

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE



Merchant Marine Memorial
Battery Park, New York, NY



SPRING 2013

- ★ Major Recovery, Thank Heavens Page 12
- ★ National Convention Registration Page 20
- ★ Japanese Submersibles..... Page 24



\$4.00

Sea-Fever

John Masefield

I must go down to the sea again,
to the lonely sea and the sky,
And all I ask is a tall ship
and a star to steer her by,

And the wheel's kick and the wind's song
and the white sail shaking,
And a grey mist on the sea's face
and a grey dawn breaking.

I must go down to the seas again,
for the call of the running tide
Is a wild call and a clear call
that may not be denied;

And all I ask is a windy day
with the white clouds flying,
And the flugspray and the blown spume,
and the sea-gulls crying.

I must go down to the seas again
to the vagrant gypsy life,
To the gull's way and the whale's way
where the wind's like a whetted knife;

And all I ask is a merry yarn
from a laughing fellow-rover,
And a quiet sleep and a sweet dream
when the long trek's over.



SS American Victory



SS John W. Brown



SS Lane Victory



View from the SS Jeremiah O'Brien



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Official Publication
NEWS MAGAZINE

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The editor and publisher of this magazine assume no
responsibility for errors in submitted material.

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Vacant

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National Convention

Committee:**Bob Ross, Chairman** *Member-at-Large*
(870) 863-4738 – fax: (870) 863-6142



National President Morris Harvey

Ladies and Gentleman:

The plan continues – what will the American Merchant Marine Veterans, Inc. evolve into by July 1, 2015? Multi-tasking is an integral part of the plan – continuing objectives are as follows: To maintain the WWII veterans 501(c)(19) organization as we evolve beyond the WWII base membership. On the burner right now, includes the veteran's status recognition for Mariners who served in post WWII conflicts; continuing to work to reintroduce the WWII veterans Just Compensation legislation into the 113th Congress; implementation of the "project survival" program with other Maritime organizations; and the continued support and implementation of our Preamble and Purposes as stated in our Constitution.

27th ANNUAL CONVENTION and BUSINESS MEETING:

Our AMMV 27th annual convention is fast approaching – I hope you have all made your travel arrangements and submitted your fees to Bob Ross. The following is time sensitive: Member Clarke Valles of Colorado is organizing a program including honor presentations of WWII awards (ribbons, medals, and a letter from President Truman) for eligible WWII Mariners who attend the convention. If you are eligible you must get your DD-214 to Clarke before April 12th in order for him to obtain them from the Maritime Administration. General Klimp, (Ret.) (President of NAUS) will make the award presentation. (F. O. "Clarke" Valles; 7865 E. Mississippi Ave.; Denver, CO 80247; coloradoammv@comcast.net, or phone: 303-377-5716, Cell: 303-437-7836.

GOVERNMENT AFFAIRS - JUST COMPENSATION:

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

VETERANS STATUS FOR POST WWII MARINERS:

Dr. Larry Kerkow, as chairman of the Veterans Affairs task force, has completed the preparation submittal

package covering both Korean and Vietnam mariners who supported U.S. Troops in those conflicts. We are working to make the presentation to the Department of Defense Civilian/Military Service Review Board as soon as our final review is completed.

PROJECT SURVIVAL:

As I previously reported, I have sent letters requesting a conversation regarding the future of the AMMV to the Navy League, the SIU, MM&P, MEBA, and the Kings Point Alumni Association. I have asked them to help us with recruiting retired Mariners on their mailing lists. I have heard from the Navy League and the SIU. I met with SIU President Mike Sacco and his communication director during the Maritime Trade Department meeting in Orlando Florida on February 21-22 to discuss our AMMV survival project.



My trip report to the Orlando, FL Maritime Trade Group meeting follows:

PROJECT SURVIVAL UPDATE AND TRIP REPORT ORLANDO, FL

Maritime Trade Department Meeting (MTD) February 21-22, 2013

As a result of the Project Survival letter to Mike Sacco, SIU President, I was invited by Jordan Biscardo, SIU Communications Director, to attend the MTD meeting to meet with Mike and Jordan to continue our conversation initiated by the letter.

Project Survival has been developed based on several facts of life: AMMV lost six chapters last year; the U.S. government has not agreed to any additional Mariner Veteran's status; and the known death statistics of our aging membership. At this point I want to further detail "project survival" as it has developed. First, I decided that I did not want to conduct a "membership drive", which has been done in the past with minimal lasting results – you know, keep doing the same thing and expecting different results.

In addition, we are now much closer to the end of our life expectancies. I want to form a lasting relationship and agreement for continuing support from other maritime organizations, which I believe is best done by the President. That is why I call this a survival project - if I fail then our course will drop back to preparation for disbanding the organization (except - success in gaining Veteran Status for post WWII Mariners could supplement our dwindling WWII Vet membership).

On the other hand, if and when I gain lasting attention

in #3)

3) For this scenario we assume that #2 is not successful or does not produce enough members to support an active AMMV into the future. Proceed with the "Survival Project" and successfully obtain support from the other Maritime Organizations. With the support of selected Maritime organizations, conduct successful membership drives which will recruit enough active and retired Mariners to sustain the basic AMMV services. In addition, obtain financial donation support from outside the organization to support

additional services, which we need to make us an active Veteran's and Merchant Mariner support organization. This option would allow us to keep the Veteran's side of the organization as long as possible to justify continuing IRS approval. This situation may require organizing a separate but integrated Non-Veteran 501(c)3 organization to be able to designate the non-Veterans members as members of the 501(c)3, thereby maintaining



AMMV President Morris Harvey and Seafarers International Union President Mike Sacco

from other Maritime Organizations, hopefully, the follow-up program can then be documented and phased into our Membership Committee and the National Headquarters Office. Please note that if any written agreements are developed, they will be presented to the BOD for approval, before being implemented.

I include at this point my thoughts about future organizational scenarios:

1) Proceed with past policies and plan to restrict the services until we reach 1,000 to 2,000 total members annual income will be less than \$20,000) then disband the organization.

2) Successfully gain Veteran's status for post WWII Mariners who participated in U.S. armed conflicts. They might then be motivated to join and keep the AMMV active as a 501(c)19. (Also see statement about 501(c)3

the 75% veterans level required by the IRS for 501(c)19 status.

Project Survival, because of asset limitations, is being scheduled to approach the individual organizations in a selected order, not a shotgun approach - I do not want the selected organizations to just agree to run a membership advertisement appeal and then return to their old practice of taking us for granted.

I can report that I am guardedly optimistic. I was able to spend about 5 minutes each with Mike Sacco, SIU President (Jordan was able to arrange a pic with him and then he stopped for a few minutes at break time - he was chairing the meeting) and Gunnar Lundeberg, SUP President (who informed me that he had already approved including an AMMV ad in their current News Letter. In the future I will be asking that they include an "open Letter" appeal

signed by me with the ad. I can report that the leaders of other Maritime Organizations are not sitting around waiting for the AMMV to walk in and ask for help. They are very busy and are very hard to get into a face to face discussion. I was also able to make contact with members of the SIU staff and with several people who were on the MTD program. I had wanted to meet with scheduled speaker, Florida Congresswoman Corrine Brown who co-sponsored HR-23 over the years; however, she did not make the meeting.

Mike introduced me as the president of the American Merchant Marine Veterans and a WWII veteran. He told my story about my first encounter with the Merchant Marine and the SIU. At seventeen I went to the draft board and was told that I was 4-F due to a right eye injury at the age of 13, which left me with light perception only vision in that eye. The DB indicated that I might be able to join the Merchant Marine, consequently, the next Monday I was in Tampa visiting the SIU and ended up at St. Petersburg Maritime Training Center, but my first ship was an SIU ship and I was a member of the SIU until September 1949.

The MTD meeting was very educational for me – they had interesting speakers and passed sixteen “statements” detailing their position on Maritime issues, including the Jones Act, Piracy, cargo preference, etc. (more on these issues at our 2013 National Convention.)

I had lunch with Jordan Biscardo, SIU Communications Director, which gave me over 1 ½ hours to discuss our issues. During this conversation, I emphasized the following:

“In order to continue our conversation regarding ways for the AMMV to exist into the future, beyond our current WWII membership, I believe we must accomplish several things before 2015.

1) Gain support from other Maritime organizations for the continuing co-existence of the AMMV as a partner to benefit past, current and future Merchant Mariners.

2) Member recruitment: Other Maritime organizations would become directly involved in recruiting new AMMV members, both active and retired Mariners, advocate membership and provide advertisement on the internet and in publications and other correspondence.

3) Legislative action: currently, the AMMV relies on mustering individual members’ action to lobby lawmakers in support of favorable maritime legislation. It would be advantageous for the AMMV to have other Maritime organizations cooperatively offer advice from their attorneys or lobbyists to more effectively support favorable MM Veterans and maritime legislation.

4) Financial: Our dues income barely maintains our National Administrative office and the production of our quarterly News Magazine. Consequently, we must develop contributors to support trips to Washington and other locations (i.e. Sail-in, Storm the Hill events.); Conventions (Reunions at Kings Point); and other events (National Veteran’s day Ceremonies) of importance to MM Veterans and other Mariners and their future. We also hope to develop a scholarship program for young Mariners.

Jordan advised me that # 2 is the easy one (not unexpected) – that it would be no problem to run a series of promotions for us. The others were discussed in more detail and he promised that he will discuss them further with Mike and keep me informed.

Inserted here is a follow-up email just received from Jordan – check out his last sentence – very encouraging, apparently he got the message.

Sent Thursday, February 28, 2013 10:15 AM

Subject: Two photos attached

Hi, Morris:

Two photos of you at the MTD meeting are attached, for use as you see fit.

I enjoyed meeting you and I appreciate your making the effort to attend. Looking forward to helping promote and grow the AMMV.

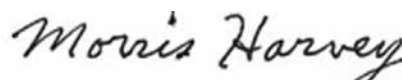
Jordan P. Biscardo

Communications Director

SIU Seafarers Union

Project Survival is not written in stone – I have tried to include the most important objectives; however, Project Survival could evolve to include additional objectives. Feel free to offer suggestions of additional features for consideration. The list of organizations could also be expended (Currently, I have the SIU, SUP, MM&P, AMO MEBA, Navy League, KP Alumni, and Marine Fireman. I have considered others, such as Maritime Academies, but am undecided how much they can help in the most important objectives. Please include organization name, leader name, U.S. mail address, phone, and email address.

Sincerely,



Morris Harvey, National President
352-564-0267



National Secretary Charles Mills



Six years ago the Brazoria County Commissioners Court and the late John Jera-beck, Veterans Service Officer, decided to build a new veterans memorial and call it the Ring of Honor that would be a fitting tribute to the men and women of Brazoria County who served this country.



The Ring of Honor was to celebrate the service of all branches of the service: Army, Navy, Marines, Air Force, the Coast Guard and, for the first time, the Merchant Marine. The Lone Star Chapter of the AMMV was invited along with the VFW, American Legion, and other veterans' organiza-

tions and volunteers from business and unions to help raise funds for a memorial to be built in front of the County Court House.

After 6 years and \$650,000 the Ring of Honor was dedicated February 22 2013 with services starting at 1000 hours. All of the service branches were recognized individually, but the U.S. Merchant Marine was called first loud and clear. It made me proud to be a Merchant Mariner. The Merchant Marine stone and flag are displayed well. Add another monument to our list.

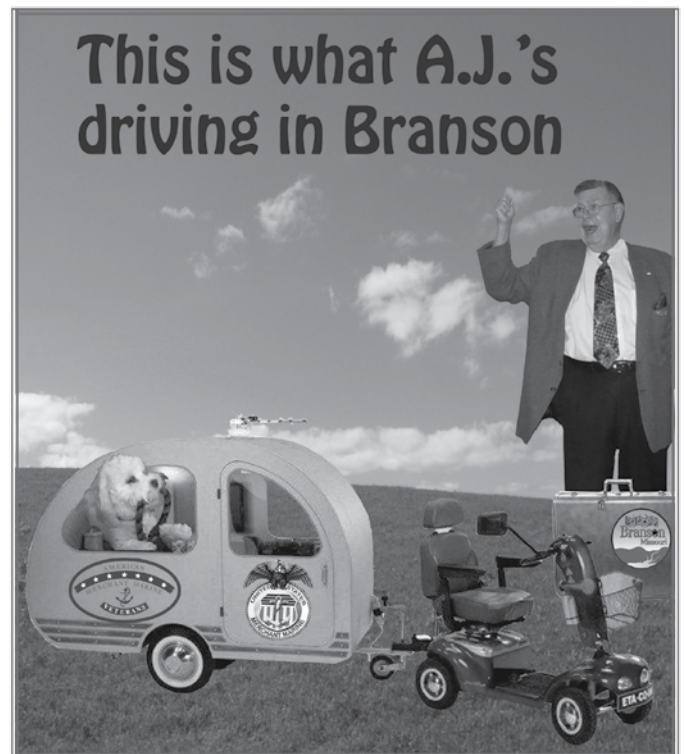
Fraternally Submitted,
Charles A. Mills
National Secretary

See You There!

27th AMMV National Convention

April 28 – May 22, 2013
Branson, MO.

For details and registration,
please see pages 19-21





Editor / AMMV Office Administrator Sindy Raymond

Well, here's another AMMV NEWS Magazine, seems like they come around faster and faster; wonder if that is the way life is? Seriously though, this one is on its regular quarterly schedule; it's just that the Winter, 2012-2013 issue was a month late due to the deadline for National election information as required. Hope you will enjoy this one, too. SEE YOU IN BRANSON AT THE 2013 NATIONAL CONVENTION!

THANK YOU TO CHAPTERS:

Many of our Chapters have outstanding newsletters filled with interesting items. I would sincerely like to thank the Editors for providing creative ideas for the articles in our National magazine. This issue of our National NEWS Magazine contains several articles gleaned from those newsletters and new ideas are much appreciated. Although at times producing a newsletter can be a tedious process, as in "Help; what will we say in this one?" they are certainly beneficial to members who, for various reasons, cannot make it to regular Chapter meetings. And to others in the AMMV, who can keep up with Chapter activities through them. And if National office is NOT on your mailing list, please add it so we can keep current on updated information.

DUES INCREASE FOR NEXT FISCAL YEAR:

At the 26th Annual AMMV National Convention in Baltimore, Maryland last Spring, an increase in dues was approved starting the fiscal year **July 1, 2013 through June 30, 2014**. The increase was deemed necessary to cover necessary expenses such as production of our informational and interesting, hopefully, quarterly NEWS Magazine and the operations of the National Office, among other expenses. Declining membership and the subsequent decrease of dues receivable is paramount in everyone's minds. Steps are being taken by National management and others to attract new members and that will certainly help the budget. The newly approved dues will increase by \$5 annually – so:

National portion of chapter dues will increase to \$25 payable through the Chapters.

Member-at-Large dues will increase to \$32, payable directly to National Office.

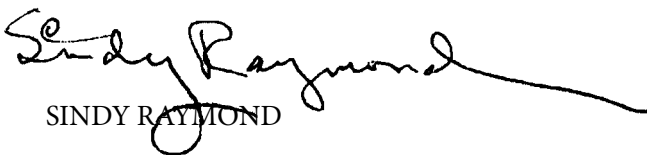
AN EXCITING PROJECT – THE MEMORIAL DVD:

Now for some good news; later on in this issue you will find an article about the Merchant Marine Memorial history project. Please read it carefully and help your fellow AMMV members in any way you can by submitting the requested photographs and information. With the recovery of the previous project from the ruins of John Forsberg's home, the planned DVD is much closer to being a successful reality.

I don't mind admitting that I'm very excited about this project. It will, hopefully, be an informative and inspirational tribute to the U. S. Merchant Mariners of World War II and their constituents worldwide. With a little imaginative creating, this DVD can be an educational tool that could be distributed to the general public, but more importantly, will allow all AMMV members to see and appreciate the major collection of historically important memorials from a collection of data originated by former National Historian, Richard Mallett and his wife, Helene.

Please do your share to contribute to our project for the benefit of other AMMV members. And if you would like to help with the creation of the DVD, please let me know and it will be arranged. More information will be available in the Summer edition of this magazine, but our deadline in September 1st. So drag out those cameras and let's "get her done".

Thank you and Full speed ahead,


SINDY RAYMOND



AMMV

Profit & Loss

July 2012 through February 2013

Ordinary Income/Expense

Income

401 · AD NEWSLETTER	475.00
402 · CONTRIBUTIONS	1,086.00
403 · INTEREST INCOME	3.91
404 · LIFE MEMBER INCOME	1,800.00
405 · MISSION SUPPORT FUND	500.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	180.00
AKG · ALASKA GREATLANDS	140.00
BEE · BEEHIVE MARINERS	220.00
BMC · BUCKEYE MARINERS	220.00
CAC · CACTUS MARINERS	300.00
CEC · CENTRAL CALIFORNIA	720.00
CHC · CHINA COASTERS	1,220.00
CIC · CENTRAL INDIANA	640.00
CVN · CONN VLY - NORTHERN MARINERS	300.00
CWM · CARL W. MINOR - CENT. CA. COAST	420.00
DAR · DENNIS ROLAND	3,280.00
DES · DESERT MARINERS	900.00
DNE · DOWNEAST	53.00
DVC · DELAWARE VALLEY	340.00
EMS · EMERALD SEAS	200.00
EOH · EDWIN O'HARA	840.00
EOM · EASTERN OKLAHOMA MARINERS	320.00
GLD · GOLDEN GATE	1,820.00
GUL · GULFSTREAM	1,540.00
HIR · HIGH ROLLERS	460.00
HSE · HIGH SEA ERA	180.00
HSM · HIGH SEAS MARINERS	300.00
HUD · HUDSON VALLEY	960.00
HUM · HUMBOLDT BAY	320.00
JOB · JEREMIAH O'BRIEN	445.00
JTS · JOHN T. SCHMIDT/PALMETTO	480.00
KEY · KEYSTONE MARINERS	260.00
KPC · KINGS POINT	400.00
LON · LONE STAR	560.00
MAC · ROBERT J. MAC ALVANAH	740.00
MAL · MEMBERS AT LARGE	17,495.00
MAM · MID AMER. ANCIENT MARINERS	620.00
MCO · MID-COLUMBIA	1,060.00
MGC · MISSISSIPPI GULF COAST	20.00
MON · MON VALLEY	660.00
MOV · MISSOURI VALLEY	940.00
MPA · MARINERS OF PENNSYLVANIA	460.00
MWE · MID WEST	600.00
NBM · NORTH BAY MARINERS	600.00
NOA · NORTH ATLANTIC	620.00
OCA · OCALA CHAPTER	800.00
OHV · OHIO VALLEY	420.00
OJE · OTTO J. ERNST	220.00
OKM · OKLAHOMA MARINERS	380.00
ORE · OREGON	780.00
ORS · OREGON SOUTHERN	620.00
ORV · OSWEGO RIVER VALLEY	120.00
PEC · PECONIC BAY	480.00
PUG · PUGET SOUND	480.00
ROG · ROGUE VALLEY	360.00
ROR · ROAD RUNNER	200.00
SAC · SACRAMENTO VALLEY	980.00
SAR · SARASOTA-MANATEE	920.00
SDE · SAN DIEGO SILVERGATE	300.00
SJR · ST. JOHNS RIVER	760.00
SSM · SMALL SHIP MARINERS	340.00
SSP · SS SAMUEL PARKER	800.00
STH · SS STEPHEN HOPKINS	900.00
STI · STATEN ISLAND	220.00

SUQ · SUSQUEHANNA VALLEY	840.00
SVM · SILICON VALLEY MARINERS	420.00
SWF · SOUTHWEST FLORIDA	725.00
SWP · SOUTHWESTERN PA	60.00
THR · THREE RIVERS	1,120.00
VIK · VIKING MARINERS	1,020.00
VUL · VULCAN CHAPTER	460.00

Total 410 · CHAPTER DUES 56,558.00

Total Income 60,422.91

Expense

500 · FIXED EXPENSE	
503 · EQUIP RENTAL	400.00
507 · TELEPHONE	2,304.76
508 · RENT/OCCUPANCY	2,400.00
509 · UTILITIES	800.00

Total 500 · FIXED EXPENSE 5,904.76

520 · MISSION ADVANCE	
521 · AWARDS	90.00

Total 520 · MISSION ADVANCE 90.00

522 · RECRUITMENT MAILING 3,212.36

530 · NEWS LETTER	
533 · POSTAGE	5,450.33
536 · PRINTING	17,350.00
539 · EDITORIAL FEE	900.00

Total 530 · NEWS LETTER 23,700.33

550 · PERSONNEL	
551 · ADMINISTRATOR	11,600.00
556 · REG. V.P.	472.35

Total 550 · PERSONNEL 12,072.35

560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	864.25
565 · POSTAGE	823.36
566 · PRINTING	639.34

Total 560 · OPERATING EXPENSES 2,326.95

Total Expense 47,306.75

Net Ordinary Income 13,116.16

Net Income 13,116.16

Fellow Mariners:

As approved at the 26th AMMV National Convention in May, 2012, dues will be increasing for fiscal years starting 7/1/13 - 6/30/14. The new rates will be:

- The National portion of Chapter dues will be \$25 each member collected through the Chapter.

- Member-at-Large dues will be \$32 per person to be sent directly to National office.

George Salovich, National Treasurer

LEGISLATION SITUATION REPORT

*From National President Morris Harvey:
This report is to maintain interest in
the issues that face our active Merchant
Mariners. I encourage our members to
remain active - to have your voice heard
on Maritime issues.*

The following issues are two of a number outlined on the American Maritime Congress website (<http://www.americanmaritime.org/issue/>). They state that "The issues that confront the maritime industry and the American Merchant Marine are unique to both: Globalization, national security, free trade, economics, tax policy, national transportation policy, labor issues - all can be found within the maritime industry."

JONES ACT:

No more blanket waivers - During the Hurricane Katrina and Hurricane Rita disaster, the Administration issued blanket temporary waivers of the Jones Act - despite the fact that they weren't needed. While the maritime industry understands that emergency measures are necessary in emergency situations, the system that has developed for Jones Act waivers works.

AMC will continue to educate Congress and the Administration to ensure that in future domestic emergencies, the process and procedures that work are used and no more potentially-damaging blanket waivers be granted.

Protecting the Jones Act - While there are no looming threats to the future of the Jones Act on the horizon, it is important to continue the educational process to ensure that future threats don't begin to grow. Every exception or waiver granted adds up - its incumbent upon those of us

in the maritime industry to ensure the future of the Jones Act by working together to protect it today.

MARITIME SECURITY PROGRAM:

Fully Fund MSP - With the increasing cost of the Global War on Terror and the war in Iraq, funding for defense programs has been a major issue. The Maritime Security Program is critical to the survival of the U.S. Merchant Marine, and it is equally important that AMC and the rest of the industry educate Congress on the need to provide the full funding level authorized for MSP during its annual appropriations process.

Last year, MSP saw a 1% cut in its overall program appropriation, along with every other defense program. It is important that Congress understand that short-changing MSP in the short term will have far more expensive consequences in the future.

Expand MSP - The Maritime Security Program is one of the most efficient ways for the government to ensure it has the adequate sealift it needs at cost-effective levels. With many Military Sealift Command and MARAD Ready Reserve Force ships reaching the end of their useful lives, it is important that we find a way to replace that lost capacity and that we do so in a way that represents the best value to the taxpayer.

The best way to do that would be to further expand the Maritime Security Program. By replacing lost government-owned capacity with commercially owned and operated militarily useful vessels, you support both the operators and vessels - keeping more ships under the U.S.-Flag and more companies in America - and you support the seafarer - providing a stable employment base for our merchant mariners.

Welcome Aboard to these New Members of the AMMV

JAMES E. BICKLEY ODEN IN
KATHERINE H. CARROLL PALOS HILLS IL
CHARLES W. HALLA DAPHNE ALA
MATTHEW C. HEBERT MARIETTA GA

GINNY HIGDON PALOS PARK IL
SUE ELLEN KING INDIANAPOLIS IN
EUGENE C. QUIDORT CLEVELAND OH
STANLEY J. WALENZA PALM COAST FL

MAJOR RECOVERY, THANK HEAVENS

REDISCOVERED AMONG THE RUINS:

In the last issue of the AMMV NEWS Magazine, we reported that the binders of information about the Merchant Marine Memorial project, originally collected by Richard Mallett, and his wife Helene, had been lost in a fire at the home of AMMV National Historian John Forsburg.

A few days after that issue went to press, John Forsberg called the National office with word that the binders HAD BEEN FOUND in the rubble of the fire and were mostly recoverable having been protected from water and chemical damage by a door which had fallen over them.

The binders have been returned to National Office where further work has been done with them. It has been suggested that the physical street address be included with the description of each to make them easier to find, whether by GPS or other ways. Sindy at National office has searched the Internet for as many addresses as are available but some are not clear; any updates to the information can be submitted directly to her.



FT. TRUMBELL, CT

DVD IN PLANNING STAGE:

It is strongly felt that the project should be in some format that could be readily available to AMMV chapter members, Members-at-Large and the general public for informational and educational value. Therefore, a DVD slide-show type presentation of the project, with updated information, is going to be produced. This DVD will be viewable on a television or computer like a movie DVD is.

Production of the planned DVD will be much easier with the prior information and pictures at hand. AMMV members have already been sending in "replacement" pictures and information; a big THANK YOU! to all who have done so. But we would like to urge all AMMV members to, please, please, continue submitting pictures of your local MM memorials. Sometimes the surroundings have changed; Anne at the Calhoun Engineering School on the MEBA grounds reports that the plants have grown up over the years creating an entirely different view of their memorial than their previous pictures showed.

MOST IMPORTANT PICTURES NEEDED:

The listing of the most important submittals, on pages 14 and 15, has been shortened considerably. It covers only those memorials which are crucial to continuation of our DVD project. The listing covers those we have no pictures of at all or those that we need much better pictures of – some are currently photocopies or black and white reproductions. The technical aspects of producing a viewable DVD require a certain density of color that some of the previous submittals lack.

Now that the weather is getting better, please make it an "outing" to photograph these historically important Merchant Marine memorials and send the photos and information to Sindy Raymond, AMMV National Office, P. O. Box 186, Fern-dale, CA 95536-0186 or email them to her at saaren@frontiernet.net. Latest deadline for these submittals is September 1st, 2013, but the project could be finished sooner, if all requested information is received earlier. *Please act NOW!*

MM MEMORIAL PROJECT INFORMATION SHEET

Send all information to:

Sindy Raymond, AMMV National Office, P.O. Box 186, Ferndale, CA 95536-0186

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

STATE: _____

CHAPTER/person: _____

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

PERMANENT FLAG DISPLAYED – ☐ YES ☐ NO

LOCATION – Street address of entrance, if available:

CITY _____

GPS coordinates: _____

MADE OF _____

DEDICATION DATE _____

SPONSOR _____

PROVISION FOR CONTINUING CARE? ☐ YES ☐ NO

Contact information _____

SUPPORTING INFORMATION: PHOTO(S)

Other, newspaper, etc.

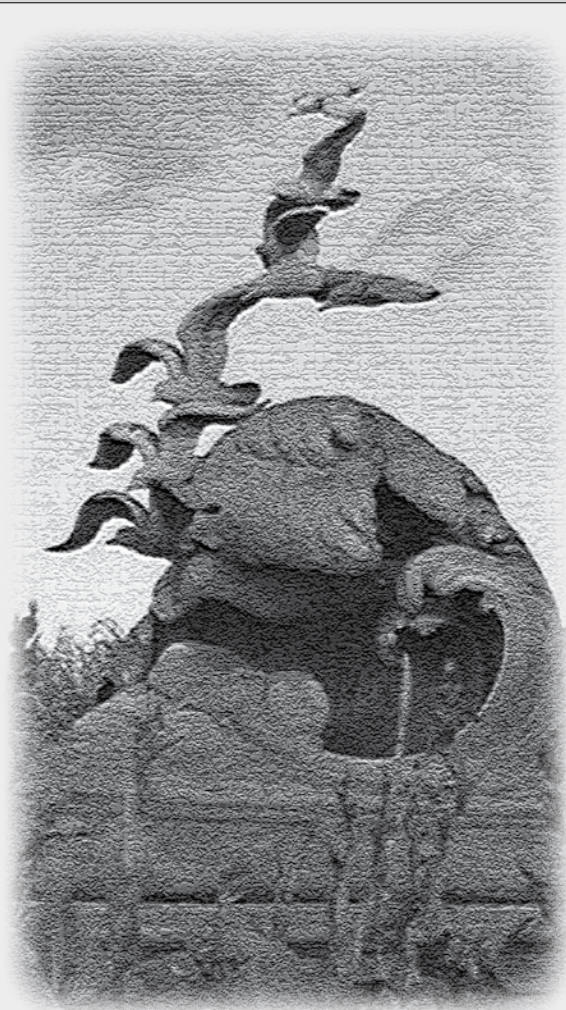
OTHER DETAILS: _____

United States Merchant Marine Memorial Project - Pictures Needed

CITY	ST	CHAPTER/	MEMORIAL	LOCATION
MOBILE	AL	OTHER	MONUMENT	J. DAUPHIN FRANKLIN & CONTI STS.
MONTEVALLO	AL	VULCAN MARINERS	PLAQUE	3133 ALABAMA 119 & W. 35116
ALAMEDA	CA	OTHER	MONUMENT	NEPTUNE DR. (CRAB COVE)
CUPERTINO	CA	SILICON VALLEY MARINERS	PLAQUE	10100 MARY AVE.
FRESNO	CA	CENTRAL CALIFORNIA	PLAQUE	119 W. CALAVERAS ST.
MOORPARK	CA	OTHER	MM SEAL	799 MOORPARK AVE.
SAN DIEGO	CA	OTHER	PLAQUE	GREATEST GEN. COLLECTION - TUNA LN.
SAN FRANCISCO	CA	GOLDEN GATE	MONUMENT	SS BATON ROUGE VIC/PIER 45
SAN FRANCISCO	CA	GOLDEN GATE	PLAQUE	PIER 39
BEVERLY HILLS	FL	OCALA	PLAQUE	5891 N. LECANTO HWY
FT. LAUDERDALE	FL	GULFSTREAM	PLAQUE	400 SW 2ND ST.
FT. LAUDERDALE	FL	GULFSTREAM	PLAQUE ON PANEL	2001 SW 4TH AVE.
PALM BAY	FL	ST. JOHNS RIVER	MONUMENT	2200 PORT MALABAR BL. NE
PLANTATION	FL	GULFSTREAM	PLAQUES	1776 LAUDERDALE WEST DR.
PORT EVERGLADES	FL	OTHER	PLAQUE	HVIDE MARINE EXEC. OFFICE
PORT EVERGLADES	FL	OTHER	PLAQUE	ADMIN. BLDG. LOBBY
PORT OF MIAMI	FL	OTHER	PLAQUE	1015 N. AMERICA WAY, MIAMI
PORT ST. LUCIE	FL	TREASURE COAST	MONUMENT	PORT ST. LUCIE
SUMMERFIELD	FL	OCALA	SEAL	18050 SE 102ND TERRACE
TALLAHASSEE	FL	OTHER	PLAQUE - WWII MEM	FL ST. UNIV - TALLAHASSEE
CHICAGO	IL	MIDWEST	PLAQUE	600 E GRAND AVE.
CHICAGO	IL	OTHER	PLAQUE	5700 S. LAKE SHORE DR.
WICHITA	KS	OTHER	MONUMENT	2ND ST. & GREENWAY BLVD.
BOSTON	MA	NEW ENGLAND	MONUMENT/MM RADIO	408 (?) ATLANTIC AVE.
BUZZARDS BAY	MA	OTHER	STATUE OF SEAMAN	101 ACADEMY DR.
SOUTH BOSTON	MA	OTHER	PLAQUE	COLUMBIA RD - PLEASURE BAY
BALTIMORE	MD	OTHER	ANCHOR/PLAQUE	NEAR MEDICAL SCIENCE CENTER
OCEAN CITY	MD		GOUND MARKER	PARK OUTSIDE OCEAN CITY
CHARLEVOIX	MI	OTHER	MONUMENT	HARBORSIDE/US-31
BEMIDJI	MN	OTHER	STONE-WWII MM	BIRCHMONT & 14TH NW
DULUTH	MN	VIKING	MONUMENT	CANAL PARK
ROCHESTER	MN	OTHER	FLAG	300 7TH ST. SW
ST. LOUIS	MO	SAMUEL PARKER	ANCHOR/2 PLAQUES	1315 MARKET ST.
COINJACK	NC	GEORGE BARK (GULFSTREAM)	MONUMENT	VETERANS MEMORIAL PARK
HAMPTON BEACH	NH	NEW ENGLAND	NAMES ON PLAQUE	LADY OF THE SEA MEMORIAL - OCEAN BLVD.
BOR. OF HAMPTON	NJ	DENNIS A. ROLAND	PLAQUE	MAIN ST. VETERANS PLAZA
EAST BRUNSWICK	NJ	DENNIS A. ROLAND	PLAQUE/BENCH	JEAN WALLING CIVIC CENTER DR.

HOBOKEN	NJ	DENNIS A. ROLAND	PLAQUE	HOBOKEN WWII MEMORIAL
WEST NEW YORK	NJ	OTHER	MONUMENT	WEST NEW YORK, NJ
FORT STANTON	NM	ROADRUNNER	ANCHOR-SS DRAKE VIC.	104 KIT CARSON RD.
BROOKLYN	NY	OTHER	MONUMENT	MYRTLE & DE KALL AVES.
BROOKLYN	NY	OTHER	PLAQUE	BROOKLYN SANITATION DEPT.
BUFFALO	NY	OTHER	MONUMENT W/RELIEF	1 NAVAL PARK COVE
CASTLE POINT	NY	GENE DELONG-HUDSON VLY	N/A	100 NEW YORK 9D
GOSHEN	NY	GENE DELONG-HUDSON VLY	MONUMENT	111 CRAIGVILLE RD.
HUNTINGTON	NY	OTHER	SEAL W/OTHERS MON.	100 MAIN ST.
HUNTINGTON	NY	OTHER	SEAL ON BUSES	PUBLIC BUSES
KINGS POINT	NY	USMMA	5 SEPARATE MEMORIAL	100 STEAMBOAT RD.
KINGSTON	NY	GENE DELONG-HUDSON VLY	PLAQUE	50 RONDONT LANDING
NEW YORK CITY	NY	AMMV CHAPTERS & USNAG	PLAQUE	USS INTREPID - 12TH AVE. & 46TH AVE.
NEWTON	NY	DENNIS A. ROLAND	PLAQUE	VETERANS PLAZA
SHEEPSHEAD BAY	NY	OTHER	PLAQUE	KINGSBOROUGH COMM COLL 2001 ORIENTAL
MASSILLON	OH	CANTON HALL/FAME USMM	2 SEPARATE MEMORIALS	1 JAMES DUNCAN PLAZA
NORWALK	OH	BUCKEYE MARINERS	MONUMENT	250 SHADY LN.
CUSHING	OK	EASTERN OKLAHOMA	MONUMENT/6 BRANCH	100 JUDY ADAMS BLVD.
CUSHING	OK	OTHER	WALK OF HONOR"	AMERICAN LEG. POST #108
QUADARKO	OK	OTHER	MEMORIAL WALL	CADDO CTY VET. MEM. PARK
BEAVERTON	OR	OREGON	MONUMENT SEAL/ALL	SW 7TH ST. & WATSON AVE.
PORTLAND	OR	OREGON	PLAQUE	RIVER PLACE
PORTLAND	OR	OREGON	MONUMENT	750 SW NAITO PKWY
PORTLAND	OR	OREGON	GRANITE WALL	1401 N. WHEELER AVE.
ANNVILLE	PA	OTHER	PLAQUE	INDIANTOWN GAP NATL CEM - RR 2
BETHEL PARK	PA	THREE RIVERS	MONUMENT	5100 W. LIBRARY AVE.
BRENTWOOD	PA	THREE RIVERS	MONUMENT	4201 BROWNSVILLE RD.
HARRISBURG	PA	THREE RIVERS	PLAQUE	AMERICAN LEGION HQTRS.
LAMPETER	PA	OTHER	MONUMENT-ALL SERV.	MERCER CTY VETS MEM AT VILLAGE PARK
NEW CASTLE	PA	MARINERS OF PA	COLUMN	430 COURT ST.
PITTSBURGH	PA	THREE RIVERS	MONUMENT WALL	100 NORTH SHORE DR.
UPPER ST. CLAIR	PA	OTHERS	PILLAR	USC VET MEM - WALKERS MILL RD.
YORK	PA	OTHER	PLAQUE W/SEAL	CONTINENTAL SQ. WWII MEM
BRISTOL	RI	OTHER	MONUMENT	VETS MEMORIAL PARK
FLORENCE	SC	OTHER	WALL OF HONOR PLAQUE	803 E. NATIONAL CEMETERY RD.
HOT SPRINGS	SD	OTHER	FLAG	2500 MINNEKAHTA AVE.
DALLAS	TX	SS STEPHEN HOPKINS	MONUMENT	2000 MOUNTAIN CREEK PKWY
GALVESTON	TX	LONE STAR	PLAQUE	2200 HARBORSIDE DR.
ELMWOOD	WI	OTHER	FLAG	

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 these seagull's sweeps
And the teardrop that a sweet heart weeps.

ROYAL CANNON, JR.
TOM CARROLL
JAMES COLAMARINO
LEONARD E. DOMRES
HAROLD E. FLOCKHART
CHESTER GRZEBIELSKI
ARNE HANSON
ROBERT HIGDON
ARTHUR HOCROFT
DENNIS HUDGENS, SR.
BILLY H. JONES
CHESTER LATKOWSKI
WILLIAM LEE
EDWARD H. LYMAN
DONALD A. MILLER
NORVILLE NAES
KEN OLSEN
WALTER PASTERNAK
SANTA PRZEWOZNIK
JOHN B. SCALZO (DANBURY)
ROBERT C. SCHOELLKOPF
JACK SPLIVALO
CALE CLARK STEPHENSON
THOMAS W. TAYLOR
DORIS TRIMBATH
ROGER WOODWARD

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.

Well Deserved Recognition

Forwarded by RADM. Jerry Achenbach, Superintendent, Great Lakes Maritime Academy

On January 19, 2013 an article written by Brian Albrecht appeared in "The Cleveland Plain Dealer" chronicling the memories and experiences of long time Cleveland resident Eugene Quidort. While Mr. Quidort spent much of his life as a tool and die maker, like so many of his generation he answered his nation's call during the Second World War.

In June 1943 Mr. Quidort was a Kings Point Cadet, who was sailing onboard the United States Flag Tank ship *Esso Gettysburg*, a T-2 tanker hauling 120,000 barrels of crude oil straight into the sights of a German U-boat lurking off the Georgia coast.

At that time Mr. Quidort was on his first training voyage, sailing on a ship laden with explosive cargo, on a voyage where the perils posed by submarines and bombers were very real. To this day Mr. Quidort attributes the actions of his guardian angel as the sole reason why he did not meet the same fate as that in excess of 8,000 World War II Merchant Marine veterans met, namely the loss of his life.

According to Mr. Albrecht's article:

"Quidort recalled that he had just had grabbed an engineering book to study and was headed for the engine room when he felt a tap on his shoulder. He turned around, but nobody was there. Then he heard a girl's voice, clear as the blue sky overhead: 'I wouldn't go down there if I were you... Go to the flying bridge and get some sun.' Quidort shrugged, headed to the upper decks of the ship, sat down and opened the book just as two torpedoes slammed into the ship, one directly into the engine room. 'It sounded like a giant sledgehammer -- Boom! Boom!' he recalled.

As the ship tilted back on its stern, Quidort ran for bow and jumped. Five minutes later the tanker slipped beneath the waves, taking more than 40 crewmen with it. Quidort and other survivors swam through oil and water toward an overturned lifeboat. He felt a thump against his leg. Sharks. Quidort said he could only think, 'What the hell are we going to do?'

Suddenly a school of dolphins darted between the sailors and the sharks. 'They knocked all those sharks out of the way and waited until we got the lifeboat turned over,' Quidort said. 'They stayed with us the whole time,' he added. 'Then, when we got everybody in there and settled down, they practically waved goodbye to us.'

Quidort and the 14 other survivors were rescued the



next day. He never again heard the voice of the girl he called his guardian angel."

The article was brought to the attention of Maritime Administrator David Matsuda, who has held that position since 2010. Research on Mr. Quidort's service conducted by the United States Maritime Administration (MARAD) staff revealed that Mr. Quidort had not received all the medals and awards that he had earned, and a plan was quickly made to correct this oversight, and provide recognition for Mr. Quidort's service.

A shadow box was immediately commissioned. In it were the following awards: Merchant Mariner's Medal; Atlantic War Zone Medal; Mediterranean/ Middle East War Zone Medal; Combat Bar with one star; World War II Victory medal; Honorable Service Medal. The shadow box also included the Merchant Marine Service Emblem, the Merchant Marine Honorable Service Button, and "challenge coins" from the U. S. Department of Transportation, the U.S. Maritime Administration, and the U.S. Merchant Marine Academy.

Due to the exceptional nature of Mr. Quidort's story, and the credit that the recent article in the Cleveland Plain Dealer brought to the United States Merchant Marine, Mr. Matsuda made the decision to personally present the shadow box. On Monday February 11, 2013, accompanied by Mr. Floyd Miras, MARAD Great Lakes Region, and Rear Admiral Jerry Achenbach, Superintendent of The Great Lakes Maritime Academy, Mr. Matsuda paid a visit to the Quidorts. In a reception worthy of his service Mr. Quidort was presented with the shadow box in the presence of Mary, his lovely wife, and several of his children and grandchildren.

In true Cleveland tradition everyone gathered after the presentation in the Quidort's immaculate living room, surrounded by the mementos of their 6 decades of marriage and enjoyed, cake, coffee and heard first hand several of Mr. Quidort's exploits. It was a much-treasured occasion.



Request For Information

I'm working on a photo biography of Capt. Hugh Mulzac, the first African American ship's master who skippered the SS Booker T Washington. He and his "checkerboard crew" were followed quickly by Cpts. Adrian Richardson (SS Frederick Douglas), Clifton Lastic (SS Bert Williams), and John Godfrey (SS Robert L Vann). I would love to find anyone with information, photographs, other items of interest, especially things directly pertaining to these African American skippers and their integrated crews. I'm also interested in learning more about those who suffered the effects of the Coast Guard screening that hit African Americans once the World War II was over.

Thank you,

Donna L. Phillips

Email: dlphill@nycap.rr.com

Phone: 518-372-3337

CAPTAIN HUGH MULZAC'S STORY

In 1942, against overwhelming odds, Captain Hugh Mulzac became the first African American merchant marine naval officer to command an integrated crew during World War II. Born on St. Vincent Island, British West Indies, Mulzac entered the Swansea Nautical College in South Wales to prepare for a seaman's career while in his twenties. He became an American citizen in 1918, and continued his training at the Shipping Board in New York. He earned his captain's rating in the merchant marine in 1920, but racial prejudice denied him the right to command a ship. He sailed instead as a mate, working his way up through the ranks to chief cook.

Later Mulzac was offered the command of a ship with an all-black crew. He refused, declaring that "under no

circumstances will I command a Jim Crow vessel." Twenty-two years passed before Mulzac would again receive an offer to command a naval ship. During World War II, his demand for an integrated crew was finally met, and he was put in command of the S.S. *Booker T. Washington*. With its crew of eighteen nationalities, the *Booker T. Washington* made twenty-two round-trip voyages in five years and carried 18,000 troops to Europe and the Pacific. On the day his ship was launched, Mulzac recalled, "Everything I ever was, stood for, fought for, dreamed of, came into focus that day. . . . The concrete evidence of the achievement gives one's strivings legitimacy, proves that the ambitions were valid, the struggle worthwhile. Being prevented for those twenty-four years from doing the work for which I was trained had robbed life of its most essential meaning. Now at last I could use my training and capabilities fully. It was like being born anew."

As World War II came to an end, Mulzac was, in his words, back "on the beach," – the casualty of discrimination yet again. The *Booker T. Washington* was turned back over to the Maritime Commission in 1947. Despite his many years of service, Mulzac was never again given a similar assignment. In the midst of the Cold War, shipping companies blacklisted him as a "security risk" during the McCarthyite era, after his association with the controversial American Labor Party ticket. His Master's license was revoked.

In 1960, at the age of 74, a federal judge restored Mulzac's seaman's papers and license. He was only able to find work as a night mate. Captain Mulzac died in 1971, at age 84, without receiving veteran status for service to his country. In 1988, after a protracted court battle, Mulzac was recognized for his service, courage and perseverance as a decorated war-time officer.

Women Serving at Sea

"WHO SAYS WOMEN DIDN'T SERVE AT SEA IN WWII?"

This eye-catching question appeared a few years ago on the glossy cover of an American magazine called *Sea Classics*. Inside this same magazine, Maritime historian, Ian A. Millar, posed the question in very large caps. Millar went on to declare that "Few today realize that Norway's exiled wartime merchant marine allowed women radio operators to serve aboard with Norwegian-flagged merchant men."

A pity this magazine didn't get widely distributed in Canada because in his article, Millar also stated... "In spite of these women holding identical commercial licenses to their male counterparts, they faced a closed door both during and after the war. They were a very small number, this group of pioneer wireless operators," and he followed this declaration by listing the names of these women, all Canadian, their ships, and theatres of war in which they sailed.

That story of the handful of Canadian women who

served at sea during the war years, and immediately following, is virtually unknown and would perhaps be met by disbelieving stares, shrugs or indifference. Such was the attitude also shared by the Canadian government back in the war years. When the Norwegian tanker *Kaptein Worsoe* arrived in an Australian port late in 1944, newspapers 'Down Under' made much of the fact that the 2nd and 3rd wireless operators aboard were two young women from British Columbia. No mention was made of the name of the ship, or port of arrival, only that the girls were serving aboard an allied (not Canadian) vessel.

Inevitably this story was picked up by news services in Canada and a reporter asked a Canadian official if this now meant that women would be allowed to serve aboard Canadian vessels. The response was a horrified, 'Good God no, we have enough trouble on ships now without having women on board!'



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

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

Please register for your hotel room directly with the hotel.

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

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

Traveling to Branson

Branson Airport

Located 8 miles south of Branson.

Airlines serving Branson:

AirTran • Frontier

For more information, visit www.flybranson.com.

Springfield Branson Regional Airport

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

Airlines serving Springfield:

American Airlines • NorthWest Airlines
United / United Express • Delta

Airport Shuttle / Area Sightseeing Tours
For all your transportation needs call us at:
1-800-432-4202

Special Air & Land Packages Available.

Shuttle Services

AA All American Shuttle.....1-417-331-2722

Car Rentals

Springfield/Branson Airport:

National Car Rental.....1-800-227-7368

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

Branson:

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

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

Weather

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

Spring: 46°-70°F

Fall: 49°-72°F

Summer: 70°-90°F

Winter: 27°-47°F

Facts About Branson

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

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

100th Anniversary of the Titanic.

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



Convention Registration Form

Name _____ Affiliation/Chapter _____

Spouse/Other _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Planned Date of Arrival _____

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

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

Register early and save money

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

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

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

*Luncheon will be buffet style with the following choices

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

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

*Dinner will be buffet style with the following choices

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

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

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

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

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

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

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

Hospitality Room Provided (BYOB)

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

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

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

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

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



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

Hotel Registration

Please register for your hotel room directly with the hotel.

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

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

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

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

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

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

Proposed Schedule of Events

Sunday, April 28, 2013

12:00 PM – 4:00 PM
5:30 PM

See Shows
Check-in and Convention Registration
Exhibit/Hospitality Room to be announced
Voting Credentials Check-in, Room 900
Board of Director's Meeting
(Chips, Dips, Snacks, Tea & Coffee will be served)

Monday, April 29, 2013

TBD
9:00 AM – 9:20 AM
9:15 AM – TBD
Noon – 1:30 PM
1:30 PM – 4:30 PM
6:00 PM – 7:30 PM

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

Tuesday, April 30, 2013

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

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

Wednesday, May 1, 2013

9:30 AM – 3:00 PM

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

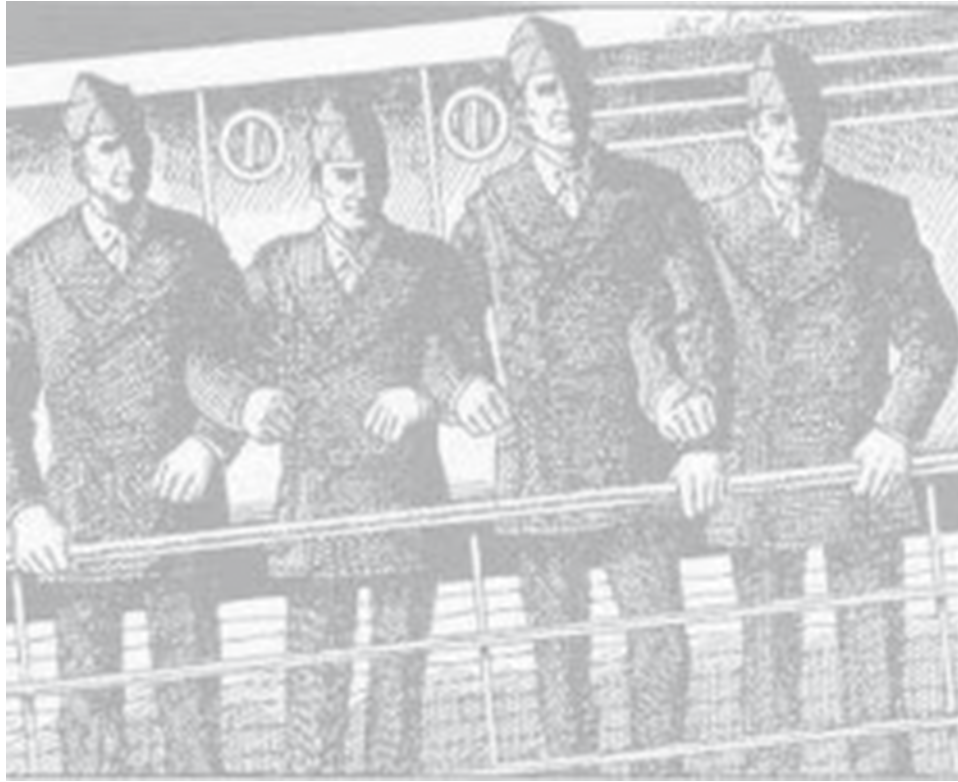
Thursday, May 2, 2013

See Shows

Have a good and safe trip home

Please make check payable to AMMV National Convention 2013
Mail checks (No Cash Please), Complete Registration and Mail To:
Bob Ross
111 Stroud Street
El Dorado, AR 71730-5353
Phone: (870) 863-4738

We Should Never Forget — The Story Of The Four Chaplains



The *U.S.A.T. Dorchester* was an aging, luxury coastal liner that was no longer luxurious. She had been designated to be a transport ship. All non-critical amenities were removed and cots were crammed into every available space. The intent was to get as many young fighting men as possible on each voyage. When the soldiers boarded in New York on January 23, 1943 the *Dorchester* was filled to capacity. In addition to the Merchant Marine crew and a few civilians, young soldiers filled every available space. There were 902 lives, hopefully not about to be cast to the mercy of the frigid North Atlantic.

As the *Dorchester* left New York for an Army base in Greenland, many dangers lay ahead. The sea itself was always dangerous, especially in this area known for ice flows, raging waters, and gale force winds. The greatest danger, however, was the ever present threat of German submarines, which had recently been sinking Allied ships at the rate of 100 every month. The *Dorchester* would be sailing through an area that had become infamous as “Torpedo Junction”.

Also aboard were four men, Army Chaplains, called to put aside their own fears and uncertainties to minister to the needs of others. Perhaps Reverend Fox, a Methodist Chaplain, thought of his own 18-year-old son, serving in the Marine Corps, as he walked among the young soldiers on the *Dorchester*, giving strength and Spiritual hope to those he could. It was Chaplain Fox’s second war, for the “war to end all wars”

In other parts of the ship Father Washington likewise did his best to soothe the fears of those about him. As a Catholic Priest he was single and hadn’t left behind a wife or children, but there were eight brothers and sisters at home to fear for him and pray for his safety. With so many men crammed into so small a space, all of them so much in need of the ray of hope that spiritual guidance could afford, differences ceased to be important.

When WWII broke out, Dutch Reformed Church Reverend Clark V. Poling was determined to enter the Army but not as a Chaplain. “I’m not going to hide behind the church in some safe office out of the firing line,” he told his father when he informed him of his plans. His father, Reverend Daniel Poling knew something of war, having served as a Chaplain himself during WWI.

And Rabbi Alexander Goode, who had followed the steps of his own father in ministry, wanted to serve the needs of those who went in harm’s way to defend freedom and human dignity. He chose to do so as a U.S. Army Chaplain.

The crossing was filled with long hours of boredom and misery. Outside, the chilly Arctic winds and cold ocean spray coated the *Dorchester’s* deck with ice. Below deck the soldiers’ quarters were stifling, with too many bodies, crammed into too small a place, for too many days in a row.

NEWS OF GREAT CONCERN

Finally, on February 2nd, the *Dorchester* was within

150 miles of Greenland. It would have generated a great sense of relief among the young soldiers crowded in the ship's berths, had not the welcomed news been tempered by other news of grave concern. One of the *Dorchester's* three Coast Guard escorts had received sonar readings during the day, indicating the presence of an enemy submarine in "Torpedo Junction".

Hans Danielson, the *Dorchester's* captain, listened to the news with great concern. His cargo of human lives had been at sea for ten days, and was finally nearing its destination. If he could make it through the night, air cover would arrive with daylight to safely guide his ship home. The problem would be surviving the night. Aware of the potential for disaster, he instructed the soldiers to sleep in their clothes and life jackets....just in case. Below deck however, it was hot and sweaty as too many bodies lay down, closely packed in the cramped quarters. Many of the men, confident that tomorrow would dawn without incident, elected to sleep in their underwear. The life jackets were also hot and bulky, so many men set them aside as an unnecessary inconvenience.

Outside it was another cold, windy night as the midnight hour signaled the passing of February 2nd and the beginning of a new day. In the distance a cold, metal arm broke the surface of the stormy seas. At the end of that arm, a German U-Boat captain monitored the slowly passing troop transport. Shortly before one in the morning he gave the command to fire.

Quiet moments passed as silent death reached out for the men of the *Dorchester*, then the early morning was shattered by the flash of a blinding explosion and the roar of massive destruction. The "hit" had been dead on, tossing men from their cots with the force of its explosion. A second torpedo followed the first, instantly killing 100 men in the hull of the ship. Power was knocked out by the explosion in the engine room, and darkness engulfed the frightened men below deck as water rushed through gaping wounds in the *Dorchester's* hull. The ship tilted at an unnatural angle as it began to sink rapidly, and piles of clothing and life jackets were tossed about in the darkness where no one would ever find them. Wounded men cried out in pain, frightened survivors screamed in terror, and all groped frantically in the darkness for exits they couldn't find.

Somewhere in that living hell, the voices of the four Chaplains calmly began to speak words of comfort, seeking to bring order to panic and bedlam. Slowly soldiers began to find their way to the deck of the ship, many still in their underwear, where they were confronted by the cold winds blowing down from the arctic.

HELPING OTHERS BEFORE THEMSELVES

Petty Officer John J. Mahoney, reeling from the cold, headed back towards his cabin. "Where are you going?" a voice of calm in the sea of distressed asked? "To get my

gloves," Mahoney replied. "Here, take these," said Rabbi Goode as he handed a pair of gloves to the young officer who would never have survived the trip to his cabin and then back to safety. "I can't take those gloves," Mahoney replied. "Never mind," the Rabbi responded. "I have two pairs." Mahoney slipped the gloves over his hands and returned to the frigid deck, never stopping to ponder until later when he had reached safety, that there was no way Rabbi Goode would have been carrying a spare set of gloves. As that thought finally dawned on him he came to a new understanding of what was transpiring in the mind of the fearless Chaplain. Somehow, Rabbi Goode suspected that he would himself, never leave the *Dorchester* alive.

Before boarding the *Dorchester* back in January, Reverend Poling had asked his father to pray for him, "*Not for my safe return, that wouldn't be fair. Just pray that I shall do my duty...never be a coward...and have the strength, courage and understanding of men. Just pray that I shall be adequate.*" He probably never dreamed that his prayer request would be answered so fully. As he guided the frightened soldiers to their only hope of safety from the rapidly sinking transport, he spoke calm words of encouragement, urging them not to give up. In the dark hull of the *Dorchester*, he was more than adequate. He was a hero.

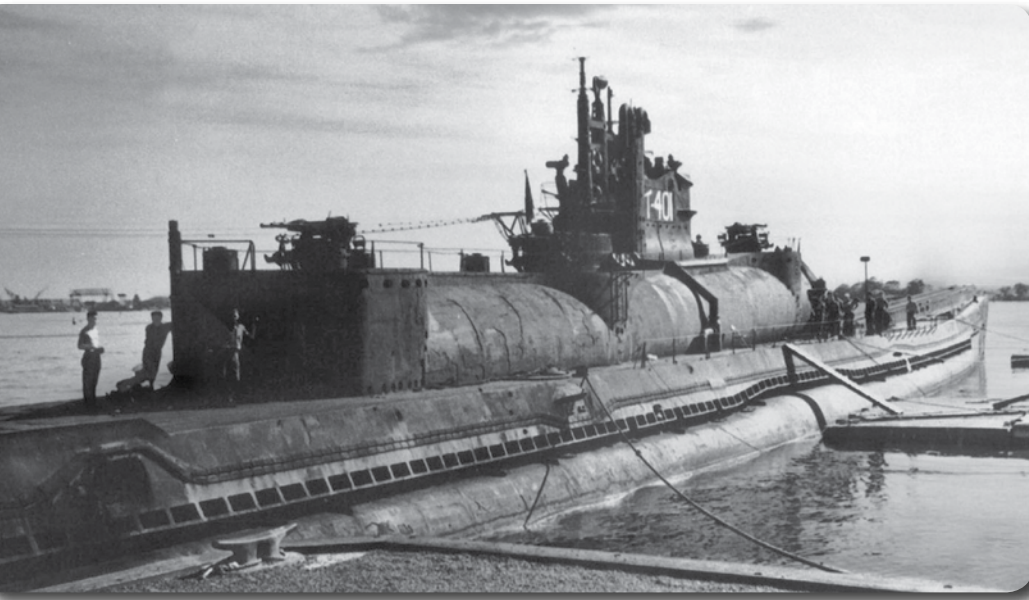
Likewise Reverend Fox and Father Washington stood out within the confines of an unimaginable hell. Wounded and dying soldiers were ushered into eternity to the sounds of comforting words from men of God more intent on the needs of others, than in their own safety and survival. Somehow, by their valiant efforts, the Chaplains succeeded in getting many of the soldiers out of the hold and onto the *Dorchester's* slippery deck.

In the chaos around them, life boats floated away before men could board them. Others capsized as panic continued to shadow reason and soldiers loaded the small craft beyond limit. The strength, calm, and organization of the Chaplains had been so critical in the dark hull. Now, on deck, they found that their mission had not been fully accomplished.

Survivors report that when there were no more life jackets in the storage locker, they watched in awe as the Four Chaplains either gave away or forced upon other young men their own life jackets. These four men of God had given away their only means of saving themselves in order to save others.

Those who had been fortunate enough to reach lifeboats struggled to distance themselves from the sinking ship. Looking back, they saw the Chaplains linked with arms together as the slant of the deck became severe. Their heads bowed in prayer, they sank as, only 27 minutes after the first torpedo struck, the last vestige of the *USAT Dorchester* disappeared beneath the cold North Atlantic waters.

JAPAN'S SUBMERSIBLE



Laid down on January 18, 1943 and completed on December 30, 1944, H.I.J.M.S. Sen-Toku class I-400 was decades ahead of her time. She was the world's largest submarine, with a length of 400 feet and a surfaced displacement of 3,530 tons. Above her main deck rose a 115 foot long, 12 foot diameter, hangar housing three torpedo-bombers. These floatplanes were rolled out through a massive hydraulic door onto an 85 foot pneumatic catapult, where they were rigged for flight, fueled, armed, launched, and, after landing alongside, lifted back aboard with a powerful hydraulic crane. The I-400 was equipped with a snorkel, radar, radar detectors, and capacious fuel tanks that gave her a range of 37,500 miles: one and a half times around the world. She was armed with eight torpedo tubes, a 5.5 inch 50 caliber deck gun, a bridge 25mm antiaircraft gun, and three triple 25mm A/A mounts atop her hangar. The advent of guided missiles and atomic bombs transformed her from an overspecialized undersea dinosaur to a menacing strategic threat. Like Germany's Type XXI U-boat she was too late to

influence World War II.

A second of a Sen-Toku class I-401 was laid down in April of 1943 and completed in January, 1945, as the largest submarine class in the world. The class will carry three two-seat Aichi M6A1 "Seiran" (Mountain Haze) float torpedo-bombers capable of carrying either 1,764 lbs. of bombs or a 45 cm. (17.7-inch) torpedo 654 miles.

The two Sen-Tokus were joined with 2 other submarines, I-13 and I-14, which were two of the largest non-nuclear subs ever built and also had the ability to circle the globe 1 1/2 times without refueling. The I-14, the behemoth was 400 feet long and 40 feet high and carried a crew of 144. It was designed to launch two folding-wing bombers on kamikaze missions, to form a special ten-bomber strike force – called the SubRon One.

For their first mission Vice Admiral Jisaburo Ozawa, selected Operation PX, a top secret plan to use SubRon One's ten aircraft to unleash bacteriological warfare on populous areas of the American west coast and Pacific Islands. Infected rats and

insects would be dispersed to spread bubonic plague, cholera, dengue fever, typhus and other plagues. General Ishii's infamous medical laboratory at Harbin, Manchuria, had developed the virulent germ warfare agents and confirmed their lethality by infecting helpless Chinese and Caucasian prisoners. On March 26th, 1945, this sinister mission was canceled by General Yoshijiro Umezu, Chief of the Army General Staff, who declared that "Germ warfare against the United States would escalate to war against all humanity."

As an alternative the staff considered bombing San Francisco, Panama, Washington or New York, and decided to launch a surprise air strike against the Panama Canal's Gatun Locks. Destroying these locks would empty Gatun Lake and block the passage of shipping for months.

For the 17,000 mile round trip to Panama each submarine needed 1600 tons of diesel fuel, which was unavailable at Kure. I-401 was therefore dispatched to Dairen, Manchuria, to bring back the needed oil. On April 12th she grazed a B-29 laid mine and had to return for repairs. In her place I-400 successfully carried out the undersea tanker mission and brought back the fuel.

By early June all four boats were fueled, armed, equipped with new snorkels, and disguised with false funnels. They sailed north through Tsushima Strait and the Sea of Japan to Nanao Bay

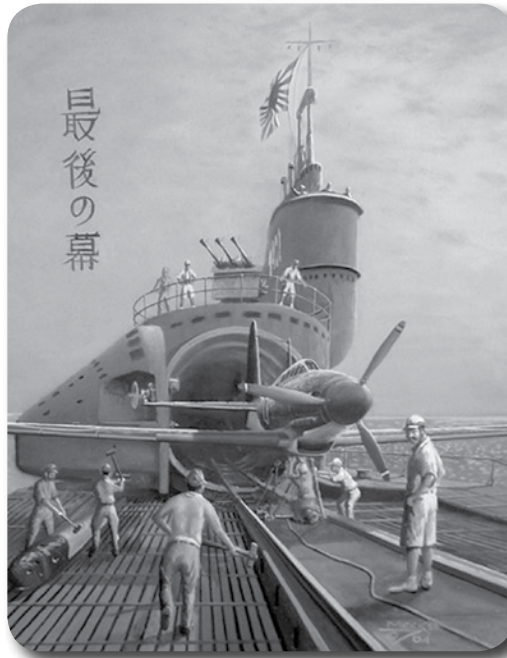


AIRCRAFT CARRIERS

on the west coast of Honshu near Takaoka. Training there was hampered by B-29 laid mines, American submarines penetrating their training areas, and shortages of aviation gasoline, material and aircraft, but SubRon One managed to launch a number of simulated air strikes on a full scale model of the Gatun Locks erected at Toyama Bay.

While the submersible carriers were perfecting their tactics to cripple the Panama Canal, the position of the Japanese Navy was steadily deteriorating. Before the submarines could set sail for Panama, more than 3000 Allied warships and transports had reached the Pacific for Operation Olympic, the forthcoming invasion of Japan. This growing threat forced Tokyo strategists to reconsider the attack on distant Panama, which now appeared a questionable diversion. Over his vehement objections Captain Ariizumi was ordered to abandon his squadron's carefully rehearsed canal

strike and attack instead American naval forces at Ulithi Atoll. In his account of this period Captain Orita relates how Sixth Fleet staff in Tokyo told the fulminating ComSubRon One: A man does not worry about



a fire he sees on the horizon when other flames are licking at the sleeves of his kimono.

Following the I-13 and the I-14, on July 23rd I-400 and I-401 departed Ominato on separate tracks far to the east for a rendezvous at sea south-east of Ulithi in three weeks.

Suddenly, on August 15th, Emperor Hirohito broadcast direct from the Imperial Palace his dramatic decree ending hostilities. The I-boat crews off Ulithi were thunderstruck; their combat careers ended just as they reached the attack rendezvous.

The huge I-Boat I-400 was intercepted east of Honshu and taken over by the U.S. Navy.

Some of I-401's crew wanted to go ahead with the plan to attack U.S. forces at Ulithi. In fact even after

I-401 received specific instructions canceling the operation and ordering the sub back to Japan, some crew members wanted to keep the sub and become pirates instead.

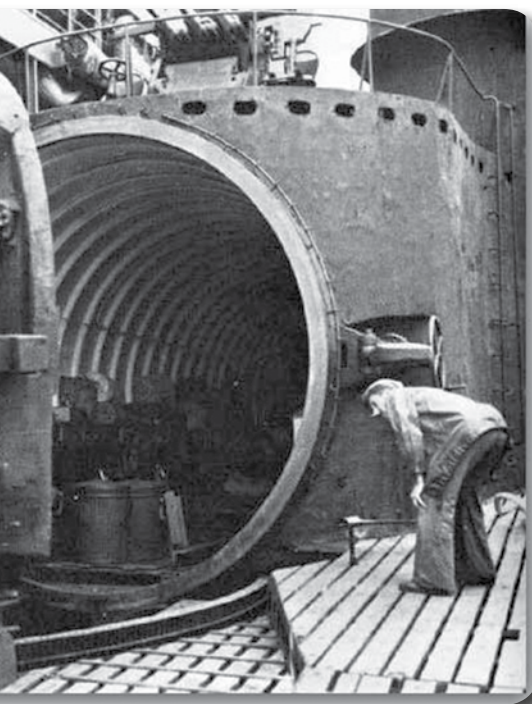
After a council of war with his officers, the shattered Captain and crew of the I-401 reluctantly carried out Tokyo's orders to cease hostilities, hoist a black flag, and return on the surface to his home port. Captain Ariizumi ordered his squadron to jettison all documents and munitions, fire all torpedoes, and catapult all aircraft into the sea.

It was seven minutes before midnight on August 28, 1945, when a large unidentified object appeared on the radar screen of USS Segundo, a Balao-class submarine on patrol south of Japan. It had been 13 days since Japan's surrender announcement, and Segundo's commanding officer, Lieutenant Commander S.L. Johnson, was on the lookout for remnants of Japan's naval fleet. Segundo was 18 days out from Midway, and except for an encounter with a Japanese fishing boat, the patrol had been uneventful.

Soon after Segundo changed course to intercept the blip, Commander Johnson and his men realized they were on the trail of a Japanese submarine. After tracking the sub for more than four hours, Johnson tired of the cat-and-mouse game and radioed for it to stop, receiving a positive acknowledgement in reply.

At 0500 hours on August 31, the U.S. flag was hoisted aboard I-401 and Commander Nambu delivered two samurai swords as a symbol of surrender to Lieutenant J.E. Balson, Segundo's executive officer and

(continued on page 26)



(continued from page 25)

prize crew chief. Shortly thereafter, Ariizumi shot himself in his cabin with a pistol; his body was subsequently buried at sea.

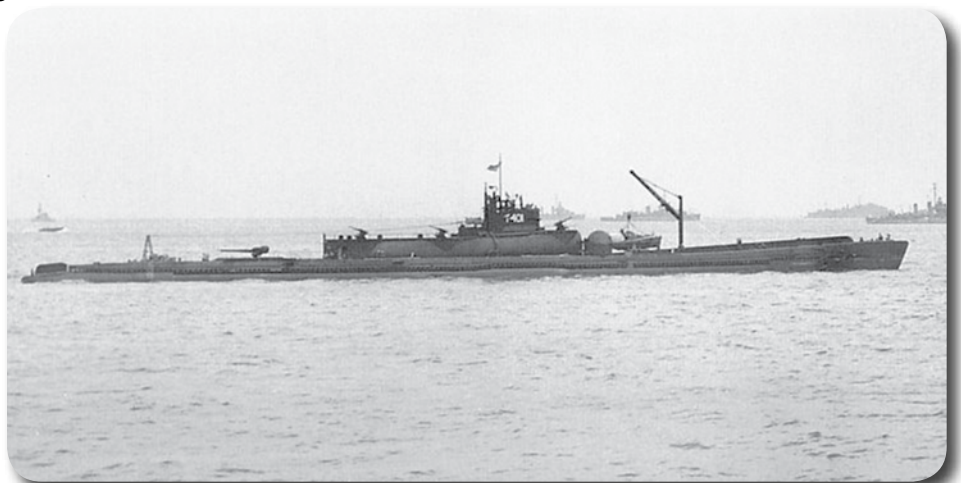
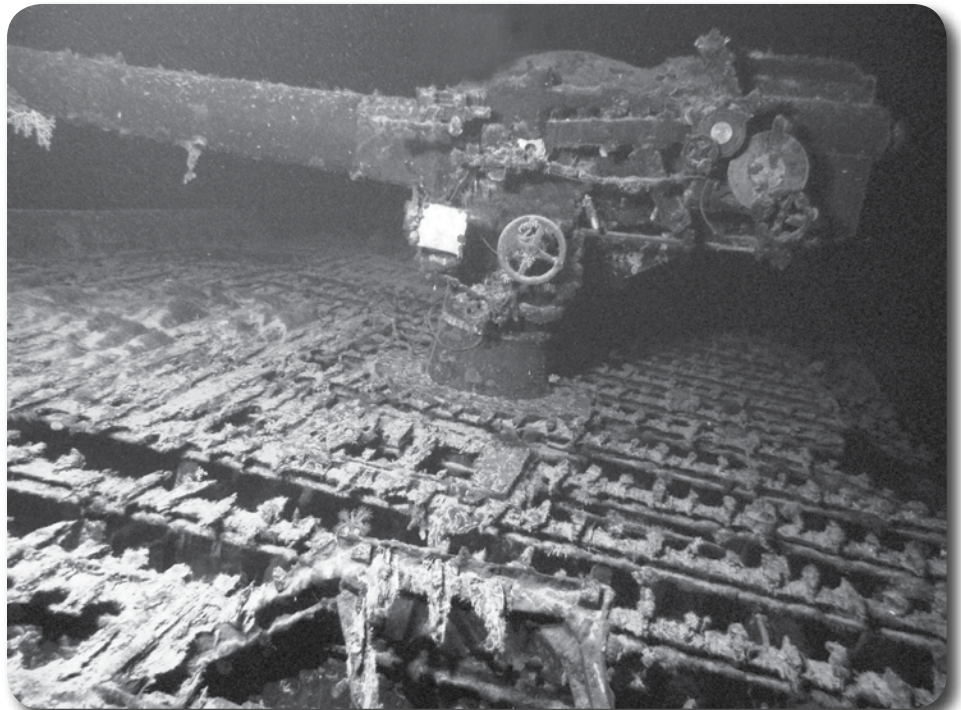
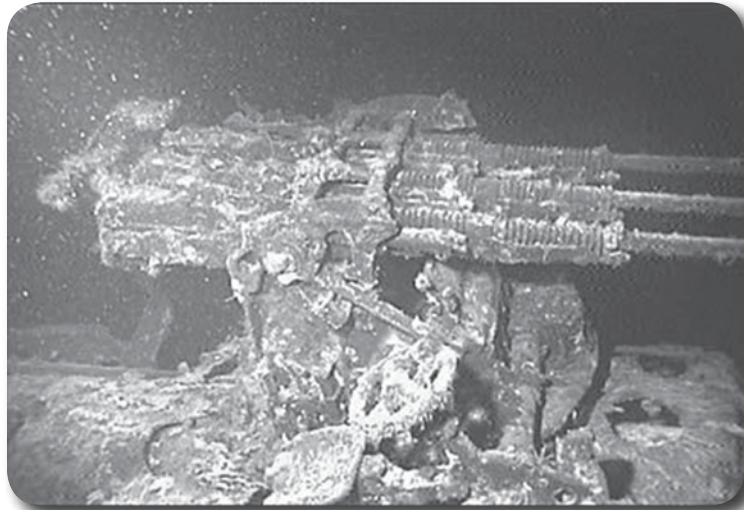
Escorted by Segundo, I-401 sailed to Yokosuka in Tokyo Bay, where it officially surrendered to the U.S.

The I-400 submarines only saw eight months of service from their launch to their surrender, and the Seirans likely never flew in combat. But the U.S. Navy was so impressed by the underwater aircraft carriers that it decided the subs merited further study. On December 11, 1945, I-400 and I-401 sailed with an American prize crew of four officers and 40 enlisted men (as well as a load of smuggled Japanese war souvenirs in I-400's hangar) from Yokosuka to Pearl Harbor. They were escorted by a sub rescue vessel, and after an uneventful trip arrived in Pearl on January 6, 1946.

Both subs were extensively studied at Pearl, though the Navy never tried submerging either one. When the Soviets asked for access to the I-400s as part of an information-sharing agreement, U.S. officials decided to prevent them from obtaining potentially disruptive technology by scuttling the submarines.

I-401 was torpedoed by the submarine Cabezon and sunk off Pearl Harbor on May 31. I-400 quickly followed it to the bottom. As did the I-13 and I-14 subs from the SubRon One.

Some reports have suggested that the I-400 submarines' technology was incorporated into future U.S. submarine innovations like the Regulus sub-launched missile program, much as Wernher von Braun's V-2 program became the backbone of future U.S. ballistic missile and space programs. Though this may give the technology more credit than it warrants, the underwater aircraft carriers were clearly superior in important ways to subs at the time.



Where were you on December 7, 1941?

Editor's note: excerpted from the book "SSS" by Captain J. W. Clark, published by the American Merchant Marine Museum, Kings Point, available at Amazon.com.

Early on the morning of the 7th of December, 1941, the USAT J. W. McAndrew sailed from Balboa, with routing instructions to proceed homeward to New Orleans. Panama Canal Pilot Campbell would con the ship in its transit of the canal and canal deckhands were stationed fore and aft to handle the cables from the "mules" (locomotives) when passing through the locks. Ship's officers and crew were standing by their stations at the bow, stern, bridge and engine room. Weather conditions were good at the end of Panama's rainy season that extended from April to December. Distance through the canal from shore to shore was 44.8 nautical miles. Courses were somewhat deceptive, as the ship would steam in a northwesterly direction to reach the Caribbean entrance, 22.5 miles west of the Pacific entrance.

Heavy canal traffic caused delays at Miraflores and Pedro Miguel locks, and the passage was rather slow. Arriving at Gatun Lake at 12:30 hours the ship was temporarily anchored while awaiting turn at Gatun locks.

Taking advantage of the enforced delay, ship's officers engaged Pilot Jeffrey Campbell in a discussion of the canal's tangled history. Ferdinand de Lesseps, Le Grand Francaise, responsible for the successful construction of the sea level Suez Canal, had headed the ill fated Compagnie Universelle du Canal Interocéanique. A man of vain and charming personality, he rather arbitrarily directed the affairs of the French enterprise. He was not an engineer, yet he adamantly insisted the isthmus canal should be constructed at sea level as at Suez, despite the contrary advice of some of France's greatest engineers. The stupendous challenge of cutting a sea level canal through the mountains, and the 16+ foot tides on the Pacific side, presented critical engineering problems. Visiting Panama only during the dry season, he ridiculed those who warned against the dangers of malaria and yellow fever. The factual policies of de Lesseps led to the deaths of thousands of workmen and the eventual bankruptcy of the French company.

On September 14, 1901 Theodore Roosevelt assumed the Presidency following the assassination of President William McKinley. Roosevelt was a strong advocate for a Central American canal. When the French project failed the French representatives contrived to sell their remaining canal interests to the U.S. Abandoning the French

concept of a sea level canal, U. S. engineers soon determined that a lock canal employing the basic principles of the successful Caledonian Canal in Scotland would be the only practicable way to transport shipping across the isthmus. However, without the eradication of the yellow fever mosquito and the malaria mosquito, accomplished by the persistent efforts of Dr. William C. Gorgas, the American workforce might have suffered the same tragic experience of the French.

The conversation was broken off by a signal from the locks that the ship should proceed. Anticipating an early transit, the Master had ordered the anchor chain to be shortened and the engine telegraph kept on "stand by engines", and the ship was underway within minutes. The big ship slowly entered the first of the three Gatun locks that would gradually lower the ship 85 feet to sea level. "Mule"

cables were attached, preventers secured, the lock gates closed and the gravitational lowering commenced, all quietly and efficiently accomplished.

The McAndrew was thus positioned midway through the lowering process of the upper lock when dock sirens started wailing, and gun covers came off as army gunners manned anti-aircraft

batteries adjacent to the docks. Loud speakers blared "THIS IS NO DRILL!!! THIS IS NO DRILL!!!"

"Sparks" rushed to the bridge shouting "THE JAPS HAVE ATTACKED PEARL HARBOR!" The ship's general alarm bell was deafening and the Captain ordered it shut down. He then grabbed the public address microphone and announced "NOW HEAR THIS!.. THIS IS AN EMERGENCY.. WE ARE UNDER FULL ALERT.. THE JAPANESE HAVE ATTACKED PEARL HARBOR.. ALL DAMAGE CONTROL UNITS STAND BY YOUR STATIONS!"

Within minutes fighter planes were overhead and circling the canal zone area. However, loud speakers ashore cautioned gunners to hold their fire as the aircraft were American.

Meanwhile, Pilot Campbell calmly moved the ship through the locks despite some minor confusion among the "mule" drivers. Hesitant to distract the pilot, Capt. Williams waited for a pause in lock operations and then asked Campbell what order had he received from shore command. "Nothing, except to push your ship through without delay", he responded. And, with a somewhat sardonic grin, added "It seems they don't want damaged ships blocking the locks."





CHAPTER NEWS

Dennis A. Roland Chapter



Third person from right, Hank Kaminski; fourth person George Murphy; Dennis A Roland Chapter members.

FOUR CHAPLAINS CEREMONY

On February 3rd, chapter members attended a Mass at the Church of Saint Stephen in Kearney, NJ in memory of Father John P. Washington and the other 3 Chaplains who gave their life vests to sailors who needed them, when the SS Dorchester sank February 3, 1943. After the Mass, there was a dedication ceremony for the monument that was erected in honor of the Four Chaplains.

"BATTLIN' PETE"

Walt Disney Merchant Marine Emblem



This 5" diameter patch is available from The Mon Valley Chapter. The patch is embroidered in seven thread colors. A history of the patch is included. Order by sending a

check for \$6.50 for each patch made payable to:

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

Golden Gate Chapter



A. J. Wichita presenting an AMMV Honorable Achievement Award to Doris Trimbath, while her husband Don Trimbath looks on.

TRIBUTE TO DORIS TRIMBATH

Our chapter would like to pay special tribute to our member Doris Trimbath who crossed the bar on March 1, 2013. Doris was a most generous and giving person who gave much of her time and financial support to our chapter and the AMMV. She was the driving force in obtaining the \$10,000 in donations which were needed to have the Merchant Marine plaque on the WWII Memorial in Washington, DC. Doris and A.J. Wichita went to DC and presented a \$10,000 check to Senator Bob Dole, Chairman of the Memorial Committee at that time. This was all done at her expense. The rest is history and we shall be forever grateful and indebted to Doris. Our condolences go out to her husband, Don and the rest of her family.

Gulfstream Chapter

We have started putting the individual eulogy stones on our long-standing memorial project and it is one wonderful way for family to make a permanent statement about their beloved warrior. The project board is in the process of setting up a committee to process the applications for the stones. We will have further information shortly so you will know how to apply.



CHAPTER NEWS

Mid-Columbia Chapter

CALLING ALL 3 WARS VETERANS

Our chapter was recently contacted by Frank Durbin (Ret. Navy) who has founded the ***ALL 3 WARS WWII, KOREA and VIETNAM ASSN.*** He explains:

WHAT IS ALL 3 WARS?

All 3 Wars is an association of retired veterans of all military services including Merchant Marine, who served on active duty during WWII, Korea and Vietnam.

During such a wide span of service, we veterans share many common experiences that only another serviceman can know. We also have our own distinctive personal experiences. Then there are the varying impacts each conflict had on individuals and the country. We have seen major changes in military operation and organization, as well as how society looks at the military. Only a few hundred of us veterans have that distinction.

For more information, please contact:

Frank Durbin III
Founder/Treasurer
380 Greenbrier Rd.
Half Moon Bay, CA 94019
(650) 712-0967
Mariondurb7@gmail.com

or

Lee Yagel
Executive Secretary, National Hdqtrs
14952 W. Wethersfield Rd.
Surprise, AZ 85379-5966
(622) 399-9355
tigerlee2@aol.com

Ocala Chapter

SEAMAN'S VERSION OF THE 23RD PSALM

The Lord is my Pilot; I shall not drift. He lighteth me across the dark waters. He steereth me in the deep channels. He keepeth my log. He guideth me by the star of holiness for his names sake. Yea, though I sail mid the thunders and tempests of life, I shall dread no danger. For thou art with me; Thy love and Thy care shelter me. Thou prepares a harbor before me in the homeland of eternity; thou anointest the waves with oil; my ship rideth calmly. Surely sunlight and starlight shall favor me all the days of my voyaging and I will rest in the port of my Lord forever.

Southern Oregon Chapter



RETIRING ODVA DIRECTOR JIM WILLIS

AMMV's past NVP and Secretary Nelson Cauble and Shirley represented the AMMV and its Oregon chapters at a ceremony honoring Oregon's retiring Director of Department of Veterans' Affairs Jim Willis. The plaque read:

*Presented to
JIM WILLIS*

*Director, Oregon Department of Veterans' Affairs
With our grateful appreciation for the untiring years
of assistance, support, respect, and friendship given to
AMERICAN MERCHANT MARINE VETERANS
WORLD WAR II*

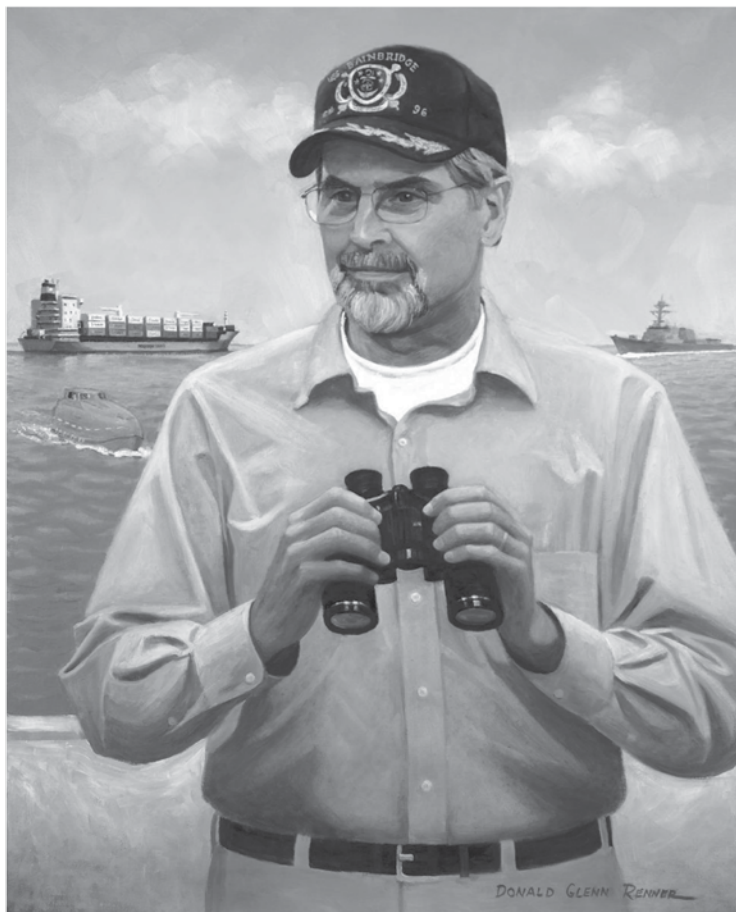
*AMMV,
AMERICAN MERCHANT MARINE VETERANS*

May you find calm seas and fair winds ahead

Jim Willis retired March 1, 2013 after 48 years in public service. Our paths crossed in 2004 and he has been a true champion of our Merchant Marine veterans since that date. He made sure that we were recognized, wrote the Merchant Marine Creed. He attended our conventions, filled the State VA lobby with our memorabilia and flag. He instructed his employees to become familiar with our history and provided our Merchant Marine Oregon license plate. He once told Nelson that his father had said that if it were not for the Merchant Marine during the war, he would have starved and we would have lost the war. Jim understands the Merchant Marine Veterans. We will miss him.



JUST COMPENSATION



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

Forgotten Cause, but we will NOT be Forgotten! **A message from the JCC**

A lot of our key people are in hospital beds just trying to survive, let alone trying to carry a cause on our backs. We are entering into our final round here at the JCC and it's now or never. After sending out thousands of letters and post cards to members of Congress, and even more thousands of mailings to JCC members, our bill still hasn't passed, despite a supreme effort by so many of you. Thank you for your steadfast support and your courageous perseverance. We continue to hope that our bill will be re-



JUST COMPENSATION

introduced in Congress, but that means more letters to Representatives and Senators, and more dedication from our members. Time is running short for many of us. Will we be successful this next time around? Who will be our champion in Congress?

As most of you know, our latest efforts have been to contact legal firms to determine the feasibility of litigation. We are also mounting a campaign to coincide with the opening of the Captain Phillips' movie based on his excellent book, "A Captain's Duty." The movie will star Tom Hanks as Captain Phillips and is due to be released on October 11, 2013. A package of promotional material will be sent to every AMMV Chapter in the next few weeks. We are asking AMMV members, including family and friends, to volunteer some time to sit in a theater lobby once the movie is released, and hand out AMMV literature or answer questions from interested movie-goers.

The information below (and on the next page) will explain more about our "Captain Phillips/ WWII Merchant Mariner Awareness Campaign." It includes a letter explaining our campaign and a picture of Captain Phillips painted by esteemed portrait artist

Don Renner of the Ocala AMMV Chapter in Florida. The picture will be sent to the chapters is 8-1/2" x 11" and is suitable for framing or mounting on poster board for your display table. Photocopies of some of the literature will need to be made. If you would like a copy of Captain Phillips' book, it can be ordered from Amazon.com.

Our president, Morris Harvey, has requested some additional material be provided, and we hope to include that in the next AMMV magazine. Morris also suggested that we look into running an advertisement on the screen before the movie. Some theaters run ads before the coming attractions, but they may be rather pricey. We will investigate costs and see what our local theater charges.

For all of those who will be going to the upcoming Annual Convention in Branson, I wish you safe travels. I am very sorry that I won't be seeing so many of my old friends this year. It is not possible for me to travel, but I will be with you in spirit.

GOD BLESS AMERICA,

Ian T. Allison

Calling all Merchant Mariners



**Stay Connected.
We're here for
you.**

The American Merchant Marine Veteran's welcomes veterans with DD-214's; all active and retired seaman, spouses, and descendants of members. For general info, search www.usmm.org. To join contact Sindy Raymond, AMMV National Headquarters, ph. 707-786-4554; email saaren@frontiernet.net

Calling all Merchant Mariners

Then and Now!



WE ARE HERE FOR YOU!

The American Merchant Marine Veteran's welcomes veterans with DD-214's; all active and retired seaman, spouses, and descendants of members. For general info, search www.usmm.org. To join contact Sindy Raymond, AMMV National Headquarters, ph. 707-786-4554; email: saaren@frontiernet.net

Several possible ads for AMMV promotion.
Contact Morris Harvey for more info on advertising.



JUST COMPENSATION



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

Letter to Chapters

March 2013

**Re: Campaign to raise awareness of the Merchant Mariners of WWII.
Captain Phillips movie to open in theaters on October 11, 2013.**

Dear AMMV Friends,

You might think this letter and package is a bit premature, since the Captain Phillips movie isn't planned to open in theaters until October 11, 2013. However, we believe it would be good to set things in motion now so we have a good plan in place for our awareness raising campaign.

Enclosed in this package you will find a bag of Captain Phillips medallions, several "U.S. Merchant Marine at War" booklets, some AMMV brochures, a portrait of Captain Richard Phillips painted by esteemed artist Don Renner of the AMMV Chapter in Florida, an excerpt from Captain Phillips' book about the Merchant Marine of WWII and a sample letter of introduction to movie theater managers.

In his compelling book "A Captain's Duty," Capt. Phillips relates a brief history about the Merchant Mariners of WWII. Although it is not known if our history will be mentioned in the movie, we think moviegoers need to know about it, and that's where we come in!

Our plan is simple. First, we ask the local theater managers if we can set up a card table either in the theater lobby or in front of the theater with our information and literature. Second, we ask our members to volunteer some time to sit at the card tables. Third, we hand out information about the Merchant Mariners of WWII and answer any questions. We will emphasize to the theater managers that we are not fund raising or promoting any political agenda. We will just be there to raise awareness about the "Forgotten Service" of WWII before we are all gone.

About our Merchant Marine bill, as of this date, no new bills have been introduced into the 113th Congress. However, Capt. Phillips mentions our bill in his book. If we have a new bill in Congress by October (we certainly hope so!) you will be notified.

We wish to extend our sincere thanks to Eugene Barner of the Mid-America Ancient Mariners Chapter in Shawnee, Kansas who made the initial contact with Capt. Phillips right after the hijacking in April 2009. Eugene continued to call Capt. Phillips to let him know that we cared what he went through, and as fellow mariners, we understand the dangers that Merchant Mariners face every day on dangerous seas. Eugene met with Capt. Phillips and his family and said they were some of the nicest people he has ever met.

If you have any questions, please write us or send an email. Additional AMMV brochures can be ordered through AMMV National Administrator Sindy Raymond at (707) 786-4554. If you need more booklets, we can ship you a box of 25 at our cost (\$2 a booklet) plus \$6 per box for media shipping (total: \$56). Let us know ASAP before we run out. We hope your chapter will be willing to help us with the Captain Phillips/ WWII Merchant Mariner awareness campaign!

God Bless America,
Ian Allison
Ph: (707) 545-4171
Fax: (707) 575-3707
mra@allisonammv.com

THE LEND-LEASE ACT

The Lend-Lease Act: Background:

With the outbreak of World War II in September 1939, the United States assumed a neutral stance. As Nazi Germany began winning a long string of victories in Europe, the administration of President Franklin Roosevelt began seeking ways to aid Great Britain while remaining free of the conflict. Initially constrained by the Neutrality Acts, which limited arms sales to “cash and carry” purchases by belligerents, Roosevelt declared large amounts of US weapons and ammunition “surplus” and authorized their shipment to Britain in mid-1940.

He also entered into negotiations with Prime Minister Winston Churchill to secure leases for naval bases and airfields in British possessions across the Caribbean Sea and the Atlantic coast of Canada. These talks ultimately produced the Destroyers for Bases in September 1940. This agreement saw 50 surplus American destroyers transferred to the Royal Navy and Royal Canadian Navy in exchange for rent-free, 99-year leases on various military installations. Though they succeeded in repelling the Germans during the Battle of Britain, the British remained hard-pressed by the enemy on multiple fronts.

The Lend-Lease Act of 1941:

Seeking to move the nation towards a more active role in the conflict, Roosevelt wished to provide Britain with all possible aid short of war. As such, British warships were permitted to make repairs in American ports and training facilities for British servicemen were constructed in the US. To ease Britain's shortage of war materials, Roosevelt pushed for the creation of the Lend-Lease Program. Officially titled *An Act Further to Promote the Defense of the United States*, the Lend-Lease Act was signed into law on March 11, 1941.

This act empowered the president to “sell, transfer title to, exchange, lease, lend, or otherwise dispose of, to any such government [whose defense the President deems vital to the defense of the United States] any defense article.” In effect, it allowed Roosevelt to authorize the transfer of military materials to Britain with the understanding that they would ultimately be paid for or returned if they were not destroyed. To administer the program, Roosevelt created the Office of Lend-Lease Administration under the leadership of former steel industry executive Edward R. Stettinius.

In selling the program to a skeptical and still somewhat isolationist American public, Roosevelt compared it to loaning a hose to neighbor whose house was on fire. “What do I do in such a crisis?” the president asked the press. “I don’t say... ‘Neighbor, my garden hose cost me \$15; you have to pay me \$15 for it’ - I don’t want \$15 — I want my garden hose back after the fire is over.” In April, he expand-

ed the program by offering lend-lease aid to China for their war against the Japanese. Taking swift advantage of the program, the British received over \$1 billion in aid through October 1941.

Effects of Lend-Lease:

Lend-Lease continued after the US entry into the war following the attack on Pearl Harbor in December 1941. As the American military mobilized for war, Lend-Lease materials in the form of vehicles, aircraft, weapons, etc. were shipped to other Allied nations who were actively fighting the Axis Powers. With the alliance of the US and Soviet Union in 1942, the program was expanded to allow their participation with large amounts of supplies passing through the Arctic Convoys, Persian Corridor, and the Alaska-Siberia Air Route.

As the war progressed, most of the Allied nations proved capable of manufacturing sufficient frontline weapons for their troops, however this led to a drastic reduction in the production of other needed items. Materials from Lend-Lease filled this void in the form of munitions, food, transport aircraft, trucks, and rolling stock. The Red Army in particular took advantage of the program and by war's end approximately two-thirds of its trucks were American-built Dodges and Studebakers. Also, the Soviets received around 2,000 locomotives for supplying its forces at the front.

Reverse Lend-Lease:

While Lend-Lease generally saw goods being provided to the Allies, a Reverse Lend-Lease scheme also existed where goods and services were given to the US. As American forces began arriving in Europe, Britain provided material assistance such as the use of Supermarine Spitfire fighters. Additionally, Commonwealth nations often provided food, bases, and other logistical support. Other Lend-Lease items included patrol boats and De Havilland Mosquito aircraft. Through the course of the war, the US received around \$7.8 billion in Reverse Lend-Lease aid with \$6.8 of it coming from Britain and the Commonwealth nations.

The End of Lend-Lease:

A critical program for winning the war, Lend-Lease came to an abrupt end with its conclusion. As Britain needed to retain much of the Lend-Lease equipment for post-war use, the Anglo-American Loan was signed through which the British agreed to purchase the items for approximately ten cents on the dollar. The total value of the loan was around £1,075 million. The final payment on the loan was made in 2006. All told, Lend-Lease provided \$50.1 billion worth of supplies to the Allies during the conflict, with \$31.4 billion to Britain, \$11.3 billion to the Soviet Union, \$3.2 billion to France and \$1.6 billion to China.

Benefits for Merchant Mariners

On January 19, 1988, the Secretary of the Air Force declared certain Merchant Marine service as qualifying for Veterans benefits. Merchant seamen who served in active oceangoing service from December 7, 1941 to August 15, 1945 are considered to be veterans. Also eligible are Civil Service crewmembers serving aboard U.S. Army Transport Service and Naval Transportation Service vessels in ocean-going service. If you wish to be considered for VA benefits, you should apply for a discharge certificate (DD Form 214) by completing DD Form 2168 (Application For Discharge of Member or Survivor of Member of Group Certified To Have Performed Active Duty With the Armed Services of the United States) and sending it to:

USCG – National Maritime Center
(NMC-421)
ATTN: WWII
100 Forbes Drive
Martinsburg, WV 25404
Main Inquiry Line: 1-888-I-ASK-NMC
(1-888-427-5662)
Alternate Line: 1-304-433-3400

The discharge certificate issued by the Coast Guard will reflect dates of all wartime voyages. The remark section will show inclusive dates of each voyage. Each voyage will be considered a separate period of active service in determining eligibility for benefits and services.

In general, merchant marine veterans who obtain discharge certificates and their survivors may be eligible for the following benefits from the Department of Veterans Affairs (VA):

Disability Compensation – The VA pays compensation for disabilities incurred or aggravated during military service. It is of primary importance to list information on the application form showing dates and places of medical treatment received in service which relate to the condition for which you are claiming service connection. If medical records are available, please include them with your application. If not, the VA will make every effort to obtain the records. **Use VA Form 21-526 to apply.**

Dependency and Indemnity Compensation
– Payments are authorized for surviving spouses, unmarried children under 18 (as well as certain helpless children and those between 18 and 23 if attending a VA-approved school) and certain parents of veterans who died from service connected disabilities. Surviving spouses and children **use VA Form 21-534 to apply. Dependent parents use VA Form 21-535.**

Disability Pension – For wartime veterans, surviving spouses and children with limited incomes. Veterans who are permanently and totally disabled because of non-

service-connected disability may be eligible. Veterans **use VA Form 21-526 to apply**; survivors **use VA Form 21-534.**

Medical Care – The VA provides hospital care covering the full range of medical services for all service-connected conditions, to veterans in receipt of VA pension or those eligible for Medicaid. Outpatient treatment is available to veterans with service-connected conditions. Hospital care may be provided on a space-available basis to nonservice-connected veterans with incomes within certain limitations. Veterans with incomes more than these limitations may be furnished hospital care on a space-available basis if they agree to make a co-payment to the VA. Application should be made to the VA Medical Center on **VA Form 10-10EZ.**

Dental Treatment – Treatment is available for veterans with dental disabilities resulting from combat wounds or service injuries.

Home Loan Guaranty – The VA will guarantee your loan for the purchase of a home, manufactured home or condominium. **Apply for a certificate of eligibility on VA Form 26-1880.**

Burial Benefits – The VA provides certain burial benefits, including interment in a national cemetery, a headstone or marker, partial reimbursement for burial expenses and a burial flag. Postmortem requests for burial in a national cemetery should be made to the director of the cemetery in which burial is desired. **Application for the burial allowance should be made on VA Form 21-530, for a headstone or marker on VA Form 40-1330, and for a burial flag on VA Form 21-2008.**

GI Insurance – Life insurance (up to \$10,000) is available for veterans with service-connected disabilities.

Vocational Rehabilitation – In limited circumstances, eligibility for vocational rehabilitation may be established. Basic eligibility requires a service-connected disability rated by VA at 20%, however there are certain exceptions and eligibility will be determined on the merits of individual cases. If eligibility is established, the VA will pay tuition, books, tools or other expenses and provide a monthly living allowance. Employment assistance is also available to help a rehabilitated veteran get a job. **Use VA Form 28-1900 to apply.**

IMPORTANT NOTE: Section 402 of P.L. 105-368, “Veterans Programs Enhancement Act of 1998”, amended title 46, United States Code, by adding chapter 112, which provides that the “qualified service” of certain merchant mariners between August 16, 1945, and December 31, 1946, would be deemed active duty service for purposes of benefits eligibility under chapters 23 (Burial Benefits) and 24 (National Cemeteries and Memorials) of title 38, United

States Code. Depending on the type of merchant marine service, certification of "qualified service" must come from the Department of Transportation or the Department of Defense.

Basic eligibility has thus been extended to covered merchant mariners for the following benefits: burial flags, burial allowance for certain indigent wartime veterans, plot allowance payable to a State for burial in certain "state owned" cemeteries or cemetery sections, headstones and markers, internment in national cemeteries, markers in memorial areas of national cemeteries, and markers in memorial areas of Arlington National Cemetery. In general, benefits may be provided only for deaths occurring after November 11, 1998. However, in the case of an initial burial or columbarium placement in a national cemetery after November 11, 1998, benefits incident to burial and the provision of a headstone or marker are authorized regard-

less of the date of death.

For further information, please consult the following list of VA toll-free numbers for the number which applies to your specific needs or circumstances:

Nationwide 1-800-827-1000

VA Life Insurance 1-800-669-8477

Telecommunications
Device for Deaf 1-800-829-4833

Health Benefits 1-877-222-8387

Or you may visit us at our web site: www.va.gov

You may also apply for benefits on-line at: <http://va-benefits.vba.va.gov>

Application forms may be downloaded at: <http://www.vba.va.gov/pubs/forms1.htm>

Nimitz, The Optimist

On Sunday, December 7th, 1941--Admiral Chester Nimitz was attending a concert in Washington D.C. He was paged and told there was a phone call for him. When he answered the phone, it was President Franklin Delano Roosevelt on the phone. He told Admiral Nimitz that he (Nimitz) would now be the Commander of the Pacific Fleet. Admiral Nimitz flew to Hawaii to assume command of the Pacific Fleet. He landed at Pearl Harbor on Christmas Eve, 1941. There was such a spirit of despair, dejection and defeat--you would have thought the Japanese had already won the war.

On Christmas Day, 1941, Adm. Nimitz was given a boat tour of the destruction wrought on Pearl Harbor by the Japanese. Big sunken battleships and navy vessels cluttered the waters everywhere you looked. As the tour boat returned to dock, the young helmsman of the boat asked, "Well Admiral, what do you think after seeing all this destruction?" Admiral Nimitz's reply shocked everyone within the sound of his voice.

Admiral Nimitz said, "The Japanese made three of the biggest mistakes an attack force could ever make or God was taking care of America. Which do you think it was?" Shocked and surprised, the young helmsman asked, "What do mean by saying the Japanese made the three biggest mistakes an attack force ever made?"

Nimitz explained:

"Mistake number one: the Japanese attacked on Sunday morning. Nine out of every ten crewmen of those ships were ashore on leave. If those same ships

had been lured to sea and been sunk--we would have lost 38,000 men instead of 3,800.

Mistake number two: when the Japanese saw all those battleships lined in a row, they got so carried away sinking those battleships, they never once bombed our dry docks opposite those ships. If they had destroyed our dry docks, we would have had to tow every one of those ships to America to be repaired. As it is now, the ships are in shallow water and can be raised. One tug can pull them over to the dry docks, and we can have them repaired and at sea by the time we could have towed them to America. And I already have crews ashore anxious to man those ships.

Mistake number three: every drop of fuel in the Pacific theater of war is in top of the ground storage tanks five miles away over that hill. One attack plane could have strafed those tanks and destroyed our fuel supply. That's why I say the Japanese made three of the biggest mistakes an attack force could make or God was taking care of America."

Admiral Nimitz was a Texan, born and raised in Fredricksburg, Texas--he was a born optimist. But anyway you look at it--Admiral Nimitz was able to see a silver lining in a situation and circumstance where everyone else saw only despair and defeatism. President Roosevelt had chosen the right man for the right job. We desperately needed a leader that could see silver linings in the midst of the clouds of dejection, despair and defeat.

LETTERS TO THE EDITOR

A MEMORIAL DEDICATION

Sindy:

Thought you might like to put this in the next magazine. On November 11, 2012 over 1800 people attended the dedication ceremony of the Castro Valley (CA) Veterans Memorial at Casto Valley Community Park. The event was the culmination of years of work spearheaded by VFW Post No. 9601. Local politicians were on hand for the dedication. A flyover by an impressive C-130 Hercules Transport and a Huey Helicopter made for quite a show. The Memorial consists of five black granite monuments honoring the Marine Corps, Army, Navy, Coast Guard and the Merchant Marine. Quite a few Golden Gate chapter members were in attendance.

Frank Mendez

Secretary

Golden Gate Chapter

Thank you, Frank,

for this letter. We will be adding this memorial to the Merchant Marine Memorial project listing, also.



stand up and give a 1-1/2 to 2 minute presentation. It could be a MM experience or ???

We experienced one of the best holiday parties we've ever had and gained two new members. And for the first time in five years, the Captain's Bell returned to the table. The party brought us together and we sailed into 2013 with a new closeness.

We now have a guest speaker at every meeting. Time limit is fifteen minutes with questions and answers. By providing guest speakers, the monthly meetings lost the humdrum or the same ole, same ole... feeling. This has put new life into each meeting and mailing out a meeting notice has more members attending.

In April we will start a STOP AND ASK membership effort. We are asking members to go into any Walmart or Big Box store, hopefully wearing their own MM caps. Notice how many men have a military cap on their head. It's a giveaway that they are proud of their past service. Stop them and ask them about it. In a short two minutes you'll learn a lot. Now, the hook; we are having business-style cards printed to give them, saying:

*You are cordially invited
to be my guest at our local
DELAWARE VALLEY AMMV lunch meeting
the third Thursday of this next month
at the Best Western in Matamoras, PA.
Hope to see you around 11 – 11:15AM*

On the back will be a space for the members name and contact phone number.

IF YOU DON'T ASK – YOU DON'T GET. If we don't reach out, we are like the guy throwing kisses at a girl in the dark.

Not everyone is a salesman or outgoing but if we do not try, we will die off. If we give it our all, we will grow – slowly, with a little formality at the table, a guest speaker, opening the hatch to more female members and stopping being an old men's club.

We have a goal set: FIVE MEMBERS BY Dec 31, 2013.

CHAPTER MEETING ATTENDANCE & MEMBERSHIP RECRUITMENT SUGGESTIONS

Dear Sindy:

Chapter meeting attendance and membership growth was and is of the utmost importance to the chapters. When I was elected CEO of the Delaware Chapter last October, I realized that some changes needed to be made and I would place them on the table for a vote. To start, our Christmas party became our Holiday Party. I suggested we do something different. Instead of five or six round tables, we tried one long table with a holiday theme. Everyone was asked to bring a guest and everyone was asked to

LETTERS TO THE EDITOR

May I also suggest the use of community service notices via radio (regional or local) which are usually free as well as local newspapers which are sometimes free. Also, postings on bulletin boards and in barber shops and beauty shops - any place the public will read the message.

Have an Uncle Sam type poster reprinted on 8-1/2 x 11 paper with the "you are invited..." message printed as above. It's better than going door to door.

Ask your dentist or doctor or pharmacist if they know of any Merchant Mariners out there. If you don't try - you will NEVER EVER EVEN GET A NO!

I would also like to suggest a new column in the AMMV NEWS Magazine TIPS ON ANCHORING NEW MEMBERS. I would be willing to write a few short sentences each quarter to keep the column alive.

And, for what it's worth, a national certificate program - an Anchor Award for a member who anchors a new member - with a gold seal for each member. These could be presented at the chapter's annual holiday meeting. What can a roll of anchors cost? I'll donate \$25 to have them made. NOW WHAT'S A NEW MEMBER WORTH? A LOT!

Bill Lamac, CEO

Delaware Valley Chapter

Thank you, Bill, for these suggestions. Recruiting new members is probably the most important goal of the AMMV. We have published pertinent ideas in past issues of the NEWS but it's always nice to get a new slant on the subject. And we'll certainly keep your idea of a membership recruitment column in mind. Keep up the great work! And good luck!

Sindy

AN UNLIKELY SAILOR

Yes, I was a sailor once. Caught up in the feverish activities of the War,
I took my chances with the ships at sea,
those lumbering work horses
that brought supplies to the heroes who fought for us.

I remember with fondness and respect the Ocean in all its moods.

Sometimes glassy smooth, and sometimes angry and upset,
flinging us around like rag dolls. And always rolling like a living thing,
contesting the power of our engines 24 hours a day.

I liked standing on the deck with salt spray in my face,
with pure ocean winds whipping across the open waters.

Winds from far-off regions of the North,
and hotter regions of the South, each with its own character and smell.

I liked the surge of adventure as we cast off
to face whatever dangers lurked out there
not knowing if we would be coming back again.

I liked the thrill of being guided by the stars across vast oceans,

knowing by the myriad noises, large and small,
that my ship was alive and well.

I liked the awareness of other creatures that shared that space,
whales, porpoises, and sea birds of many types:
flying fish of tropical waters, and the albatross of Southern latitudes.

I liked the character and smell of foreign ports, of people and cultures
of a different world, doing what they do in their own way.

People are people wherever you find them,
and we form a common bond with all humanity.

Now, gone ashore for good, I recount those months and years
with humble appreciation for the countless blessings that came my way.

Yes, I was just a Clod-hopper sailor once,
but now I am a witness to God's Mercy and Grace
for bringing me home from the sea.

Written by Gordon Thomson

Eastern Oklahoma Mariners Chapter

FIRST PILES DRIVEN FOR RE-CONSTRUCTION OF USMMA'S MALLORY PIER

FEBRUARY 8, 2013

If you arrive at the U.S. Merchant Marine Academy in Kings Point, NY, by water, Mallory Pier is likely to be the first part of campus you see up close. At 825 feet long, and serving as the primary dock facility for a United States service academy, it should be an impressive sight.

And soon, it will be.

On Wednesday, a construction crew from Russell Marine took the first step toward repairing and modernizing the 50-year-old pier by driving the first pile into the seabed of the Long Island Sound.

It had been clear for years that the pier was in no condition to support the Academy's mission to prepare shipboard officers and maritime leaders for a thriving merchant fleet and an effective national defense. Funding was secured to repair the pier and many of the Academy's other structures, some of which had not been updated since they were built in 1942.

As a result, last September, the Academy was able to execute an \$11.5 million contract to get this critical facility back into a state of good repair.

The first of the precast concrete piles that will provide improved support and long-term structural stability for Mallory Pier arrived in Hague Basin by barge. Seven more test piles will be driven in the seabed this week, and crews will measure their holding capacity. This will allow the remainder of the new piles to be sized properly for the actual conditions of the seabed.

Once the rest of the piles are driven into the seabed, the aging wooden pier will be removed and the pre-cast pier decking will be laid on the new piles.

Academy Superintendent RADM James Helis, said, "Our waterfront and its training activities are critical to

our operations and the hands-on education of our midshipmen. Mallory Pier is a very important element of the capital improvement plan for creating a first class infrastructure."

When completed in 2014, the new Mallory Pier will be home to the Academy's newest training vessel, the *Kings Pointer*--formerly NASA's *MV Liberty Star*. The pier will also be home to the training vessel, *Liberator*, and will be able to accommodate U.S. Coast Guard vessels from Station Kings Point and visiting vessels as well.



The Prayers of World War II

No matter the colorful language used by soldiers and sailors in the field, on the ships or in the barracks, the majority of servicemen were spiritually connected. When the shells were incoming those on the fence “recalculated” their desire and the importance of staying alive. In Merchant Marine convoys, escort ships dropping depth charges on suspect submarine locations caused explosions to reverberate on the hull of the ship’s boiler and engine rooms. Stout hearted crew members soon desired a closer relationship with God. Deals and promises were made in boiler rooms that would make a used car salesman blush.

In WWII every civilian in the USA had relatives and friends in the war and the 16 million men and women in the Armed Services left 117 million relatives back home praying for their safe return. In truth, WWII was a family affair as everyone was in it. Every school kid participated in a war drive to scavenge metal and paper, wives saved cooking fats, families had victory gardens and everyone bought war bonds.

Any prayer said in public or at a Kate Smith “Sing-a-long” in the park was welcome and expected. If the ACLU would have been in existence during WWII, with an agenda to take religious symbols out of public areas and have the reference of God taken out of public places, the public would have gone after them like Carey Nation did with her hatchet chopping up drinking establishments in Prohibition Days. Entreaties to God were often in the speeches of public officials, generals, admirals and our President Roosevelt’s speech on D-Day. At the end of the war and all across the land, Americans thanked God.

With the war over a period of calm and peace enveloped the world. Our nation was busy rebuilding itself and then those of our Allies. This peace was broken by the Korean conflict, where we lost 36,516 men and women, followed closely by the Vietnam conflict which ended in 1975 with a loss of 59,209 fallen Americans.

Billions of prayers have passed the lips of Americans in Peace and War. Our founding Fathers from President Washington on have set examples that other Presidents followed. During WWII on D-Day Franklin D Roosevelt read a prayer that he had written to the nation. He made several direct requests of God in behalf of his fellow Americans and our Armed Forces who, within hours, would launch the invasion of Europe. “With Thy blessing we shall prevail over the unholy forces of our enemy.” It has been hailed by all who have heard or read it as a most eloquent prayer for God’s assistance on a major effort to shorten

the war. He ended the prayer with “Thy will be done, Almighty God. Amen.”

After their conflicts, magnificent monuments as Korean War and Vietnam War memorials were erected in Washington, DC at the National Mall to honor our fallen servicemen. But a WWII memorial was not erected until 1993, some 48 years after WWII. Speculation as to why a WWII Memorial had not been created sooner may simply be that World War II was a more personal war. It was a war that desired to enslave people and every American of every age. We were attacked, and we, as a family of friends, relatives and neighbors took care of it. Maybe rebuilding the world served unconsciously as a WWII memorial. The Korea and Vietnam conflicts developed from world regional politics and the value of our military involvement is still being questioned.

The WWII Memorial is one of the greatest memorials ever constructed to honor our American Veterans. These Americans brought an end to the world wide war where millions of people had perished. When the Memorial was built President Roosevelt’s D-Day prayer was not included. On June 1, 2011 Rep. Bill Johnson introduced a bill to the House (HR 2070) to install on a plaque the prayer President Roosevelt read to the nation on June 6, 1944. The bill was referred to the Director of the Bureau of Land Management who did not view the proposal favorably. One can only wonder why. An excerpt from President George W. Bush’s dedication speech of the WWII memorial was these words. “In all, more than 16 million Americans would put on the uniform of the soldier, the sailor, the airman, the Marine, the Coast Guardsman and the Merchant Mariner.” Every president at some time while in office has honored the Merchant Marine. They had the highest fatality rate of any service in WWII. On D-Day 5000 merchant ships were part of the invasion. Merchant seamen have a personal interest in seeing President Roosevelt’s prayer in the WWII Memorial.

Merchant Mariners from WWII are also still hoping to get GI benefits FDR had asked Congress to give them. Please contact your Representative about the re-introduction of follow-up of House Bill HR 2070. Contact **Sindy Raymond** at (707) 786-4554 or email her at saaren@frontiernet.net.

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



COASTWISE MERCHANT MARINERS LEGISLATION REINTRODUCED

The bill covering efforts on behalf of WWII Coastwise Merchant Mariners, including tug-boat operators, spear-headed by J. Don Horton, AMMV Member-at-Large, has been reintroduced into the House of Representatives in 113th Congressional session.

A press release dated March 23, 2013 reads:

Butterfield Introduces Bill to Make WWII Merchant Mariners Eligible for Veterans Benefits

WASHINGTON, DC – Congressman G. K. Butterfield (NC-01) today introduced bipartisan legislation that would make deserving World War II U.S. Merchant Mariners eligible for honorary veterans' status and certain veterans' benefits.

H.R. 1288, the World War II Merchant Marine Service Act of 2013, would expand the list of documents accepted by the U.S. Department of Homeland Security to prove service and to grant honorary veterans status to a forgotten segment of the World War II Merchant Marine, the Coastwise Merchant Seamen. The bill would also award any commendations, ribbons, or honors earned during time of service, and provide burial benefits to these individuals that played such an invaluable role in the World War II efforts.

"During World War II, thousands of Americans stepped forward to serve as an extension of our armed forces when our nation was in great need," said Butterfield. "These brave men and women, who kept the war effort going here at home, were known as Coastwise Merchant Seamen. For far too long they have been denied the proper recognition of their service. With the help of my colleagues, I hope to pass this bill so these fine Americans can finally receive the distinction they deserve."

The Merchant Mariners were private citizens employed by freight shipping companies. In an effort to support the American war effort during World War II, freight shipping companies and their employees became an auxiliary to the U.S. Navy. Their mission was to transport bulk war materials including food, clothing, weapons, and even troops to all areas of conflict and coastal installations here at home.

Coastwise Merchant Seamen were tasked with the critically important role of transporting materials for the war effort along the U.S. coast. Although Coastwise Merchant Seamen did not sail across the Atlantic or Pacific Oceans into areas of conflict, they still encountered the enemy while delivering cargo that kept the war effort moving forward.

Congress has previously passed laws to recognize the efforts of the Merchant Marines. However, these laws have failed to incorporate the entirety of those who served in the Merchant Marine during World War II, and have placed onerous and sometimes impossible criteria on these individuals to prove their service.

In most cases, the documentation currently required to prove service no longer exists or can be extremely hard to find. Butterfield's bill would allow Social Security Administration records, validated testimony by the applicant or closest living relative, and other official records to provide sufficient proof of service.

To support of this legislation, please contact your Congressperson by telephone, email, fax or a personal office visit and request that they sign on as a Co-sponsor of HR.1288. Any questions can be directed to J. Don Horton at (252) 336-5553 or email: jdonhorton@embarqmail.com.

Bari - A Second Pearl Harbor, December 2, 1943

Although chemical weapons were employed in WWI, there is no convincing evidence that they decisively influenced the outcome of any battle in that conflict. Movie actor Ronald Coleman, gassed while serving in the British Army in 1915, and my father-in-law serving in the U.S. Army in October

1918 were two of the victims. Both suffered early deaths. During the various conferences in the 1920s and 30s all parties agreed to prohibit their use in any future conflict. Although the German chemical industries possessed the ability to produce very effective chemical weapons, they never used them in World War II. They did employ them to exterminate Jews and other "undesirables", but that is another story. Knowing the capabilities of German industry, Britain and the U.S. were never quite certain the prewar prohibitions would hold. The result was an ill-advised preparation for a retaliatory attack if such weapons were employed to attack Allied forces or populations. It took the form of two thousand M41-A1 100 pound tubes of mustard gas.

The tubes were loaded on board the Liberty ship *SS John Harvey* at the port of Baltimore. The ship sailed from Norfolk on October 15, 1943 bound for Oran, Algeria where it arrived on November 2nd. The ship and its contents, which included bombs and other munitions, were relatively safe there. However, the military authorities ordered her to the port of Bari, Italy, the main supply bases for the British 8th Army on the eastern side of the Italian peninsula. The harbor, not very large, was taxed to the limit to offload cargo because of the shortage of unloading facilities and stevedores. Such was the situation on the afternoon of December 2nd.

Because of the concentration of ships, Field Marshall Wolfram von Richthofen, cousin of the "Red Baron" and commander of Luftflotte 2, suggested an air attack to slow down the British advance and retard attacks by the newly arrived U.S. 15th Air Force. He was able to assemble 105 JU88s for the attack. After an afternoon reconnaissance flight reported favorable conditions, Field Marshall Albert Kesselring, commander of all German forces in Italy, ordered the attack.

The German planes flew into the Bari area at relatively low altitude. The long wave (wavelength several meters)



radar that was employed for anti-aircraft direction was not effective against such an attack. Shorter wave radar (3 centimeters) was on its way to the harbor but was delayed by a storm. However, it is far from clear that the more advanced radar would have been sufficiently effective

to blunt the attack. In any case, no effective opposition to the raid developed.

The raid was an unmitigated disaster for the ships present and Italian civilians, a Second Pearl Harbor, with 17 ships totaling 75,936 tons sunk, and another 7 ships with a tonnage of 27,289 tons heavily damaged, in one of the Luftwaffe's few success stories in the Italian campaign. There were over 1,000 military and merchant marine casualties, about 800 were admitted to local hospitals. 628 suffered from the mustard gas and 69 died within two weeks. The port was closed for three weeks, having been rendered into rubble. Most of the gas was carried out to sea by an offshore breeze but not before causing numerous deaths and severe injuries. Such casualties were classified as diesel burns in order to suppress evidence of the presence of the gas. It the only poison gas incident associated with World War II, made worse by the perceived need for secrecy in wartime and apparent incompetence in protecting the mustard gas cargo.

Although US records did mention mustard gas, British Prime Minister Winston Churchill insisted all British Medical records be purged and mustard gas deaths be merely listed as the result of "burns due to enemy action." Official histories of American and British naval actions in WWII mentioned the attack, but only briefly. Despite the damage the attack did not long delay the advance of the Allied armies in Italy.

Because of official secrecy concerning the incident, many of the survivors who suffered injury from the gas never received proper medical care. Indeed, the merchant seamen who were legally civilians at the time appear to have received only minimal or no care at all. Nevertheless, later studies of the mustard gas injuries led to a major medical breakthrough. A somewhat silver lining did come from the disaster.

Article written by Robert C. Whitten, AMMV Silicon Valley Chapter member



Proposed Schedule of Events

Western Regions' Conference

Reno, Nevada –September 29 - October 1, 2013 Checkout Oct. 2
Sands Regency Hotel

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

Sunday, September 29, 2013

1:00 PM to 6:00 PM Membership Registration
This will take place in the Hospitality Room

Monday, September 30

9:00 AM Membership Registration continues in the Hospitality Room
9:00 AM – 11:30 AM General Session starts
Opening Ceremonies and Introductions
10:30 AM Mayor Welcomes

12:00 Noon Hospitality Room Open
12:00 Noon – 1:30 PM Ladies Luncheon
1:30 PM – 4:00 PM General Session
2:45 PM
4:00 PM Hospitality Room Open
6:00 PM Reception and Dinner
Raffle (first half)

Tuesday, October 1

9:00 AM General Session
12:00 Noon Hospitality Room Open
1:00 PM General Session (final business)
4:00 PM Hospitality Room Open
6:00 PM Banquet
Raffle (2nd half) Door Prize.

Wednesday, October 2 CHECK OUT. HAVE A SAFE TRIP HOME.

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

Reno, Nevada - Sept 29 - Oct 1, 2013 checkout Oct 2

Registration Form

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

Totals

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

Monday Noon Ladies Luncheon \$18.00 x _____ = \$ _____
*Chicken Ciabatta Sandwich (grilled chicken & roasted vegetables on Ciabatta bread;
served with a pasta salad)--- or Pasta Primavera (fresh vegetables tossed with pasta,
light garlic and butter sauce); served with garlic bread} Dessert: New York Cheese Cake*

Monday Evening Reception/Dinner for registrants (and their special others) only

Entrée: Chicken Marsella _____ or \$00.00 x _____ = \$ _____

Stuffed Pork Chop _____ *Dessert: Boston Cream Pie*

(Member and one guest allowed. You must be registered & check here to attend)

Tuesday Evening Banquet

Choice of Entrée: Number of Meals

Roast Prime Rib _____ or *Dessert: Strawberry Cream Cake*

Salmon with Roasted Red Pepper Cream Sauce _____
\$42.00 x _____ = _____

Totals \$ _____

Stop: Have you marked your choice and number of meals above? Please do so!!

Members name: _____ **Chapter:** _____

Spouse or others name: _____

Address: _____

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

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

Send Check or Money Order To:

AMMV SACRAMENTO CHAPTER

P.O. BOX 1793

CEDAR RIDGE, CA 95924

Hotel Registration Direct - Sands Regency (1-800-.233-4939). The room rate this year \$29.00 plus tax. Be sure you tell them you are a Merchant Marine Veteran and attending the Conference Sept 29th--Oct 1. The group code for our event is MERCHANT 2013 The Sands Regency is located at 345 N. Arlington, Reno, Nev. 89501.

Note: There is an airport shuttle. It leaves the airport on the half hour.

Confirm shuttle schedule when registering.

New York's Last Cross-Harbor Railway



JERSEY CITY, N.J.—It would have made sense to put New York City in New Jersey. But railroad trains weren't invented yet, so nobody got the idea.

When trains to New York started arriving on the East Coast from points west or south in the 1800s, New Jersey was as far as they could get. The Hudson River and New York Bay were in the way. A tunnel soon carried passengers under the Hudson to Manhattan, but freight bound for Manhattan and Brooklyn had to float across on barges. In the 1960s, "car floats" were still skating across the harbor like bugs on a pond.

Then came new superhighways and trucks, trucks, trucks: Now all but 2% of the stuff New York imports rolls into town on rubber wheels. And nine-tenths of it crosses the Hudson on the George Washington Bridge.

The city's floating railroads were gone by 1975. Except for one.

It used to be called the Cross Harbor Railroad. Now, it's New York New Jersey Rail. It has nine workers, two locomotives, one old barge and a watery 2½ mile right of way

across the bay to Brooklyn from a forgotten waterfront rail yard in Jersey City called Greenville.

On a breezy Tuesday, a train was about to shove off. A row of decrepit gantry cranes stood at water's edge. We climbed aboard. The Pennsylvania Railroad built them—in 1907—as the first electric "float bridges," marvels able to join tracks on land to tracks on the decks of barges.

One of them still works. In 1954, the Pennsy was launching 1,000 cars a day from Greenville. Today, NYNJR was launching nine.

At the control panel, which has two buttons: "up" and "down," operations chief Jim Christie positioned the bridge, aligning its rails with the railroad's barge in a rising tide.

"You got to listen to it," he said. "It sings."

When bridge and barge were in tune, a locomotive nudged the cargo aboard: tanks of biodiesel, gondolas of pulpboard, plywood and cornstarch, and a boxcar of potatoes from Idaho. The train's conductor, able-bodied seaman Sam Evans, cast off.

Joined to the tugboat John P. Brown, the freight train

made its way to Brooklyn.

In 2008, when NYNJR was drowning in red ink, the Port Authority of New York and New Jersey bought the railroad for \$15 million. The authority has \$100 million in federal funding (still unspent) and a grand plan to get trucks off the roads by putting trains back on the water. Given NYNJR's green advantages, it's no wonder that "it couldn't be left to die," as Mark Hoffer, a Port Authority official puts it.

Which raises the question: How did this waterborne anachronism ever stay alive?

In 1969, the big railroads quit barging freight to Brooklyn. What little they didn't put on trucks was routed north 140 miles, along the Hudson's west bank, then over a bridge and down the Hudson's east bank, a 280-mile detour called the "Selkirk Hurdle."

Little railroads that worked on the Brooklyn docks sold off locomotives (one does duty in Pennsylvania as Thomas the Tank Engine) and merged into the single, cargo-starved Cross Harbor Railroad.

A string of optimistic owners plied the Brooklyn-Jersey trade. But in 1991, Robert Crawford, NYNJR president at the time, ran out of money. Some people he met made an offer to invest \$1.5 million in cash and \$500,000 in loan guarantees. Angelo Ponte was one of them; six years later, Mr. Ponte pleaded guilty to joining a trash-hauling cartel controlled by the Genovese and Gambino crime families and spent 20 months in state prison. Mr. Crawford, who calls himself "a beat up old guy still trying to make a buck," is 73 years old now and lives in Mississippi.

"They put up \$1.25 million," he recalls. "They said we'll put up the balance providing you put our people in to run the railroad. I said, 'No, that's not the way it's going to happen.'"

The investors, who claimed they had bought a one-third interest in the Cross Harbor, sued for fulfillment of the deal in the Superior Court of New Jersey's Bergen County Chancery Division. Mr. Crawford says the railroad eventually settled, and the investors withdrew. An attorney for Mr. Ponte, Kevin Sheridan, declined to comment.

At one point, a work crew in Cross Harbor's Brooklyn yard dug up some buried barrels. The landlord, New York City, alleged that they were full of toxic waste. So the city took the railroad to federal court. Cross Harbor denied that anything toxic had been buried, but settled that case in 2004, and agreed to pay \$450,000 toward any cleanup. Mr. Crawford now calls the accusations "bogus." The railroad chugged on.

It got a contract to ship sludge from Brooklyn to New Jersey and from there overland to a "ranch" in Texas. "It

was oozing, sticky stuff," says Pam Hepburn, who herded the sludge barge to Jersey with her tug, the Pegasus. "We had to wash the boat all the time; make sure people wiped their feet. Really gross."

The city, meantime, was building a new float bridge—"the latest in 19th-century technology," as one official says. The new bridge was on the Brooklyn waterfront a few blocks from Cross Harbor's yard. It connected directly to existing tracks that ran through Brooklyn and out to Long Island. The bridge cost \$20 million and was finished in 2000.

It has stood idle ever since. Hoping to find another operator, the city wouldn't let the railroad near it. "Let's just say they didn't have a very good opinion of the Cross Harbor," says Ron Bridges, who later became its chief executive. In 1999, Mr. Crawford sold out to investors, who sold to a waste hauler, who changed the name to NYNJR—and finally sold to an outfit with money: the Port Authority.

On the water, it took 40 truck-free minutes for the train to reach Brooklyn's shore. Its old float bridge there is pre-electric: a pontoon with tracks on it. A locomotive, creeping seaward along the pontoon, pressed it into the water until it was level with the barge. Deck hands threw the bolts and locked the rails in place.

The train creaked onto dry land. It shunted the potato car into the freight yard. Then, to transfer the rest of the cars to a train for Long Island, it grumbled along tracks laid long ago down the middle of Brooklyn's First Avenue, stopping for lights, waiting for double parkers to move.

The Port Authority talks of floating 25,000 freight cars a year on NYNJR someday. The number now: 1,500. The Axis Group, an auto distributor, is moving ahead with plans to import cars to Brooklyn on car floats, starting soon. What Brooklyn has to export is harder to say.

The old Cross Harbor's biggest outbound cargo used to be cocoa. Sacks of beans came to Brooklyn on ships from Africa and were heaved into car floats bound for Hershey, Pa. In 2006, a barge sank, sending 600,000 pounds of beans to the bottom. The railroad lost its contract. The center of the cocoa trade has since decamped to Philadelphia.

The exports Brooklyn has to offer now are scrap metal and construction debris. "Mostly, we come back empty," said Don Hutton, NYNJR's director, preparing to cast off for New Jersey.

The wind had picked up. Wind plays with car floats—empty ones especially—as if they were rudderless sailboats. Jim Brown, captain of the John P. Brown, looked out from his tug's wheelhouse and said, "White caps. Impossible." So on its return voyage this day, the floating railroad carried no cargo and no railcars. Its tracks were bare.



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