ass!" I hurled down to Cisco.

"Go to sleep." Cisco turned of his light. "Chances are we're not going to capsize."

The door burst open. "Hey, Woody!" A seaman in oilskins stood in

the doorway. "The storm is raisin' hell with your machine! We'd better take it down!"

Woody was silent for a moment, then he said, "Can't – it wouldn't like that. But thanks for telling me."

The seaman hesitated. "Okay, Woody – you know what you're doin'." The ship's heavy roll banged the door behind him.

The storm worsened during the night – I could barely climb down from my bunk. I made my way up to the boat deck. ...the frenzied wind was actually stopping the ship dead in her tracks, lifting her, sea spray whipping wildly about her, and holding her as she tumbled, teetering on the brink of a trough four stories deep.

I gripped the rail as I looked down at the incredible incline. Jesus Christ! The ship tilted forward, her rear end sticking out of the water, her propeller screaming at the indignity as it frantically beat the air, then down the slope she went – ten tough tons of steel smashing against the unbreakable sea. Boom! Boom! Boom! Her bow was pushed under and held there until she sprang up, tossing off tons of swirling water. The shudder that passed through the ship passed through me as I hugged the rail, wondering how the ship did not break in two. A wall of gray water rushed toward us. I tried to steer the ship with the force of my mind, willing her to take the wave at an angle, instead of hitting it head on. Turn! Turn! But before I knew it, we were being lifted and left teetering on the brink of another trough. A destroyer appeared off our starboard beam, four stories below me, and in the next instant I was staring at it four stories above me.

The bosom staggered toward me. "Tell Woody, half the propeller's gone!" he shouted. "The whole machine'll blow away if he doesn't take it down!"

I found Woody in his messroom, trying to set up. I gave him Bosun's warning about taking down the wind machine.

"Can't take it down." Woody continued setting up. "It would die of shame."

Editor's note: If you'd like to read more of this "wildly hysterical adventure", used copies can be found Amazon.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.



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

AMMV12

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