

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE

PRISON SHIP MARTYRS' MONUMENT

Located in Fort Greene Park, Brooklyn, NY, this is a memorial to the more than 11,500 American prisoners of war, many merchant seamen and privateers, who died aboard British prison ships during the Revolutionary War. The base of the monument is a crypt containing some of the remains of these first Merchant Mariners and patriots.

IN PEACE AND WAR



1775

WINTER 2013/2014

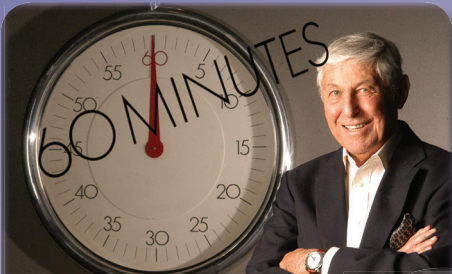
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\$4.00



Faces of Merchant Mariners



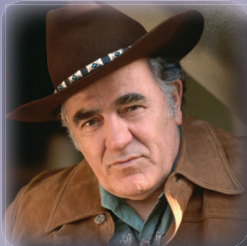
Don Hewitt

Executive producer of "60 Minutes," he served onboard as a cadet from the Merchant Marine Academy during WWII.



Allen Ginsburg

Admired poet, Ginsburg aboard the SS John Blair.



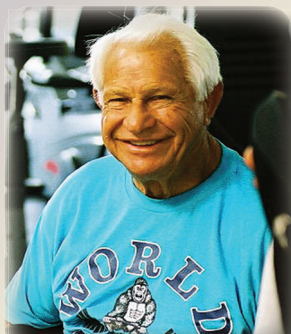
Louis L'Amour

sailed on the SS Steel Worker starting as an ordinary seaman.



Clint Walker

TV show "Cheyenne," sailed on deck out of the Port of Long Beach, WW II



Joe Gold

Gold's Gym Founder, was an engine room machinist.



Peter Falk

of "Columbo" fame was a messman and cook.

Joseph Conrad

author of "Lord Jim," spent 19 years as a Merchant Mariner for both France and England.



Alex Haley

author of "Roots," joined the Merchant Marine as a steward during WWII.

Ferlin Husky

country western singer, with hits like "Wings of a Dove," Ferlin worked on deck and was present at D-Day serving as a volunteer gunner.

Woody Guthrie

musician wrote "This Land is Your Land" and "Talking Merchant Marine," worked as a galley hand.

Haskell Wexler

cinematographer, two-time Academy Award winner, sailed as an ordinary seaman.

Robert Kiyoski

founder, Rich Dad Poor Dad franchise, graduated from Merchant Marine Academy at King's Point.

Lenny Bruce

Comedian & Jazz poet sailed as an ordinary seaman for American Export Lines.

Jack Kerouac

"On the Road" author, sailed as an ordinary seaman.

Ralph Ellison

author "Invisible Man" Merchant Mariner during WWII as a cook.

Capt. Deborah Dempsey

Columbia River Bar pilot and author of "The Captain's a Woman"

Langston Hughes

Playwright and Poet, Hughes served as a steward on a freighter that took him to Africa and Spain

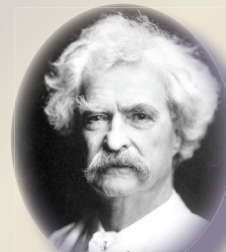
Saul Bellow

Winner of the Nobel Prize for literature and the National Medal of Arts. Most well-known work is "Herzog."



Andrew Card

Chief of Staff for President George W. Bush aboard Airforce One. Card attended the U.S. Merchant Marine Academy and sailed for two years.



Samuel Clemens

(Mark Twain), was a Mississippi River Boat Pilot



Oliver Stone

Engine room wiper Academy award-winning film director.



Douglass North

1993 Nobel Prize in economics, sailed as a navigator on U.S. Flagged vessels.



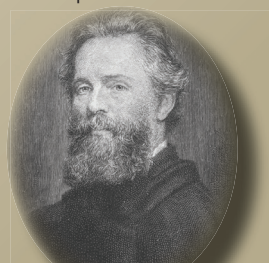
Carroll O'Connor

of "All in the Family" fame, After high school, he joined the Merchant Marines and worked on ships in the Atlantic.



Jack Lord

"Hawaii 5-0" star Third mate and graduate U.S. Merchant Marine Academy



Herman Melville

"Moby Dick" author spent five years on various voyages, starting as a green hand.



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NATIONAL HEADQUARTERS

American Merchant Marine Veterans

Sindy Raymond

P.O. Box 186

Ferndale, CA 95536

Phone: (707) 786-4554

Cell: (707) 235-6598

Fax: (707) 786-4557

saaren@frontiernet.net

NATIONAL CORPORATE OFFICE

American Merchant Marine Veterans

8055 N. Dacca Terrace

Dunnellon, FL 34433-5413

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EDITORIAL COMMITTEE

Morris HarveyPresident

Sindy Raymond Editor and AMMV Office Administrator

Carole Gutierrez.....Communications Director & Webmaster

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responsibility for errors in submitted material.

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AMERICAN MERCHANT MARINE VETERANS

National Officers

National President**Morris Harvey** *Ocala Chapter*
8055 N. Dacca Terrace - Dunnellon, FL 34433-5413 - 352-564-0267 - morris27@centurylink.net

National Vice President... Elizabeth Clark *Gulfstream Chapter*
3100 NE 48th Ct., #214 - Lighthouse Point, FL 33064 - 954-803-7738 - captmm@bellsouth.net

National Secretary**Stanley Blumenthal** *Gulfstream Chapter*
2603 NW 103rd Ave. - Sunrise, FL 33322 - 954-397-1541 - sblumen123@aol.com

National Treasurer**George Salovich** *Big Sky Montana Chapter*
P.O. Box 1746 - Polson, MT 59860-1746 - 406-676-0530 - georges@lambros.com

Regional Vice Presidents

Region ONE – FL, PR

Richard Arcand *Sarasota-Manatee Chapter*
5674 Bay Pines Lake Bl. - St. Petersburg, FL 33708-4513 - 727-392-5648 - rearcan@yahoo.com

Region TWO – AL, DE, GA, KY, MD, MS, NC, SC, TN VA, DC, WV

George Bruno *Vulcan Mariners Chapter*
6880 McFrancis Rd. - Trussville, AL 35173 - 510-543-0999 - gibruno@pacbell.net

Region THREE - NJ, PA

George Bathie *Keystone Mariners Chapter*
409 Evening Tide Ave, #110 - Altoona, PA 16602 - 814-949-8228 - gkbusmc@aol.com

Region FOUR – CT, MA, ME, NH, NY, RI, VT

J. Fred Rodriguez *Edwin J. O'Hara Chapter*
P. O. Box 164 - Staten Island, NY 10301-0164 - caronia010449@yahoo.com

Region FIVE – IA, IL, IN, MI, MN, NE, ND, OH, SD, WI

Burt Young *Mo Valley Chapter*
8020 Myrtle Street - Lincoln, NE 68506-3155 - 402-488-1576 - lmbyyoung@gmail.com

Region SIX – AR, AZ, KS, LA, MO, NM, OK, TX

Charles Montanaro *Eastern Oklahoma Mariners Chapter*
323 N. Cleveland Ave. - Cushing, OK 74023-3205 - 918-225-1797 - cem85@suddenlink.net

Region SEVEN – AK, CO, ID, MT, NV, OR, UT, WA, WY

Bill Marker *Oregon Chapter*
8995 SE Otty Rd - Portland, OR 97086 - 503-998-0840

Region EIGHT – AUS, CA, HI

Vacant

Appointed Officers

Judge Advocate:**Melvin Tublin** *Kings Point Chapter*
(718) 858-4738

Chaplain:**vacant**

Editor,

National Magazine:**Sindy Raymond** *Humboldt Bay Chapter*
(707) 786-4554 – saaren@frontiernet.net

Historian:**John Forsberg** *Desert Mariners Chapter*
(480) 982-0886 – johnajohnny8@juno.com

Nat'l Public Relations:... Toni Horodysky *Emerald Sea Chapter*
usmm.org@comcast.net

Standing Committees

Veterans Affairs:**vacant**

Veteran's Task Force:**vacant**

Hank Kaminski *Dennis A. Roland Chapter*

Joe Bracken *Ocala Chapter*

Editorial:**Morris Harvey** *Ocala Chapter*
(352) 564-0267 – morris27@centurylink.net

Sindy Raymond *Humboldt Bay Chapter*

Carole Gutierrez *Oregon Chapter*

Government Affairs:..... Herman "Gerry" Starnes *Member-at-Large*
(904) 471-4652 – hgstar@juno.com

Charles Mills *Lone Star Chapter*

Melvin Tublin *Kings Point Chapter*

"Beech" Dale *Mo Valley Mariners Chapter*

Constitution & By-Laws:... Richard Arcand *Sarasota-Manatee Chapter*
(727) 392-5648 – rearcan@yahoo.com

Nominating &

Credentials:..... Richard "Ben" Benjamin *Central Indiana Chapter*
(317) 902-1491 – hoosierben@gmail.com

Membership:..... Peggy Van Gemert *Sarasota Manatee Chapter*
(941) 722-1194 – henry1124@aol.com

Elizabeth Clark *Gulfstream Chapter*

Stanley Blumenthal *Gulfstream Chapter*

Communications

Director & Webmaster:... Carole Gutierrez *Oregon Chapter*
(503) 252-8250 – photos@clear.net

Public Relations

Correspondent:..... A. J. Wichita *SS Stephen Hopkins Chapter*
President Emeritus
(972) 231-5464 – ajwichita@sbcglobal.net

National Convention

Committee:**vacant**



National President **Morris Harvey**

Ladies and Gentleman:

Happy New Year to all – I wish you a healthy and prosperous 2014.

As we have noted the passing of the old year and experience the new beginning of another it might occur to each of us to wonder what the New Year will bring. Not just to us personally but to our organization, our country and the world. Past experience tells us it won't be all good or all bad either. Now, I suggest we face 2014 with renewed hope that solutions will be found to at least some of our challenges both personal, organizationally, and politically. Shouldn't we also try to take steps towards making our hopes become reality through our own actions? Ask ourselves, "What Can I Do?" Personally, could you eat better to improve your health? Could you mend a relationship that needs tending? Could you stop complaining about the way things are run at AMMV and become the person that proposes solutions and take positive action in ways that count? Could you volunteer to serve on a committee: i.e. Government Affairs, Veterans affairs, membership or help out with the National Convention or offer financial support to AMMV purposes and/or the work involving improving the local chapter operations and recruiting more members? Nationally, could you influence your legislatures to make the right decisions, as you see them, for our MM Veterans and those issues relating to the Merchant Mariner community?

From another perspective, in this New Year, don't do the things that overwhelm you and take too much time - be sure you do only what is meaningful to you, either because you love the people you are with or the cause you serve.

It is now near the end of January – I recently read that the average person falls off their New Year resolutions by January 10th. Are you that average person or are you still working not to fall off?

THE SUCCESS OF A NON-PROFIT ORGANIZATION

Here in Citrus County Florida, where I live, I recently became aware of a Dr. Frederick J. Herzog, PhD who is part of the local SCORE organization ("Counselors to America's Small Business") and is the founder of the "Non-Profit Resource Center". In a recent article he noted: "The success of a nonprofit organization depends upon the contributions of highly motivated volunteers. Their efforts empower the organization by providing guidance and growth through leadership. Losing productive volunteers, however, may cause slowdown, loss of direction or worse." I am sorry to report that we have lost and continue to lose

more of our leader volunteers – frequently 10 to 15 members are reported dying each month. Our "Project Survival" is producing new members but not yet at the rate required to offset the missing.

In another article, Dr. Herzog noted that "Nonprofits began to lose effectiveness when volunteer participation wanes and funds and community support for the mission diminishes. When this happens, it is time to search for answers. The hunt for solutions should start with questions like":

"1) Is the organization serving the same purpose for which it was established? Has the direction or mission crept slowly away?" COMPARISON TO AMMV: 1) I believe this question is a yes and no. The purpose in our By-Laws has always been the same but prior leadership did not always emphasize the active Merchant Marine as much as needed to make them become a part of the AMMV movement.

"2) Is there competition from another nonprofit with similar services?" COMPARISON: 2) I believe this is a maybe. Some mariners might feel that belonging to the Navy League or the Propeller Club is more advantageous. Actually, the AMMV is the only organization made up of all levels of Merchant Mariners and works for recognition of those individuals by our government and the public.

"3) Has the market or the need served changed?" COMPARISON: 3) I believe this is a definite no - although the total number of mariners has gone down considerably.

"4) Why are volunteers, funds, or community support going away?" COMPARISON: 4) This is where the tough work begins. We know that the main support has always been from the WWII generation, which is going away in high numbers. Consequently, since the organization relies mainly on dues, and the membership decreases – as expected, revenue decreases. We need to continue expanding "Project Survival" to recruit and involve younger members and encourage more tax exempt contributions.

Based on this analysis I believe our heading is true. We have increased coverage of current Maritime news in our quarterly News Magazine. We have approved resolutions supporting current Maritime issues. We have produced a tri-fold brochure which explains the updated application of our purposes. These brochures are being distributed



to Union Halls when the permission is obtained by local chapters or individuals, as well as being mailed to new prospective members. Letters and ads have been published in the SIU and SUP News Letters inviting active Mariners to join. These last two projects will continue and be accelerated – please call me if you can help with these projects.

A NEW ADDITION TO “PROJECT SURVIVAL”

Now for the new addition to “Project Survival” – I will be obtaining outside support to rejuvenate our internet presence (AMMV.info) and will be adding a blog. In conjunction with this effort, I will initiate a project to give us a presence on Social Media sites such as Facebook, and YouTube. Twitter, Pinterest and LinkedIn may also be utilized if the workload permits. This idea was approved at the 2013 National Convention. However, when I got into the details, I continually ran into questions. One day I noted that our local Withlacoochee Technical Institute offered an on-line six week course titled “Using Social Media for business purposes”. It was an exceptionally thorough course and increased my overall knowledge by several hundred percent. I couldn’t believe how much I did not know. Subsequently, I have developed a strategy and an implementation plan. I am looking for volunteer members with internet Social Media knowledge – to work with me to develop content that would be posted. The following is the introduction I have composed and will be included on the Web site.

WHO WE ARE:

AMMV is an organization representing all levels U.S. Merchant Mariners to increase recognition by government and the general public of their accomplishments in Peace and War.

AMMV actively supports our Preamble and Purposes.

AMMV is a non-profit, non-partisan organization supporting U.S. Merchant Seaman.

WHAT WE DO:

We educate the citizens and lawmakers about U.S. Merchant Marine contributions in Peace and War.

We accept donations (IRS allows tax deductions) to support our Proclamation and Purposes.

We work to gain recognition of Merchant Mariners for their contributions in Peace and War.

We support and promote an active U.S. Flag Merchant Marine which meets the needs of U.S. national security and the equivalent manpower training capabilities.

WHAT WE DO NOT DO:

AMMV does not Lobby politicians nor donate to their political ambitions.

We do not compete with Unions or other Maritime organizations.

If you can improve on these, please contact me and share your thoughts.

MEMBERSHIP RECRUITMENT

One of our members, Hap Bledsoe has pledged to pay 50% of the cost to print ads, soliciting new members, in

local print media to chapters who choose to try this approach to recruiting members. In order to make this offer more attractive, National will pick up 25% of the total cost of the ad – leaving only 25% for the chapter. Contact me directly if you want to participate in this program.

JUST COMPENSATION

HR-1936 is pigeon holed in the House VA sub-Committee, Subcommittee on Disability Assistance and Memorial Affairs (DAMA) with no action to date - Reference the Just Recognition article for more on this issue.

MEMBERSHIP SURVEY

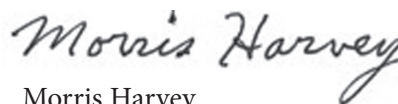
The membership survey (although not completed yet – many members have not returned their form) has been a great help in planning our future with respect to celebrating our WWII generation and phasing in the younger post WWII era members. Did you know that our oldest member is over 100 – born February, 1913 – the youngest is 32, born in December, 1981 based on the surveys received? 6.5% of those responding were born after 1945. Using the year 1928 as the age of eligibility for WWII - we find that 82.8% were born in 1928 or earlier - 17.2% were born in 1929 or later. No surprises here, but it does give us some measurement of the task ahead. Our work is cut out for us if the AMMV is to survive into the future.

It is important that all members complete the survey for our records – we need to know this information to justify our 501(c) 19 organization to the IRS. If you need another copy of the survey to complete, contact Cindy at the National office.

NATIONAL CONVENTION

Remember our National Convention May 13 – 16, 2014, arrival is on the 13th and departure on the 16th. Location is in Las Vegas, NV, at the Gold Coast Hotel and Casino. Go to the registration form in this issue and make your reservation now. Don’t forget to place your orders for space in the Convention Memory Book. SPECIAL NOTICE: This is the year to elect the Regional Vice Presidents; we need a total of eight. If you are interested in being a new candidate or an incumbent wanting to retain your position - send your intentions in writing to Richard “Ben” Benjamin, 6167 Lacy Lane, Greenwood, IN 46142-9744. He can be reached by phone at 317-902-1491 or email hoosierben@gmail.com. Also send a copy to Cindy at P.O. Box 186, Ferndale, CA, 95536 or by email to saaren@frontiernet.net. Now is the time for some of the younger 17.2% of our membership to step up.

While I am on the subject of conventions – what are your thoughts about celebrating the service of the WWII era members in 2015? Another topic to decide at the convention – if you have any ideas in advance please send them to me, my contact info is in the magazine.



Morris Harvey
National President



National Secretary **Stanley Blumenthal**



PANAMAX CONTAINER SHIPS - THE UP AND DOWN SIDE

I have been following the Panama Canal expansion and related huge high-speed container ships. Have pieced together some of the information in this report but was not able to find all of my source notes. The information is essentially accurate and is important for everyone to know. If you find any errors, please let me know.

The Panama Canal is scheduled to complete a major expansion in April, 2015. (was Oct. 2014). Another rival canal is proposed through Nicaragua by a Hong-Kong based group "HKND" headed by a telecoms Chinese billionaire, Wang Jing, who won a license by a Nicaraguan vote, (Daniel Ortega, President) to design and build a canal which includes an oil pipeline, railroad and two airports, plus 50 years to maintain the canal. Ground breaking will be December, 2014 or early next year, to be completed in 2019. Hope is to improve the economy while the opposition is afraid of failure. The length is 170 miles vs. 48 miles for Panama and will cost \$40 billion vs. Panama expansion at \$5.25 billion. Another potential rival is a 137-mile railway between Columbia's Pacific and Caribbean coasts that the Chinese are looking into constructing. With ports at each end, the freight rates could be less than the canals.

An American firm, Bechtel, lost the Panama contract to a consortium of Belgian, Spanish, Italian and Panamanian companies. Bechtel commented that the low bid would barely pay for the concrete, and currently there is a dispute on an over run cost of \$1 billion. We built the canal and gave it to them for free obviously to avoid a conflict with the Panamanian people and government. (Source, the internet, mainly Wikipedia.)

(Miami Herald, front page, Oct. 8, 2013): Four colossal cranes which are as tall as a 25 story building, one each on four Chinese ships arrived PortMiami after almost 3 months voyage after storms around South Africa's Cape of Good Hope delayed their journey. The cranes will serve new Panamax ships (not yet built) that will have a capacity of 13,000 twenty foot containers for fast port turn-around and can go more than 23 knots. These ships will call on PortMiami when expansion of the Panama Canal is completed in mid-2015. Chinese shipyards have orders to build three such ships plus South Korea and a European country have orders for one each. PortMiami Director Bill Johnson addressed a gathering of local politicians and dignitaries and reported that Miami is in competition, with the Port of Savannah, which also took delivery of four super-post-Panamax cranes meaning that they can handle ships that are even too big for the enlarged canal. Port Miami also has to dredge the bottom to 52-53 feet at a cost of \$2 billion. Miami hopes to win back some cargo that now goes to Savannah.

The MM&P Wheelhouse weekly reported that Matson, also, has signed a \$418 million dollar contract with Aker Philadelphia Shipyard to build two new "Aloha Class" ships with dual fuel engines that have liquefied natural gas capability (presume diesel is the other fuel?) to be delivered in the third and fourth quarters of 2018 for the Hawaii trade. The 850 foot vessels will be the largest Jones Act ships ever built and are also designed to operate at speeds in excess of 23 knots and will incorporate a number of "green ship technology" features such as a fuel-efficient hull design, dual-fuel engines, environmentally safe double hull fuel tanks and fresh water ballast systems. In contrast today's container ships have a capacity of 4,500 20 foot containers and go about 16 knots and generally load and unload with two cranes.

STANLEY BLUMENTHAL
National Secretary





Editor / AMMV Office Administrator **Sindy Raymond**

HAPPY ANNIVERSARY TO ALL AMERICAN MERCHANT MARINE WWII VETERANS

January 19, 2014 marked the 26th anniversary of the day that WWII American Merchant Marine Veterans were granted the honor of being classified as Veterans of World War II or as the official Veterans Affairs Benefits section states: on January 19, 1988, in response to Section 401 of Public Law (PL) 95-202, the Secretary of the Air Force approved service aboard certain merchant or public vessels in oceangoing or foreign waters as active duty in World War II (WWII). If the discharge document shows eligibility under PL 95-202, Veterans and survivors are eligible for benefits in the same manner as any other Veteran or survivor.

It is common knowledge among us that this 1988 Act was enacted after a 43-year old long, hard battle for these benefits. But it did happen. Maybe too little, too late, for most of you but you, in my opinion, deserved to be treated equally from the very beginning and – well, don't get me started. Let's just leave it at HAPPY ANNIVERSARY ALL YOU WWII VETERANS – you deserve it..

SOME SAD NEWS

It has recently come to our attention that Dr. Lawrence Kerkow has Crossed the Final Bar. This means our quest for Veterans' status for Merchant Mariners of post WWII has hit another roadblock, one that will surely come down with further diligent efforts by others in this organization.

On a personal level, however, Larry will be sorely missed by me. About seven years ago, Larry was the Editor of this AMMV NEWS Magazine. I was peacefully working for Ian Allison at the Just Compensation office. Then President A. J. Wichita called me and "invited" me to take over from Larry as Editor as Larry was having eyesight problems and was not sure how much longer he would be able to see. I remember it was sort of a "military" type of invitation, ending with A. J. saying: "Thank you, Sindy, for volunteering; I look forward to working with you" even if I was not sure that I had agreed. But it seems to have worked out well and I hope that everyone is happy with the results.

However, at first, the transition was a little rocky with Larry but over the years, we seemed to have smoothed things out. Dr. Kerkow, as he preferred to be called, was, perhaps, another "fearless leader" in his own way and a fighter until the very end. Let's take up Larry's cause for post WWII Merchant Mariners.

MERCHANT SEAMEN DVD PROJECT

The project of recording a DVD showing the many memorials to Merchant Mariners and seamen around the Country is progressing nicely. Later in this issue, you will see yet another listing of requested photographs of a few of these monuments. Please respond promptly; we are looking at an April 1st deadline.

We want to thank those of you who sent information previously! Sometimes the information was "unique" and fun, to say the least. Francisco Graca of New Bedford, MA sent us the shown photograph of a Merchant Mariners social club there, with the note that it was closed, after 15 years, for non-payment of meal taxes, but when it closed in 2010, the Auxiliary had 60 members. It certainly looks like a comfortable, fun and spirited time was had by all! I'm sorry that I missed it.

Smooth Sailing,

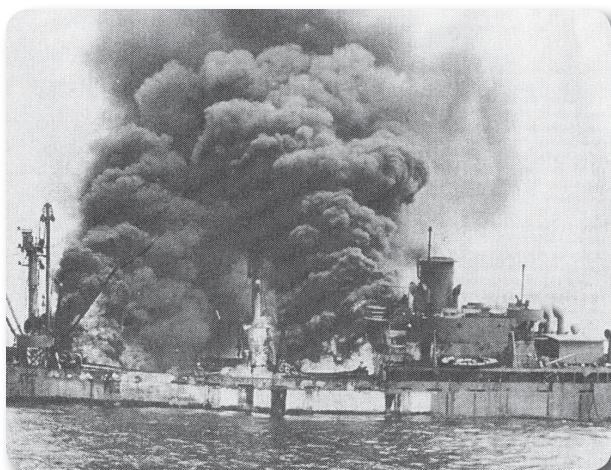
Sindy Raymond
SINDY



BOOK REVIEW

"TORPEDOED FOR LIFE: World War II Combat Veterans of the U. S. Merchant Marine"

*A newly published book by Herman "Gerry" Starnes
and pictorial editor Ed Trester*



Action in the Pacific

George Duffy, Stanley Willner, Perry Adams, Lester Ellison and others are non-credited factual accounts of many often-unheralded events of World War II, including a lengthy section on the Guadalcanal Campaign.

Gerry's personal experiences of working as Co-chairman with Ian Allison on the Just Compensation legislative efforts and testifying before the House Committee on Veterans Affairs and the Senate VA Committee are cited as well, making this volume a personal collection



The Changi Barracks at Japanese POW camp.

libraries, schools, Congress and other venues in need of Merchant Mariners' historical knowledge.

Editor's note: Available through www.Amazon.com or your local book store. Contact Gerry at (904) 471-4652 or Ed "E.T." Trester at (904) 471-8897 for further information.

The front cover of this newly released book explains "A few are still living and this is their story". "Gerry" Starnes has compiled a vast selection of the stories of prominent WWII Merchant Mariners, historical events of World War II, quotes from dignitaries, coverage of the Merchant Marine fight for Veterans' status and a collection of descriptions of the current legislative battle for Just Compensation, as well as some personal recollections and more.

All of this included, in one, easy to read volume. Gerry writes: "Our objective is to provide the truthful story of the U. S. Merchant Mariners' part in winning WWII from the Axis warmongers and The National Disgrace of their treatment by their country to this day."

Inserted among the biographical stories of

as well as a historical one.

"Torpedoed for Life" covers a broad expanse of the Merchant Marine experience in WWII and forward to today. It is an enjoyable, informative read and should serve as an important tool in gaining public recognition for the feats of Merchant Mariners through the War years and since.

It will serve well in public



Sunken ships forming a Gooseberry breakwater off Utah Beach



Gerry Starnes meeting Senator Daniel Akaka at the Senate VA hearing on S-961

ANOTHER BOLD SUCCESS FOR JONES ACT OPERATOR

Crowley's TITAN Salvage captures respect of the world beyond the maritime industry

In the American maritime industry, U.S.-owned and -operated Crowley Maritime Corporation continues to turn heads with its exceptional investments in the Jones Act fleet - new agreements to build up to eight tankers at Aker Philadelphia Shipyard, the purchase of the newly-built tankers Pennsylvania and Florida, and the completion of an industry-leading domestic petroleum fleet of 17 articulated tug barges ranging in capacity from 155,000 to 330,000 barrels each.

The company's leadership in expanding the domestic fleet is particularly positive for the membership of American Maritime Officers, as AMO officers man the Pennsylvania and Florida in all licensed positions, and will man the tankers being built at Aker in all licensed positions. AMO officers sail in licensed positions aboard the three 750 Class ATBs under a pass-through agreement with the Seafarers International Union. AMO officers also man many other vessels operated by Crowley companies in commercial and government fleets.

On Sept. 16, 2013 the company captured the respect of the world beyond the maritime industry as Crowley-owned subsidiary TITAN Salvage, working with the Italian firm Micoperi, successfully completed the parbuckling phase of the salvage of the Costa Concordia, rolling the stricken vessel to an upright position off the island of Giglio.

"The Costa Concordia is described as one of the most difficult maritime salvage operations undertaken in history and Crowley and TITAN clearly deserve all of the attention

and praise they are receiving for their courageous execution of this extraordinary feat of engineering," said AMO National President Tom Bethel. "It was a proud moment

for the U.S. maritime industry to witness TITAN's role in completing a dramatic step toward bringing closure to this tragic casualty."

Fixed in the lens of the media worldwide, the salvage operation was the subject of a 60 Minutes program, and the Discovery Channel's Inside Raising the Concordia.

In a modest summary of the massive undertaking, Crowley noted on the company's website the cruise ship partially sank in January 2012 after hitting a reef and running aground, and TITAN - based in Florida and operating from offices and depots worldwide - has worked closely with Micoperi on the salvage of the

Costa Concordia so the ship can be refloated and towed away from Giglio for scrapping.

The operation is unique due to the Costa Concordia being the largest capsized passenger ship in history, at a length of approximately 300 meters and a gross

tonnage of 114,000, and because of the vessel's position, the company reported.

On Sept. 16 at 10:10 p.m. EST, the company posted: "The parbuckling phase of the salvage job is complete. The Costa Concordia is now upright for the first time since January 2012. Crowley is proud of this exceptionally talented team!"

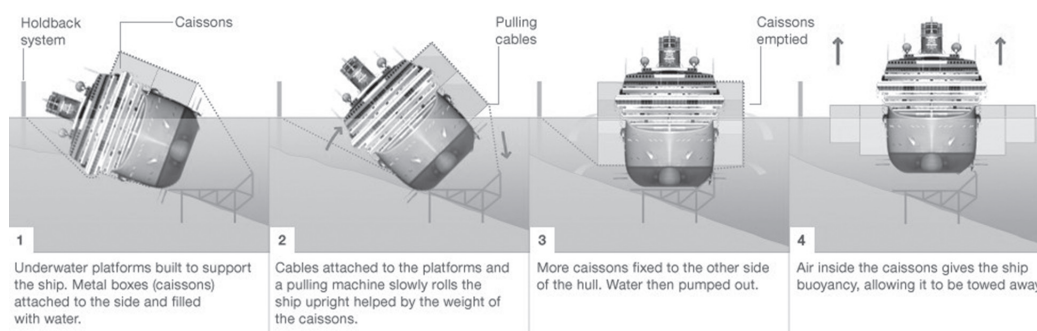
Reprinted from the AMO website
<http://www.amo-union.net/article.php?a=1896>



Costa Concordia, September 2013



Salvage operation



Source: Titan/Micoperi. Image: Getty

Who won the war. Daddy?

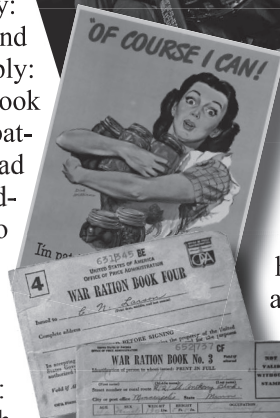


The competitive spirit amongst old veterans of the armed services still occasionally causes them to joust with one another as to whose service had the greatest impact in winning WWII. Everyone is proud of their service and its accomplishments. A Marine might say: "The Marines are the ones who bleed first and spearhead invasions." The Navy would reply: "How do you think you got there? Our ships took the first fire from the enemy aircraft and shore batteries." The Air Force would point out they had softened up the enemy to make it an easier landing. The Army would retort: "You forget who beat back the enemy all across Europe in the mud and the snow". The Coast Guard would point out: "You couldn't find the shoreline if we didn't provide charts and oceanic information." The Merchant Marine would remind all: "None of you could have fought the enemy with your government-issue toothbrushes. We are the ones who brought you the guns, tanks, airplanes, bombs, ammunition, food, and oh yes, your toilet paper."

That kind of banter has gone on forever. In reality, all the services were essential in wartime and each has adequate documentation of their special moments in history. But still...Who did had the greatest impact in winning World War II?"

When 16 million Americans marched off to war, coming from 37 million American family homes, millions of jobs were vacated and millions more new jobs were created for war production. Factories were being built to produce ammunition, bombs, tanks, trucks, naval vessels and airplanes. Shipyards were erected to replace the continuing loss of merchant ships sunk by the enemy (12,601 merchant ships were sunk just in the North Atlantic).

A few of these jobs were worked by men not eligible for military service and students working half-days in war plants and civilian businesses. Single women were eligible



to join the services such as WACS, WAVES, SPARS and BAMS. A select few, like Julia Childs, joined the OSS and were involved in espionage. But in most cases, women took up the slack and answered the emergency call for the millions of factory and shipyard jobs, perhaps creating the "multi-tasking" phenomenon that continues today.

These women managed to keep the home fires burning and work too. After a long shift in a factory or at a shipyard – often doing work that had been done by men with their stronger muscles – they still had to put meals on the table; live within the confines of the ration books; repair rather than replace; save rags, papers, bacon fat, bones, bottles and metals for the war effort; take care of their young children and clean their homes. Monday morning was still "wash day" and clothes were hung out to dry in sunshine or freezing weather. The wash hanging on the line was also something of a weekly reporter for the neighborhood. Diapers indicated a recent baby in the family, uniforms would mean a husband or son home on leave and children's clothes told the ages and the number of boys or girls in the family and approximate age. Fancy sheets or table cloths meant "out of town" guests had visited. Illness in the family would be detected by an unusual amount of towels and sheets on the line.

As wartime shortages developed, housewives found they could solve many problems and they were proud to serve our Country on the home front. The "I can do everything" attitude was of immense value in our country's war effort and helped the morale of the troops fighting for our country.

The ladies not only kept the home fires burning but they tended victory gardens and canned vegetables and fruit to stretch the family budget. Extra cash went into war bonds. Some kept family farms running at peak production to generate food for the troops. These women proudly hung the silver stars in the window indicating how many sons were in the service. The gold star was for the unfortunate loss of a son in battle... "I can do everything" was the motto of the women on the home front and without a doubt they lived up to it... The enemy never had a chance!

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



The Merchant Marine and the Institute on World War II and the Human Experience

by R.A. Brownlee

*Graduate Student in the History Department
Florida State University*

One Mariners story

On July 6th 1942, Howard Carraway stood frozen in a moment of pure terror. Racing towards the starboard side of his Merchant Marine vessel, the SS *Troubadour*, was the distinct silhouette of a torpedo. Not succumbing to the fear, Carraway ran to warn the Navy Armed Guard gunners on the bow, although it meant almost certain death if the torpedo collided with the ship. Reaching the gun position, he saw the torpedo disappear beneath the side and braced for impact. But, inexplicably, there was no explosion. After loosening from his braced posture, Carraway looked around and realized that the torpedo had not detonated. He sprinted to the forward gun position and saw the following scene. “Bill Lawson, his radio operator who was assigned to the port bridge Lewis gun, was keeping the torpedo away from the ship by the simple method of firing burst after burst of machine gun fire just ahead of it as it turned toward the ship, deflecting it away.” Not only would Howard Carraway survive this encounter, which occurred during the infamous “Murmansk Run,” he would also survive the return voyage and the war. Still, many members of the Merchant Marine were not as fortunate.

The information today

Perhaps the most interesting detail about Carraway’s story is the fact that for almost 70 years it remained untold. It was only two years ago, as I was researching the Merchant Marine in the Second World War, that I came upon the treasure trove of letters that Carraway had written to his wife while in service. Until that day, the letters had remained virtually undisturbed in his collection at the Institute on World War II and the Human Experience in Tallahassee, FL. As I read over some of the files in my research, I was struck by the remarkable journeys that Merchant Mariners undertook and the sacrifices they made for their country. My generation, although not unfamiliar with the war itself, is, regrettably, largely unaware of the great actions and sacrifices of the Merchant Marine in World War II. Not only were these individual accounts valuable research tools, but they made a great impact on me as a

military veteran. The struggles of those who served then are fundamentally the same as those who serve today.

The FSU Institute of WWII and the Human Experience

While the Institute holds a number of collections from all branches of services and numerous military conflicts, including the famed Tom Brokaw collection, it contains a remarkable number of collections from veterans of the Merchant Marine who served in the Second World War. That being said, the Institute is always interested in receiving materials from veterans; no matter how small or insignificant personal collections may seem, each piece helps tell one of the most least well-known parts of the story of World War II, the unequivocal winning of the logistical side of the war by the U.S. Merchant Marine. Furthermore, those interested in researching the Merchant Marine should consider the Institute on World War II a vital part of their research. With the highest casualty rate of any service during the war, 1 out of every 26 men, and responsible for delivering over 203 million tons of supplies, the story of the Merchant Marine is one that is worthy of being told. The Institute on World War II and the Human Experience strives to bring to the surface the stories of men like Howard Carraway and his brothers in arms.

The Institute on World War II wants to be the depository for the Merchant Mariners as well the Armed Guard who served during WWII. Help us to be one of the best known archives for its collections on Merchant Mariners. If you like to donate your memorabilia or have questions contact:

Anne Marsh
850-644-9545 / amarsh@fsu.edu

Mailing address:

Institute on World War II and the Human Experience
Florida State University
401 Bellamy Bldg.
113 Collegiate Loop
Tallahassee, FL 32306-2200
Website: ww2.fsu.edu





Application of Veteran's Status for Post WWII Mariners Korean and Vietnam Merchant Seamen

In the past, Dr. Kerkow would be the one submitting this report as chairman of the Veterans Affairs Committee K&V Taskforce.

Today, I submit this report in his memory.

Dr. Lawrence Kerkow crossed the final bar January 15, 2014. We include this photo of Dr. Larry at a happy time—with a full and friendly smile. Dr. Larry has been a very generous contributor to the AMMV organization. His dedication and leadership was instrumental in the current project to gain veterans benefits and status for Korean and Vietnam mariners.

Again we must report that the C-MSRB staff has returned the second submittal (made on September 25, 2013) with similar remarks as they included with the first rejection. It has not gotten to the board or the Secretary of the Air Force. The return letter included all of the same alleged omissions as follows:

Uniqueness of Service; Organizational Authority over the Group; Integration into the Military Organization; Subjection to Military discipline; and Prohibition against Members of the Group - Joining the Armed Forces; plus they claim that our application made broad general assertions not supported by evidence.

I am now in the process of deciding between putting more effort into a third submittal or taking the legal option. Dr. Kerkow found that some of the important "orders" that would satisfy some of the C-MSRB complaints are still classified, which has prevented him from getting access. Either way we must spend more time and money, although the legal process would be the most financially burdensome.

I have requested our Judge Advocate, Melvin Tublin, to be involved in the decision. Of course, we must decide what our legal standing will be.

P.L. 95-202 delegated the responsibility of determining Active Duty Equivalency to the Secretary of Defence, pursuant to regulations which the Secretary shall prescribe—subsequently, the SoD delegated the task to the Secretary of the Air Force. The Air Force composed regulation 1000.20 which detailed the process for applicants to use when making an application. The C-MSRB has taken the position that "the burden of proof is on the applicant," which seems like an unreasonable and an impossible demand to meet and is not spelled out in P.L. 95-202 or 1000.20.

Stay tuned!

Morris Harvey, National President

*Welcome
Aboard to these
New Members
of the AMMV*

RONNIE BARROW	MORGAN HILL	CA	JAMES W. MINSTER	SEATTLE	WA
STEVEN T. BLAIR	STONE MOUNTAIN	GA	A. G. NEWTON	SAN LUIS OBISPO	CA
MATTHEW BONVENTO	STONY BROOK	NY	DOUGLAS R. OTTO	SOUTHPORT	NC
ELENA BOOTH	SACRAMENTO	CA	RICHARD ROMO	SANTA ROSA	CA
JOHN BRENTON	ESTERO	FL	GERALDINE ROSNER	HOLLYWOOD	FL
JOSEPH BRITTON	NORTHFIELD	MN	WALTER D. SABEY	DOTHAN	AL
DONALD J. CARNLEY	HIGHLAND	IL	MIKEL SOROKA	GILLETTE	NJ
CELINA CHAN	BROOKLYN	NY	JOHN C. SULLIVAN	BOYNTON BEACH	FL
MARIE M. FARLEY	SAN RAFAEL	CA	JONATHAN THAYER	JACKSON HEIGHTS	NY
WILLIAM F. HINDS	CINCINNATI	OH	ANITA TOBIN	VADNAIS HTS.	MN
GEOFFREY MILLAR	PLEASANT HILL	CA	LOIS WOOD	ALBUQUERQUE	NM

A SINKING AND A WARNING

The sinking of the SS Robin Moor

In May 1941, the SS Robin Moor, a Hog Islander type of merchant vessel, was carrying nine officers, 29 crewmen, seven or eight passengers, and a commercial cargo, ranging from brassieres to automobiles and steel rails, from New York to Mozambique via South Africa, without a protective convoy.

On 21 May, the ship was stopped by German submarine U-69 in the tropical Atlantic 750 miles west of the British-controlled port of Freetown, Sierra Leone. Although the Robin Moor was flying the flag of a neutral country, her mate was told by the U-boat crew that they had decided to “let us have it.”

After a brief period for the ship’s crew and passengers to board her four lifeboats, the U-boat fired a torpedo at the rudder and then shelled the vacated ship at the bridge. Once the ship was scuttled beneath the waves, the submarine’s crew pulled up to Captain W.E. Myers’ lifeboat, left him with four tins of ersatz bread and two tins of butter, and explained that the ship had been sunk because she was carrying supplies to Germany’s enemy.

Crew and passenger rescue

When the Robin Moor was stopped, the Germans had forbidden the ship’s crew to touch their wireless, but after the sinking U-69’s captain Jost Metzler reportedly promised the ship’s crew to radio their position. Yet nearly two weeks passed before any of her four lifeboats of survivors were discovered.

As President Roosevelt would later state in a message to Congress regarding the sinking, the survivors were “accidentally discovered and rescued by friendly vessels.” The lifeboat containing the captain and 10 others was rescued on 8 June after 18 days, and taken to Brazil. The occupants of that boat presumed that the remaining crew and passengers were lost, but they later learned that the three lifeboats containing the others had been discovered by chance on 2 June, 13 days after the sinking, and taken to South Africa. Remarkably, all of the crew and passengers were rescued. One rescued crew member, however, later jumped overboard apparently due to the lingering effects of the ordeal, and drowned.

Shortly after being rescued, the Chief Engineer from the SS Robin Moor stated “To drift in a lifeboat for 13 days in the open sea, with a tin of hardtack and 10 gallons of

water for 12 people, baking under the tropic sun by day and drenched by freezing equatorial rains by night-and always facing the possibility that tomorrow might be your last day of earthly existence-is, to put it mildly, a harrowing experience. It is, undoubtedly, an experience that would make most people determine never to get their feet off dry ground again as long as they lived.” But he declared: “It will take more than the little man with the mustache in Berlin to keep me off the sea,”



Repercussions

The sinking of the Robin Moor brought immediate repercussion from Congress, the press, and the American people, who clearly saw in this brazen act of piracy the issue at stake – the issue which twice before had taken the United States into war – namely the right of freedom of the seas.

In Washington, DC, the sinking was even believed in some quarters to have been the turning point in the shaping of American foreign policy and beginning an all-out economic campaign against the Axis.

The Robin Moor “incident” elicited from President Franklin D. Roosevelt a special message to Congress on June 20, 1941”

“We Are Not Yielding and We Do Not Propose to Yield”

To the Congress:

“I am under the necessity of bringing to the attention of the Congress the ruthless sinking by a German submarine on May 21 of an American ship, the Robin Moor, in the South Atlantic Ocean (25 deg 40’ West, 6 deg 10’ North) while the vessel was on the high seas en route to South Africa.

According to the formal depositions of survivors the vessel was sunk within thirty minutes from the time of the first warning given by the Commander of the submarine to an officer of the Robin Moor.

The submarine did not display its flag, and the Commander did not announce its nationality.

The Robin Moor was sunk without provision for the safety of the passengers and crew.

It was sunk despite the fact that its American nationality was admittedly known to the Commander of the submarine and that its nationality was likewise clearly indicated by the flag and other markings.

The sinking of this American ship by a German sub-

marine flagrantly violated the right of United States vessels freely to navigate the seas subject only to a belligerent right accepted under international law. This belligerent right, as is known to the German Government, does not include the right deliberately to sink a merchant vessel, leaving the passengers and crew to the mercies of the elements. On the contrary the belligerent is required to place the passengers and crew in places of safety.

The passengers and crew of the Robin Moor were left afloat in small lifeboats from approximately two to three weeks when they were accidentally discovered and rescued by friendly vessels. This chance rescue does not lessen the brutality of casting the boats adrift in midocean.

The total disregard shown for the most elementary principles of international law and of humanity brands the sinking of the Robin Moor as the act of an international outlaw.

The Government of the United States holds Germany responsible for the outrageous and indefensible sinking of the Robin Moor. Full reparation for the losses and damages suffered by American nationals will be expected from the German Government.

Our Government believes that freedom from cruelty and inhuman treatment is a natural right. It is not a grace to be given or withheld at the will of those temporarily in a position to exert force over defenseless people.

Were this incident capable of being regarded apart from a more general background, its implications might be less serious -- but it must be interpreted in the light of a declared and actively pursued policy of frightfulness and intimidation which has been used by the German Reich as an instrument of international policy.

The present leaders of the German Reich have not hesitated to engage in acts of cruelty and many other forms of terror against the innocent and the helpless in other countries, apparently in the belief that methods of terrorism will lead to a state of affairs permitting the German Reich to exact acquiescence from the Nations victimized.

This Government can only assume that the Government of the German Reich hopes through the commission of such infamous acts of cruelty to helpless and innocent men, women, and children to intimidate the United States and other Nations into a course of non-resistance to German plans for universal conquest -- a conquest based upon lawlessness and terror on land and piracy on the sea.

Such methods are fully in keeping with the methods of terrorism hitherto employed by the present leaders of the

German Reich in the policy which they have pursued toward many other Nations subsequently victimized.

The Government of the German Reich may however be assured that the United States will neither be intimidated nor will it acquiesce in the plans for world domination which the present leaders of Germany may have.

We are warranted in considering whether the case of the Robin Moor is not a step in a campaign against the United States analogous to campaigns against other Nations. We cannot place reliance on official declarations to the contrary.

Like statements, declarations, and even solemn pledges have been forthcoming in respect of many Nations, commencing with the statement that the Government of the German Reich considered its territorial aspirations satisfied when it seized Austria by force. Evidence that the Government of the German Reich continues to plan further conquest and domination is convincing, and, indeed, scarcely disputed.

Viewed in the light of the circumstances the sinking of the Robin Moor becomes a disclosure of policy as well as an example of method. Heretofore, lawless acts of violence have been preludes to schemes of land conquest. This one appears to be a first step in assertion of the supreme purpose of the German Reich to seize control of the high seas, the conquest of Great Britain being an indispensable part of that seizure.

Its general purpose would appear to be to drive American commerce from the ocean wherever such commerce was considered a disadvantage to German designs; and its specific purpose would appear to be interruption of our trade with all friendly countries.



We must take it that notice has now been served upon us that no American ship or cargo on any of the seven seas can consider itself immune from acts of piracy. Notice is served on us, in effect, that the German Reich proposes so to intimidate the United States that we would be dissuaded from carrying out our chosen policy of helping Britain to survive.

In brief, we must take the sinking of the Robin Moor as a warning to the United States not to resist

the Nazi movement of world conquest. It is a warning that the United States may use the high seas of the world only with Nazi consent.

Were we to yield on this we would inevitably submit to world domination at the hands of the present leaders of the German Reich.

We are not yielding and we do not propose to yield."

Editor's note: Much appreciation to www.usmm.org and www.armed-guard.com for some of the information in this article.

MERCHANT MARINE MEMORIAL DVD PROJECT UPDATE

YOUR HELP IS STILL NEEDED!

We all know that public recognition of the U. S. Merchant Mariners, and their contributions to the United States in peace and war since 1775, has sometimes been hard to achieve. Over the years, major efforts have been made to memorialize the brave men who served this Country valiantly, although mostly unrecognized and unheralded.

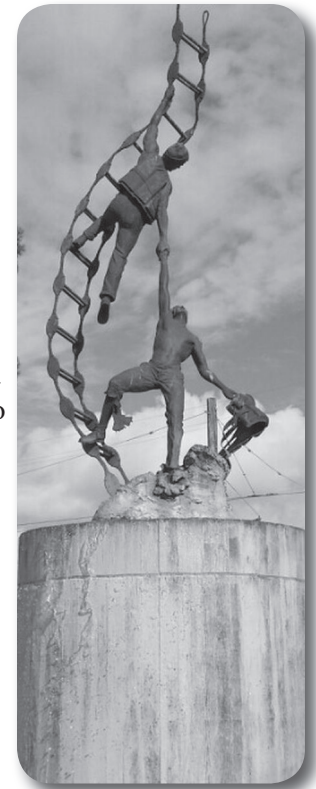
As you are probably aware, AMMV is in the process of producing a DVD presentation of some of these memorials, monuments and other tributes to our Merchant Mariners. Progress is being made on this long term project. The original information came from the archives of the vast memorial project that past National Historian Richard Mallett and his wife, Helene, gathered together a few years ago. Additional information seems to be appearing "as if by magic" thanks to the Internet and other contributions from AMMV members, whether in the form of new monuments or previously unknown locations. This has been most helpful and has expanded, considerably, the original scope of locations.

Since it has been "suggested" that the project be completed by April 1, 2014, your Editor and DVD production manager, Sindy Raymond, would much appreciate just a few more pictures, listed below, sent to her, either hard copy by USPS or emailed to her at saaren@frontiernet.net. There's not much time left, so please hurry.

And for those of you who have submitted pictures previously, many, many thanks. Your contributions will certainly help make this project informative. It is understood that plans are under way to use the DVD and/or its contents to further educate the public about the U. S. Merchant Mariners. So, please, contribute any photos you can by **March 1, 2014**, at the latest.

Thank you, in advance,

Sindy



*American Merchant
Marine Veterans
Memorial, San Pedro, CA*

U. S. MERCHANT MARINE PROJECT PICTURES STILL NEEDED 1-31-14

CITY	ST	CHAPTER/	MEMORIAL	LOCATION	
MONTEVALLO	AL	VULCAN MARINERS	PLAQUE	ALABAMA NATL CEMETERY	3133 ALABAMA 119
LANCASTER	CA	OTHER	SEAL	AMERICAN HEROES PARK	701 W. KETTERING AVE.
VENTURA	CA	OTHER	FLAG	IVY LAWN MEMORIAL PARK	5400 VALENTINE RD./ SAN BUEN
FT. LAUDERDALE	FL	GULFSTREAM	PLAQUE	RIVERWALK	400 SW 2ND ST.
PORT EVERGLADES	FL	OTHER	PLAQUE	HVIDE MARINE EXEC. OFFICE	2200 ELLER DR
PORT OF MIAMI	FL	OTHER	PLAQUE	PASSENGER TERMINAL	1015 N. AMERICA WAY/MIAMI
PORT ST. LUCIE	FL	TREASURE COAST	MONUMENT	VETERANS MEMORIAL PARK	2100 SE VET. MEMORIAL PKY
BALTIMORE	MD	OTHER	ANCHOR/PLAQUE	INNER HARBOR	NEAR MD. SCIENCE CENTER
EASTON	MD	OTHER	ANCHORS/PROPS	CALHOON MEBA ENG. SCHOOL	27050 ST. MICHAEL'S RD.
COINJOCK	NC	GEORGE BARK (GULFSTREAM)	MONUMENT	VETERANS MEMORIAL PARK	132 COINJOCK CANAL RD.
HOBOKEN	NJ	DENNIS A. ROLAND	PLAQUE	HOBOKEN WWII MEMORIAL	SINATRA PARK
HUNTINGTON	NY	OTHER	SEAL W/OTHERS MON.	VETERANS PLAZA	100 MAIN ST.
NEW YORK CITY	NY	AMMV CHAPTERS	PLAQUE	ABOARD USS INTREPID	12TH AVE & 46TH ST.
SHEEPSHEAD BAY	NY	OTHER	PLAQUE	KINGSBOROUGH COMM. COLL.	2001 ORIENTAL BL.,BROOKLYN
PORTLAND	OR	OREGON	MONUMENT	TOM MC CALL WATERFRONT PK	750 SW NAITO PKWY
PORTLAND	OR	OREGON	GRANITE WALL	VETERANS MEMORIAL COL.	1401 N. WHEELER AVE.
NEW CASTLE	PA	MARINERS OF PA	COLUMN	LAWRENCE COURTHOUSE	430 COURT ST.
UPPER ST. CLAIR	PA	OTHERS	PILLAR	UPPER ST. CLAIR VET MEM.	WALKER'S MILL RD.
BARRINGTON	RI	OTHER	MONUMENT	BRISTOL CTY VETS MEM PARK	400 PARK ST.
HOT SPRINGS	SD	OTHER	FLAG	SOUTH DAKOTA VETS HOME	2500 MINNEKAHTA AVE.
GALVESTON	TX	OTHER	MONUMENT	PIER 21	
OCEAN PARK	WA	LOWER COLUMBIA	MEMORIAL	TAYLOR OCEAN PARK CEM.	END OF 260TH ST.
ELMWOOD	WI		FLAG	VETERANS PARK	

Looking back at the struggle for Veterans status

A letter to the “Legion” by Dennis A. Roland, dated 1981

“They were well paid and could quit at any time.” This quote was made by an American Legionnaire and was aired by ABC-TV on January 1, 1981. It was made in response to a bill in Congress to obtain veterans status for the merchant seamen of WWII. Some weeks before this broadcast aired I had been called to ABC’s studio for a videotaped interview. When the “News” was aired, there were two other men also making remarks, Rear Admiral Scarborough of the Coast Guard and this fellow from the American Legion, whose name I don’t recall. I had been taped singly and I am uncertain as to whether these other two were also interviewed singly or together. The resulting glib presentation by ABC news was the spliced together product, with no chance for a real debate. A few weeks after this broadcast the American Merchant Marine was turned down for veteran status.

The following are excerpts of a letter I subsequently sent to the editor of the American Legion Magazine:

The remarks made by the American Legion lad, “They were well paid and could quit at any time” has stuck in my craw. The Merchant Marine were not mercenaries in that our guns were for hire. We were and are Americans first, last and always. Patriotism and pay unlike mercenaries and pay do not mix. The thought of quitting never entered the minds of any of the American merchant seamen of WWII. We went where we were sent – Murmansk, you name it- but we went and did not question the run. We were all volunteers and I do not know of a single case of anyone going over the hill.

Other countries honor and respect their merchant navy. But not the United States, although by an act of Congress we were given medals and awards. These items have now become nothing more than a reminder of promises broken by the highest authorities in the land, symbols of a pyrrhic victory for the merchant seamen of WWII. Yes none of us were drafted. As a USNR/MR of long standing, I personally attempted to go on active duty on four different occasions. On the final attempt I was informed that I would be serving our country better by remaining at my post as a merchant marine officer. Others of us were way beyond draft age, many were retired, others were discharged from the armed forces so they could return to their former occupation, the sea.

My rewards for remaining at my post: loss of ship (21 out of 59 men were killed) to a German surface raider; a German POW for three months. I should be classified as a POW in accordance with the Geneva Conventions X and XI, but our government says I am a ‘civilian internee’ even though they are signatory to these Conventions. The German raider later turned us over to the Japanese at Singapore, where I was adsorbed into the ranks of the defenders of Singapore, all military and all POWs, the British 18th division, the Australian 8th and the Dutch Army. I was with the military during the remainder of the war, being sent ‘up-country’ to work on the Burma-Thai death railway and the River Kwai Bridge. And I was still classified as a civilian internee.

What does the American merchant mariner of World War II ask for? We do not seek financial backing for schooling, or to purchase a home. We are beyond this phase of our life. We want no monetary awards. But we would appreciate the use of veterans’ hospitals, since most of us have grown old in service of our country. This benefit we are denied. We want to be recognized as Veterans of World War II, to show the rest of the nation that we were in the watery front lines of all the actions. Our losses testify to that. The American Legion will also understand and agree that without the merchant ships doing the bull-work, as the high brass often stated, the U. S. could not have achieved victory.

Editor’s note: Submitted by Hank Kaminski, CEO,AMMV - Dennis A. Roland Chapter, NJ.

The U.S. Merchant Marine indoor logo seal is now available through the American Maritime Congress (AMC). AMC President Lee Kincaid had the mold for the seal created in 2004 when he was the Director of Government Affairs for Project ACTA, the education and advocacy arm of the U.S. Merchant Marine Academy Alumni Foundation. Since the conception, the seal has been made available via USMMAAF until recently when the decision was made to no longer offer the seal for sale.

Rather than see the U.S. Merchant Marine logo seal fall into extinction, Lee made the decision to take on the project for AMC.

Anyone interested in obtaining one of the 15 inch 4-color molded composite indoor only seals should visit the AMC website at: www.americanmaritime.org and click on the U.S. Merchant Marine Seal link.



(left to right) Jim Caponiti, Executive Director, American Maritime Congress; Dianne Lauer, Executive Assistant, American Maritime Congress; Lee Kincaid, President, American Maritime Congress

HOW TO GET A MONUMENT PLACED

Bob Ross of El Dorado, AR, AMMV member-at-large and his family FINALLY got their wish. At a dedication ceremony on the Union County (AR) Court House lawn on November 2, 2013, a monument to the American Merchant Marine Veterans was unveiled. AMMV RVP Charles Montanaro was keynote speaker at the ceremony, which featured Mayor Frank Hash and was attended by many locals as well as AMMV members A.J. Wichita from Dallas, TX. and Eugene Barner from Overland Park, KS.

In a later "Letter to the Editor" of the El Dorado paper, Mayor Frank Hash wrote:

"Congratulations to El Dorado, Union County and indeed, to all of the South Arkansas region! This past Saturday a magnificent monument was dedicated on our county courthouse lawn to the many thousands of American Merchant Marine, both living and deceased. The ceremony was well attended, most respectful and a dignified tribute to these exceptionally heroic Americans, especially of the WWII era."

When asked about the monument placement process, Bob recalls:

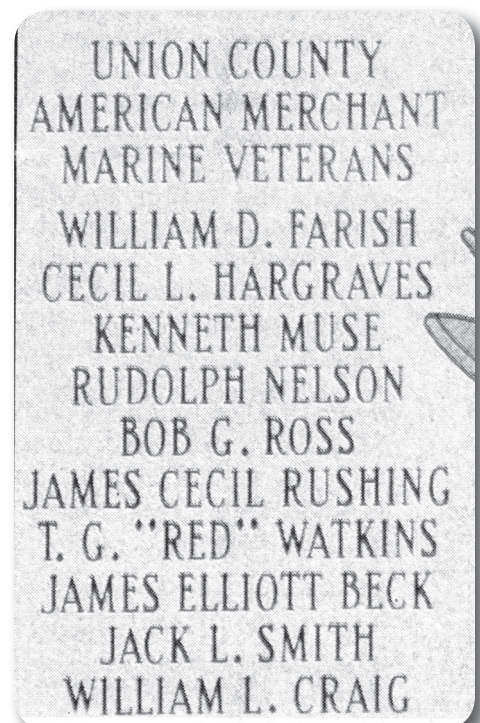
"Some 12 to 15 years ago, I came up with the idea of a monument to honor the Merchant Mariners of Arkansas. At that time, I was told it was impossible to get a spot on the Courthouse lawn for any kind of monument, where I wanted it to be. But I went to work. I made my first drawing of the monument and kept trying. All of the Merchant Marine monuments that I had seen honored just 1 person. I wanted to be different and honor those seamen from our area as well as our AMMV National officers.

"About ten years ago, the city fathers came up with an



idea to put monuments at the four entrances to the city. I talked to Mike Dumas, the Mayor at that time, about getting one of those spots. He told me if I raised the money, I would get the spot. So, I started saving my pennies and working on the design again.

"The years went by and we got a new Mayor,



Frank Hash, and different city administration. When I thought I had all the pieces in place, my daughter, Shirley Knight and I made an appointment with the new Mayor. We were received royally by Mayor Hash. He liked the design and even offered to help us secure an anchor and propeller for it. He outlined what we would have to do to get approval. And he even promised help with tables, chairs, bleachers, P.A. system, podium, etc. for the installation ceremony.

"Now, our journey began.

"Our first chore was to get an appointment with Mrs. Elizabeth Eggleston, Chairperson of the Union County Historical Society. When we met with her, we attempted to make a meaning-full presentation. We discussed Merchant Marine history – ancient, WWII and present. We showed her several proposed designs for the monument and told her that if we could not come up with an anchor and propeller, we would add wings to it for balance like the other

monuments on the Courthouse lawn. We received a 100% approval.

"Our next appointment was with the County Judge Mike Loftin, where again we made our presentation. Very much to our surprise, he approved the choice location on the Courthouse lawn.

"Then, it was time to finalize the details. So, we consulted with A. J. Wichita and Sindy Raymond for the verbiage and terminology. Charles Montanaro made numerous trips to El Dorado to help our monument maker, Ed Langston of Ed Langston Monument Co., with the final design.

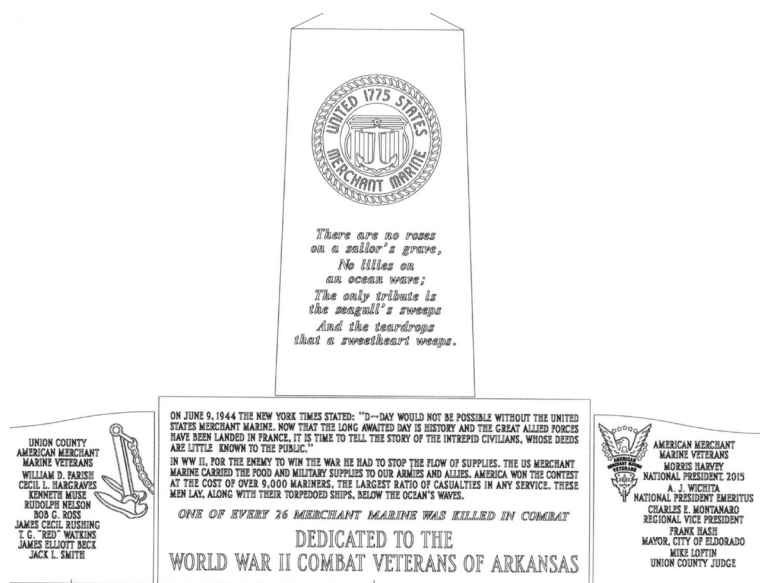
"We met with the Mayor, County Judge and the Historical Society one more time to finalize our plans. And Mayor Hash kept his word. He located an anchor, which weighed in at 2400 lbs. and a propeller that was about 2 stories high. Whoa!

"I would like to sincerely thank those people who directly or indirectly made donations to this project. Without their help, it would not have been possible."

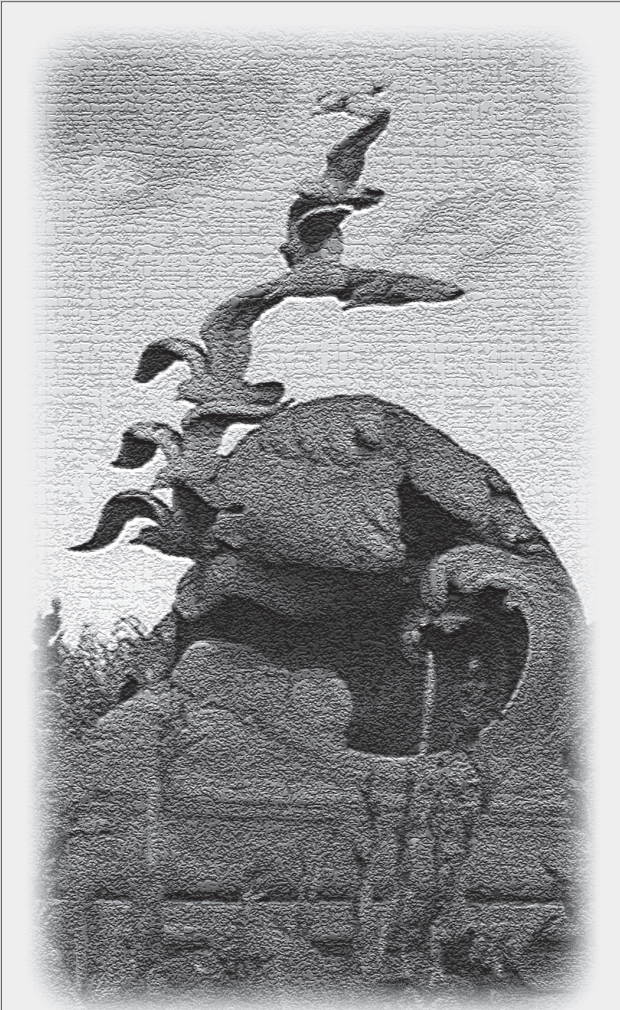
Bob Ross

Razorback AMMV

El Dorado, AR



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.*

ANDERSON AUSTIN
WILLIAM C. BARRY
CHARLES J. BIODROWICZ
JAN BOETTGER
HUGH J. BUBB, JR.
JOSEPH J. BULDA
LOREN E. CAPPS
HARRY CHRISTIAN
ROBERT J. CRANE
FELIX "PHIL" DE ROSA
WILBUR "RAY" DRISCOLL
RALPH G. DURRSCHMIDT
PETER DYKOVITZ
NEIL F. FORD
EMERY GEHRING
JOHN J. GILMARTIN
LEROY GORE
PAUL HAJOSTEK
GEORGE HEIDEL
HILMAR PAUL HEINRITZ
WILLIAM R. HOLBROOK
RODGER HOLSTROM
GORDON JOHNSON
DR. LAWRENCE KERKOW
VERNON L. KEY
ALOYS LAGATES
WALTER A. LANGE, JR.
LEON M. LEVONIAN

IVAR M. LINK
DON LIPCAMAN
ALEX A. LYPKA
PAUL L. MAGRUDER
EDMUND MARCIKOWSKI
ROY MATHER
WILLIAM MURPHY
ELLEN B. O'DONNELL
JACK PESTEL
SAMUEL L. PETERSON
JIM REED
MARK ROSNER
RAYMOND J. ROSS
JAMES J. RYDER
VARTON SARKISSIAN
WILLIAM SCHOTT
CARL B. SHAW
WILLIAM E. SMYTH
PATRICK T. SULLIVAN
CAPT. HAYES TATE
THEODORE J. THIBEAULT
WILLIAM F. VOGLEY
RANDALL S. WAGNER
GRANT WILLIAMS
PAUL R. WILSON
KENNETH E. WOOD
EDWARD C. WRIGHT

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.

WWII WAGE COMPARISON INFORMATION

Please note: Letter dated early 1944. Originally submitted by the AMMV Ohio Valley Chapter. Copies may be made for distribution as warranted.

WAR SHIPPING ADMINISTRATION

Training Organization
Washington, D. C.

Mr. Arren H. Atherton
National Commander
The American Legion
National Headquarters
Indianapolis, Indiana

Dear Mr. Atherton:

This will acknowledge receipt of your letter of October 27, 1943 in which you stated the position of the American Legion with regard to inclusion of Merchant Marine Seaman on Legion honor rolls. If these community honor rolls are dedicated specifically to "those serving in the armed forces," then of course Merchant Seaman are not technically eligible. If, however, any are dedicated to "those in the war service," "in the service of our country" or "of the United States," then it is believed proper that Merchant Seamen should be included. We cannot, of course agree that service in the Merchant Marine can be, in any way, considered as only equivalent to home guard, civilian defense, etc., since those activities have few casualties directly attributable to enemy action, as has the Merchant Marine. The casualty lists show that the percentage of casualties in the Merchant Marine is at least three or four times the percentage for any of the armed forces.

We wish further to correct an impression which you have in regard to the pay of men in the Merchant Marine. We believe it particularly unfair to compare the highest paid merchant mariner to the lowest paid member of the armed forces, as is done so often. Particularly, you mention that the gun crew on board merchant vessels draw from \$50 to \$80 per month. For your information, all Navy personnel assigned to Navy gun crews are at least seaman first class. The base pay rate for this rate is \$66, with 20% sea-pay bonus, bringing this to \$79.20, which is the very smallest pay drawn by any member of the Armed Guard. The ratings for other members of the Armed Guard range up to Petty Officer Second Class, the base pay plus allowances for that grade being \$115. The above, of course, is minimum and applicable only to single men without dependents. If he is married or has dependents to whom he allots \$22 per month from his pay, the government pays to his dependents further allowances in accordance with the following table:

Wife-----	\$50.
Wife and Child (\$20 for each additional child)-----	\$80.
Child, no wife (\$20 for each additional child)-----	\$42.
Divorced wife only-(not exceeding amount provided by court)-----	\$42.
Divorced wife and child-(\$2 additional - each child)-----	\$72.
1 parent (Chief Support)-----	\$50.
2 parents (Chief support) \$11 for each additional brother or sister-----	\$68.
1 parent and 1 brother or sister (\$11 for each additional brother or sister--	\$68.
Brother or Sister - no parent (\$11 for each additional brother or sister-----	\$42.

It can thus be seen that a married man with two children serving in the armed guard will be paid from \$157.20 to \$193.20 depending on his rating.

This compares with a base pay of \$72, which, with 15 percent special emergency raise, is \$82.50 for Ordinary Seamen (who have at least 3 months in training at \$50 per month, comparable to the length of training for Seaman First Class of the armed guard), plus a bonus ranging from 40 percent to 100 percent. For Able Seamen the base pay is \$82.50 with a 15 percent special emergency raise, bringing it to \$100. The Merchant seaman, therefore, gets as his total base pay an amount varying between \$115.50 and \$200 per month. Overtime pay averages about 30 percent of base. No allowances are granted for dependents. Every man serving aboard a merchant vessel, with the possible exception of the Master and Chief Engineer, could earn more money ashore in a shipyard or defense plant without taking the chance of being killed by bombs or torpedoes.

You also mention that the Navy Gun Crew cannot quit their ships. This is, of course true; but it is also true that in return they are paid for 12 months per year, with 30 days leave allowed per year. The Merchant Seaman is paid only for such time as he is serving aboard ship and has no leave with pay, except in a few isolated instances. He can, however,

take a specified maximum leave between voyages without pay. A Merchant Seaman's pay starts only after signing on a ship and stops as soon as the ship is paid off in its home port. He is paid for an average of ten months per year, while the Navy man is paid for 12 months per year. From actual payrolls of ships on various runs the War Shipping Administration has determined that the average monthly pay for Ordinary Seamen is \$197.50; and for Able Seamen \$231.25. All of this is subject to income tax. This includes wages, voyage bonuses, and overtime. The following table shows a comparison of average gross income received by four men, each with a wife and two minor children. Two are Navy men paid for 12 months and two are Merchant Seamen paid for 10 months:

**COMPARISON OF GROSS INCOME OF MERCHANT SEAMAN WITH NAVY ENLISTED MEN
AFTER DEDUCTION OF INCOME TAXES**

	Navy Seaman First Class	Navy Petty Officer Second-class	Ordinary Seaman	Able Seaman
Monthly Pay (Wife and 2 Children) \$	\$ 157.20	\$ 193.20	\$ 197.50	\$ 231.25
Yearly Pay (12 mos for Navy-10 for Merchant Seaman)	1,886.40	2,318.40	1,975.00	2,312.50
Less tax exclusion for military personnel				
Estimate income subject to income tax	386.40	818.40	1,975.00	2,312.50
Less				
Personnel exemption (wife & 2 children)	1,900.00	1,900.00	1,900.00	1,900.00
Less earned income credit	186.60	231.80	197.50	231.25
Estimated normal tax on net income	0	0	0	181.25
Victory Tax:				
Estimated Victory tax net income	386.40	818.40	1,975.00	2,312.25
Less exemption	624.00	624.00	624.00	624.00
Balance subject to tax	0	194.40	1,351.00	1,688.50
Summary:				
Estimated Surtax (13 percent)	-----	-----	9.75	53.63
Estimated normal tax (6 percent)	-----	-----	-----	10.87
Estimated Victory tax (5 percent)	-----	9.72	67.55	115.62
Tax	-----	9.72	77.30	180.22
Gross Income	1,886.40	2,318.40	1,975.00	2,312.50
Income after tax	1,886.40	2,308.68	1,897.70	2,132.28

It will be noted that the Ordinary Seaman and the Seaman First Class compare favorably, as do the Petty Officer Second Class and the Able Seaman.

There are some other major differences on the question of compensation which are not direct pay but still are definite factors. A Merchant Seaman who is totally and permanently disabled will be paid benefits at the rate of \$200. per month until the disability has ceased or until a total of \$5,000 is paid, whichever first occurs. Where the disability has been established so that it will continue to remain permanent, an additional benefit of \$100 per month is paid to the insured until a total of \$2,500 more is paid. Payment then stops, with no further extension of benefits. The cash value of such insurance, which provides for only 75 monthly payments of \$100 to the one who is totally or permanently disabled, is \$6,290. A member of the Navy Armed Guard who is a petty officer third class (median grade for Navy Armed Guard) who is physically incapacitated and medically surveyed will receive a payment of %58.50 per month for so long as he lives. At the age of 25 the cash value of such an annuity is approximately \$11,500. It will be noted above that the Merchant Seaman must be totally and permanently disabled, while the Navy man needs only to be physically incapacitated and can supplement his pension by working at a civilian job, which cannot be done by a Merchant Seaman who is totally and permanently disabled.

To the dependents of Merchant Seamen killed goes a flat sum of \$5,000. To the dependents of a Navy man killed goes base pay for a period of 6 months. This, for the Petty Officer Third Class, would be \$468. However, his dependents would be eligible for pensions for the rest of their lives on a varying scale, but, roughly, as follows: Wife, \$50, first child \$20, second and additional children \$10 each per month.

The wife would draw this pension for life or until she remarried. The children would draw the pension until their eighteenth birthday.

If a man leaves a wife, age 25 (life expectancy 44.73 years), she would receive, if she remained unmarried, \$50 per month for 45 years, or the sum of \$27,000. Taking remarriage into consideration, the average widow would receive a total of \$15,350. If he leaves, in addition, two children, 5 and 3 years of age, they would receive totals of \$3,120 and \$1,800. The amount of money to purchase an annuity based on the above averages would be \$15,300, which could be called insurance.

In addition, the Navy seaman has the privilege of purchasing additional national service life insurance up to an amount of \$10,000 for a premium of less than \$1 per month per \$1,000. This low priced insurance he may continue to carry even after leaving the service. A Merchant Seaman is permitted to purchase additional insurance up to an amount of \$15,000, for which a premium of \$2 per month per \$1,000 is charged. However, this insurance is on a month to month basis and cannot be continued while the seaman is ashore. The insurance applies only while on the vessel. If a Merchant Seaman is hit by a truck while ashore, he receives no compensation for being incapacitated, even though injuries received makes him totally incapacitated. A Navy man's insurance is applicable in such a case.

In addition to all the above very material differences, there are many other benefits accruing to naval personnel which have a definite monetary value. Some of these are free medical attention for the dependents of Navy Seamen and the privileges of hospitalization of dependents at the very nominal rate of \$3.75 per day for any cause. This includes all medical attention, medicine, and other expenses. Confinement cases for wives of Petty Officers Third Class and below are free of charge. A Navy man below Chief Petty Officer receives an initial issue of approximately \$133 worth of clothing. Every quarter after the first year he receives an allowance of \$8.75 for clothing. The Merchant Seaman pays for his own. The Navy man who elects to make a career of the Navy man is also eligible for a pension upon his retirement after a specified number of years of service. There is no such provision by which Merchant Seamen can serve any number of years or be eligible for any pension. Free postage, the reduced furlough rates for travel, reduction on theater tickets, and on meals while traveling and other privileges are benefits which in time do total an appreciable amount.

We realize that this is a rather lengthy letter, but we also feel sure that in all fairness you will appreciate being advised of the facts. The commonly accepted opinion that Merchant Seamen are too well paid is thus seen to be a myth, and it would be appreciated if the American Legion could help to dispel this myth by advising all of its posts of the true facts in the case. The men who are Merchant Seamen are men from the same towns and homes as the men in the Army and Navy. Their services to their Nation are important, and we feel sure that you will agree now that the facts are known that they are not overpaid. Many are sons of members of the American Legion, and many are veterans of the last war. I myself am a member of the American Legion and know that the Legion is interested in fair play and justice.

Your cooperation in dispelling this misconception in regard to Merchant Seaman's pay will be greatly appreciated.

Very truly yours,

War Shipping Administration

Telfair Knight
Assistant Deputy Administrator for Training

On 25 June 1950, the young Cold War suddenly turned hot, bloody and expensive. Within a few days, North Korea's invasion of South Korea brought about a United Nations' "police action" against the aggressors. That immediately produced heavy military and naval involvement by the United States. While there were no illusions that the task would be easy, nobody expected that this violent conflict would continue for more than three years.

The very first US response to the Korean crisis was a decision to provide additional weapons and supplies to the South Koreans. Though swiftly overtaken by events, this represented the start of what became a huge effort to bring across the broad Pacific Ocean the men, equipment and abundance of other items needed to sustain mid-Twentieth Century warfare.

General MacArthur conceived of a bold amphibious envelopment through the western coastal port of Inchon in the first days after the North Korean invasion -- even while his staff and Washington gloomily confronted the prospect of defeat. From the beginning he visualized a Marine assault force with a follow-on Army division, and by early July he requested specialized forces.

Sealift was another significant hurdle. While the U.S. Navy had large numbers of specialized amphibious vessels left over from World War II, most were in mothballs, without crews and without the benefit of regular maintenance. To satisfy MacArthur's requirements the Navy hastily recommissioned ships with scratch crews, including reservists, civilian merchant sailors and even locally recruited Japanese. Of the 47 LSTs (landing ships, tank) that departed Kobe, Japan, on September 10 to support the operation, 37 were manned by Japanese crews. On many of the invasion ships essential equipment and machinery

had been stripped out, including radios, electrical systems, pumps, hydraulics and even galleys.

By mid-September 1950 a daring amphibious invasion at Inchon fractured the North Korean war machine. When the U.S. X Corps went ashore at Inchon in September 1950, 13 USNS cargo ships, 26 chartered American, and 34 Japanese-manned merchant ships, under the operational control of MSTs, participated in the invasion. In the following two months UN armies pushed swiftly through North Korea. However, with victory seemingly in sight, China intervened openly, and the Soviet Union not-so-openly, on the side of their defeated fellow Communist neighbor. The UN was thrown back midway into South Korea.

Generally described as an "amphibious operation in reverse", the evacuation of Hungnam encompassed the safe withdrawal of the bulk of UN forces in eastern North Korea. It was the largest sealift since the 1945

Okinawa operation. In barely two weeks, over a hundred-thousand military personnel, 17,500 vehicles and 350,000 measurement tons of cargo were pulled out. In comparison with the retreat in central and western Korea, little was left behind. Even broken-down vehicles were loaded and lifted out. Also departing North Korea through Hungnam were some 91,000 refugees, a large number, but not nearly as many as had gathered to leave.

The first major unit to go was the

Sealift in the E

First Marine Division, which arrived in Hungnam on 10-11 December 1950 after its successful fighting withdrawal from the Chosin Reservoir area. The Marines were followed by Republic of Korea troops, the U.S. Army Seventh Division and Third Division. The ROK First Corps was landed at Mukho, on the Korean east



Inchon, 1953



Sabotaged gunnysacks on wharf

coast below the Thirty-eighth Parallel. U.S. forces were mainly taken to Pusan, where the influx initially overwhelmed that port's capacity.

Though the Chinese did not seriously interfere with the withdrawal, the potential threat they represented necessitated a vigorous bombardment by aircraft, artillery ashore and ships' guns. Air cover was available from nearby Yonpo airfield until that was abandoned on 14 December. Thereafter, for the final ten days of the operation, Navy and Marine carrier-borne

rine and Navy evacuated over 100,000 U.N. troops and another 91,000 Korean refugees and moved 350,000 tons of cargo and 17,500 vehicles in less than two weeks. One of the most famous rescues was performed by the U.S. merchant ship SS Meredith Victory. Only hours before the advancing communists drove the U.N. forces from North Korea in December 1950, the vessel, built to accommodate 12 passengers, carried more than 14,000 Korean civilians from Hungnam to Pusan in the south. First mate D. S.

Savastio, with nothing but first aid training, delivered five babies during the three-day passage to Pusan. Ten years later, the Maritime

Administration honored the crew by awarding them a Gallant Ship Award.

Early in the new year, the Chinese army was in turn contained and forced to retreat. On 13 March 1951, the Secretary of Commerce established the National Shipping Authority (NSA) to provide ships from the Maritime Administration's

(MARAD) National Defense Fleet (NDRF). These ships would meet the needs of the military services and other agencies of government beyond the capabilities of the privately-owned vessels of the U.S.-flag Merchant Marine. During times of war, the NSA also requisitioned privately-owned merchant ships and made them available for military purposes. Immediately after its establishment, the NSA reactivated vessels to meet the urgent needs of America's European allies to help transport coal and other bulk materials to rebuild their defenses.

The commercial merchant marine formed the backbone of the bridge of ships across the Pacific. From just six ships under charter when the war began, this total peaked at 255. According to the Military Sea Transportation Service (MSTS), 85 percent of the dry cargo requirements during the Korean War were met through commercial vessels - only five percent were shipped by air. More than \$475 million, or 75 percent of the MSTS operating budget for calendar year 1952, was paid directly to commercial shipping interests. In addition to the ships assigned directly to MSTS, 130 laid-up Victory ships in the NDRF were broken out by the Maritime Administration and assigned under time-charters to private shipping firms for charter to MSTS.

Sealift responsibilities were accomplished on short notice during the Korean War. Initially American troops lacked the vital equipment to fight the North Koreans, but military and commercial vessels quickly began delivering the fighting tools needed to turn back the enemy. According to the MSTS, 7 tons of supplies were needed for every Marine or soldier bound for Korea and an additional one for each month thereafter. Cargo ships unloaded supplies around the clock, making Pusan a bustling port. The success of the U.S. Merchant Marine during this crisis hammered home to critics the importance of maritime preparedness and the folly of efforts to scuttle the

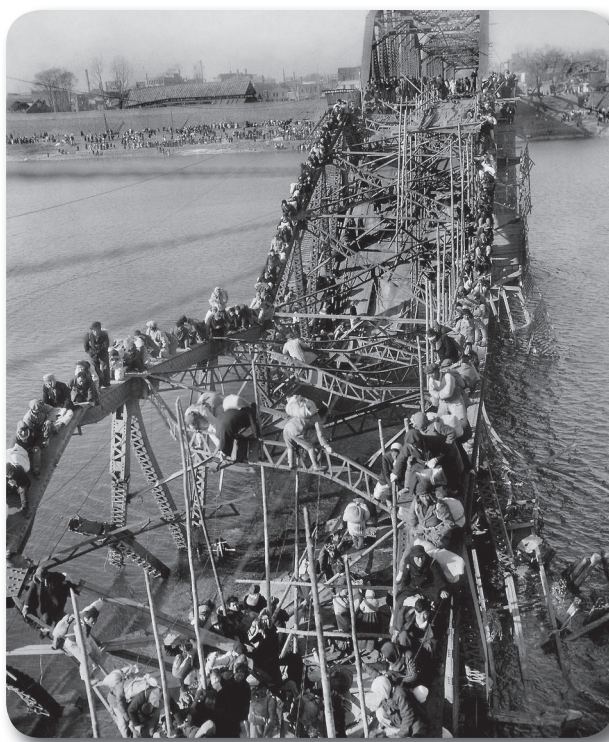
Korean War

planes handled the job. Naval gunfire was provided by two heavy cruisers and a battleship plus several destroyers and rocket ships.

Merchant ships played an important role in the evacuation of U.N. troops from Hungnam, following the Chosin Reservoir campaign. Together with Navy ships, the Merchant Ma-



harf side; Inchon, 1953



Refugees waiting to be evacuated

Merchant Marine fleet.

In addition to delivering equipment to American forces - more than 90 percent of all American and other United Nations' troops - supplies and equipment were delivered to Korea through the MSTS with the assistance of commercial cargo vessels. A bridge of ships, much like in World War II, spanned the Pacific Ocean during the three years of hostilities.

Logistics and support activities were vital to the success of US and United Nations Korean War operations. Without extensive and efficient trans-oceanic shipping, the tens of thousands of service people and the hundreds of thousands of tons of "beans, bullets and black oil" needed every month to prosecute the war would never have reached a war zone that was some five thousand miles from the U.S. west coast and about twice that far from eastern seaboard

ports. Without under-way replenishment of warships off the Korean coast, the effectiveness of Naval forces there would have been substantially reduced.

As the Korean conflict wore on, month after month through 1950, 1951, 1952 and into 1953, the early rush to meet the supply, training and repair demands of a dynamic combat situation became essentially routine. However, these efforts were never small. In some places, nature was a dominating factor, such as Inchon Reservoir, with its 21 ft. tide making off-loading of materials and troops hazardous and leaving ships stranded on the mud until the tide changed.

In some months, the volumes of personnel, cargo and fuel sent to the Korean area equaled or exceeded those of some months of the vast Pacific War of 1941-45. To a great extent this was a result of the constant nature of Korean War naval operations, contrasted with the more spasmodic operations of World War II, and the greatly increased fuel and ordnance demands of modern aircraft.

Shipborne logistics between the United States and the Korean War zone represented a huge job for the Navy, the



Military Sea Transportation Service (MSTS) and the Merchant Marine. Though the aircraft of the day could fly some high-priority items across the Pacific, the overwhelming majority of personnel, equipment and supplies necessarily had to go by sea. This included nearly all combat aircraft but the largest bombers, as those were the days before wide-spread aerial refueling permitted the global deployment of tactical aircraft.

Privately-owned American merchant ships helped deploy thousands of U.S. troops and their equipment, bringing high praise from the commander of U.S. Naval Forces in the Far East, Admiral C.T. Joy. In congratulating Navy Captain A.F. Junker, Commander of the Military Sea Transportation Service for the western Pacific, Admiral Joy noted that the success of the Korean campaign. He said, "The Merchant Mariners in your command performed silently, but their accomplishments speak loudly. Such teammates are comforting to work with."

From the end of 1950 until the end of the conflict in mid-1953, material and people streamed back and forth across the Pacific, ensuring that the fighting forces in Korea received all they required to sustain the kind of war they were obliged to fight.

Editor's note: Thanks to Walter Larkey, AMMV - Humboldt Bay chapter for several of the photographs taken from ship's deck at Inchon in 1953.



AMMV Profit & Loss July through December 2013

Ordinary Income/Expense Income

401 · AD NEWSLETTER	300.00
402 · CONTRIBUTIONS	1,180.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	150.00
AKG · ALASKA GREATLANDS	25.00
BEE · BEEHIVE MARINERS	200.00
BMC · BUCKEYE MARINERS	225.00
CAC · CACTUS MARINERS	225.00
CEC · CENTRAL CALIFORNIA	825.00
CHC · CHINA COASTERS	525.00
CIC · CENTRAL INDIANA	750.00
CWM · CARL W. MINOR - CENT. CA. COAST	450.00
DAR · DENNIS ROLAND	4,085.00
DES · DESERT MARINERS	1,200.00
EMS · EMERALD SEAS	275.00
EOH · EDWIN O'HARA	575.00
EOM · EASTERN OKLAHOMA MARINERS	300.00
GLD · GOLDEN GATE	1,850.00
GUL · GULFSTREAM	1,450.00
HIR · HIGH ROLLERS	550.00
HSE · HIGH SEA ERA	175.00
HSM · HIGH SEAS MARINERS	275.00
HUD · HUDSON VALLEY	1,050.00
HUM · HUMBOLDT BAY	350.00
JOB · JEREMIAH O'BRIEN	325.00
JTS · JOHN T. SCHMIDT/PALMETTO	500.00
KEY · KEYSTONE MARINERS	350.00
KPC · KINGS POINT	425.00
LON · LONE STAR	575.00
MAC · ROBERT J. MAC ALVANA	575.00
MAL · MEMBERS AT LARGE	16,469.00
MAM · MID AMER. ANCIENT MARINERS	625.00
MCO · MID-COLUMBIA	1,150.00
MGC · MISSISSIPPI GULF COAST	50.00
MON · MON VALLEY	500.00
MOV · MISSOURI VALLEY	950.00
MPA · MARINERS OF PENNSYLVANIA	575.00
NBM · NORTH BAY MARINERS	250.00
NOA · NORTH ATLANTIC	925.00
OCA · OCALA CHAPTER	675.00
OJE · OTTO J. ERNST	225.00
OKM · OKLAHOMA MARINERS	450.00
ORE · OREGON	925.00
ORS · OREGON SOUTHERN	550.00
ORV · OSWEGO RIVER VALLEY	150.00
PEC · PECONIC BAY	525.00
PUG · PUGET SOUND	400.00
ROG · ROGUE VALLEY	350.00
ROR · ROAD RUNNER	325.00
SAC · SACRAMENTO VALLEY	1,100.00
SAR · SARASOTA-MANATEE	1,100.00
SJR · ST. JOHNS RIVER	600.00
SSM · SMALL SHIP MARINERS	300.00
SSP · SS SAMUEL PARKER	800.00
STH · SS STEPHEN HOPKINS	925.00
SUQ · SUSQUEHANNA VALLEY	825.00
SVM · SILICON VALLEY MARINERS	525.00
SWF · SOUTHWEST FLORIDA	525.00
SWP · SOUTHWESTERN PA	75.00
THR · THREE RIVERS	950.00

	Jul - Dec 13
VIK · VIKING MARINERS	850.00
VUL · VULCAN CHAPTER	440.00
Total 410 · CHAPTER DUES	53,344.00
Total Income	54,824.00
Expense	
500 · FIXED EXPENSE	
501 · BANK CHARGE	111.00
503 · EQUIP RENTAL	300.00
507 · TELEPHONE	1,662.49
508 · RENT/OCCUPANCY	1,800.00
509 · UTILITIES	600.00
Total 500 · FIXED EXPENSE	4,473.49
520 · MISSION ADVANCE	
527 · SURVEY MAILING	2,126.68
529 · EDUCATION & OUTREACH	162.50
Total 520 · MISSION ADVANCE	2,289.18
528 · JCC FREIGHT	1,516.68
530 · NEWS LETTER	
533 · POSTAGE	3,427.22
536 · PRINTING	11,457.00
539 · EDITORIAL FEE	600.00
Total 530 · NEWS LETTER	15,484.22
550 · PERSONNEL	
551 · ADMINISTRATOR	8,700.00
Total 550 · PERSONNEL	8,700.00
560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	660.24
565 · POSTAGE	915.10
566 · PRINTING	59.80
Total 560 · OPERATING EXPENSES	1,635.14
Total Expense	34,098.71
Net Ordinary Income	20,725.29
Net Income	20,725.29

Fellow Mariners:

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

George Salovich, National Treasurer

A MONUMENT TO AMERICAN REVOLUTIONARY WAR PRISONERS

Looming over the trees atop one of the tallest hills in New York City stands a 149-foot-tall Doric column topped by an immense green copper lantern. At its base reads the inscription: "1776 THE PRISON SHIP MARTYRS MONUMENT 1908." Who were the "prison ship martyrs" and why did they merit such a grand tribute more than 125 years after their deaths? The answers to those questions constitute one of the most sobering tales of New York City's role in the War for American Independence.

One of the most gruesome chapters in the story of America's struggle for independence from Britain occurred in the waters near New York Harbor, near the current location of the Brooklyn Navy Yard. From 1776 to 1783, the British forces occupying New York City used abandoned or decommissioned warships anchored just offshore to hold those soldiers, sailors and private citizens they had captured in battle or arrested on land or at sea. Some 11,000 prisoners died aboard the prison ships over the course of the war, many from disease or malnutrition. Many of these were inmates of the notorious HMS Jersey, which earned the nickname "Hell" for its inhumane conditions and the obscenely high death rate of its prisoners.

The British in New York City

In mid-1776, in the early months of the Revolutionary War, the British government sent General William Howe to New York with some 34,000 troops and a large fleet. Howe was authorized to negotiate for peace with the Americans; when these negotiations failed, he invaded Long Island, soundly defeating the rebel forces of General George Washington on August 27. In a critical twist of fate, Washington's army was able to escape across the East River under cover of fog, and the British fleet was unable to pursue them due to unfavorable winds.

In mid-September, Howe's Redcoats invaded Manhattan, pushing Washington and his men off the island by October and defeating them at White Plains later that month. Though Continental forces bounced back with victories at Trenton and Princeton that winter, the British

would occupy New York for the remainder of the war, with their troops leaving only in November 1783.

The Prison Ships

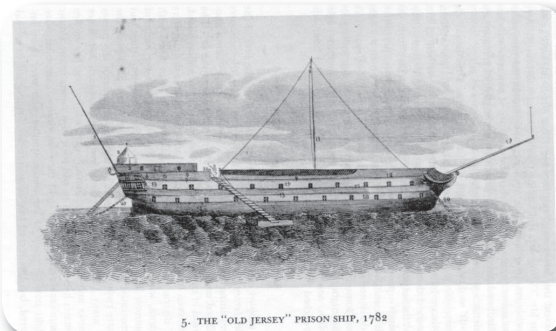
During their occupation, British forces captured or arrested thousands of soldiers and civilians, some after battles fought around New York and some for simply refusing to swear allegiance to the Crown. In addition, the Continental government had authorized a number of privately owned, armed ships to serve on behalf of the patriotic cause; some 55,000 American seamen would eventually serve as merchant marines or privateers. Whenever the British captured these privateers, they gave them the choice of joining the Royal Navy or going to prison.

Space in hastily-built British jails on land soon ran out, and the British began housing prisoners aboard the abandoned or decommissioned warships anchored in Wallabout Bay, the small part of Upper New York Bay. The ships were overcrowded, and conditions aboard were inhuman. Food and water were scarce, and diseases,

including small pox, ran rampant.

Conditions Aboard the HMS Jersey

The most infamous British prison ship was the HMS



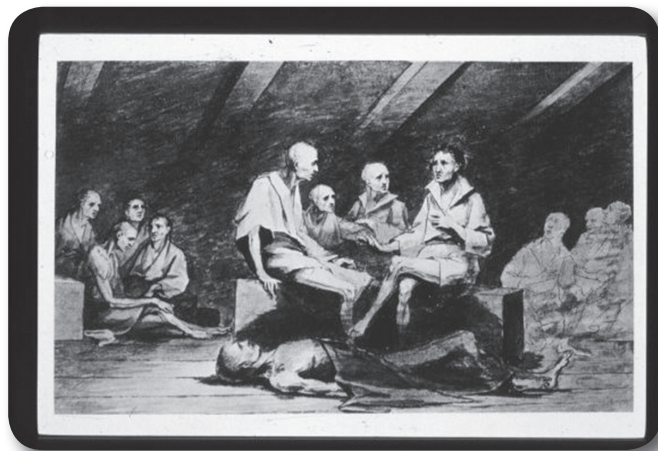
5. THE "OLD JERSEY" PRISON SHIP, 1782



Jersey or Old Jersey, referred to by its inmates simply as “Hell.” More than 1,000 men were kept aboard the Jersey at any one time, and about a dozen died every night from diseases such as small pox, dysentery, typhoid and yellow fever, as well as from the effects of starvation and torture. Corpses were brought up to the top deck as they were discovered, and left there until morning, when they were piled onto a wooden plank and lowered over the ship’s side to be buried in shallow pits on the sandy banks of Wallabout Bay.

The Americans did not necessarily have to stay on the HMS Jersey, nor any of its sister ships which were eventually brought in once it ran out of space. The British soldiers holding them captive often attempted to bribe them with promises of land and money; the only price for their freedom and reward was that they renounce their allegiance to the United States and bow once again to the rule of King George. By all accounts, almost none of the 11,000 prisoners did so. Such was their belief in the American cause.

Even after the British surrender at Yorktown in late 1781, prisoners were kept aboard the Jersey and other ships



until the war formally ended in 1783. At war’s end, there were only 1,400 survivors among the inmates of the entire prison ship fleet, and at least 11,000 men and boys died aboard the ships from 1776 to 1783.

Honoring the dead

When the new U.S. Navy occupied Wallabout Bay and began expanding the Brooklyn Navy Yard on the mud flats near the shore, they found the remains of thousands who had perished aboard the British prison ships. These remains were collected and buried on the grounds of a nearby estate, in the hopes of building a permanent resting place and memorial to the noble service and sacrifice made by these men.

By the late 19th century, the first monument built to honor those who died on the prison ships--on Hudson Avenue in the Brooklyn neighborhood known as Vinegar Hill--had fallen into disrepair, and plans were made to build a new memorial in Brooklyn’s Fort Greene Park, a new public space designed by Frederick Law Olmsted and Calvert Vaux (the landscape architects behind Central



Park). Funds were raised by the end of the century, and the architectural firm of McKim, Meade and White were commissioned to design the monument itself.

In 1908, President William Howard Taft dedicated the Prison Ship Martyrs’ Monument (also called the Soldiers and Sailors Monument), an obelisk standing some 150 feet high at the center of Fort Greene Park, on the former site of the Revolutionary War-era Fort Putnam. Beneath the 100 steps leading to the soaring memorial column is a crypt with 20 coffins containing bone fragments from the thousands who died on the HMS Jersey and other prison ships.

But time has a way of erasing memories. In 1945, a staircase and elevator which once ferried visitors to the column’s pinnacle were both removed. Vandals marred its base with graffiti and in 1966, the monument’s 4 large bronze eagles were removed to be restored, never to return. Between 2006 and 2008, more than \$5,000,000 was spent restoring the column and its surrounding plaza. Despite its restoration, however, the thousand who perished here and whose bones lie beneath the memorial have been largely forgotten.

These men walked and fought alongside George Washington. They suffered and died in the name of American independence.

They endured untold indignities, even in death. And this largely-forgotten memorial atop a hill in Fort Greene Park is among the most hallowed ground in this nation. It is felt that these prisoners with their martyr-related attitudes are owed our respect and an immense debt of gratitude.



THE WRECK OF THE SS BADGER STATE

The SS Badger State was a World War II-built cargo ship (C-2 type) for the US Navy serving as the USS Starlight (AP-175) in the Pacific theatre, earning four Battle Stars by wars end. Following the war she was sold into commercial service and plied the seas for the Luckenbach Steamship Corp as the SS Florence Luckenbach and eventually the States Marine Lines starting in 1959, renamed SS Badger State.

Under contract with the Military Sea Transportation Service in 1969, the SS Badger State sailed from Bangor Naval Weapons Station, Washington state, around December 12th, 1969 with a full load of 8,900 bombs, rockets, shells, mines, fuel oil, water, lubricating oil and 294 tons of lumber to help secure the cargo while at sea. She was bound for Da Nang, South Vietnam via the northern route across the Pacific toward the Aleutian Islands, then turning Southwest and heading for the Luzon Straits – between Taiwan and the northernmost island in the Philippines.

As the ship made its way across the North Pacific she came into heavy weather roughly 550 miles North of Midway Island and began to roll heavily in the growing waves and howling winds. As the ship rolled from side to side, the securing bands on her dangerous cargo began to give way, threatening to let the bombs come loose onboard, meaning almost certain destruction for the ship and her crew. There was much speculation that the bombs had not been secured safely when they were loaded in port.

Racing to re-secure the cargo in the midst of a major storm, the crew of the Badger State used everything they could to shore up the dangerous load of bombs; ships mattresses, hatch boards, spare lifejackets, chairs, linen, stores, mooring lines and even frozen meat to keep the bombs from coming loose.

For the next nine days the fight continued as the ship was



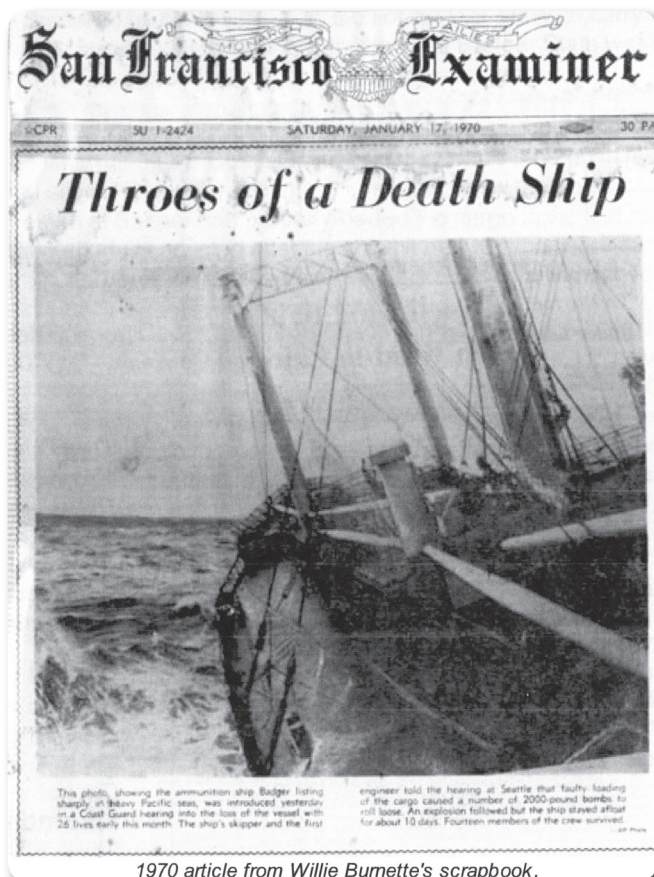
lashed by ferocious weather, her Captain trying several different courses to minimize the ships side to side movement in the 20 foot seas. All efforts to secure the dangerous cargo were seemingly ineffective as the bombs destroyed much of their blocking and bracing and began to roll freely around the ship, striking her inner

hull with enough force to punch holes and allow water to enter the ship. Terrified crew continued to do everything they could to prevent or lessen the movement of the cargo until the morning of December 26th, when a single bomb detonated in cargo hold #5.

While the explosion was not a full force detonation, it blew a 12x8ft hole in her Starboard side and started a large fire on the stern of the Badger State. The order to abandon ship went out immediately despite the continuing bad weather, which was then lashing the ship with 25ft waves and 40 knot winds. No sooner had crew unlashed two rubber liferafts than the howling winds tore them off the deck of the ship. Two other rubber liferafts were lowered into the water, only to be overturned and throwing two men

into the water. With the rubber rafts gone, the entire ships compliment had to squeeze into the one operating lifeboat, the other having been damaged by the high seas.

35 men were being lowered into the water along the starboard side of the ship into the remaining lifeboat when they passed the massive hole blown in the ships hull, where they could clearly see the entire cargo load of bombs rolling back and forth in the hold, which was still afire. As the lifeboat hit the water's surface, it was immediately slammed into the hull of the Badger State by a wave, which shook another massive 2000lb bomb loose from her #5 hold. The bomb rolled across the bottom of the hold and straight out of the hole blown in the ship's hull, and landed





on the side of the full lifeboat, capsizing it and sending the 35 men into the 48 degree water.

Captain Charles T. Wilson of the Badger State and a skeleton crew of five men who volunteered to remain onboard immediately dropped lines to the crew who were in the water in

an attempt to save them, and vectored the Greek freighter, the Khian Star, which had responded to the distress call to the survivors, who were now scattered in the water around them. Rescue in the heavy seas proved almost impossible, as many of the men in the water were washed away as they were being pulled up to the decks from the surging waves. The others in the water suddenly found themselves fighting more than the seas as albatrosses began attacking them. Like dive bombers, the large seabirds swooped in and pecked at the men's eyes and heads. The men used their fists to repel the onslaught. And the agitation of the water was so intense that the life jackets started turning on them and rode up the backs of the men who were exhausted or unconscious, pushing their heads down into the water.

By daybreak on the 27th, only 14 of the crew who were in the lifeboat had been recovered; the other 21 were never seen alive again.

By this point the fires on the Badger State were beginning to set off other munitions, and the cargo loads in her forward two holds had come loose and could have detonated at any moment. After sending a final message from the ship, the Captain and his remaining crew abandoned ship into the Pacific and swam for the Khian Star through the

20ft seas. Of the five men, only three survived the swim, including the Captain.

Now totally abandoned and powerless, the Badger State was slowly consumed by fire from the stern forward, and was rocked with countless detonations as she drifted around the North Pacific for the next ten days. Navy ships arrived onscene to assess the situation and possibly save the ship and what remained of its cargo, but the fire and explosions led to the Navy ordering that the Badger State be sunk as a hazard to navigation.

As the salvage tug USS Abnaki began to close in on the Badger State to open fire, the ship broke up and sank at this location on January 5th, 1970. 26 members of her crew died as a result of the catastrophe.

A 44-page report on the disaster based on the Coast Guard investigation as well as one by the National Transportation Safety Board came out almost two years after the disaster. It cited a series of "causal factors"; the bombs, loaded on pallets, were buttressed in such a way that if a single wedge or block came loose, the whole row of pallets would be released; the lack of a full load of cargo made the ship more vulnerable to rocking by waves; the unusual severity of the storms on December 25 & 26th and the inability of Fleet Weather Central to forecast those storms. No single individual or group was blamed for the catastrophe.

Editor's note: William Burnette, who may have been the last known survivor from the SS Badger State lived in Eureka, CA, home of our AMMV Humboldt Bay chapter. When he passed away in 2002, a local resident, at an estate sale, bought two of Burnette's photo albums and a stopwatch. On the outside of the envelope that held the stopwatch was written: W.L. Burnette, 3rd Mate, S/S Badger State. Stopwatch that was saved when S/S Badger state was abandon (sic) in mid Pacific Ocean Dec. 26, 1969 approx. 111 +11 zone time following a bomb explosion & fire in #5 hatch. Ship abandon (sic) in storm. 26 men lost - 14 men saved by Greek MV Khian Star.

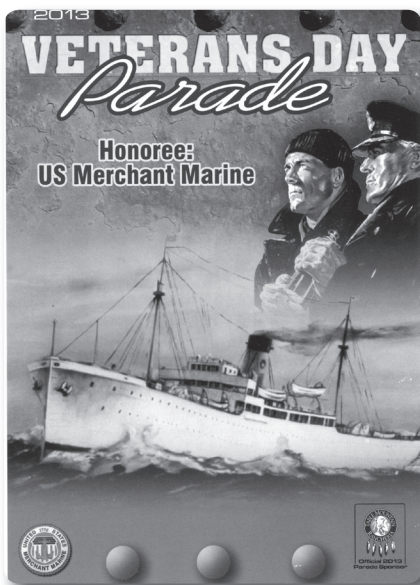
Right, SS Badger Third Mate Willie Burnette demonstrates the use of the lifejacket that saved his life. Far right, Burnette, on left, stands on the bridge of Khian Star with some other survivors of the SS Badger State.





CHAPTER NEWS

Central California Chapter



VETERANS' DAY, 2013 PARADE

In November, it was quite an honor to have our chapter chosen to be the Grand Marshall of the Fresno Veterans' Day Parade. This is the 2nd largest parade in the country and the only one televised worldwide by the Armed Forces Television network, which is broadcast worldwide, including Navy ships at sea. Our member, Capt. John Larson was keynote speaker.

We participate in this parade every year and hope to continue to do so, health permitting. And our city of Fresno, California is known as "The All-American Veteran City".



Capt. John Larson and CEO Rufus Hernandez

Gene De Long/Hudson Valley Chapter

DAY DREAMING.....

Ed Cameron, Treasurer writes: I wonder how many of you ever think of the first day you went aboard your assigned ship? You were going into a new and different kind of experience plus you did not know your ultimate destination. Remember when they loaded cargo like tanks, trucks, guns of different kinds, explosives and planes all taped up? Many were secured to the main deck and maybe you wondered if the chains or cables would hold monsters like the tanks safely in bad weather. It was scary. Then going out to sea for the first time. Did you get seasick? If you did what did you do to get rid of the feeling? How about a meal of corned beef and cabbage? But then time passed and all of a sudden you were a "Salty Seasoned Mariner".

Just day dreaming.....

Gulfstream Chapter

TOYS FOR TOTS LUNCHEON

Our annual Toys for Tots Luncheon was held on Saturday, December 7, 2013 at Tropical Acres in Ft. Lauderdale. It was a lovely affair and everyone enjoyed not only the food but the wonderful entertainment. A big THANK YOU to the members of Gulfstream who donated money to enable us to shop for all the toys. Cdr. Howard accepted the toys on behalf of the U. S. Coast Guard.



USCG Master Chief John Zidek, AMMV NVP Liz Clark and USCG Cdr. Todd Howard



CHAPTER NEWS

Mariners of PA Chapter

Another Public Awareness Project

Chapter members Mark Gleeson and George Hart and Mon Valley Chapter member Walter Luikart are on a new mission. They are all alumni of Westminster College in New Wilmington, PA. According to Mark Gleeson's research the WWII Victory ship (C-2 type), the SS Westminster Victory was named after Westminster College. Out of the 541 Victory ships, 150 were named for educational institutions. But only 40 of those institutions of higher learning were approved by the Maritime Administration to be so honored for naming Victory ships and Westminster College was on that list. At the time, each college was asked to raise \$350.00 to furnish a library for the crew of its namesake vessel. Westminster raised slightly more at \$408.00.

These alumni are seeking to place a replica of the SS Westminster Victory on the college campus. They already have a Merchant Marine bench and flag in the center of the campus, that is for America and all the men and women who have died to provide the freedoms we love. According to Gleeson: "This ship will be a symbol of how great our nation's effort was to defeat our enemies. Once we get the decision makers to decide that they accept the great honor our nation granted us by naming that ship, then we find ways to fund the cost."

Rogue Valley Chapter

A SPECIAL THANK YOU

Several months ago, Sandi Cassanelli, the VP of our chapter suggested to all members that if they would supply their information, she would compile it into book form to share with their families and friends. Sandi worked tirelessly, donating her time and efforts to this project for several months. The books contain the records of some of the members' war experiences in WWII, including photos, documents, ships names, individual interviews and other information.

We at Rogue Valley Chapter would like to give Sandi a big THANK YOU and special recognition for doing such an outstanding job.

Ocala Chapter

WREATHS ACROSS AMERICA

December 14, 2013 was Wreaths Across America Day. The Wreaths Across America mission – Remember, Honor, Teach – is carried out in part by coordinating wreath laying ceremonies at Arlington National Cemetery, as well as veterans' cemeteries and other locations in all 50 states, ceremonies at sea and 24 national cemeteries on foreign soil. National President Morris Harvey and Member-at-Large Richard Parrish laid the Merchant Marine wreath at Bushnell, FL. National Cemetery that day.



Susquehanna Chapter

CORDIALLY WELCOMED BY THEATER

Our request for a table and space for displaying our literature at the showing of the "Captain Phillips" movie was very favorably received. We were given double the space that we had requested and back wall space to hang our Merchant Marine banner. We were even allowed to park our trailer outside on display. During our duty there, we were given, free, unlimited coffee, cokes, popcorn and hot dogs! *IT DON'T GET MUCH BETTER THAN THAT!*

Unfortunately, the attendees were not militarily oriented and had not come to see military theme and didn't make the Merchant Marine connection. They came to see an action-packed movie. They stopped to chat as an afterthought. One thing we had not anticipated is the public thought we were soliciting donations. We had to refuse many nice offers, and they were puzzled as to why we were there. They found it hard to believe that this was an informational booth only.



CHAPTER NEWS

Small Ships Mariners Chapter

Opening of Exhibition of U.S. Army Small Ships

In the New Year we had the opening of the long awaited Exhibition of the US Army Small Ships in WWII. The formation and operation of the Small is explained, and how Australian men and boys rallied to crew the vessels that in early 1942-43 were the life line that transported the Australian and American soldiers into battle as there were no other means on vessels which were never designed for the role that they had to play in this flight.

The Exhibition was opened by US Consul General Mr. Lugo Llorens, who certainly gave an excellent address which was extremely well received by those present.. You would be excused for thinking that he had obviously might have been there; his attention to detail was remarkable. When Mr. Llorens stated that prior to coming to Australia he had not heard of the US Army Small Ships, he stated that it is a story that should be told in the schools, of the untrained 15 and 70-year old men and boys and the courage and tenacity that they displayed so as to achieve the support that they did for the Australian and American troops.

The Exhibition will be open for another 6 months and I urge you all to attend the Australian National Maritime Museum at Darling Harbour (Sydney, Australia) and see for yourself how well the staff at the museum told our story.

28th ANNUAL

AMMV NATIONAL CONVENTION

May 13 – 16, 2014

Gold Coast Hotel & Casino, Las Vegas, NV

Join us for food, fun, camaraderie and a little business too, you lucky, lucky people! Further information & registration form later in this issue.

SEE YOU THERE!

And don't forget to order your Convention Memory Book, too.

SS Stephen Hopkins Chapter

Merchant Mariner Speaks at Military Veteran Tribute

Our Second Mate J. Nelson Smith spoke on behalf of our Merchant Marine chapter at the City of Burleson's (TX) seventh annual Military Veteran Tribute Day held at the Veterans' Memorial Park in Renfro Square. The ceremony paid tribute to the Women Air Force Service Pilots, United States Merchant Mariners and Rosie the Riveter.

Nelson began by describing what the Merchant Marine is, giving a history of the Merchant Marine going back to June 12, 1775. He described the different wars the Merchant Marine have participated in during their 238-year history. And for the WWII part, he described the part the MM played in winning the war, the percentage of MM that died per capita, Merchant Marine recognition, President Roosevelt and the story of the SS Stephen Hopkins.



Charles Smith, Nelson Smith, unknown man, Skipper Joe Camperson)

Nelson Smith



ON WATCH IN WASHINGTON

Submitted by Lee Kincaid of the American Maritime Congress

As 2014 begins, the U.S. Maritime Industry continues to deal with many of the same issues that were so very critical in 2013.

The Food for Peace Program (PL-480) remains an issue under attack. During 2013, the U.S. Maritime Industry managed to fend off several direct attacks including; a pre-budget plan from the White House to completely eliminate the current program of U.S. grown commodities, a budget plan to convert 45 percent of the program to cash and vouchers, House legislation to convert 45 percent of the program to cash and vouchers, and a House Farm Bill amendment to convert 45 percent of the program to cash and vouchers.

The House and Senate each passed their own versions of a Farm Bill in 2013 with the House version maintaining the Food for Peace program and the Senate version allowing for approximately a 30 percent diversion of funds from U.S. grown and transported commodities. In January 2014, a final conference report was agreed upon and a five year Farm Bill was passed which does allow for some diversion of Food for Peace funds to cash programs.

In December, a two year budget deal was passed offering sequester relief which is offset by other cuts in the budget. One such cut is the elimination of the requirement that MARAD reimburse other federal agencies for the extra costs associated with shipping food aid on U.S. ships. The MARAD transportation cost reimbursement has been a two part process for a number of years. When the Transportation Bill (MAP-21) passed in 2012 and reduced U.S. food aid cargo preference from 75 percent to 50 percent, the first part of the reimbursement or Ocean Freight Differential (OFD) was eliminated. Under OFD, MARAD was required to reimburse U.S. government agencies (mainly USAID) for the cost difference between transporting via U.S. flag and foreign flag. The Congressional Budget Office (CBO) initially scored the savings at over \$100 million but in reality, the savings were only about \$15 million. CBO later discovered their mistake thinking the two-part reimbursement applied to the 50 percent to 75 percent portion of the cargo preference when in reality, only the OFD portion applied.

The December 2013 budget act repeals the second part of the MARAD reimbursement program which applies to the 0 percent to 50 percent of U.S. food aid cargo preference. Under this part, when the overall ocean transportation costs of food aid is greater than 20 percent of the overall cost of the commodities being transported by U.S. vessels, MARAD is required to reimburse the agencies (mainly USAID) the amount in excess of the 20 percent difference. The CBO scores this repeal at a savings of \$731

million over ten years.

The end result of the repeal of both parts of the required MARAD reimbursement is to decrease the amount of overall funds available to USAID to purchase U.S. grown commodities for the Food for Peace program.

Attacks on the U.S. Food for Peace program are expected to continue into 2014 with the Gates Foundation projected to supply \$3 million towards a \$4 million planned project by "Bread for the World". This proposed initiative will target nationwide church congregations to encourage them to pressure Congress into converting the current food aid program into one of cash and vouchers.

Full funding of the **Maritime Security Program** (MSP) at \$186 million per year will continue to be an issue of utmost importance to our U.S. flag industry. The omnibus budget act just passed in January provides full MSP funding for FY 2014 and provides relief from sequestration. However, work must now begin on securing the necessary funding and Congressional support for MSP for fiscal year 2015.

Likewise, attacks on the **Jones Act** continue on a daily basis and emanate mainly from Hawaii, Puerto Rico, the European Union and the oil and gas industry. U.S. crew costs and U.S. shipbuilding are constantly under assault and are blamed for everything from higher domestic gasoline prices to higher prices for food and necessities on the U.S. islands.

AMC continues to defend the provisions that maintain our U.S. international and domestic merchant marine. Many individuals and organizations have helped to shoulder the burden in 2013. AMC wishes to thank the various U.S. maritime labor unions, the numerous U.S. maritime trade associations, the U.S. flag carriers, the U.S. port associations, the Navy League, the Association of the U.S. Navy (AUSN), the U.S. Transportation Command (USTRANSCOM), the National Defense Transportation Association (NDTA), the International Propeller Club and local Propeller Clubs, the State of Michigan Maritime Academy (Great Lakes Maritime), Maritime TV, Maritime Executive Magazine, the American Merchant Marine Veterans Association, numerous state and federal agencies, as well as a host of dedicated individuals for their support and efforts over the year.

Our many loyal supporters and friends in Congress have been instrumental in fending off the constant barrage of attacks this past year. AMC will continue our efforts to educate Congress and federal agencies, develop critical and lasting relationships in and outside of our industry and coordinate the defense and promotion of our U.S. flag merchant marine.



JUST RECOGNITION

COASTWISE MARINERS LEGISLATION

Submitted by J. Don Horton, Member-at-Large

*UPDATE TO: House Bill - HR 1288 "WW II
MERCHANT MARINERS SERVICE ACT" 24 Jan. 2014
AND THE MAZE IT IS TREADING*

HR 1288 was introduced in the 213th Congress and rapidly gained 94 cosponsors as a standalone bill with a CBO score of DeMinimis, meaning costs were not relevant. This is a feat that I have been told is extremely rare. Bills simply do not reach that level of success from an individual without significant support from Veteran Service Groups or strong political clout. It happened and with very limited support beyond the sponsors of HR 1288. It takes a great deal of sacrifice, a lot of hard work, determination and dedication. It cannot be done with a simple request and sit back to wait for an answer. Apply due diligence and remove the word no from the table.

In August I was notified that HR 1288 was to be incorporated into another bill HR 2086 and within a week, I was again notified that HR 2086 was to be incorporated into an Omnibus bill, HR 2189 that was headed up by Rep. Jeff Miller, R-FL, and Chairman of the House Veterans Affairs Committee. This bill passed the House on a called vote with only 1 dissention. It moved to the Senate Floor and is awaiting Senate approval or review.

Senate Bill – S.1361

In July I received some pleasant news that on 23 Jul, Senators Murphy, D-CT and Blumenthal, D-Ct and Senator Collins, R-ME would introduce S 1361, a carbon copy of HR 1288.

In October, I was notified that S 1361 was to be incorporated into an Omnibus bill S 1581. Shortly afterward I was informed that they had gutted the wording of S 1361 and reduced it to performing a Review. This is the new wording:

SEC. 812 of S 1950: REVIEW OF DETERMINATION OF CERTAIN SERVICE OF MERCHANT MARINERS DURING WORLD WAR II.

(a) IN GENERAL.—The Secretary of Veterans Affairs, in consultation with the Secretary of Defense, the Secretary of Homeland Security and such military historians as the Secretary of Defense recommends, shall review the process used to determine whether an individual performed service under honorable conditions that satisfies the requirements of a coastwise merchant seaman who is recognized pursuant to section 401 of the GI Bill Improvement Act of 1977 (Public Law 95–202; 38 U.S.C. 106 note) as having

performed active duty service.

(b) REPORT.—Not later than 90 days after the date of the enactment of this Act, the Secretary of Veterans Affairs shall submit to the Committee on Veterans' Affairs of the Senate and the Committee on Veterans' Affairs of the House of Representatives a report detailing any findings, actions to be taken, or recommendations for legislative action with respect to the review conducted under subsection (a).

This past week I found from my own investigation that another Omnibus bill S 1950, introduced by Senator Sanders, I-VT and Chairman, Senate Veterans Affairs Committee, will incorporate S 1581 with the wording pertaining to the Process Review. The committees assigned to this bill sent it to the Senate as a whole for consideration on January 27, 2014. I understand that if S-1950 clears the Senate; it will have to be reviewed with HR 2189 that still contains the complete wording of HR 1288.

The WW II Coastwise Merchant Mariners oppose this Review as it serves no purpose other than additional delay, added costs and having more seafarers leaving our ranks without their due recognition as veterans. The process is already there and simply needs additional steps to include allowance for lost, destroyed and/or denied documentation and an avenue of recognition for those who were discriminated against due to age, gender or disability. Today we are standing by awaiting action.

We will be soliciting support from the two VA committee members and cosponsors of the former HR 1288 to maintain the original wording vice the Process Review. Any help AMMV members can offer will be greatly appreciated. I can be reached at (252) 336-5553 or email jdonhorton@embarqmail.com.

Thank you, Don Horton

JUST COMPENSATION LEGISLATION ANOTHER TOOL IN THE TOOL BOX

Submitted by Morris Harvey, National President

A new WWII Merchant Mariner book, "TORPEDOED for LIFE". This book is different than others written on the MM fight for recognition as Veterans in WWII. Although it includes some relevant life experience stories which reflect the worthiness of the stand for Just Recognition, it also includes the story of our efforts in congress over the last ten years trying to get "OUR" congress to finally pass some form of Just Recognition. There is also reference back to happenings in 1946-47 and a chronological status of events in Congress and in the courts from 1977-88.



JUST RECOGNITION

This book is worth buying and passing on to Members of Congress, especially VA committee members. The Government Affairs Committee has purchased copies to send to the office of the following: Rep. Hahn - CA (Sponsor of HR1936); Jeff Miller - FL (chair of VA Committee); Gus Bilirakis - FL (Vice-Chair of VA Committee); Jon Runyan - NJ (Chair of VA Sub-Committee DAMA); Sen. Bernard Sanders - VT (Chair on Senate VA Committee); Sen. Mike Johanns - NE (Sen. VA committee member - promised to sponsor bill in the Senate).

This is a request for action - I ask that our AMMV members get involved and make sure that local lawmakers in your state sign up to support HR1936. I would hope that Chapters will raise funds to join this program. I recognize that most of our Regional VP's have not shown leadership qualities with regard to participating in lobbying efforts in support of HR1936. By way of this correspondence, I request that all RVP's initiate a project in their region to insure that books are purchased and delivered to all lawmakers in the region. Members at Large can participate by working with their RVP. Call and volunteer.

The book is written by Herman "Gerry" Starnes from the perspective of a Merchant Mariner, who has been directly involved in the struggle - both personally and as chairman of the AMMV Government Affairs Committee. Gerry also took over the Co-Chairmanship with Ian Allison of the Just Compensation Committee, after the death of Henry Van Gemert. Gerry recruited the assistance of Ed Trester to select and incorporate pictures into the story. Gerry and Ed invested their own time and money to tell this story.

A DIFFERENT APPROACH TO OUR CAUSE NEEDED

By Charles Mills, Lone Star Chapter

I just received an email from National President Harvey. "Torpedoed for Life" sounds like a very good book. I am going to buy one and encourage the members of the Lone Star Chapter to do the same but I don't have any intentions of or asking the members to buy and send a \$22.50 book about the World War II Merchant Marine Combat Veterans to their Congressman who in many cases will not read the book.

I don't think it will work just like the emails, faxes, letters and telephone calls have not. We are facing a different type of Congress than the one when we started out; so we need to change out battle plans, become more pro-active starting this Spring

Proposed Plan of Action

I have always advocated setting up a committee of at least five members to go to Washington for about 5 days, walk the halls of Congress with printed literature giving our history, get appointments or just knock on the doors and take a lot pictures. MAKE SOME NOISE; let them know that we are there. Ask the SIU and MEBA for some help with room and board, transportation and man power. They are right there in Maryland. This should be done before the convention.

DENNIS A ROLAND CHAPTER PETITIONS CONGRESSPERSONS

The Dennis A. Roland chapter, Hank Kaminski, CEO, organized a petition drive. The following letter was sent to each of the twelve New Jersey Congressional Representatives along with an original petition. The twelve petitions were offered to DAR members at the 12/18/13 East Branch meeting and then to those at the 12/21/13 SCI meeting. On average there were 32 signatures on each petition, including wives and friends.

The letter read:

Dear Congressman

American Merchant Mariners have been serving their country in peace and war since 1775. Our participation in the very founding of this nation and continuing to the present day is well documented. This service has attracted little attention and acclaim and has largely gone by unnoticed and unsung.

We petition you today for your sponsorship and support of House Bill HR1936 "Honoring Our WWII Merchant Mariners Act of 2013".

Statistics are one way to tell a story. Nearly a quarter of a million men served. All were volunteers. Many were too old or physically unfit for military service. Some were only 16 years old. While sailing they were subject to military discipline. Merchant crews worked side by side with the U. S. Navy Armed Guard defending the ships. Pay scale was comparable, rating for rating, with Naval personnel. In fact most of these volunteers could have found much more lucrative employment ashore working in the safety of their home towns. Almost 10,000 made the supreme sacrifice giving their lives, thousands more suffered battle injuries. All personal effects were lost in a sinking and uncompensated.

The Merchant Marine Act of 1936 made the

merchant marine and its mariners a Naval Auxiliary in time of war. In actuality a number of American merchant ships were attacked by Axis forces prior to Pearl Harbor and the official declaration of war. Some were lost or damaged after hostilities by drifting mines.

More than 1500 were lost, some without a trace. Over 9,400 mariners died. Some burned to death; other drowned or succumbed to enemy fire. Some perished from exposure while drifting in open life boats in extreme weather conditions. Others were simply lost with only a guess at what occurred. One out of every twenty-six (1/26) never made it back to their families, the highest casualty rate of all the armed services. Of record, there were 663 POWs with 66 dying in prison camps.

Yes, there were also testimonials and accolades from war time leaders like Generals Douglas MacArthur and Dwight Eisenhower and Admirals Nimitz and King. President Roosevelt often praised the contribution to the war effort of these brave volunteers.

When the war was won and it was time to bring the troops back home, the merchant marine continued their service in returning our victorious armies only to find that Congress had overlooked their war

service. There was no GI bill for seamen. None of the benefits that our sister services had won. Despite the wishes of FDR it was not to be. It was not until 1988 that the merchant mariners won limited recognition from Congress for their war sacrifices. Now they were Veterans and entitled to a military burial and some VA services.

There are many more examples of mariner service during the war that we would be happy to share with you. An excellent place to begin research is the website www.usmm.org.

We ask that you support a modest contribution to these overlooked seamen. The few that remain are in their last years and deserve that recognition and reward, a thank you long in coming.

The attached petition is from New Jersey WWII merchant marine veterans and their family members and friends.

Sincerely,

Hank Kaminski

President, AMMV - Dennis A. Roland Chapter

The petition included name, address and telephone number. Dennis A Roland chapter made this effort for our legislation and hopes that other chapters will do the same.

GOOD NEWS – LULL IN PIRACY

Piracy at sea has reached its lowest levels in six years, with 264 attacks recorded worldwide in 2013, a 40% drop since Somali piracy peaked in 2011, the International Chamber of Commerce (ICC) International Maritime Bureau (IMB) revealed ON January 14, 2014. 15 incidents were reported off Somalia in 2013, down from 75 in 2012, and 237 in 2011.

IMB's annual global piracy report shows more than 300 people were taken hostage at sea last year and 21 were injured, nearly all with guns or knives. A total of 12 vessels were hijacked, 202 were boarded, 22 were fired upon and a further 28 reported attempted attacks. Nigerian pirates were particularly violent, killing one crewmember, and kidnapping 36 people to hold on-shore for ransom.

"The single biggest reason for the drop in worldwide piracy is the decrease in Somali piracy off the coast of East Africa," said Pottengal Mukundan, Director of IMB, whose Piracy Reporting Centre (PRC) has moni-

tored world piracy since 1991. IMB says Somali pirates have been deterred by a combination of factors, including the key role of international navies, the hardening of vessels, the use of private armed security teams, and the stabilizing influence of Somalia's central government.

"It is imperative to continue combined international efforts to tackle Somali piracy. Any complacency at this stage could re-kindle pirate activity," warned Captain Mukundan.

Meanwhile, West African piracy made up 19% of attacks worldwide last year. Nigerian pirates and armed robbers accounted for 31 of the region's 51 attacks, taking 49 people hostage and kidnapping 36, more than in any year since 2008. Nigerian pirates ventured far into waters off Gabon, Ivory Coast and Togo, where they were linked with at least five of the region's seven reported vessel hijackings. Off the coast of Nigeria itself, two ships were hijacked, 13 were boarded and 13 fired upon.

THE Merchant Mariners OF World War II

November marks another Veterans Day in the United States and Remembrance Day in Canada.

Ironworkers across North America honor those who have served and sacrificed to defend the freedom and opportunity embodied in our nations. Most people, when asked to think of those who served, imagine soldiers and sailors bearing arms against the enemy. This is correct, but not the whole story. Every war we have fought has demanded sacrifice from the personnel who build the bases and transport the goods that keep our armed forces moving. These people have often shared the same risks and sacrifices as their combat brethren, but have not always gotten the same recognition. Just ask Clint Quirk.

Clint is an ironworker of Local 75 (Phoenix) in Arizona. World War II broke out when he was a young man, and he answered the call of duty by enlisting in the United States Merchant Marine. Clint and other Merchant Mariners transported vital supplies from North America to the Allies in Europe and the Pacific. Their ships were the targets of Axis bombers and submarines, which took no prisoners. They suffered terrible casualties, but played an instrumental role in breaking Hirohito and Hitler's war machine.

When they returned home, however, Clint and his brothers found that the American government would not honor their service. Even though they had taken the same

risks as the seamen aboard the Navy escorts, they did not receive veterans' benefits and recognition. Not content to roll over and accept this shoddy treatment, these veteran mariners fought for years for the well-earned benefits and recognition granted to their brothers in the Army and Navy. They didn't receive a thing until 1988, and even then only received partial benefits.

We ironworkers honor veterans, and Clint and his fellow wartime Merchant Mariners are no less deserving than any other warriors who put their lives on the line. This November,

remember the mariners who fought the Axis and spread the word about their sacrifices. Then go a step further: Ironworkers in the United States should contact their representatives about H.R. 1936 – the Honoring WWII Merchant Mariners Act of 2013. This act would finally grant equal honors and benefits to the Merchant Mariners of World War II.

Visit the Legislative Action Center on the Iron Workers website to get in touch with your representative. Call the Ironworkers Political Action League at 202-383-4805 if you have any questions.

Let's Finish the Job!



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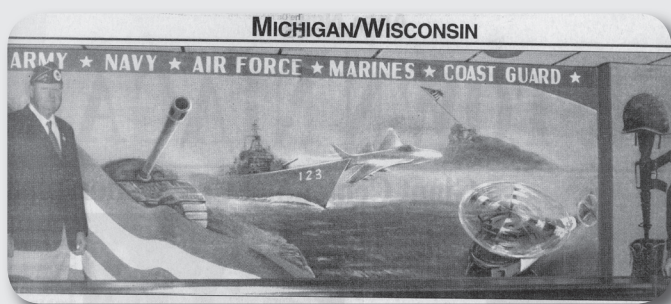
They helped beat the Axis. It's time they got the recognition they deserve.

NOVEMBER 2013 | 15

Submitted by Clint Quirk, AMMV Desert Mariners Chapter

LETTERS TO THE EDITOR

IT'S EMBARRASSING TO BE OVERLOOKED ONE MORE TIME



Dear Cindy:

In December, 2013 murals that had recently been painted on 2 walls of the Escanaba (MI) AMVETS hall were featured in a local newspaper. They are in the basement of the center where the local AMVETS meet and the public congregates each Friday for country music and dancing; I have been there often. But guess what, the mural only depicted the five branches of service, leaving out the U. S. Merchant Marine.

About this time, I ended up in the local VA hospital for 42 days but, although I was in isolation wing, the AMVETS post commander and others came around handing out goodies and ice cream. When I told him that the Merchant Marine should have been included, he told me he would investigate and get back to me.

He did reappear at the door to my room later but wasn't allowed in to speak with me as I was in isolation. I haven't heard from them since then. But it is an great embarrassment to me to be allowed to be a member of their organization but not be recognized as a Veteran on their mural.

*Earl Ring - Member-at-large
Gulliver, MI*

CAPTAIN PHILLIPS MOVIE – SOMETHING MISSING

To the Editor:

In the Spring, 2013 AMMV NEWS Magazine, there was an article about MM Vets volunteering to sit in theater lobbies to answer viewers questions to movie patrons coming out after seeing the "Captain Phillips" movie. I talked to a local move house manager about me doing so a few days before the showing on October 5th. She said she would think it over and call me. Well, she didn't call.

Sindy, I'm glad that didn't go through. Why? I went to see the movie on opening night. Saw the movie. It really was a good movie BUT in my opinion there was

no relevant connection to the Merchant Marine at all. Sure a civilian ship with deck cargo but that was the only vague connection.

Whether we want to believe it or not, few people really understand what the Merchant Marine stands for or is. I know that I'm getting to be a cranky old man but as far as I'm concerned many of the present younger group doesn't know the meaning of "Merchant". But let's drop that subject right now.

*August Roth - AMMV North Bay Mariners chapter
Santa Rosa, CA*

Editor's note: Thank you, Earl. We have heard the same thing about the M.M. not being featured more in this movie. But as for younger group, we are trying to concentrate on teaching younger folks about what the Merchant Marine did in WWII. That is a primary goal at AMMV and hopefully we'll accomplish something if we keep trying.

A JOURNEY TO THE PAST

Hi Cindy:

After marriage, family, career and retirement, one faces the more peaceful, less active world of old age. In absence of illness this period shows itself as lacking a certain degree of excitement. Future escapades give way to reflections of the more robust adventures of the past. The writing of my sea roving, "soldier of fortune" days spent in the Merchant Marine, beginning with the Second World War, was ready to be discovered.

Truthfully, most of my life at sea was never that of the hard working, heavy drinking seaman made famous by the writings of Joseph Conrad or Jack London. I had begun my work aboard ships as an Ordinary Seaman but most of my sea-going days were spent as Purser with clerical and medical duties – far from the merchant mariner of folklore.

I do not remember ever singing "What shall we do with a drunken sailor early in the morning?" – but there were times I could have. If I had signed on the H.M.S. Bounty, I wonder if I would've eagerly followed Fletcher Christian on his mutinous journey. Joining Captain Bligh in his lifeboat was not an entertaining thought. Staying behind on the island of Tahiti had a more interesting appeal.

I never knew any sailor who had been "shanghaied" out of a loud and boisterous bar or a brave lad who had succumbed to "Davey Jones' locker." Fortunately, I avoided those who wished to "blow the man down." Somehow I always felt sad to never have confronted

LETTERS TO THE EDITOR

a Mermaid and wondered why a seaman could not just die instead of “crossing the bar.” Hearing the shout of “land ho” would have been music to my ears. The cry of “shiver my timbers” was never heard on the waterfronts I knew and the punishment for “key hauling” had long passed into history.

One punishment I do remember was the one I delivered to sailors whose late night escapades had taught them that the glory of sex had a curious afterglow, which penicillin mercifully cured, despite the howls of my patients.

The War removed me from the deprivation of the Great Depression and hurled me into unknown but exciting possibilities. The sea welcomed me to people, places and experiences I would never have known and my remembrances rescued them from oblivion. The harbor lights left behind – the feel of the cool breeze as the ship sailed towards another horizon – the albatross signaling a last farewell – the sound of the anchor letting go to signal the beginning of an exciting adventure that lay ahead – all came alive again.

As one grows older the future commands an apprehensive, cautious attention. It is a lantern whose light is slowly being extinguished. The past has at last taken center stage and brings with it the memory of halcyon days, when our youth refused to die, and one would never grow old.

*John Beritzhoff – Member-at-Large
San Rafael, CA*

Editor's note: Mr. Beritzhoff has written a book about his adventures: "Sail Away: Journey of a Merchant Seaman". It's available for your pleasure at www.amazon.com. For other sources, call Jack at (415) 507-0355.

POSSIBLE WITNESSING

I was surprised when I saw the aerial photo of the SS Jacksonville in the last issue of AMMV News magazine.

As I started to read I realized that I may have witnessed the torpedo attack as I was on the fantail of the SS Autossee, an aviation fuel tanker, around 4 PM. on a day in August 1944, as I was waiting to go on watch in the Engine Room.

We had turned away from the convoy and joined in a line of 5 ships just above Ireland on our way to Scotland carrying aviation fuel. I was watching the ship behind us and saw two burst of flame from torpedoes as they struck the ship. Then a big explosion

of flames. I could see people jumping from the ship into the flaming water. What a horrific sight.

I had to go on watch in the Engine Room and I wondered if we would be next. I was told you could see the flames on into the night. We speculated as to why we were not chosen out of the 5 ship targets. We were told later that there were only 2 survivors.

The training we received match what the two survivors did, no life vest, dive under water and come up flailing to find some air, go under the surface again and stay away from the flames. I was one of four cadet-midshipmen from the Merchant Marine Academy on-board, I was assigned to work in the engine room and also as an ammunition loader for a 20mm anti aircraft gun. I was 18 years old and had rarely been out of the state of Ohio. I made six trips across the Atlantic and this one was the last before I went on to the Academy at Kings Point. We all grew up in a hurry.

All this matches the report in the article and the August date was when we were in the area.

I found it interesting that of the two survivors one was a merchant seaman and the other was part of the Navy Armed Guard, The Navy veteran no doubt received the benefits of the GI Bill, and rightly so, and the Merchant Seaman having the same experience did not! FDR, as you know, was hopeful that Merchant Marine Veterans would receive the same benefits but no Congress ever recognized the contributions of the Merchant Seamen in winning the war.

Thank you for including the “One Tanker’s Story”
*Robert Gulcher – Member-at-Large
Rancho Palos Verdes, CA*

*One ship sails east, and one sails west
By the self same winds that blow.
'Tis the set of the sail, and not the gale,
That determines the way we shall go.*

*And like the ways are the seas of fate
As we journey along through life,
'Tis the set of the soul that determines the goal
And not the calm nor the strife.*

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See separate sheet for Hotel reservation & Memory Book Purchases.

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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.

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