

AMERICAN MERCHANT MARINE VETERANS

AMMIVNEWS

MAGAZINE



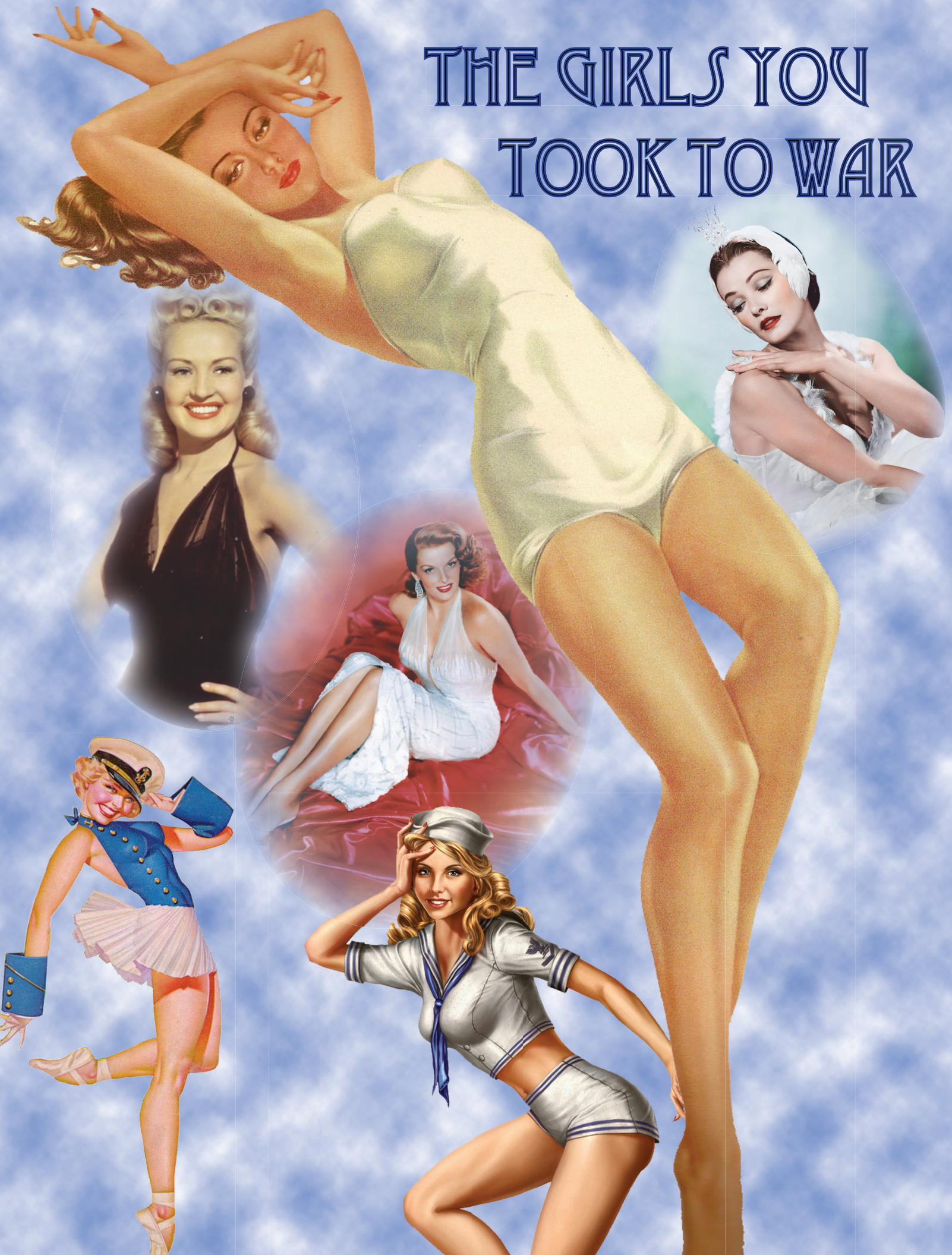
SUMMER 2013

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\$4.00

THE GIRLS YOU TOOK TO WAR





American Merchant Marine Veterans
Official Publication
NEWS MAGAZINE

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for AMMV members.*

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Carole Gutierrez.....Communications Director & Webmaster

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

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National Convention

Committee: **vacant**



National President Morris Harvey

As I began this report, it is the 182nd day of 2013, just two days short of the half way mark of 2013. It is also July 1st, the first day of the AMMV fiscal year with a new budget in place. It is also the beginning of my second term as your National President. I am thankful for the support that I have received and disappointed that – in spite of all the work that many people have done we have not been able to accomplish more, especially regarding additional recognition for WWII veterans and the project to gain initial veterans status for post WWII mariners. Also, project survival (the work to keep the AMMV active into the future) is still moving along slowly. I pledge to continue to work hard to advance our causes over the next two years.

As in the past, I encourage and solicit your sharing ideas and concerns with me. If you have talents relating to any of our initiatives please let me know and I will find a place for you to help.

I am a practical, realistic person, thus I am inclined to analyze situations from that perspective. Consequently, I do not see any easy road ahead for our primary projects – considering the facts from my vantage point - we face a continuing uphill battle. Should we give up, rest on our laurels and let the AMMV fade into the past? I say NO. As long as we have physical and mental capacities, we must continue the fight. We need to work with what we have and, as we have been doing, contribute our best efforts to succeed.

The 27th annual AMMV convention and business session in May was a successful and enjoyable event and Branson, MO, is an outstanding entertainment center. My wife and I even drove to Springfield to travel thru an under-ground cavern in a jeep – to see all those intriguing and attractive cave entities and - no walking. I want to thank Bob Ross, Bob's family, Charles Montanaro, and all the others on his team. There is a lot of hard work and emotional energy expended to provide our annual convention.

Please browse to other pages of this magazine for reports on: our new budget; minutes of the annual meeting; AMMV resolutions covering our concerns about Veteran's issues, legislation, and general Maritime programs.

Also covered: our legislative plan/strategy to pass HR-1936 is discussed under JUST RECOGNITION; application for Veteran's status for post WWII Mariners; and a personal financial donation by Hap Bledsoe, High Rollers Chapter members, as follows:

*Con. 7/24/13
my idea was to get more members,
which I feel is out there - and yes I
will donate to its fund, - I'll start it off
with \$5000 - to try it out, and go another
\$5000 if it works.
Thanks much to Sandy, and all.
Hap Bledsoe*

He has requested that it be a 50/50 matching fund. We will be contacting chapters that are located in larger port areas to determine interest in this program.

Morris Harvey
Morris Harvey, National President





National Vice President **Elizabeth Clark**

Introducing our new National Vice President, Elizabeth Clark



Thank you to the members of the American Merchant Marine Veterans organization for electing me their first female national officer in the role of National Vice President. I would like to take this opportunity to introduce myself to all of our members.

Born and raised in New York, I graduated from King's Point Academy and was commissioned by the Navy in 1959. I served active Navy duty until 1960 but continued in the USNR until 1971, when I retired as Lt. (jg).

In 1960, I joined the Merchant Marine as a third mate with Grace Lines, Panama Canal Company, Moore McCormack Lines and then worked my way up to master in 1969 with Isthmian Lines sailing C-3-type ships. Then I sailed as Chief Mate and Master with Sea-Land Service Containership Company, on C-2, C-4, T2, T-3, D-6 & D-9 ships until I retired in 1997.

My other interests include:

- Owning and operating power and sail boats, from 21-50', both in U.S. waters and the Bahamas:
- Flying – I began in 1965 and hold an ATP pilot's license and have been a certified flight instructor, airplane and instruments from 1965 until the present.
- Scuba diving - I have worked as a diver with NY University Micropaleontology Dept. on a bottom sediment project off Long Island Sound.
- Amateur radio – I have an extra radio license and commercial GMDSS radio license.
- I teach CPR, automatic external defibrillator and first aid to USCG and USCG Auxillary students, along with boat safety classes to the public..

I am a proud member of the AMMV Gulfstream Chapter and look forward to working with members on a National level.

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

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

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



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



National Secretary **Stanley Blumenthal**

Introducing our new National Secretary, Stanley Blumenthal

Hello to the AMMV membership:



I am your new National Secretary Stanley Blumenthal. I was elected at the AMMV National Convention on April 28-May 3, 2013. I have the DD-214 form, Atlantic War Zone, Mediterranean-Middle East War Zone, Combat Bar, Victory Medal and Operation Iraqi Freedom 2003 Medal.

In the interest of full disclosure, I submit the following information: I have been a member of the Communist Party USA and ran twice as an Independent Socialist for Congress USA. Lost both times but got 31,664 votes (15.8%) the second time.

I consider it an honor to serve as Secretary of the American Merchant Marine Veterans and expect to follow directions by President Morris Harvey or any subsequent President.

Stanley Blumenthal,
National Secretary

MEMBERSHIP DUES WERE DUE ON JULY 1, 2013
FOR THE FISCAL YEAR 7/1/13 – 6/30/14.

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

YOUR CONTINUED MEMBERSHIP IS IMPORTANT TO US

- CHAPTER MEMBERS – DUES ARE PAYABLE TO YOUR CHAPTER
- MEMBERS-AT-LARGE – THIS YEAR'S INCREASED ANNUAL DUES OF \$32.00 CAN BE SENT TO THE AMMV NATIONAL OFFICE, P. O. BOX 186, FERNDALE, CA 95536-0186.



Editor / AMMV Office Administrator **Sindy Raymond**

When I write this piece at the final point of “production of material” for this AMMV NEWS Magazine, sometimes I find it difficult to find new subjects to cover. But this time there are several, thank Heavens.

Possible new chapter: One of our Members-at-Large, Lloyd Prescott in the Scituate, MA area, is diligently trying to start a new chapter of the AMMV in the Massachusetts and Rhode Island areas. He has sent out letters to potential new members, gleaned from the Just Compensation Committee mailing list, promoting a “first” meeting to discuss formation of a chapter. And Lloyd is following through with other necessary chapter establishment items. If you are interested in joining his chapter, Lloyd can be contacted at (781) 544-3626 or email louds360@hotmail.com. Thank you, Lloyd; your efforts are much appreciated.

Name change for our legislative efforts: You will find later in this issue a “revised” section entitled Just Recognition. It has been suggested that this is a more favorable name for the former Just Compensation Committee efforts as our fight is not so much for the “compensation” but for “recognition” of equal rights as granted by the U.S. government to other service persons. So from now on, perhaps we should think “Just Recognition”.

The legislative efforts, however, continue on, as strongly as before or even more so. It is vitally important that all members do their share. Please contact your House of Representatives members to Co-sponsor our new Just Recognition legislation House Bill **HR.1936 “Honoring Our WWII Merchant Mariners Act of 2013”** and House Bill **HR.1288 “World War II Merchant Mariners Service Act”**, the coastwise WWII Mariners initiative.


A generous donation: A big THANK YOU goes out to “Hap” Bledsoe for his generous donation of \$10,000 to help in AMMV membership recruiting efforts. The money is designated to be used for our “Project Survival” campaign and is intended to supplement half of the expenses made by chapters towards public media advertising for new members. We’ll hear more about these efforts as time progresses but this should help, in a big way, towards recruitment efforts and is very much appreciated by the AMMV. Hat’s off to you, “Hap” and see you and Cynthia in Reno!

Merchant Marine memorial DVD update: We have received many updated entries for our memorial DVD and are very appreciative of the efforts of those members who have submitted them. BUT our quest for the remaining new pictures still needs fulfillment and to make this an interesting and informative project, we need more submittals. In other words, if you possibly can, please submit pictures of the needed memorials listed in the Spring, 2013 AMMV NEWS Magazine. We are quickly approaching the September 1st deadline and would appreciate any effort you make on this project. If you need more information or an updated listing of those pictures still missing, please contact me at National office and I’ll be glad to supply it.

And, last but not least, **mini-convention news:** There are 2 mini-conventions being scheduled this fall, the Western Regions’ conference in Reno, NV. September 29–October 1. And the Midwest/Region 6 convention to be held in Bossier City, LA. November 3–6th. Please see the registration material in the issue. Both of the locations sound like great fun and *I’ll see you there*. Maybe we’ll even conduct a little business, who knows?

And PLEASE DON’T FORGET TO SEND IN YOUR DUES. Chapter dues should be sent to your chapter and Member-at-Large dues, in the amount of \$32 for the fiscal year 7/1/13 through 6/30/14, should be sent to the National Office at P. O. Box 186, Ferndale, CA 95536-0186.

Full speed ahead,


SINDY RAYMOND





Communications Director & Webmaster **Carole Gutierrez**

My duties on the national level of AMMV have me spending a lot of time researching stories for this publication, one of the most recent being the Battle of Machias. This battle was the first sea battle of the American Revolution and historically marks the birth of the U.S. Merchant Marine.

Of course, merchant ships sailed long before 1775, but our fledgling new country did not have a Navy like the British did. What we did have was a patriotic band of privateers.

That first sea battle was fought by a crew of lumberjacks led by Captain Jeremiah O'Brien. They won the battle to the astonishment of the British. The story goes like this.

The fight took place off Machias, Maine, a few weeks after the Battle of Lexington. British General Gage sent two sloops (one of them the *Unity*) and an armed schooner to Machias to commandeer a load of lumber for the garrison in Boston. Instead of lumber, the British got a load of O'Brien, a fighting Scotch-Irishman with hair as red as their coats.

Entering the harbor of Machias, the British war-schooner *Margaretta*, under command of a haughty young midshipman, James Moore, was surprised to find this O'Brien and a crowd of some 40-odd citizens waiting on the wharf. Moore directed his two sloops to tie up, and



then, holding His Majesty's schooner off-shore, he hailed to the crowd on the wharf to see what they wanted.

The answer came a bellow from O'Brien, "**Surrender!**" and the patriots brandished muskets, axes and pitchforks.

The English sailors had to laugh. His Majesty's schooner was armed with three 3-pounders and four swivel-guns, enough power to blow the whole village into match-wood. With a sneer for the rabble on the wharf, the Brits simply turned their backs on the scene and sailed out to the harbor entrance to stand by. So a knight might have refused to do battle with a serf, considering the fellow unworthy of his steel.

This irritated O'Brien and his men into seizing one of the lumber sloops and giving chase. Piling up lumber along the gunwales for protection, the loggers worked furiously while O'Brien steered the *Unity* straight for the enemy. In the harbor mouth, the schooner turned to fight, her guns roaring out, like a lion wheeling on a small and annoying badger.

The Americans replied with a rattle of musket fire and sharp

marksmanship that, at first volley, didn't strike the Royal Navy men as so funny.

Cannon balls vs. bullets, the one-sided battle raged for over half an hour, one-sided for the Americans who riddled the British gunners at their gunports, shot the daylights out of the crewmen and dropped the young midshipman on his quarterdeck. The *Unity*, protected by its jerry-built bulwarks, closed in. Swinging axes, rifle butts, and pitchforks, and led by indomitable O'Brien, the lumberjacks swarmed aboard the Englishman and down came King George's flag.

The spirit of O'Brien and his men has continued long after the Revolution. In fact, the Liberty Ship bearing his name is moored in San Francisco. She is sea-worthy and the only remaining Liberty ship that is. In 1994, she sailed 18,000 miles from San Francisco, through the Panama Canal, to England for the 50th Anniversary celebration of D-Day. A remarkable feat considering her crew's average age was 70!

But then that is getting the job done – that is the United States Merchant Marine.

Carole Gutierrez
CAROLE GUTIERREZ

RESOLUTION OF THE PRESIDENT, MORRIS HARVEY AMERICAN MERCHANT MARINE VETERANS (AMMV)

July 1, 2013

PURPOSE: TO DESIGNATE APPOINTMENTS AND OTHER CHANGES TO AMMV COMMITTEES.

SECTION 207 – APPOINTED OFFICERS

JUDGE ADVOCATE: Melvin Tublin Kings Point Chapter 718-858-4738

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HISTORIAN: John Forsberg Desert Mariners 480-982-0886 - johnajohnny8@juno.com

PUBLIC RELATIONS OFFICER: Toni Horodysky Emerald Ssea Chapter usmm.org@comcast.net

CHAPLAIN: Vacant

SECTION 208 – STANDING COMMITTEES

VETERANS AFFAIRS: Vacant

VETERANS' TASK FORCE: Dedicated task Force: Authorized to investigate the possibilities of obtaining Veterans status for Merchant Mariners who supported Military Actions by the U.S. Government during conflicts post WWII. Based on their investigation, they are to proceed with actions which they determine to be the best strategy for successfully obtaining the desired Veteran recognition for eligible Merchant Mariners. The Task Force operation is still separate from the daily activities of the Veterans Affairs committee.

Chairman: Dr. Larry Kerkow Member At Large 201 Trudy Ln., Universal City, TX 78148-4224;
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AUDIT AND BUDGET: Vacant

Also, be it resolved that the following appointments have been made:

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AMMV Profit & Loss July 2012 through June 2013

Ordinary Income/Expense Income

401 · AD NEWSLETTER	625.00
402 · CONTRIBUTIONS	1,297.00
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	1,240.00
CIC · CENTRAL INDIANA	640.00
CVN · CONN VLY - NORTHERN MARINERS	300.00
CWM · CARL W. MINOR - CENT. CA. COAST	420.00
DAR · DENNIS ROLAND	3,300.00
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 ALVANA	740.00
MAL · MEMBERS AT LARGE	17,738.00
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	700.00
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	500.00
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	860.00
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	745.00
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	57,021.00

Total Income 61,246.91

Expense

500 · FIXED EXPENSE	
503 · EQUIP RENTAL	600.00
507 · TELEPHONE	3,452.58
508 · RENT/OCCUPANCY	3,600.00
509 · UTILITIES	1,187.55
Total 500 · FIXED EXPENSE	8,840.13

520 · MISSION ADVANCE	
521 · AWARDS	203.85
525 · MISSION SUPPORT EXPENSE	766.00
Total 520 · MISSION ADVANCE	969.85

522 · RECRUITMENT MAILING	3,212.36
526 · INTERNET INITIATIVE	288.00

530 · NEWS LETTER	
533 · POSTAGE	7,170.92
536 · PRINTING	23,010.00
539 · EDITORIAL FEE	1,200.00
Total 530 · NEWS LETTER	31,380.92

550 · PERSONNEL	
551 · ADMINISTRATOR	17,400.00
552 · NATIONAL PRESIDENT	3,999.41
553 · NATIONAL SECRETARY	500.00
556 · REG. V.P.	739.60
Total 550 · PERSONNEL	22,639.01

560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	1,318.36
565 · POSTAGE	1,546.90
566 · PRINTING	1,019.92
567 · LICENSES & FEES	70.00
Total 560 · OPERATING EXPENSES	3,955.18

Total Expense 71,285.45

Net Ordinary Income -10,038.54

Net Income -10,038.54

Membership dues were due on July 1, 2013 for the fiscal year 7/1/13 – 6/30/14. If you have not paid yet, please do so now. Your continued membership is important to us.

- Chapter members – dues are payable to your chapter.
- Members-at-large – this year's increased annual dues of \$32.00 can be sent to the AMMV national office, P.O. Box 186, Ferndale, CA 95536-0186.

	A	B	C	D	E	F
1	AMMV PROPOSED BUDGET FISCAL YEAR 7/1/13 - 6/30/14					
3		2012-2013	2012-2013		2013-2014 >>>>>>	
4		BUDGET	nine month		BUDGET	TOTALS
5	GENERAL LEDGER					
6	Bank Acct. 0011 CK.	\$35,116	(A) 39,535		(A) 59,376	
7	Bank Acct. SAV.	\$30,998	\$30,998		(C) 0	
8	INCOME					
9	410 DUES: 1912 Chptr. Mbr. @ 25.00 (B)	\$62,300	\$60,678		\$47,800	
10	410 DUES: 669 MAL Mbr. @ 32.00 (B)				\$21,408	
11	TOTAL ESTIMATED DUES					\$69,208
12	401+3 INTEREST + MAG. ADS.	\$500	\$479		\$500	
13	402+5 CONTRIBUTIONS	\$2,000	\$1,086		\$12,000	
14	TOTAL PROJECTED INCOME	\$64,800	\$62,243			\$81,708
15	PROFIT & LOSS STATEMENT	VVVVVVVV	VVVVVVVV		VVVVVVVVV	VVVVVVV
16	EXPENSES					
17	FIXED					
18	501 Bank charges	\$70	\$0	0.0%	\$70	
19	506 Insurance	\$700		0.0%	\$700	
20	507 Telephone	\$3,125	\$2,609	83.5%	\$2,600	
21	503 Rent/Nat. Office	\$3,600	\$2,700	75.0%	\$3,600	
22	509 Utilities/Nat. Office	\$1,200	\$900	75.0%	\$1,200	
23	500 TOTAL FIXED	\$8,695	\$6,209			\$8,170
24	MISSION ADVANCE					
25	521 Awards & recognition	\$400	\$90	22.5%	\$500	
26	525 Mission Support	\$1,000	\$0	0.0%	\$7,500	
27	522 Recruit-Mail	\$3,250	\$3,212	98.8%	\$4,000	
28	526 Internet Initiative	\$1,000	\$0	0.0%	\$3,000	
29	520 TOTAL MISSION ADV.	\$5,650	\$3,302			\$15,000
30	NEWS MAGAZINE					
31	533 Mailing (Postage + Fee)	\$7,000	\$5,450	77.9%	\$7,600	
32	536 Printing	\$23,600	\$17,350	73.5%	\$23,000	
33	539 News Mag. Editing	\$1,200	\$1,200	100.0%	\$1,200	
34	530 TOTAL NEWS MAGAZINE	\$31,800	\$24,000			\$31,800
35	OPERATING EXPENSES					
36	PERSONNEL					
37	551 Administrator	\$17,400	\$13,050	75.0%	\$17,400	
38	552 National President	\$4,000	\$0	0.0%	\$4,000	
39	555 National Vice President	\$1,500	\$0	0.0%	\$1,500	
40	553 National Secretary	\$500	\$0	0.0%	\$500	
41	554 National Treasurer	\$500	\$0	0.0%	\$500	
42	556 Regional Vice Presidents	\$4,800	\$472	9.8%	\$4,000	
43	550 TOTAL PERSONNEL	\$28,700	\$13,522			\$27,900
44	OPERATING EXPENSES					
45	503 Equipment Rental	\$600	\$450	75.0%	\$600	
46	564 Office Supplies	\$1,000	\$1,109	110.9%	\$1,500	
47	565 Office - Postage	\$2,565	\$915	35.7%	\$2,000	
48	566 Office - printing	\$760	\$639	84.1%	\$900	
49	567 License & Fees	\$75	\$70	93.3%	\$70	
50	560 TOTAL OPERATING	\$5,000	\$3,183			\$5,070
51	TOTAL PROJECTED EXPENSES	\$79,845	\$50,216	62.9%		
52						\$87,940
53	(A) (Mar. 31=\$70,535)-\$11,159 (Apr-Jun)=\$59,376					
54	(B) Numbers only apply to 2013/2014 (C) Our \$30,997.96 CD came due in 2012. Interest was 0.25%					
55	(C) Our \$30,997.96 CD came due in 2012. Interest was 0.25%. Consequently, it was closed.					

NOTES and ACTION FOR AMMV 2013-2014 BUDGET PREPARATION BRANSON, MISSOURI

1A) Most values were projected based on the first nine months of 2012-2013 actual expenditures (Ref. column B & C) to allow approximately the same level of operations for major items through the 2013-2014 fiscal year. The seven dollar dues increase approved for MAL's in 2012 is already making a difference in keeping our financial situation stable. The additional five dollar across the board national portion of dues increase, also approved in 2012, is reflected in lines 9 & 10. This increase will help to offset income decreases due to reduced membership - We lost over 900 members in the past 30 months.

1B) Sindy, National Administrator has revised telephone contracts to accomplish a \$500.00 per year savings (Line 20) with no reduced service.

1C) Mission Support fund: Since beginning in 2012 - total income has been \$2,065.00 and now stands at \$1,890.71.

EXCEPTIONS:

2A) I have included all By-law authorized expense allowances for national officers and RVPs although in prior years all of the funds were not used. (See line items 38 thru 42)

2B) Mission Support (Line 26): the total of 7,500 consists of \$5,000 to match Hap Bledsow dollars (see 3B below) and to encourage coastal chapters to advertise for members. Another \$1,000 is in reserve, to help with Veteran applications when the Air Force approves our Korean/Veteran application - It may also be used, if refused, to consult an attorney to evaluate a legal challenge. Another \$1,500 is for mailing cost in support of our member survey to gain information for verification of our 501c19 status (We must have 75% veterans).

2C) I have allocated money to fund internet and print media activities which will support our "project survival" recruitment and recognition campaign. (Line item 28 and 3A below).

PLANNED ACTIONS:

3A) Continue the "project survival" support and membership drive initiative to target active and retired mariners thru support of other Maritime organizations. Update of Web Site capabilities, which could also include use of Facebook, Twitter, etc. Utilize the new Brochure to explain AMMV purpose, activities, and accomplishments. Utilize the new graphic ads in maritime newsletters and in print media.

(Line items 26 thru 28)

3B) We must continue efforts by National, the regions and Chapters to recruit WWII, Korean, and Vietnam veterans. New brochures and new ad graphics will be made available, by National, for this purpose. Hap Bledsow has donated a \$10,000.00 fifty/fifty matching fund for print advertising ventures in coastal maritime areas - these funds can also be used as matching funds to advertise in conjunction with the piracy movie (with Tom Cruise based on Captain Phillips experience). (Line 26)

3C) National Magazine production and printing: Changes in membership may also require that we seek other production and lower quality printing options. Our first choice is to maintain the current content and production quality. (Lines 31 thru 33 and handout of Magazine cost)

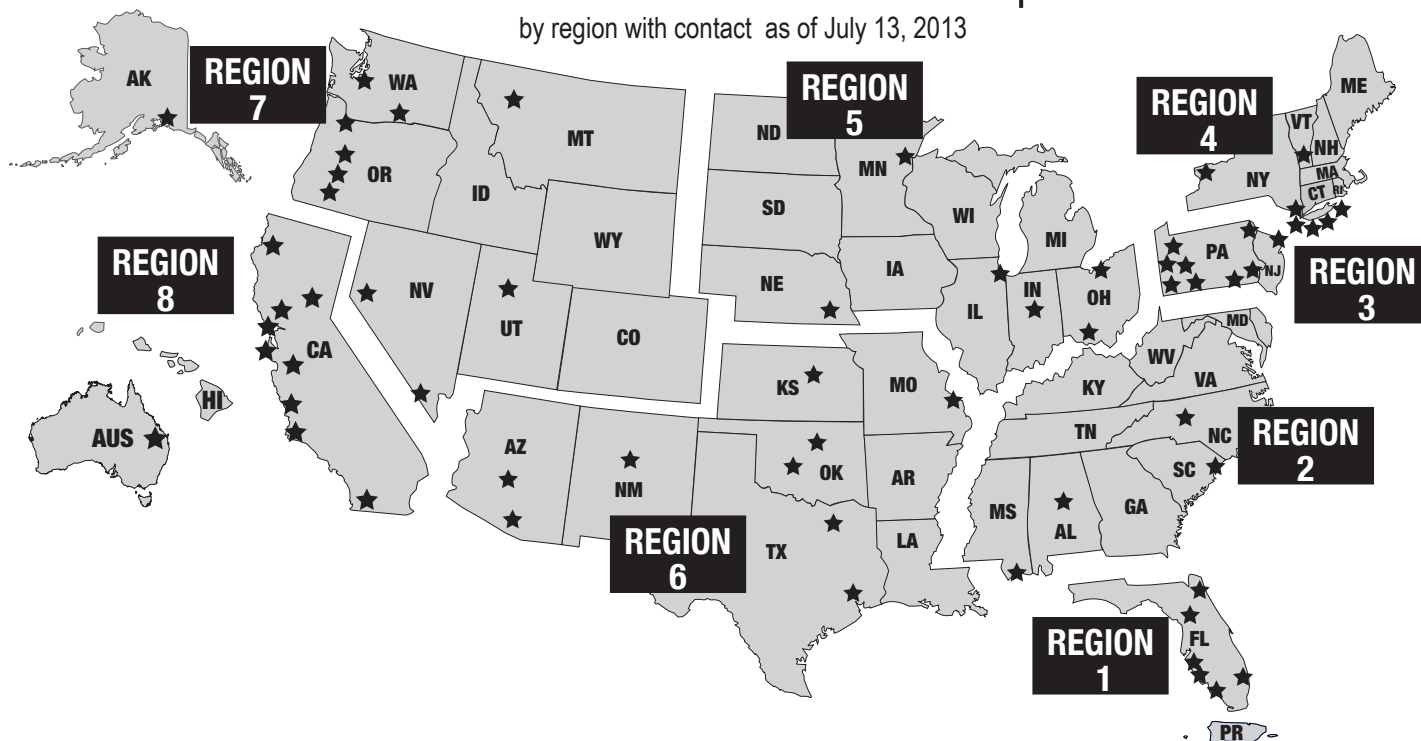
SUMMARY:

The total planned expenditures are \$87,940 (line 52), which is \$6,232 over the estimated income of \$81,708. See line items 9 thru 13). We expect 2011-2012 ending bank balance to be approximately \$59,376, which will be adequate to cover the estimated income shortfall, without any other action. By recruiting an additional 250+ members (250@25= \$6,250.00), preferably attracting mariners from post WWII eras, we would cover the deficit..

AMMV Balance Sheet As of June 30, 2013	
	<u>Jun 30, 13</u>
ASSETS	
Current Assets	
Checking/Savings	
102 · WELLS FARGO 2000053950011	68,266.20
Total Checking/Savings	<u>68,266.20</u>
Total Current Assets	<u>68,266.20</u>
TOTAL ASSETS	<u>68,266.20</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
309 · WWII WAR MEMORIAL	805.00
310 · BOARD RESTR	840.00
311 · DUES RECEIVABLE 2014	8,637.00
312 · MEMBER RECRUITMENT	10,000.00
Total Other Current Liabilities	<u>20,282.00</u>
Total Current Liabilities	<u>20,282.00</u>
Long Term Liabilities	
320 · LIFE TERM MEMBERSHIPS	2,600.00
Total Long Term Liabilities	<u>2,600.00</u>
Total Liabilities	<u>22,882.00</u>
Equity	
32000 · Unrestricted Net Assets	-3,413.37
390 · EARNINGS	58,836.11
Net Income	-10,038.54
Total Equity	<u>45,384.20</u>
TOTAL LIABILITIES & EQUITY	<u>68,266.20</u>

..... American Merchant Marine Chapters

by region with contact as of July 13, 2013



REGION 1	STATES: FL, PR				727 392-5648	RVP RICHARD ARCAND	rearcard@yahoo.com
GULFSTREAM	10525 NW 71ST ST.	TAMARAC	FL	33321-2237	954 720 1613	MERCEDES FRASSETTI	merru105@hotmail.com
OCALA	PO BOX 5482	OCALA	FL	34478-5482	321 639 8915	EDWARD LANNI	lanniedward@yahoo.com
ROBT. J. MACALVANAH	10 FAIRWAY RD.	ROTUNDA WEST	FL	33947-2016	941 697 2123	PETER GANNON	pfg@poolmartspas.com
SARASOTA-MANATEE	5674 BAY PINE LAKES BL.	ST. PETERSBURG	FL	33708-4513	727 392 5648	RICHARD ARCAND	rearcard@yahoo.com
SOUTHWEST FL	17754 DRACENA CIR.	NORTH FT. MYERS	FL	33917-2011	239-543-4072	MARY HODGES	fbmrsfb@comcast.net
ST. JOHNS RIVER	P. O. BOX 600797	JACKSONVILLE	FL	32260-0797	904-287-4240	SHARYN LOCKHART	fbuglet@aol.com
MEMBERS-AT-LARGE	CONTACT RVP				727 392 5648	RICHARD ARCAND	rearcard@yahoo.com
REGION 2	STS: AL, DC, DE, GA, KY, MD, MS, NC, SC, TN, VA WV				510 543 0966	RVP GEORGE BRUNO	gibruno@pacbell.net
MS GULF COAST			MS			UNKNOWN	
VULCAN MARINERS	6880 MC FRANCIS RD.	TRUSSVILLE	AL	35173-1759	510-543-0966	GEORGE BRUNO	gibruno@pacbell.net
OTTO J. ERNST	15043 NORTH GREEN DR.	HUNTERSVILLE	NC	28078-2629	803-547-6140	JOHN NOWAK	joeernst@yahoo.com
JOHN T. SCHMIDT	3451 PIEDMONT TRAIL	MURRELLS INLET	SC	29576-8263	843-651-8046	JOHN T. SCHMIDT	jackandbetty44@yahoo.com
MEMBERS-AT-LARGE	CONTACT RVP				510 543 0966	GEORGE BRUNO	gibruno@pacbell.net
REGION 3	STATES: NJ, PA				814 949 8228	GEORGE BATHIE	gkbusmc@aol.com
DENNIS A. ROLAND	PO BOX 351	MIDLAND PARK	NJ	07432-0351	908 638 8384	HANK KAMINSKI	hskaminski@embarqmail.com
DELAWARE VALLEY	PO BOX 281	MATAMORAS	PA	18336-0281	570 491 5528	BILL LAMAC	
HIGH SEAS MARINER	54 SHADELAND AVE	DREXEL HILL	PA	19026-1021	610-284-0563	LAWRENCE SILVER	silverammvklj33@comcast.net
KEYSTONE MARINERS	409 EVENINGTIDE AVE #110	ALTOONA	PA	16602-4200	814-949-8228	GEORGE BATHIE	gkbusmc@aol.com
MARINERS OF PA	1007 KINGS CHAPEL RD	NEW CASTLE	PA	16105-4719	724-654-4271	WALTER LUIKART	walalui@aol.com
MON VALLEY	5441 SUNSET VIEW DR	MONONGAHELA	PA	15063-4626	412-384-6850	GERARD DRISCOLL	dris25@comcast.net
SOUTHWESTERN PA	473 OLD HICKORY RIDGE RD	WASHINGTON	PA	15301-8665	724-861-9393	JACK HESHIZER	edsel-marie@comcast.net
SUSQUEHANNA VALLEY	238 W. COLEBROOK ST.	MANHEIM	PA	17545-1114	717 665-3085	CLARENCE NEWCOMER	tiger2one@windstream.net
THREE RIVERS	P. O. BOX 1095	MC MURRAY	PA	15317-1095	724-941-9537	HOWARD PFEIFER	howdypfeifer@yahoo.com
MEMBERS-AT-LARGE	CONTACT RVP				814 949 8228	GEORGE BATHIE	gkbusmc@aol.com
REGION 4	STATES: CT, MA, ME, NH, NY, RI, VT				NOT LISTED	RVP: J. FRED RODRIGUEZ	caronia010449@yahoo.com
EDWIN J. O'HARA	345 W. 58TH ST. #8-H	NEW YORK	NY	10019-1334	917 545 0753	GABRIEL FRANK	robertbrizel@aol.com
HUDSON VALLEY	40 EVERGREEN AVE.	CLIFTON PARK	NY	12065-4030	518-371-9162	J. WALLY HASSETT	wally9827@yahoo.com
KINGS POINT	8638 GRAND AVE	ELMHURST	NY	11373-4343	718-899-6031	PETER SQUICCIARINI	mariner43@netzero.com
NORTH ATLANTIC	23 HOLLYWOOD AVE.	MASSAPEQUA	NY	11758-6753	516-541-8497	JOE BODNER	

OSWEGO VALLEY	2948 STATE ROUTE 3	FULTON	NY	13069-4881	315-592-5608	KEITH BAKER	
PECONIC BAY	163 ORCHARD RD	EAST PATCHOGUE	NY	11772-5510	631-475-2650	BEN BALSAMO	
STATEN ISLAND	239 BRYSON AVE	STATEN ISLAND	NY	10314-1922	718-361-7394	PAUL HAJOSTAK	
CONN VLY/NO. MAR.	P. O. BOX 8082	BRATTLEBORO	VT	05301-8082	802-862-3747	THOMAS KLEH	genhicks@yahoo.com
MEMBERS-AT-LARGE	CONTACT RVP				NOT LISTED	RVP: FRED RODRIGUEZ	caronia010449@yahoo.com
REGION 5	STATES: IA, IL, IN, MI, MN, ND, NE, OH, SD, WI			402 489 1576	RVP: BURT YOUNG	lmbyyoung@gmail.com	
MID WEST	7819 PALM DR.	ORLAND PARK	IL	60462-4232	708-633-1907	BOB MC GAGHIE	kholm1@depaul.edu
CENTRAL INDIANA	5167 LACY PL.	GREENWOOD	IN	46142-9744	317 902 1491	"BEN" BENJAMIN	hoosierben@gmail.com
VIKING	10716 RICH AVE. S.	BLOOMINGTON	MN	55437-3046	952 881-4848	ROY BERGMAN	royberg@usfamily.net
MO VAL MARINERS	1610 BUCKINGHAM DR	LINCOLN	NE	68506-1718	402 489-7025	BEECH DALE	
BUCKEYE MARINERS	3939 OLD ABBE RD.	SHEFFIELD VLG.	OH	44054-2933	440-934-5245	ROBERT J. BUNSEY	chahn@spede.com
OHIO VALLEY	49 TWIN LAKES DR.	FAIRFIELD	OH	45014-5251	513-874-5606	BERT HINDS	ceberthinds@juno.com
MEMBERS-AT-LARGE	CONTACT RVP				402 488 1576	RVP: BURT YOUNG	lmbyyoung@gmail.com
REGION 6	STATES: AR, AZ, KS, LA, MO, NM, OK, TX			918 225 1797	CHARLES MONTANARO	cem85@suddenlink.net	
CACTUS MARINERS	PO BOX 43691	TUCSON	AZ	85733-3691	520-297-6528	LOWELL LOWE	lhlowe1@msn.com
DESERT MARINERS	351 N. MERIDIAN RD., LOT 56	APACHE JUNCTION	AZ	85120-3661	480-982-0886	JOHN FORSBERG	johnajohnny@juno.com
MIDAMER. ANCIENT MAR	6922 CAENEN AVE	SHAWNEE	KS	66216-2689	913-268-5736	ROBERT FORNEY	
SS SAMUEL PARKER	PO BOX 20107	SAINT LOUIS	MO	63123-0307	314 631-7492	JACK GROTHE	jackgrothe@att.net
ROADRUNNER	1016 SARATOGA DR. NE.	RIO RANCHO	NM	87144-3278	505 994 4845	LOU FETTERS	
EASTERN OK. MAR.	323 N. CLEVELAND AVE.	CUSHING	OK	74023-3205	918 225-1797	CHAS. MONTANARO	cem85@suddenlink.net
OKLAHOMA MARINERS	2766 COUNTY STREET 2960	ALEX	OK	73002-2226	405-224-6365	LUCY HAY	sharon.shoe@yahoo.com
LONE STAR	P. O. BOX 841608	PEARLAND	TX	77584-2031	832 499 8467	SANTOS FLORES	mcamco@aol.com
SS STEPHEN HOPKINS	1900 CLEBURN DR.	ARLINGTON	TX	76012-2028	817 460 4037	JOE CAMPERSON	jcampers@hotmail.com
MEMBERS-AT-LARGE	CONTACT RVP				918 225 1797	CHARLES MONTANARO	cem85@suddenlink.net
REGION 7	STATES: AK, CO, ID, MT, NV, OR, UT, WA, WY				503 998 0840	BILL MARKER	
ALASKA GREATLANDS	P. O. BOX 879527	WASILLA	AK	99687-9527	907 357 2179	ELDON GALLEAR	no email
BIG SKY MARINERS	P. O. BOX 1746	POLSON	MT	59860-1746	406 676 0530	GEORGE SALOVICH	vgeosal@gmail.com
HI SEA ERA	11190 VINCENT LN.	RENO	NV	89511-9562	775 853 5224	A.J. "DAN" DANNA	
HIGH ROLLERS	PO BOX 71502	LAS VEGAS	NV	89170-1502	702-558-0643	ROY MAHAN	meicoroy@aol.com
EMERALD SEA	55410 DELTA DR	BLUE RIVER	OR	97413-9708	541-822-3760	EDGAR LINGENFIELD	beryllingenfield@hotmail.com
OREGON	3740 NE 135TH AVE	PORTLAND	OR	97230-2712	503 789 7932	MAX GUTIERREZ	photos@clear.net
ROGUE VALLEY	100 SURSIMCORDA HTS.	JACKSONVILLE	OR	97530-9443	541 899 7030	DAVID SERGENT	serjack@q.com
SOUTHERN OREGON	2657 GREYFOX DR	SUTHERLIN	OR	97479-9001	541-459-7982	NELSON CAUBLE	riverbank2@charter.net
BEEHIVE MARINERS	6457 CARL DR	WEST JORDAN	UT	84084-5709	801-966-3104	HENRY E. KVIST	hanry.kvist@msn.net
MID COLUMBIA	8153 W. 9TH AVE.	KENNEWICK	WA	99336	509-586-1418	ROBERT CAUBLE	caubleje@charter.net
PUGET SOUND	2330 1ST AVE	SEATTLE	WA	98121-1617	360-681-3802	BOB BARBEE	rbarbee@webtv.net
MEMBERS-AT-LARGE	CONTACT RVP				503 998 0840	BILL MARKER	
REGION 8	STATES: CA, HI, AUS.				VACANT		
CARL W. MINOR	7862 SANTA YNEZ AVE	ATASCADERO	CA	93422-4025	805-461-1268	GEORGE HALE	gnnhale@gmail.com
CENTRAL CALIF	PO BOX 1382	FRESNO	CA	93716-1382	559-456-4801	RUFUS HERNANDEZ	russellbmm45@yahoo.com
CHINA COASTERS	P. O. BOX 20900	LONG BEACH	CA	90801-0900	562 436-6182	BETTY BARHAM	ammvchinacoasters@hotmail.com
GOLDEN GATE	200 GRAND AVE.	OAKLAND	CA	94610-4534	510 251 0690	FRANK MENDEZ	mendezlaf@aol.com
HUMBOLDT BAY	1428 HARDEN DR.	MCKINLEYVILLE	CA	95519-9462	707-839-4220	WILLIAM HOLBROOK	hsuhubba@hotmail.com
JEREMIAH O'BRIEN	15 HEARTHSTONE CT	SAN RAFAEL	CA	94903-1305	415-499-1866	BILL CANTUA	jobammv@yahoo.com
NORTH BAY MARINERS	PO BOX 1705	SANTA ROSA	CA	95402-1705	707 529 0200	CHARLES SCHELTER	harveywalters1207@comcast.net
SACRAMENTO VALLEY	14233 TIM BURR LN	GRASS VALLEY	CA	95945-7819	530-477-1908	KEN BLUE	ken1@nccn.net
SN DIEGO SILVERGATE	2510 CINDERELLA WAY	LEMON GROVE	CA	91945-3013	619-465-7358	BYRON AYRES	petoskey44@cox.net
SILICON VALLEY MAR.	5100 EL CAMINO REAL #303	LOS ALTOS	CA	94022-1553	650-967-3696	PERRY ADAMS	padams49@sbcglobal.net
SMALL SHIP MARINERS	28 TALLAWALLA RD	COOMBA PRK, AUS				ERN FLINT	eaflint@bigpond.com.au
MEMBERS-AT-LARGE	CONTACT RVP					VACANT	

IN MEMORIAM

DAVID C. GOFF Gulfstream Chapter AMMV National Vice President

David C. Goff, 67, of Boca Raton, FL, passed away on March 27th, 2013.

He was born on August 5th, 1945 in Chicago, IL and spent his youth growing up in Wilmette, IL where he was very involved in the Boy Scouts and Sea Scouts, attaining the rank of Eagle Scout and Quartermaster respectively. He attended the United States Merchant Marine Academy in Kings Point, NY

and graduated in 1967 with a U. S. Navy Reserve commission. He married and lived in Brooklyn Heights, NY before moving to the south Florida area. He initially served in the Merchant Marine in support of the Vietnam War as a deck officer and earned his Masters License in 1971. As an officer and Captain he sailed for over 30 years, mostly with Navieras de Puerto Rico.

In retirement, Capt Goff was actively involved in Boy Scouting, was an International Transport Workers' Federation Inspector for the South Florida region, was the President of the local Council of American Master Mariners, served on the General Executive Board for the International Organization of Masters, Mates and Pilots and was a lifelong active and committed crewmember of the WWII Project Liberty Ship, SS John W. Brown, in Baltimore. In 2007, Captain Goff received the Silver Mariner award from the U. S. Merchant Marine Academy and Alumni Association in recognition of his life-long maritime service.

He was an active member of the AMMV Gulfstream chapter and had been elected National Vice President of the AMMV at the National convention in Baltimore in May, 2012. Just before his passing, he seems to have resolved to get more involved and acquainted with the workings of the AMMV, contacting National office about that and making a special trip to National President Morris Harvey's home to discuss future plans, just three weeks before his demise.

The loss of someone so young brings us a reminder of how fragile life is. David is survived and dearly missed by his children and grandchildren.



JOHN MC SPADDEN SS Stephen Hopkins Chapter Past National Nominating & Credentials Chairman

In November 1944, at the age of 17 John joined the Merchant Marine. He received his training in St. Petersburg, Florida. While in the Merchant Marine, John sailed on two - T2 tankers: SS Pequot Hill and SS Logansport; and two liberty ships: the SS Edward Kavanagh and the SS Billy Mitchell and signed off in 1948. He had some humorous "sea-stories" to tell about his time in the Merchant Marine.

From 1948 - 1958, John worked at Armour & Company in Fort Worth as an industrial engineer which meant he went out and watched employees and gave them "incentives" to work harder. He then went into the insurance business as an Independent Insurance Agent where he was still active.

Among his other activities, John was always involved in the AMMV's SS Stephen Hopkins Chapter serving as Purser from 1996-2000 and President (Skipper) from 2000 - 2004. Since then he was the chapter's Chaplain. He also served as Nominating and Credentials Committee Chairman at the National conventions, making sure voters were qualified and Roberts "Rules of Order" were followed.

Past President Emeritus A. J. Wichita writes of John:

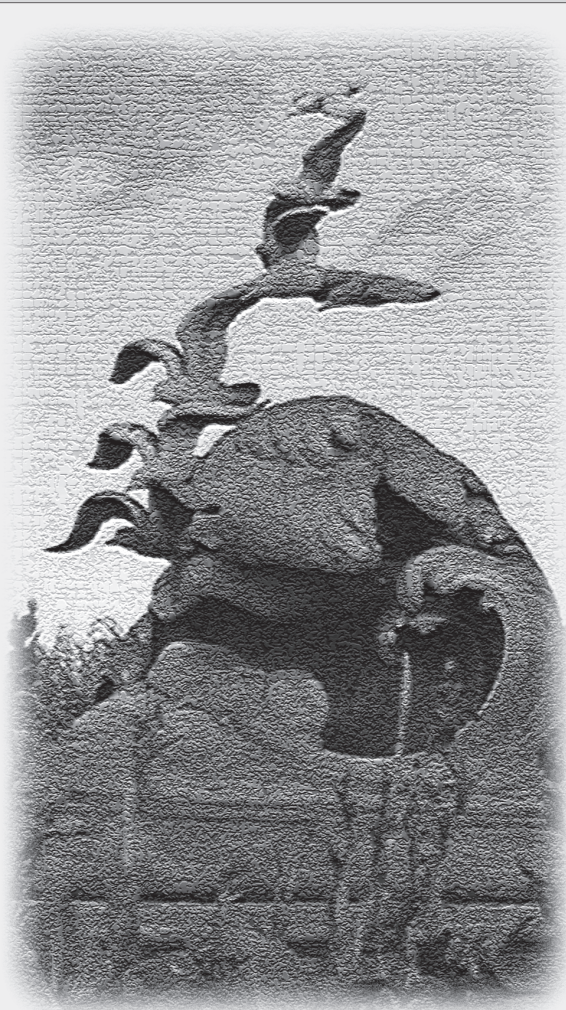
"John McSpadden made himself known to me when Bill Bentley thought the SS Stephen Hopkins Chapter should host the National convention in 2001. John volunteered to be co-chairman and handle the financial portion of the convention. We signed contracts that could put us both in bankruptcy if the convention didn't pay for itself. John was fearless but had great faith in God seeing us through. His other secret weapon was his very large and extended family who came with him to help. If a member of his family could walk and talk they were put in service. The Convention was a smashing success. Five years later he suggested we do it again and we had a super turnout.

"John's engaging demeanor was ever present at our meetings. He put spirit into our gatherings, literally. He never hesitated to call upon the Lord to guide us and bless our proceedings. Now that John has left us to be with our Heavenly Father, I would ask him to once again, seek the Lord's blessing for his family and friends who mourn his passing."

John was married for almost 65 years to Jimmie; he leaves two children, nine grandchildren and 17 great grandchildren of which 13 are boys. He will be truly missed by all.



In memory of those who have Crossed the Final Bar



*There are no roses on a sailor's grave,
No lilies on an ocean wave;
The only tribute is the seagull's sweeps
And the teardrops that a sweetheart weeps.*

CARL W. "RANEY" ALLEMAN	SIMON MARDIROSIAN
GEORGE I. ARELLANO	GEORGE H. MARKERT
JAMES R. BAUER	JOHN MCSPADDEN
ASA "GUS" BAUMGARNER	BRUCE L. MEALINS
BOB BERGGREN	WILBERT C. MERKS
PATRICIA BRICKER	JOHN MIRYNOWSKI
GEORGE BROWN	KEN OLSEN
JOSEPH J. CICIOLLA	JOHN S. PIOTROWSKI
TED CLARK	EDWIN F. RAY
HARRY COHN	MAURICE W. ROBERTS
PAUL CORBETT	DONALD E. ROBERTSON
DOYLE DICKINSON	LAURENCE SCHMIDT
CLARK G. DOYLE	ROBERT SCHOELLKOPF
GEORGE ELDRIDGE	JAMES SCHUEMAN
LAWRENCE E. FORD	TERRENCE SIMMONS
WILLIAM GELBERG	RONNEY "RAY" F. SIMPSON
JOHN M. GILLESPIE	BRUNO SKWAREK
ADRAN M. GILLOOLY	HENRY W. SWILLEY
CAPT. DAVID GOFF	WALTER SWOKLA
GRADY F. HOWELL	DOMINIC J. VERLATO
IGNATIUS JAMES HOWELL	DONALD J. WAGY
ROBERT EUGENE HUFFMAN	WALTER H. WEAVER
CHESTER MAJKA	BRUCE WEGNER
GERALD A. MANNING	

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.

THE LAST PARADE

Peace came abruptly for America. As The Allies were preparing to invade Japan millions of men and thousands of ships had been deployed in preparation for the invasion. President Truman was having second thoughts of committing this gigantic force to win the war with Japan. His Generals had estimated 1000 men an hour could die landing on the shores of Japan. He decided to use the Atomic Bomb with the hope it would shorten the war and save millions of casualties on both sides. One was dropped on Hiroshima August 6, 1945 and the second on Nagasaki August 9 1945. Hirohito sued for peace. Our servicemen around the world cheered with a sigh of relief along with 137 million civilians on the home front.

Victory parades for New York's Fifth Avenue were planned while Times Square and every city and hamlet filled the streets with civilians, soldiers, sailors & marines celebrating victory ... but there would be no victory parade for millions of servicemen still deployed around the world. They would not have the chance to kiss a nurse in Times Square or celebrate in the streets of their home town. They were still on duty maintaining peace while new governments were being formed in the countries with which we had been at war.



The wounded, including Bob Dole and the other 600,000 wounded lay in hospitals would not be in victory parades. The civilian warriors of our Merchant Marine, who manned the ships and battled the enemy carrying war supplies to the fighting fronts were now bringing the soldiers home and going back with supplies to rebuild the countries of our Allies ... **No parade for them.**

As the WWII veterans made it home they were immediately engaged in making a new life for themselves, going to school, developing a career, getting married, raising babies, educating them, followed by weddings, now grandchildren. The years went by quickly for the veteran ... "I went to war as a kid, went through North Africa, Italy, Belgium and here I am raking leaves wondering how I got old so fast"... "My Company was getting ready to leave Europe and go to the Pacific to fight the Japanese when peace was declared"... "I heard the victory celebrations back home were terrific!" Now, I read a Memorial in Washington was built to honor veter-

ans of my war! It must be something special as I fought in that war sixty years ago. I would love to see it but too difficult for me to manage"

HONOR FLIGHT 11



By the time the WWII Memorial was finished the surviving veterans were in their 80's and 90's. And as the years slip by chances were getting slimmer if many would ever physically or financially be able to see it; the very Memorial honoring them for rescuing our nation and the world from tyranny.

MEN DON'T CRY! That is what fathers told their young boys. The WWII veterans when they arrive at the



WWII Memorial find many occasions that will bring on tears. The enthusiastic cheers they receive when they arrive in Washington, playing taps

at the Wall of Freedom, changing the guard at the Unknown Soldier, listening to the Air Force Orchestra play favorite tunes and the martial aires they used to march by. "Mail call" on the flight back home each veteran was given a folder full of heartwarming letters from family and friends expressing gratitude for their service accompanied by a package of tissues because the letters will touch even the crustiest old vet. As the veterans deplane with a full heart and a tear in their eye they round a corner where a large crowd of well wishers suddenly appear cheering the WWII veteran on his return home.

THE LAST PARADE, given by grateful citizens.

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



Maritime Industry Sail-In 2013

Reported by Morris Harvey, National President, AMMV

After attending our 27th AMMV annual convention in Branson Mo., I drove to Washington DC to attend the Fourth Annual Maritime Industry Congressional Sail-In. On Wednesday, May 8, 2013; an estimated 135 American maritime industry representatives from through-out the country gathered in Washington, D.C. The Sail-In was organized by the U.S. Maritime Coalition, a volunteer committee of representatives from the U.S. maritime industry representing the U.S.-flagged merchant fleet, maritime labor unions and other maritime companies serving America. Participants in the Sail-In represented almost every segment of the American Maritime Industry— working to educate key legislators about the critical role the unified American maritime industry plays in creating jobs, protecting national security, and boosting the U.S. economy.

Linda Arquette, Executive Assistant, Government Relations, Maersk Inc. reports: “Our sincere gratitude to all of you who participated in Sail-In 2013. We met with 157 members of Congress and/or staff—104 on the House side—61 of whom are freshmen—and 53 on the Senate side—this year with a lot more who were new to maritime issues—meaning we did a lot more hard work. Then the day was capped off with a reception in an elegant, spacious hearing room in the Dirksen Senate Office Building. So, again, our sincere appreciation—and, rest up. We’ll see you next spring.”

I worked with a group of five and we met with seven separate staff and/or law-makers to discuss Maritime issues and, of course, I stuck in my pitch on Just Compensation and HR-1288. For the first time the AMMV has a published Maritime Issues Policy for 2013 (Included in this News Letter), which I reproduced and left copies along with our Spring News Magazine. To see more go to : <http://www.maritimeindustrycongressionalsail-in.org/>

Our group led by Lee Kincaid from L to R; Morris Harvey, AMMV; Rep. Tammy Duckworth (D-IL); Armed services committee); Cpt. Lee Kincaid (AMC); Chris Bahret; and Cpt. Joe Hartnett (Chesapeake Bay Pilot); Matt Burke not in Pic.



Cntr: Congressman Rick Larson (D-WA); R to L: Cpt. Joe Hartnett (Council of American Master Mariners); Morris Harvey, (National President, American Merchant Marine Veterans); Cpt. Lee Kincaid (American Maritime Congress); Chris Bahret (Delta Resources/Kings Point); Matt Burk (AMO).

Below (L to R): Morris Harvey; Congressman Jim Bridenstine (R-OK), Member House Armed Services Committee; Cpt. Lee Kincaid, President, American Maritime Congress; Cpt. Joe Hartnett, Council of American Master Mariners.



RIGHT (L to R): Cpt. Lee Kincaid; Cpt. Joe Hartnett; Barry Smith, Office of Congressman Rick Nugent; Morris Harvey; and Chris Bahret.



Morris Harvey (Right) speaks with Barry Smith, Military Legislative Assistant, office of Congressman Rick Nugent (R-FL)



AMMV 27TH NATIONAL CONVENTION

Branson, Missouri • April 30 - May 2, 2013

BOARD OF DIRECTOR'S MEETING:

The first item on the agenda was the Budget for fiscal year 7/1/13-6/30/14. National President Morris Harvey presented the Profit & Loss statement for the first 9 months of the current fiscal year and the estimated expenses for next fiscal year. Supporting actions were explained by him. The Budget was moved, seconded and carried by all BOD present.

Our membership recruitment project – called “Project Survival” – was explained by Harvey and actions for same included 1) distribution of recruitment flyers, 2) Use of Internet web sites and social media tools to support recruiting efforts, 3) use of specially designed ads in newspapers and magazines, 4) continuation of the project. These efforts were moved, seconded and carried by the Board.

President Harvey explained the need for a national membership record update as accorded by the IRS rules. The motion authorizes a survey to include armed conflicts assignments, age, etc in a special mailing. This was approved last year but was delayed due to the similar JCC survey and its results. Moved, seconded and carried by the BOD.

On the subject of By-Law revisions, the BOD approved 2013 submittals as presented in the AMMV NEWS Winter edition. President Harvey suggested a project to develop more specific By-Law revisions to be headed by himself and the Constitution and By-laws appointee. The results would be submitted to the Executive Board for review before submitting to Chapters and the membership for the 2014 convention.

President Harvey then covered the AMMV organizational problems stressing the need for a vote count committee and the need to fill vacancies in the administration – National Vice President, National Secretary, Region 8 RVP, Constitution and By-Laws Chair, Judge Advocate, Membership committee members, Government Affairs Committee appointee. He also discussed mini-convention versus National Convention stating the need for separation.

On the subject of Just Compensation

legislation, President Harvey explained that continued support of this legislation was needed in the 113th Congress.

President Harvey asked for approval of AMMV resolutions in support of various maritime issues including 1) Support troops and veterans; 2) piracy; 3) Seafarer's Bill of Rights – ILO convention; 4) the Jones Act; 5) cargo preference; 6) congressional maritime caucus; 7) maritime security program; 8) support of House Bill HR.1288, the Coastwise Mariners Bill and 9) a statement supporting a U. S. flag Merchant Marine. Resolution #3 was withdrawn but the rest were approved by the BOD.

Discussion was had about the 2014 National convention and BOD meeting and President Harvey requested approval of continuation of meeting at the annual convention or development of a new procedure to have a telephone conference meeting of the BOD just prior to the National Convention. Motion made and approved.

Tabled for the BOD meeting was the subject of MAL communication. President Harvey was to have called for action to initiate a program to develop a monthly newsletter publication to the Members-at-Large, to be managed and distributed by each of the Regional Vice Presidents.

GENERAL SESSION – APRIL 30, 2013 - Morning

The 27th National Convention of the AMMV was called to order by President Morris Harvey. An invocation was spoken by Bob Ross, National Convention Committee Chair and members of the local American Legion posted the colors. Charles Montanaro, Convention Co-Chair, led the Pledge of Allegiance.

In a recognition and honors awards ceremony, Member-at-large “Clarke” Valles, on behalf of The Forgotten Heroes Campaign organization, read a letter from President Truman outlining the creeds of the MM flag, the POW/MIA flag and the US flag. Then Clarke presented recognition and honors awards and WWII war-zone medals to nine AMMV members who had earned but not received them.

The Merchant Marine anthem “Heave Ho” was sung and Jack Grothe, SS Samuel Parker Chapter, spoke about its origin.

Convention Chair Bob Ross presented plaques to A. J. Wichita, Morris Harvey, Charles Montanaro, Norm Bales, Sindy Raymond, Jack Rope, Crawford and Shirley Knight and Carole Gutierrez for their help with the convention.

The Ladies luncheon was held in the newly rebuilt small convention room and those attending, including 2 men, were entertained by illusionist/magician Brian Teel, who later performed at the afternoon general session and the President's Banquet.

Afternoon session:

An open discussion session was held; speakers were John Thayer of the Seaman's Church Institute, who invited all the Mariners to record oral histories of



Lt. Gen. Jack Klimp, CEO of NAUS.

their service in WWII; Eugene Barner, Mid-America Chapter; Sally Raanes, Golden Gate chapter; Mary Hodges, CEO Southwest Florida chapter; Sindy Raymond, Humboldt Bay chapter; Jack Grothe, SS Samuel Parker chapter and John Ludwick, member-at-large spoke on various subjects.

Our first speaker of the afternoon was Captain Byron L. Black, Commander of the USCG Upper Mississippi River Sector, who educated us on the problems of river navigation and the USCG efforts in the major flooding earlier in the year.

Branson's singer John Tweed and his



Our own General MacArthur delivering a speech to the Assembly

daughter, Sarah, entertained us for quite a while followed by guest speaker John "Wes" Benge, Commander, Department of Oklahoma, American Legion Adjourn. He spoke about the difficulties of getting Just Compensation or any Veteran-based legislation passed in Congress. He reported that Congressional membership had changed over the years – in the 1970s, Congress was comprised of 75% veterans but, today, only 12 percent are veterans. And he pledged his support in getting House Bill HR.1288, the Coastwise Merchant Mariners legislation, passed in this Congress. Then Charles Montanaro reported on a program, sponsored by the College of the Ozarks.

The President's Reception dinner was honored to have Lt. Gen Jack Klimp, CEO of the National Association of Uniformed Service (NAUS) as its speaker. And a spirited raffle was held under the capable assistance of Jack and Maggie Grothe and associates.

GENERAL SESSION – APRIL 30 – Morning.

Meeting began with an invocation and the Pledge of Allegiance was sung. Morris Harvey asked for suggestions about where the 2014 National Convention will be held. He suggested that it probably should be a West Coast chapter but tabled the subject due to no response. He stated that the 2015 convention will probably be held in the Great Lakes region.

Introduction of attending chapters and delegates followed and the morning session was adjourned to allow for conclusion of the BOD meeting. At the BOD meeting, Percy "Mac" McDonald of the Gulfstream Chapter nominated his member Stanley Blumenthal as a candidate for

National Secretary, a position vacant with the stepping down of Charles Mills for health reasons. The nomination was seconded and carried. Credentials chairman, Ben Benjamin, volunteered to contact various chapters on voting registration problems.

Afternoon Session:

Proposals as approved by the Board of Directors at this 27th Annual National Convention:

President Harvey stressed the importance of recruiting new members. He called for a vote on our "PROJECT SURVIVAL" – membership recruitment project as approved by the BOD. Project Survival calls for:

- 1) Distribution of recruitment flyers in conjunction with recruitment projects.

vey conducted by the Jus Compansation Committee. Motion was made and approved. He also suggested that perhaps an alternative to the BOD meeting at the next convention may be a telephone conference call between members which would facilitate the BOD decisions.

Following these, the National membership voting began with chapters voicing their votes via an attending member or by proxy by a designated person. The results:

Elected as National Officers:

National President:

Incumbent Morris Harvey

National Secretary:

Stanley Blumenthal

National Treasurer:

Incumbent George Salovich

Proposals for changes to the AMMV Preamble, Constitution and By-Law as printed in entirety in the AMMV NEWS, Winter 2012-2013 edition:

	YES	NO	Abstain
1. <u>Preamble</u> – to correct a spelling error.	1228	36	
2. <u>Constitution</u> – To reclassify eligible Children, Grandchildren and descendants to full voting member status – previously classified as Associate members.	877	335	52
3. <u>By-Laws</u> : To allow for release of member contact Information to Officers and Board of Directors	1169	95	
4. <u>By-Laws</u> : To reschedule BOF meeting at National Conventions.	1243	21	
5. <u>Proposal</u> : Change in standing committee officers.	1264		

- 2) Use of Internet web sites and social media tools to support recruiting efforts.

- 3) Use of specially designed ads for print media (papers & magazines) as recruitment tools. This project is funded by a 50% matching fund agreement with Hap Bledsoe. 4) Continue the "Survival Project" using existing brochure and specially designed ads in news magazines and on Internet sites of Maritime organizations. Publication and printing costs are normally covered by the Maritime organization.

Motion was made and approved by the General Assembly.

Then Harvey proposed a motion on the subject of National Membership record update. He forwarded a suggestion to authorize a survey to include armed conflict assignments, age, etc. in a special mailing which would be combined with a donation request. This was approved last year but was delayed because of a similar sur-

President Harvey presented the Proposed Budget for the AMMV fiscal year of July 1, 2013 through June 30, 2014,



Clarke Valles conducting the awards ceremony.



Seven of the award-winning members, not shown on left are Stanley Blumenthal and Bob Roberts.

explained the reasoning of some expenditures and called for a general assembly vote. It was approved unanimously.

Then Harvey called for approval of eight Resolutions pertaining to the AMMV policy of support of maritime legislation. J. Don Horton, Member –at-Large, read each complete resolution aloud and each was approved unanimously, except for one, regarding the Seafarer's Bill of Rights, which was tabled by Pres. Harvey pending further information. (Details of these resolutions are published elsewhere in this AMMV NEWS.) Bob Roberts, Oregon Chapter, offered a Resolution by Bill Marker, RVP – Region 7, urging action to ensure that all National Cemeteries fly the Merchant Marine flag whenever the other services' flags are flown. This Resolution was passed by the General assembly.

Percy "Mac" MacDonald **nominated Elizabeth Clark**, Gulfstream Chapter, as **National Vice President**, replacing de-

ceased member David Goff. This nomination was **moved, seconded and carried** by the General assembly.

At that evening's President's Banquet, Mike Jewell, President of the Maritime Engineers' Beneficial Association (MEBA) was to be guest speaker but was unable to attend. He did send a copy of his speech. Due to difficulty with equipment to broadcast his speech, excerpts include: an apology for not being able to attend the convention and he noted that MEBA has always worked closely with the WWII Merchant Mariners and their efforts to become Veterans.

He stated: "There are big issues facing our two organizations. AMMV is looking into how to survive into the future and so is MEBA and the US Merchant Marine. More than at any time since the Second World War, the world situation has made clear just how important the U.S. Merchant Marine is. Today, we face global terrorism, a war in Afghanistan, and high tensions in Korea. America's unique worldwide responsibilities and challenges continue and our Nation simply must have vessels and crews it can count on – flying the Stars and Stripes.

"I know of the big issues facing the American Merchant Marine Veterans and that you are

setting the course to tackle those issues with Project Survival. AMMV has reached out MEBA, and we will help you as best we can. We can both help each other out. MEBA is looking for committed allies and we appreciate the dedication of AMMV. President Harvey will be here in Washington, DC in a few days for the Congressional Sail in, and we thank him for his time. You are part of the "greatest generation" that gave your all so that we can stand here today in peace. To deny official veterans recognition was more than an injustice; it was a tragedy. Let it never happen again.

"The Merchant Marine – MEBA members and Veterans like yourselves – have ensured that the steel bridge across the oceans that America needs to sustain its military and its economy would never shut down. The Merchant Marine has been there most recently for the wars in Iraq and Afghanistan. Despite our key role, Washington policymakers are coming up with policies that will cripple the Merchant Marine. Now more than ever, we all need to stand together. We have succeeded in the past, and we can succeed in the future by working together."

President Harvey presented awards of recognition of exception service to Bob Ross, Sindy Raymond, Dr. Larry Kerkow and Carole Gutierrez. And the raffle continued. The next day, a tour of Branson was featured ending with attendance at the Barbara Fairfield Show in Branson.

These minutes have been transcribed from recording & notes from the convention. Every effort has been made for them to be as accurate as possible and as complete as space allows. For recorded proceedings, please contact National President Morris Harvey.



Singers John and Sarah Tweed, local Branson entertainers.

Application of Veteran's Status for Post WWII Mariners

A completed application for "active duty determination for members of the American Merchant Marine who served in the Korean and Vietnam conflicts" was submitted to the Department of the Air Force DoD Civilian-Military Service Review Board (C-MSRB) reviewing authority in April, 2013.

After a complete and detailed review of the application by their Executive Secretary and Legal Advisor, C-MSRB returned it, on May 3, 2013, asking for more detailed information, including: Uniqueness of Service; Organizational Authority Over the Group; Integration into the Military Organization; Subjection to Military discipline; and Prohibition against Members of the Group Joining the Armed Forces.

Our Veterans' Task Force chairman Dr. Larry Kerkow was confident all of this was covered before, however, possibly not submitted in the military terms desired.

Dr Kerkow advises that Merchant Ships sailed under sealed US Navy orders and that he needs a copy of at least one of those documents to establish absolute proof of military control over merchant ships with military cargo. He also notes that copies of the sailing orders were destroyed after being opened and/or sealed and filed in the US Navy Chief of Naval Operations' safes in Washington, D.C. and co-mingled with warship maneuver orders, making them unavailable or very hard to obtain at this late date.

Another factor making this task significantly more difficult is that the C-MSRB places the "Burden of Proof" on the applicant – that's us. They do not accept broad claims or general assertions.

Consequently, Dr. Kerkow has hired a friend, who is a military researcher, to investigate the possibility of obtaining copies of a sailing order from the US Navy or a certificate ascertaining that merchant marine ships had US Navy Sailing Orders.

Dr. Kerkow is working to have the application updated and returned to the C-MSRB by October, 2013.

Morris Harvey

Morris Harvey, National President

Welcome Aboard to these New Members of the AMMV

CAPT. JAMES L. ALBERT	NAPLES	FL	MAYOR FRANK HASH	EL DORADO	AR	JIM MUCKLE	SEBASTOPOL	CA
GEORGE APPEGATE	BAY SHORE	NY	MATTHEW C. HEBERT	MARRIETA	CA	NORMA PAXTON	BEAVER FALLS	PA
SUSIE BERGGREN	EUREKA	CA	GINNY HIGDON	PALOS PARK	IL	EUGENE C. QUIDORT	CLEVELAND	OH
JAMES E. BICKLEY	ODEN	IN	CRAIG R. HOLDREDGE	SANTA MARIA	CA	VICKI ROW	TEMPLE	PA
ROBERT A. BRYANT	GULFPORT	MS	GENE JOHNSON	BRADENTON	FL	MYRA SINGER	PEORIA	AZ
ROBERT B. BULLIS	TRENTON	FL	DENNIS E. KELLY	DARIEN	CT	LEWIS D. SMITH	SUMRALL	MS
DON R. CALLOWAY	CONCORD	NC	SUE ELLEN KING	INDIANAPOLIS	IN	STANLEY J. WALENZA	PALM COAST	FL
KATHERINE H. CARROLL	PALOS HILLS	IL	HAROLD KIPER	REEDLEY	CA	NATASHA M. WILLIAMSON	NORWALK	CA
PAULINE DALTON	BELLE HARBOR	NY	EILEEN LIEN	MESA	AZ	CHRISTOPHER G. WOODS	STONEBROOK	NY
ANTHONY D. DIMATTIA	CAPE CORAL	FL	FELIX "PHIL" MARCELLO	NORTH VERSAILLES	PA	FLORENCE A. WOODS	OAKLAND GARDENS	NY
JAN GILLESPIE	BORGER	TX	RICHARD R. METCALF	E. GRAND RAPIDS	MI	ROBERT WOODS	SANTAN VALLEY	AZ
CHARLES W. HALLA	DAPHNE	AL	RICHARD MORRIS	METROPOLIS	IL			

She was many things to many people, a goddess born of necessity and nurtured into celebrity by a world at war. She was mom and sis and the dream girl next door all rolled up into one attractive informal portrait. She was the girl every GI took to war, a compellingly attractive composite imbued with everything gracious and desirable in American womanhood - she was the World War II pin-up girl - and her smiling printed image made the loneliness of war

a lot more endurable to millions of wartime servicemen.

It didn't take a world war to have the military realize that a "paper doll" was the next best thing to a real flesh-and-blood woman. The advent of military conscription in 1940 suddenly separated thousands of young men from feminine companionship. This in turn created a major morale issue that only intensified the problems of removing large numbers of men from the joys of civilian life, shoving a rifle in their hands, and whisking them off to remote training camps in America's hinterlands.

PUBLICITY: THE ORIGINS OF CHEESECAKE

Luckily, largely thanks to Hollywood and its dream factory, the mechanisms were already in place to somewhat exacerbate the GI morale problem - the conduit being scores of widely read regularly published fan magazines such as Photoplay and Silver Screen entirely devoted to promulgating the popularity of America's film stars. Represented within this multitude of actors and actresses were numerous feminine stars and starlets who imbued the ideals of beauty

and wholesome seductiveness representative of contemporary American values. Helping the situation was the fact that America's redefined attitude toward women and morality were gradually seeing a great liberalization in not only how we behaved as a so-

pin-up girls by accomplished artists like George Petty and Alberto Vargas published in Esquire magazine in the early 1930s, introduced a polite degree of feminine sensuality that was not only permissible on the silver screen, but now acceptable in print as well.

Out of this liberalization of public culture emerged the photographic pin-up girl whose compelling printed image soon kept an army of young draftees company by being "pinned-up" on a barracks wall or on a war-

Who Did You Take To Sea?

ciety, but how we looked and dressed as well. The ultra-modest feminism of the turn-of-the-century Gibson-girl era enabled us to indulge the notorious bra-less Flapper era of the 1920s as women's skirts shortened and figure-revealing swimsuits became acceptable beach apparel. So it was that, largely due to media influence such as the artistically drawn air-brushed

ship's bulkhead.

Quickly labeled pin-up models or cheesecake, mass produced pictures by many of Hollywood's top glamour photographers soon found wide appeal not only in service publications like Yank and the Army

Times, but also in such widely read family magazines as Life and Look. Initially intended as movie studio publicity aids for informal display, the wholesome image of fetching young starlets such as Ava Gardner, Gene Tierney, Rita Hayworth, Veronica Lake, and Betty Grable, soon became vivid reminders of the ever-appealing "girl next door" to American servicemen. Everyone in uniform enjoyed looking at a pretty girl and thanks to young men's appreciation of feminine pulchritude, the



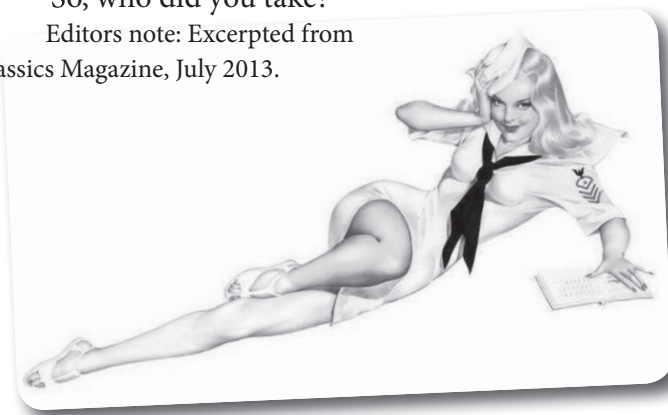
ranks of popular pin-up girls soon swelled with photographic images that came from every area of the entertainment industry including cosmetic and fashion models, dancers, swimmers and female athletes as well as actresses and starlets.

Easy access and availability helped make pin-up photos exception-

ally popular. Pin-up images could be cut from magazines or newspapers, or from postcard or chromolithographs. Many were rendered as art, or as photos adorning calendars, which were specifically designed to be pinned up, and later, printed posters of pin-up girls were mass-produced to become an instant hit with a large segment of the male population.

So, who did you take?

Editors note: Excerpted from Sea Classics Magazine, July 2013.



ANOTHER RETURN TO NORMANDY AND AN UNEXPECTED HONOR

Submitted by Richard Hill, Golden Gate Chapter



In 1994, when the National Liberty Ship Memorial, the SS Jeremiah O'Brien steamed out of San Francisco Bay, down the West Coast, through the Panama Canal and across the Atlantic to England and France, where she and her crew participated in the 50th anniversary of the Allied

invasion at Normandy, which turned the tide of WWII in Europe, I was aboard her, on that 8-month long epic voyage. Although I was not involved in the invasion itself in 1944, being an active Merchant Mariner elsewhere in World War II at the time, and a dedicated volunteer on the Jeremiah O'Brien, I was deeply touched by the honors that were accorded us, the crew on our 1994 visit.

Over the years, I have always wanted to return to Omaha Beach and this year, in early June, at the invitation of the French Government, my wife and I travelled back to Normandy on a remarkable trip to view the 69th Anniversary celebration of D-Day. The visit started with a surprise invitation to stay in the home of the Mayor of Arromanches-les-Bains, which is located on the landing beaches of Normandy. The remains of the D-Day artificial port can still be seen off Arromanches and several dozen Phoenix caissons still provide the town with a calm and sheltered stretch of water.

We stayed with the Mayor for 4 days and were treated royally, including sight-seeing and a trip to the D-Day Museum, which displayed a jeep the SS Jeremiah O'Brien had donated in 1994.

June 6th was the actual date of the ceremony, as that was the date in 1944 that Arromanches was liberated and the very next day the first ships were scuttled for

the Mulberry harbors. June 8th, 1944 saw the submersion of the first Phoenix caissons and June 14th the unloading of the first cargoes.

I had no idea that I was to be a part of the ceremony but I was invited to represent the United States in raising our flag and laying a wreath in honor of the American servicemen who lost their lives at Omaha Beach. This was an honor for me, in spite of the 15,000 – 20,000 people watching the ceremony.

At lunch the next day, the Mayor of Arromanches presented me with a medallion making me an honorary citizen of his town. All in all, a once-in-a-lifetime occasion and an unforgettable experience for me.



Mariners And U.S. Navy Resupply Scientific Outpost



The U.S. Navy Military Sealift Command-chartered container ship GREEN WAVE, with its contingent of civilian crew, departed McMurdo Station, Antarctica on Feb. 25 after delivering more than 6.8 million pounds of supplies in support of Operation Deep Freeze (ODF). ODF is the annual Joint Task Force Support for Antarctica mission to resupply the remote scientific outpost. During this single mission, MSC ships delivered 100 percent of the fuel and about 80 percent of the supplies that researchers and support personnel who live and work across Antarctica need to survive and work during a year.

Typically, the MSC ships off-load their cargo at a 500-foot ice pier that juts out from the Antarctic coast. This year's mission was one of the more challenging because of unfavorable weather conditions that made the ice pier at McMurdo unusable for dry cargo operations. In lieu of the ice pier, GREEN WAVE carried a disassembled modular causeway system from the U.S. Army's 331st Transportation Company. Once safely anchored at McMurdo Station, 41 Army personnel spent three days assembling the interlocking pieces of the causeway and powered modular warping tugs, which were craned off the ship individually and built into a floating dock capable of handling the ship's load.

After the causeway was ready, 60 Navy Cargo Handling Battalion One personnel worked around the clock for eight days to off-load GREEN WAVE's cargo, then load the ship with 391 pieces of cargo for transportation off the continent, including ice core samples that are being carried back to the United States in sub-zero freezer containers.

OCEAN GIANT arrived at the remote Ant-

arctica base Feb.15 and members of Navy Cargo Handling Battalion One work around-the-clock to offload the ship's containerized cargo. With bitter cold and sharp winds, Antarctica is no winter wonderland. Workers face long days, little to fill their down time with besides sleep. "Antarctica is actually beautiful in its own weird way," said Dave Coulter,



a MSC marine transportation specialist from San Diego providing support to this year's ODF mission. "It takes a while to get used to. It's all rocks and ice, no trees, no grass, nothing but rocks and ice...of course in summer, there's lots of sunshine, 24-hours a day in fact. You say to yourself, 'I'm tired, but the sun is still out, so it can't be time for bed,' he said.

The tanker ship M/V Maersk Peary preceded Ocean Giant, offloading 100 percent of the diesel fuel, jet fuel and gasoline needed for the sustainment of the station through the harsh winter period. Maersk Peary also provided fuel for the United States National Science Foundation's chartered scientific research vessel R/V Nathan B. Palmer, which is one of two research ships with icebreaking capability operated by the United States Antarctic Program (USAP) to support research throughout the Southern Ocean region, particularly in the Ross Sea near McMurdo Station. A first-rate platform for global change studies, including biological,

oceanographic, geological and geophysical components, the ship can operate safely year-round in Antarctic waters that are often stormy or covered with sea ice, and the ice-breaker I/B Vladimir Ignatyuk.

Editor's note: Excerpted from the MSC Sealift, the MM&P News and the SIU Seafarers Log.



AMMV MARITIME POLICY RESOLUTIONS OF SUPPORT

Approved by the BOD and Adopted by the General Assembly at the 27th National AMMV Convention in Branson, MO. On May 1, 2013. Read into the record by J. Don Horton, member-at-large (1-8) and Bob Roberts, Oregon chapter (9).

1. U.S. FLAG MERCHANT MARINE

The American Merchant Marine has a long history of service to the nation commencing in the days of sail through the darkest days of WWII when 9,300 were killed or missing at sea and more than 12,000 wounded, over 1,500 ships were sunk, with 1 in 8 mariners losing their ship, and their dedicated service continues into the present.

An essential element in the defense of our Nation is the ability to rapidly deploy and station troops and their equipment overseas. For this sealift, the U.S. military relies, in large part, on the American Merchant Marine. Ninety-five percent of the equipment and supplies required to deploy the U.S. Armed Forces is delivered by ship. Our Armed Forces depend upon U.S. merchant ships crewed by American seaman. To illustrate, 5000 American civilian mariners played a significant and indispensable role in strategic sealift support for the Iraq operations and continue to supply operations in Afghanistan. With the new national strategic policy with emphasis on the Pacific theater and the U.S. Navy's tenet to Operate Forward, a substantial logistics force and commercial sealift capability will be needed.

The U.S. commercial fleet currently includes the 60 ships in the Maritime Security Program (MSP). This fleet must continue to grow in capabilities through modernization, replacing old ships with new, more productive ships and an enhanced world-wide intermodal capability....The MSP fleet is the most cost effective source of sealift for the U.S. Government and has "answered the call" in all emergencies and contingencies. It would cost DOD \$9 billion to replicate the lift capacity and global intermodal capability of this fleet. The MSP's companion Voluntary Intermodal Sealift Agreement (VISA) provides 135 ships, 213 barges and tugs. The global reach and intermodal expertise of the MSP carriers has proven to be the vital link in the delivery of equipment and supplies to Afghanistan through the Northern Distribution Network, bypassing Pakistan.

The Maritime Administration's (MARAD's) Ready Reserve Force (RRF), combined with the U.S.N. Military Sealift Command (MSC) fleet provides for the initial sealift surge capability when MSP/VISA vessels are not yet available. The government fleet which is sized to support DOD special mission requirements include heavy lift, offshore petroleum discharge, auxiliary crane, aviation logistics support, prepositioning cargo ships and hospital ships.

MARAD and DOD face a challenge in assured access to U.S. flag tankers in the international fleet to support contingency fuel lift requirements.

2. THE JONES ACT mandates vessels in domestic waterborne trade required to be owned by U.S. citizens, built in the U.S., and crewed by U.S. mariners. The Jones Act supports American shipping companies, shipyards, mariners, maritime training facilities and thousands of people working

3. THE MARITIME SECURITY ACT provides the foundation to support the U.S. commercial fleet in international trade and an economically viable U.S.-flag Merchant Marine for national defense and economic security. Sustaining the MSP fleet for future surge and sustainment operations requires full long term funding for the program.

4. U.S. CARGO PREFERENCE LAWS: Full compliance by government agencies and shippers, as a necessary and critical component to the long-term sustainability of the U.S. fleet, with Government agencies exceeding minimum requirements for cargo carriage by the U.S. fleet as sound policy for national security readiness. (Presently, there are pending proposals for Congressional action to reduce the amount U.S. flag shipments of government impelled cargo). (These laws include the Jones Act, Passenger Vessel Act, DOD and Foreign Aid mandated cargoes upon which U.S. flag ships depend.)

5. HR. 1288 "WWII MERCHANT MARINERS SERVICE ACT" The American Merchant Marine Veterans, Inc. fully supports HR.1288 and so orders that this resolution be submitted to the Chairmen of the

House Committee on Veterans' Affairs and the Veterans' Armed Services Committee requesting their full support and approval, and request moving it toward the Floor and on to the Senate for a favorable vote.

6. PIRACY: Continue MARAD'S active engagement with the Coast Guard in counter-piracy efforts using Best Management Practices to deter piracy and with MSC and Naval Criminal Investigative Service (NCIS) to establish the Anti-Piracy Assistance Team (APAT) program to visit U.S. flag merchant ships and to assess their security vulnerabilities.

7. CONGRESSIONAL MARITIME CAUCUS. The U.S.-flag maritime industry has never been a partisan issue. It is an American issue. That is why the American Merchant Marine Veterans, Inc. impressed that the House of Representatives has created its Congressional Maritime Caucus in the bipartisan tradition that our industry understands and respects. Two congressmen are the catalysts for this caucus – Michael Grimm, Republican from New York, and Cedric Richmond, Democrat of Louisiana.

In announcing the formation of the caucus, the pair stated it will function as a devoted ally of all components of the maritime industry and will work to raise awareness among members of Congress on a broad range of maritime-related topics. They noted the trade and commerce that flows through the nation's waterways, as well as the world's oceans, provide more than 13 million U.S. jobs and not just those aboard ships and on the docks. The industry delivers energy resources, supports offshore energy exploration, dredges waterways, secures borders and supports the military. In addition, maritime is assisted by professionals in the fields of law, insurance, logistics, shipbuilding and repair, security, engineering, management, environmental science and workforce training.

In monetary terms, the American maritime industry generates more than \$3 trillion in annual economic output with almost \$4 billion worth of goods moving in and out of America's seaports daily.

The American Merchant Marine Veterans know the importance of the maritime industry to our country, our members and their communities. It is a tremendous but often unseen cog in the nation's economic engine.

The American Merchant Marine Veterans thanks Representatives Grimm and Richmond for having the

vision to create the Congressional Maritime Caucus. We urge our members to support the caucus, including asking their members of Congress to join it. We look forward to working with the caucus in promoting, upgrading and revitalizing the U.S.-flag maritime industry.

8. SUPPORT THE TROOPS. The members of the American Merchant Marine Veterans have helped crew and load America's merchant vessels and they understand what it means to answer the call of duty. That is why the American Merchant Marine Veterans has the utmost respect for those who wear the uniforms of the nation's armed services.

No matter where they may serve around the world, these Soldiers, Sailors, Airmen, Marines and Guardsmen are protecting the nation's vital interests while keeping the folks back home safe. We thank them for their commitment to serve.

The AMMV also salutes those who are among the ranks of veterans. They may have served during World War II, Korea, Vietnam, the Persian Gulf, Iraq, Afghanistan or somewhere else, or during a time of relative peace. They were willing to place their lives on the line in sacrifice for others.

Now, as the war in Afghanistan is winding down, those in uniform and those who were discharged recently face another battle: securing a job so they may return to a normal life at home. As America climbs out of the economic downturn, we must not forget those who placed country first.

All of our members, especially our veterans of the American Merchant Marine Veterans, Inc. are proud to support programs for veterans and their families.

The American Merchant Marine Veterans express our appreciation for the men and women of America's armed forces. We continue to pray for your safe return home to those who love you. And we once again thank all who have served and proudly call themselves Veterans.

9. FLAG DISPLAY AT NATIONAL CEMETERIES. Be it so resolved that a letter be utilized as a model to help AMMV members appeal to National Cemeteries to change the existing policy, which prohibits daily posting of our official USMM flag.

Editor's note: A proposal covering Seafarer's Bill of Rights was tabled for further consideration. For a complete copy of the full text of these proposals, please contact National President Harvey.

Keeping Chapters Alive

A great many AMMV chapters are asking "SHALL WE TRY KEEPING THE CHAPTER TOGETHER OR DISBAND IT?" This is often brought on by: (a) aging members becoming physically unable to attend meetings regularly or fearful of driving and thus, fewer regular attendees and (b) lack of "leadership" volunteer support.

Our Southern Oregon Chapter has settled on a viable answer to that question. They have decided to change to a once- annual meeting chapter, getting together to visit and collect dues. They will continue to send out a chapter newsletter periodically during the year to "keep in touch" with their members, updating them on current chapter activities including legislative information, membership changes and chapter business.

National President Morris Harvey responded to the news of their change of schedule saying:

"Congratulations on your decision - a less active chapter is not a bad thing. Too many chapters have opted to take the desperate fatal step: to close their doors, cancel their corporation, to disband, to dissolve, go their separate ways, stop communications, etc. - you get the idea.

"Your decision is a better way:

- It maintains membership as a chapter;
- It maintains communication by way of your newsletter;
- You maintain an active voice in the future of the AMMV;
- Your President is an AMMV Board of Directors' member;
- You can still respond to local community events as an organization;
- You maintain a degree of camaraderie by holding the annual "meeting";
- You keep the chapter base in tact, which allows time for "Project Survival" - the recruitment of new members;
- Members can participate as a chapter in patriotic events such as Veterans' Day, Wreaths Across America, etc.;

- Lobbying as a chapter in support of legislation important to veterans and especially merchant mariners is more effective."

When a chapter dissolves, members are urged to either join another chapter or transfer to AMMV Member-at-Large (MAL) status. If they become a MAL, because of the current circumstances at AMMV membership level, communication is limited to our quarterly AMMV NEWS Magazine and not regularly updated chapter information. Individual MALs have a vote in National AMMV election issues but chapters are what really bind the AMMV together and they certainly influence the official decision making elections. At the 2013 National Convention in Branson, Missouri over 1260 chapter members' votes (out of 2100 active chapter members) were tallied but only about 8 MAL votes submitted (out of 690 MAL members).

So, instead of thinking "dissolution", perhaps re-scheduling meetings to bi-monthly, quarterly, semi-annually or annually may be the solution with newsletter communication in the interim periods. Recruit children and grandchildren to help with the production of a newsletter; they are usually anxious to help. And remember, communication is very important so do not forget to keep the phone lines open. Set-up a phone tree and call everyone periodically to gather items for your newsletter.

Southern Oregon chapter is lucky with their "leadership" support, with Nelson and Shirley Cauble as staunch members. Other chapters have voiced the regret that too many current members are not willing to "step up to the plate". If meetings are rescheduled, the duties of the chapter officers will be minimized and, therefore, more appealing to those members who could possibly help. The AMMV membership recruitment program is trying to bring in new, younger, enthusiastic members and these efforts are ongoing.

So, please, chapters do have a major influence on the future of our organization and every effort should be made to keep them active and viable.

sos for seamen | by Eleanor Roosevelt | from her daily newspaper column, MY DAY



April 12, 1946 | There is one thing I have been meaning to write about for a good many days. It is the bill of rights before Congress to extend to the men of the Merchant Marine certain rights that now belong exclusively to the men in the naval service.

It seems unfair that these merchant seamen, who were all volunteers and who, in proportion to their numbers, lost more men in the war than any other branch of our fighting services, should not have the same benefits that sailors in the regular Navy enjoy. Over 1500 merchant ships were lost and over 6,000 merchant seamen were lost or taken prisoner during the war.

According to a poll taken by Dr. George Gallup, I understand that, on the whole, the voters are in favor of doing more for the Merchant Marine men. One of the reasons they gave was: "The Merchant Marine boys are not going to have any easier time than the rest in finding jobs after the war." And again: "They risked their lives for their country, and they are volunteers, too."

Many a man who could not get into any of the other services finally got into the Merchant Marine. Many men who sailed in the Merchant Marine were old sea-dogs, far over draft age. I think, as do the 60 percent of the citizens who voted "yes" in Dr. Gallup's poll, that they are entitled to the benefits under this bill. Their needs, as well as the needs of the men in the naval service, should have full consideration and protection through our Government.



CHAPTER NEWS

Alaska Greatlands Chapter

MEETING FOR THE FIRST TIME:

A first for Alaska Greatlands. A meeting was held on May 21, 2013 in Palmer, Alaska. But distance is a problem as our Merchant Marine Veteran members are scattered all over Alaska. We have some in Barrow on the Arctic Ocean, one in Kotzebue one the Chukchi Sea, another in Hooper Bay on the Bering Sea and some in the Aleutians. Due to age and being handicapped, getting together ever for a chapter meeting was almost impossible. But it turned out transportation was not a great issue. All who came had a companion, wife or other mode of transport.

Dennis A. Roland Chapter



(L to R) Garbriel Frank, Pres. Edwin J. O'Hara Chapter, Peter Squicciarini, Pres. Kings Point Chapter, Nelson Kornstein, Pres. Dennis A. Roland Chapter

KING'S POINT MARITIME DAY

On May 19, 2013, Dennis A. Roland Chapter participated in the Maritime Day festivities at King's Point Academy.

A new book is being published this fall entitled "MERCHANT MARINE VETERANS: TORPEDOED FOR LIFE". It is written by H. Gerry Starnes, Member-at-large, and photographer Ed Trestler of the St. John's River chapter, both of whom are WWII MM veterans. ■ This is the story of Washington's 68 years of denial and legislative injustice shown to the Merchant Mariners of WWII. Few of these brave men are still living and this is their story. It's the true story that too few people know about. ■ Further details will be included in the Fall issue of the AMMV NEWS Magazine.

Gene DeLong/Hudson Valley Chapter

HONORING A CHAPTER MEMBER

On April, 23rd, at the Veterans Memorial Park in Fishkill, NY, Hudson Valley Chapter honored long-time member John York with a Magnolia tree tribute. CEO J. Wally Hassett stated: "This Magnolia tree was planted to honor your service as a chief radio officer in the American Merchant Marine during WWII. Your convoy voyages to North Africa, Italy, Scotland and two voyages to Murmansk, Russia, above the Arctic Circle, delivering war materials badly needed by our allies in the war zone, was admirable.

Your heroism was rewarded with medals from the American and Russian governments.

We also recognize your loyalty and faithful service to the chapter in dual roles as chaplain and treasurer for many years until age crept up to prevent you from attending meetings. The members miss you. We wish you and Marie, pleasant memories and good health."

Although unable to attend, John was extremely pleased by the honor.

Mid-West Chapter



Chicago's Memorial Day Ceremony

CEO Bob McGaghie participated in Chicago's 2013 Memorial Day Wreath Laying Ceremony, representing the Merchant Marine and placing their wreath near the eternal flame. He was on stage, along with representatives of the other 5 services, for the official ceremony which was attended by the Honorable Pat Quinn, Governor of Illinois and the Honorable Rahm Emanuel, Mayor of the City of Chicago among others.



CHAPTER NEWS

Mon Valley Chapter



ELIZABETH, PA 18TH ANNUAL NATIONAL MARITIME DAY CEREMONY

On May 18th, Mon Valley Chapter honored National Maritime Day with a ceremony in Elizabeth, PA. President Gerard Driscoll, was the Master of Ceremonies. The guest speaker this year was Dr. Todd DePastino, a history professor at Waynesburg University in Waynesburg, PA. Dr. DePastino has authored several books on WWII. He has published three volumes on the works of Bill Mauldin, the famous WWII cartoonist for Stars and Stripes newspaper. And he is co-founder and executive director of the Veterans Breakfast Club, a non-profit organization dedicated to sharing veterans' stories with the public.

The ceremony included the Pledge of Allegiance, Invocation, singing of The National Anthem, Heave Ho, and God Bless America, recognition of Mariners who have "Crossed the Bar", and a wreath laying ceremony in the Monongahela River in honor of all veterans. After the ceremony, everyone was invited into Elizabeth Fire Hall for lunch.



Sacramento Valley Chapter

CHAPTER MEMBERS PARTICIPATE IN SCHOOL VETERANS' DAY

Woodland High School in Woodland, Ca. (Yolo County) held its sixth annual "Junior Class -Veterans Day" with nearly the entire Junior class participating. Bill Fairfield and I were there to represent the Merchant Marine and World War II Vets. Each Veteran was interviewed by from 3 to 6 students about their individual experiences and how their time in the service effected their lives. The kids were great as usual and coordinators, history teacher Mike Owens and English teacher Erica Chung, said that students were more than paying attention. They were very interested and always say it is an important event in their high school Junior year.



Bob Ulrich (above) and Bill Fairfield (below) were interviewed by Woodland High School juniors for their annual "Junior Class Veterans Day."





CHAPTER NEWS

Southern Oregon Chapter

STUART SLATTERY MEMORIAL SCHOLARSHIP AWARD

This is our yearly scholarship award that was started many years ago by our chapter members. It was the special project of our Past President Stuart Slattery and was his dream that it continue in perpetuity as a way for a graduating senior in our southern Oregon area to have a small financial help with their college expenses.

It had been written originally to include a family connection with a Merchant Mariner. We had no Mariner connection last year. We had 7 applicants this year and only one with any past distant connection. Last year we added a new restriction to the application, that every applicant must now submit a 300 word essay on the values represented by the Merchant Marine veterans and how these values apply to the applicant's personal goals. This does at least cause them to have to learn a little about the Merchant Mariners and their service in WWII.

Our new recipient Frances Merriam expressed it well, and the selection committee felt that her essay, along with her academic achievement and the fact that she received the highest points on her score sheet were enough to choose her over the one with the vague past Mariner connection.

We know Stuart would be very proud of his project and that the title was changed to include his name a year or so ago. The funds now in place are sufficient to carry the program on with any further donations for approximately 15 more years.

Susquehanna Valley Mariners Chapter

PENNSYLVANIA MOTOR VEHICLE LICENSE PLATES



The wait is over and the much anticipated day has arrived when we will be able to order our special Pennsylvania U. S. Merchant Marine license plates. Members of our chapter can be proud of this piece of legislation that we have worked on for the past several years. The only boo boo is that there is no reference to WWII VETERANS. Too bad that there wasn't a proof read period. All in all, we are happy with the plates in spite of the missing "VETERAN" notation. I did contact the Representative's office to point out this omission. They will look into the possibility of adding a decal. Susquehanna Valley Mariners received the first four numbers. Don't know if it was an accident or we were honored for all our efforts. For more information about how to apply for one of these plates, contact Bill Balabanow at (717) 569-0391 or email b.balabanow@comcast.net.

John Roberts of the China Coasters Chapter is offering MM license plate frames for sale. He kindly sent all of the PA chapters a sample since PA just introduced their MM license plates. These frames are very solidly made of metal and are ideal around any license plate. The cost is \$25 plus \$6 shipping (priority mail) – total \$31. To discuss details with John, please contact him directly in Simi Valley, CA. at (661) 236-1222 or email: urchin1000@aol.com





JUST RECOGNITION

JUST RECOGNITION LEGISLATION INTRODUCED INTO HOUSE OF REPRESENTATIVES

In life we must play the hand that is dealt us. That is where we stand in the 113th Congress with HR.1936. I and the Government Affairs Committee had developed changes to the HR-23 bill which we expected to propose to the Congressperson who sponsored our bill, as follows: 1) to revise to provide a one-time payment of \$25,000.00; 2) to include a provision to accept an issued DD-214 without additional documentation; and 3) to revise the one year application window to two or three years.

RATIONAL FOR CHANGES: A: Compensation for not receiving a GI Bill benefit and not receiving other VA benefits for over 40 years is impossible to calculate, consequently, we use other rational. Other allies that awarded compensation awarded a value from \$15,000 to \$20,000. The \$25,000 figure would relate to 25 months of benefits at \$1,000 per month, which is reasonable because of the current age of beneficiaries. Using the existing DD form is intended to enhance administration of the benefit awards, without again submitting original documentation. Opening the application window is reasonable to permit older aging Mariners to become aware of the award and to make application.

None of this happened; read on.

UPDATE ON CURRENT STATUS:

1) On May 9, 2013, Congresswoman Hahn (D-CA, 44) announced the sponsorship of the previously designated HR-23 and submitted the identical bill (With only date updates and a name change) to the House of Representatives, which was numbered HR.1936 "Honoring Our WWII Merchant Mariners Act of 2013." This was a complete surprise to AMMV Government Affairs committee members.

The HON. JANICE HAHN OF CALIFORNIA IN THE HOUSE OF REPRESENTATIVES, THURSDAY, MAY 9, 2013 made the following introductory speech:

(Ms. HAHN) "Mr. Speaker, during World War II, millions of Americans in uniform fought bravely to secure freedom and peace throughout the world. We made sure to honor their sacrifices by ensuring we took care of them at home, through initiatives such as the G.I. Bill and other services meant to support our veterans. However, many of those who made the ultimate sacrifice during the war were not actually part of the U.S. military.

"During the war, U.S. Merchant Mariners were respon-

sible for transporting troops and delivering supplies for the military. Even though they were mainly used as an auxiliary fleet, hundreds of ships and thousands of men were lost to enemy submarines and aircraft, including dangerous missions ferrying supplies to Western Europe and even Russia. Though the role of non-uniformed merchant sailors in World War II may have faded, it was one of the most critical roles played during the early part of the war.

"Unfortunately, those who served this nation so valiantly during that time, have never been eligible for the tuition subsidies, home loan guarantees or other provisions of the G.I. Bill that helped millions of veterans go to college, secure a home and transition seamlessly into civilian life. The fact that we are not providing similar benefits to those who have risked their lives for this country is simply unfathomable.

"That's why I am introducing the ``Honoring Our WWII Merchant Marine Act for 2013." This bill would provide a \$1,000 monthly benefit to the nearly 10,000 surviving World War II Mariners. By providing this modest benefit, we will finally be giving our brave merchant mariners the recognition they rightfully deserve."

On May 22, 2013, The HON. JANICE HAHN asked and was given permission to address the House for 1 minute:

(Ms. HAHN) "Mr. Speaker, for over 200 years, the U.S. Merchant Marine has been a pillar in the foundation of our country's national security and economic growth, and so it is fitting that every year on May 22 we celebrate National Maritime Day in recognition of their service and sacrifice across the centuries.

"On this day, we reflect on the service of the men and women of the Merchant Marine who served during World War II, many thousands of whom died in delivering the arsenal of democracy over the seas to the battlefields of Europe and the Pacific. Merchant mariners died at a higher rate in World War II than any uniformed service. Unfortunately, the veterans of the Merchant Marine who risked their lives in the service of this Nation and of all freedom-loving nations were never eligible for the provisions of the GI Bill, which helped millions of veterans go to college, secure a home, and transition seamlessly into civilian life.

"That's why I have introduced the Honoring Our World War II Merchant Mariners Act of 2013. This bill would provide a \$1,000 monthly benefit to the nearly 10,000 surviving World War II mariners. By providing this modest benefit, we will finally be giving our brave merchant mariners the recognition and benefits they deserve."



JUST RECOGNITION

On May 24, 2013, HR-1936 was referred to the House VA Subcommittee on Disability Assistance and Memorial Affairs. There is one co-sponsor, as of July 8, 2013.

2) Prior to the assembly of the 113th Congress, members Burt Young and Beech Dale obtained a written commitment from Senator Johannes (R-NE) to sponsor Just Compensation legislation in the Senate. He had previously co-sponsored S-663 in the 111th congress and therefore expected the legislation to be the same as S-663. He has since indicated that he wants to have an updated cost for the bill and will require a financial "offset". We have also advised his staff about our proposed changes.

3) General information: **A:** Congresswoman Hahn is a near-freshman lawmaker and introduced the bill based on some contacts with constituents in her district. Her motivation was not related to any effort from former Congressman Filner or from any AMMV official contacts. She did not consult with us. **B:** Cong. Hahn is a democrat, in a House that is a majority republican. **C:** Cong. Hahn has served as a councilperson in Los Angeles. She is from a family that has been politically active in the LA area. The LA port is in her district and she is very supportive of Maritime and Merchant Marine issues. **D:** Cong. Hahn's Washington staff advises that they are actively reaching out to House VA Committee members for support (she is not a VA committee member) - no success reported to date.

4) I have established contacts with staff members in both Congresswoman Hahn's and Senator Johannes' Washington, DC offices. Requests have been submitted to both lawmakers to make changes to the bill as stated in my beginning paragraph. Cong. Hahn's office has indicated that they cannot make changes until the bill is "marked-up". Sen. Johann's office indicates that he needs to have an updated estimate for the number of Mariners still eligible and he needs a financial "off-set". I believe this will end up being from existing VA funding, which will raise even more opposition from our fellow veteran organizations.

AMMV Government Affairs Future Strategy (113th Congressional session):

A: National President and designated Government Affairs members will continue direct discussions with Lawmaker offices. Work with them to make our suggested changes to the bill text. **B:** Initiate an educational and lobbying campaign (details are being developed) directed at House and Senate Veterans Affairs Committee members. (This should include addressing negative positions of opponents - Sen. Burr of NC is a primary opponent)

C: We will initiate a plan to recruit AMMV members

who live in House and Senate VA Committee member districts and states. They would initiate and maintain contact with local Lawmaker offices to keep them informed and to maintain a level of consciousness toward our legislation.

D: As indicated in an email from Sindy Raymond back in May, we will continue the campaign by AMMV members to recruit all Lawmakers to co-sponsor HR-1936 and a future Senate version.

Sindy, our ever enthusiastic and optimistic National Administrator sends the following message pertaining to item D in the future strategy above: "We need ALL AMMV MEMBERS to start contacting their Congresspersons TODAY to sign on as Co-sponsors of this legislation. We need to get as many co-sponsors signed on as we can ASAP. Getting Co-sponsors may be difficult in these stressful governmental financial times and there are an amazing number of new members in the House that have no knowledge of what the Merchant Marine did. But the fight is still on for equal recognition and **the Merchant Mariners of WWII cannot give up**. We'll have to work that much harder but we can do it! PLEASE HELP!

"This may be our last chance; so, PLEASE, help us with this project that we've worked on for too long. **Let's get it DONE**. For complete contact information for all of the 440 House of Representatives members or just those in your state, contact Sindy Raymond at the National office - (707) 786-4554 or email: saaren@frontiernet.net."

OTHER THOUGHTS:

Please note that the strategy and priorities are different than those applied in the past. We need to be aware of the reality that you cannot expect different results when you continue to exhibit the same behavior. My perception is that advancing HR-1936 beyond the House VA committee is problematic, at best, if we do not revise the compensation plan and obtain an acceptable financial off-set.

The House of Representatives and the U. S. Senate are both organizations with many rules, including powerful specialty committees' assigned responsibilities for reviewing and recommending legislation. They do allow for members to support (Co-sponsor) legislation, however, this action does not place any obligation on the committee to pass ("mark-up") a bill. In the 111th congress we had more than 50% of senators as co-signors for S-663, however, S-663 did not receive positive action by the Senate VA committee.

Let's spend more of our efforts on committee members.

Morris Harvey, National President



JUST RECOGNITION

HR 1288 “WW II Merchant Mariners Service Act” – Current Status

HR 1288 is slowly but surely moving toward the floor in the House of Representatives. We have overcome a major objective. As we have always stated cost would be minimal if any and the Congressional Budget Office has substantiated our claim by declaring cost for the next 10 years to be insignificant or in their lingo DeMinimis. We have overcome this tremendous obstacle.

From this year's national convention of the American Merchant Marine Veterans (AMMV) in Branson, MO, we received an unanimous decision for a resolution in support of HR 1288 and since then several more cosponsors have come aboard to bring the total to date at 85. Many thanks to our fellow AMMV veterans for offering their support that resulted in the increased numbers.

On June 28 we had the opportunity to go before the House Veterans Affairs subcommittee, (Disability Assistance and Memorial Affairs) (DAMA) and offer testimony. Representative G. K. Butterfield offered a personal statement and I had the honor of offering a written statement in support of HR 1288. Both can be found at the following sites: <http://veterans.house.gov/witness-testimony/the-honorable-gk-butterfield> and <http://veterans.house.gov/submission-for-the-record/j-don-horton>.

My understanding on what is necessary for a bill to move through the house is as follows:

1. Bill is introduced in the House
2. Bill is referred to Committee(s) of jurisdiction
3. Subcommittee of jurisdiction holds a legislative hearing on the bill. (just completed)
4. Subcommittee reviews bill, makes appropriate changes and holds a “markup”
5. During markup, members of the subcommittee vote on whether or not to allow the bill to advance to the Full Committee. If a majority of members vote to allow the bill to move to the full committee, the full committee holds a mark up
6. At full committee mark up, all members of the committee (not just the subcommittee) will vote on whether or not to report the bill favorably and allow it on the Floor for a full vote.

So, we have steps 4, 5, and 6 left to do. We will keep working on the subcommittee to hold a subcommittee markup to continue moving the process forward. Also we plan to continue to reach out to the DAMA members asking for support as cosponsors.

Lessons learned from this venture are worthy of mention if one is to be successful in moving a bill through the maze of political processes. First and foremost it will require a great deal of dedication, perseverance and fortitude. One cannot simply send a request to your representative and expect support. In most cases I have contacted a representative's staff at least 5 times and still our success rate of return calls is no more than 5%. Another lesson learned is to know your subject matter. Asking for support for any bill requires knowledge sufficient to educate the staff because most have little or no experience regarding our pursuit to gain recognition for WW II mariners. Be consistent and be accurate in your assessments of the issue and be patient with staff employees. Most are moving through jobs pretty fast and most likely you will encounter a new person on quite a few of your calls. Above all stay the course, it will be rewarding when you find a fellow mariner who had no idea he is eligible and you have brought him status as a Veteran, a recognition held in the highest esteem by those who attain it. If any Veteran needs our help, you can reach us at jdonhorton@embarqmail.com.

J. Don Horton

Special Movie Theater “MM Awareness” Campaign

Special report by Sidnee Cox

In the last issue of the AMMV News, the Just Compensation Committee announced an awareness campaign to coincide with the opening of the Captain Richard Phillips movie which is based on his exciting book, “A Captain's Duty.” The movie is set to open on October 11, 2013. For those who don't already know, Captain Phillips was master of the Maersk Alabama when it was hijacked by Somali Pirates in April 2009. Capt. Phillips spent several harrowing days as a hostage in a small lifeboat before his dramatic rescue by U.S. Navy Seals. The movie stars Tom Hanks as Captain Phillips and is due to be released on October 11, 2013.

Captain Phillips, a merchant seaman, has been a supporter of the Merchant Mariners of WWII and devotes several pages in his book, “A Captain's Duty,” to the unjust treatment of the Merchant Mariners following the end of WWII. We don't know if this will appear in the film, but the bravery exhibited by Capt. Phillips is a perfect example of what Merchant Mariners are made of—grit, determination, devotion to duty, and a “never give up” attitude. As we all know, few people understand what Merchant Mariners



JUST RECOGNITION

did in WWII and what seamen continue to face even today on dangerous seas.

Our plan is simple. First, we ask the local theater managers (sample letter following) 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 chapter members (including family and friends) 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 both before and after the movie. 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 time runs out. This can also be a good time to possibly recruit new members to the AMMV!

This will also be a good opportunity for us to see the movie! As soon as everyone has gone inside the theater, the literature can be packed away temporarily while we go inside and watch the film. Of course, we'll have to buy a ticket! A short while before the movie ends, we can return to the table.

If you need some copies of the U.S. Merchant Marine at War booklets, you can contact Ian Allison's office at mra@allisonam-mv.com. The cost is \$2 a book for a box of 25 plus \$7 for media mail shipping (total: \$57). Literature for your table can include AMMV brochures with application (contact Sindy Raymond for those), and printouts of the Merchant Mariner ads. You can also display any personal stories from your chapter members. Contact Sidnee Cox at sidnee@sonic.net if you need the sample letter to the theater managers emailed to you, or any of the other info, including the beautiful portrait of Capt. Phillips by Don Renner for your display table with a quote by Capt. Phillips.

For those who have the internet, check out the Captain Phillips movie trailer: It looks great! Here's the link: <http://www.imdb.com/video/imdb/vi2534778393/>

Good luck! The Merchant Mariners of WWII will not be forgotten!

AMERICAN MERCHANT MARINE VETERANS

Date:

To: Theater Manager

Re: REQUEST FOR PERMISSION – REGARDING "A CAPTAIN'S DUTY" MOVIE

To open in theaters starting October 12, 2013.

Dear Manager:

I am writing on behalf of our local chapter of the American Merchant Marine Veterans. An important part of our mission is to educate the public about the great effort and sacrifices we made during WWII and also to counteract the lack of understanding about the U.S. Merchant Marine Veterans.

The Merchant Marine was critical in securing freedom for all veterans who fought in WWII. We delivered the goods to every corner of the world to make a successful ending for America. Many of our ships were sunk within 100 miles of our American shores with no time to get ready for battle. We lost more lives than any other branch of the service. Most people are not aware of the merciless enemy mauling experienced by WWII Merchant Mariners. We are very grateful to Captain Phillips for writing about us in his compelling book, "A Captain's Duty." On pages 16 and 17, he writes about the Merchant Mariners of WWII:

"One out of every twenty-six sailors died while doing his duty. Crewmen torpedoed along the Atlantic coast drowned in engine oil while sunbathers watched from the shore. Men in the North Atlantic froze solid to the floors of their lifeboats after their tankers went down. Enormous five-hundred-foot ships carrying ammunition and dynamite to the front lines were torpedoed, blowing up in explosions so violent they never found a trace of the tons of metal or the hundreds of men aboard. They just disappeared into thin air. Which is fitting, really. The merchant marine has always been the invisible service, the guys who brought the tanks to Normandy, the bullets to Okinawa, but no one ever remembers us. What General Douglas MacArthur said was true: 'They brought us our lifeblood and paid for it with their own.' But when the boys from the cargo ships went home, there were no ticker tape parades, no G.I. Bill, nothing like that. They're still trying to get recognition so they can live out their lives with dignity."

It took us over 42 years to finally be recognized as veterans. For the last five consecutive sessions of U. S. Congress, we have had bills in Congress to grant us a small fraction of our past due benefits. But time is running out for us. We are all in our late 80's and 90's now. In another decade, there won't be any of us left to tell our story. That's why we are making this request.

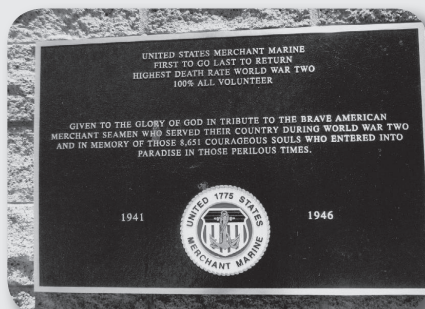
We would like to set up a card table in your theater lobby, or wherever you think would be most convenient, and make literature available to those customers who are attending the Captain Phillips movie. We will also be present to answer questions and talk to whoever is interested in learning more about the Merchant Mariners and our parent organization, the American Merchant Marine Veterans.

Please let us know at your earliest convenience if you can accommodate our request. We can be reached at the contact information below. Thank you for your time.

Sincerely, _____

LETTERS TO THE EDITOR

ONE MORE MEMORIAL EFFORT



Dear Sindy:

In Payson, AZ, where I live, which has a population of 15,000, we can count 30 Merchant Mariners who have served their Country. I think that may be some sort of record.

On Memorial Day, I participated in a display ceremony at our Veterans' Memorial and was again struck by the fact that ours is the only plaque with any color. It has been interesting to bring our plaque project this far and to see it up on the wall is very satisfying. Official presentation with be on Veterans' Day and I already have a letter ready to send to our local twice-weekly newspaper about the Merchant Marine contribution to WWII.

With so much effort made to get our memorials displayed, it is nice to see that the pictures of them were not destroyed in John Forsberg's house fire.

See you in Reno at the mini-convention in October.

Cory J. Matthews
Desert Mariners Chapter

PERHAPS A PERFECT MERCHANT MARINE MEMORIAL PARK LOCATION?

Sindy:

When I spoke with you recently, we discussed the possibility of what I think would be an exciting project to "spread the word" about U. S. Merchant Marine history. The city of New Rochelle, NY, located on Long Island Sound has purchased an island, David's Island, from the U.S. Army for \$1. It used to be an Army base and has been ecologically cleaned up. But now New Rochelle wonders what they're going to do with it.

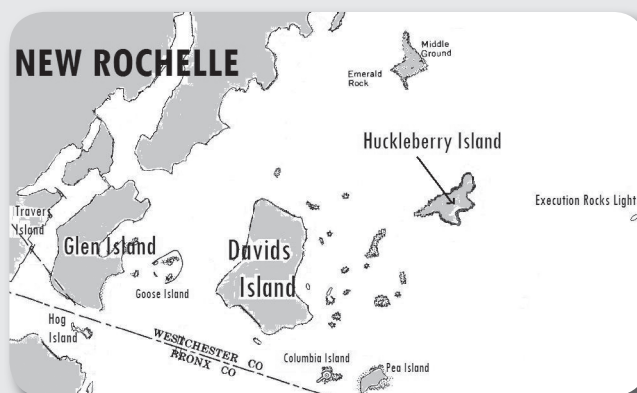
I propose that it be purchased from the town and turned into a Merchant Marine Memorial Park. Now I know that this would take considerable time and effort, but it would be a great "display case" for a museum containing MM artifacts, a natural setting for a display of ship models and statuary, a visitors' center for distribution of historical information and possible recruitment of new members, along with over 80 acres of wooded property that could have a playground, a picnic area or even an amusement-type park.

And the location on Long Island Sound, itself a maritime historical landmark, makes it that much more attractive for this Merchant Marine memorial enterprise.

If anyone is the least bit interested in this project, I would



be happy to hear from them. I can be reached at (914) 633-8393 or



by email at bdflynn@aol.com or hopefully, they can contact you at National office about it.

Thank you for your attention and as always, smooth sailing.

Bernard F. Flynn
Kings Point Chapter



APPLICATION FOR MEMBERSHIP

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

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

DATE _____

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ E-MAIL ADDRESS _____

AGE _____ DATE OF BIRTH _____ HIGHEST POSITION ATTAINED _____

DD214: Do you have one in your possession? Yes___ No___ Issued by what service? _____

Please check the appropriate box(es):

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

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

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

- 1) **CHAPTER MEMBER:** Membership dues paid through chapter. To locate a chapter locally, contact the National Office as shown below.

Or 2) **MEMBER AT LARGE** (Member not associated with a Chapter) – \$32.00 Check enclosed____

Or 3) **ASSOCIATE MEMBER:** Children, grandchildren and descendants of members and any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry. These persons may join as an Associate Chapter Member or as an Associate Member at Large per above schedule.

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

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

AMERICAN MERCHANT MARINE VETERANS

P.O. BOX 186

FERNDAL, CA 95536-0186

707-786-4554 • Fax 707-786-4557 • saaren@frontiernet.net



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.

Goleta's Ellwood Oil shelling – was it the first attack on U.S. mainland since the War of 1812?

Less than three months after the Imperial Japanese Navy attack on Pearl Harbor plunged the United States into World War II, a Goleta oil field, just north of Santa Barbara in Southern California, became an early, and unexpected, target in that horrendous conflict.

February 23, 2013, marked 71 years since a large Japanese submarine, identified as the I-17, captained by Kozo Nishino, surfaced at sundown off Ellwood Mesa and fired its deck cannon at the tidelands oil-production facilities clustered along the shore. Aerial photos from the time show more than a dozen piers anchored to the beach.

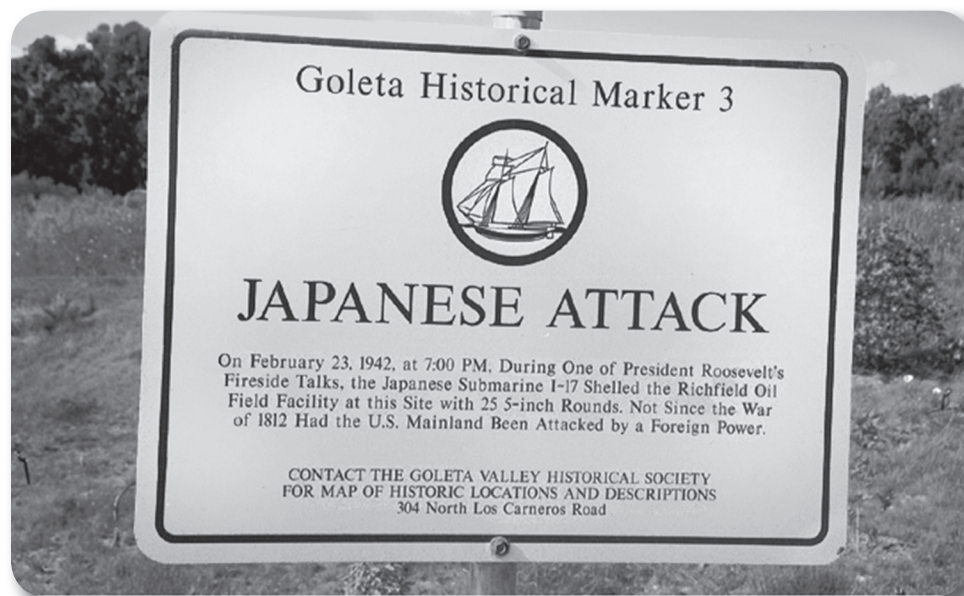
Given eyewitness reports that the sub was within a mile of shore, and considering the profusion of oil storage tanks, piers, and pump houses, the damage was remarkably minimal: an estimated \$500 worth of splintered railing, cracked equipment housing, pier planking, and shrapnel-punched doors. Duration of the attack was estimated to be around 20 minutes, though the vessel was sighted in the Santa Barbara Channel an hour after the attack began. Supposedly, Nishino radioed back to his commanders that he had left Santa Barbara in flames, once again making a very big thing out of a small incident.

Local historian Hough called the shelling “deliberate, almost leisurely.” It was also said to be the first attack on the U.S. mainland by a hostile nation since the attack of Washington, D.C., in the War of 1812.

However, the event was, as the Santa Barbara News-Press headlined on February 24, 1942, the “First Attack of War on Continental U.S.” Fortunately the raid produced no human casualties, though one soldier was injured trying to defuse one of the “dud” shells.

While facts are hard to pin down — even the number of cannon shots varies widely — myths and speculation seem to cling to the Ellwood shelling.

One persistent story is that the sub's commander, Kozo Nishino, targeted Ellwood to avenge a loss of face he allegedly suffered at the hands of oil workers when he captained



an oil tanker that loaded at pre-war (late 1930s) Ellwood. Nishino had the misfortune to fall into a prickly pear cactus on the way to a welcoming ceremony. Some oil field workers were said to have laughed at him. Was the February 23, 1942 attack revenge?

It has been reported that

the I-17 was originally ordered to wage terrorist attacks on West Coast population centers. But Nishino found San Francisco and San Diego “too well defended and so he chose the Ellwood oil fields,”

Some claimed that signal lights had been seen in the Goleta foothills before and after the attack; others, at least initially, thought the inept shelling a hoax staged by the American government to rally citizens behind the war effort and to sell bonds.

Though naval intelligence did find activity by so-called “Japanese war societies”, close by, in Santa Maria and Lompoc, no connection to the I-17 attack was ever made. A better explanation of any strange lights above Ellwood came in an article written by J.J. Hollister III about his family. In it, Hollister disclosed for the first time that his father, John James Jr., had taken the family van from their Winchester Canyon home to investigate the flashes and booms at sea that night. Due to blackout requirements only the parking lights were on as the vehicle slowly traversed the rough road's many dips and turns. From far below, the sporadically seen lights could seem to be signals.

“Thus it was that Jack Hollister contributed in a small way to the groundswell of rumor and fright,” Hollister wrote, “which resulted in President Roosevelt signing an executive order ... that forcibly removed some 117,000 Japanese from their homes to inland detention camps.” Most of these people were American citizens.

Myths and how they come to be are of interest to historians, and they should be to journalists who may be the first to disseminate them. The Ellwood shelling, moreover, demonstrates how some myths can cloak deeper cultural attitudes that may lead to damaging actions.



**EASTERN OKLAHOMA CHAPTER AMMV, TULSA, OK
CHARLES MONTANARO, PRESIDENT & CEO
AND**

**THE RAZORBACK AMMV NEWSLETTER TEAM
BOB ROSS AND SHIRLEY & CRAWFORD KNIGHT**

**WELCOME ALL
AMERICAN MERCHANT MARINERS
WORLD WAR II VETERANS**

**TO THE
REGION 6 (AR, AZ, KS, LA, MO, NM, OK, TX)
REGIONAL CONVENTION**

*On behalf of President Morris Harvey and A.J. Wichita,
President Emeritus, we welcome each of the American
Merchant Marine Veterans to DiamondJacks Casino
Resort, Bossier City, LA.*

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

**A SPECIAL INVITATION FROM THE EASTERN
OKLAHOMA CHAPTER AMMV
CHARLES MONTANARO, PRESIDENT & CEO
RAZORBACK AMMV NEWSLETTER TEAM
BOB ROSS, CRAWFORD & SHIRLEY KNIGHT**

**AMERICAN MERCHANT MARINE VETERANS
REGIONAL CONVENTION**

AGENDA

<u>Date</u>	<u>Time</u>	<u>Activity</u>
<i>Sunday, November 3</i>		<i>Travel</i>
<i>Monday, November 4</i>	<i>9 A.M.</i>	<i>Registration, Camaraderie</i>
		<i>Free Day</i>
<i>Tuesday, November 5</i>	<i>9 A.M.</i>	<i>Registration</i>
		<i>Color Guard</i>
		<i>Introduction</i>
	<i>10:00 A.M.</i>	<i>Break</i>
	<i>12:00 Noon</i>	<i>Deli Lunch</i>
	<i>1:30 P.M.</i>	<i>General Session</i>
	<i>2:30 P.M.</i>	<i>Break – Raffle (Please bring items for raffle)</i>
	<i>4:00 P.M.</i>	<i>Conclude Meeting</i>
<i>Wednesday, November 6</i>	<i>9:00 A.M.</i>	<i>General Session Continued</i>
		<i>If necessary</i>
		<i>Free Day</i>
	<i>5:30 P.M.</i>	<i>Banquet Dinner Buffet</i>
		<i>Guest Speaker</i>
		<i>Raffle (Please bring items for raffle)</i>
		<i>Conclusion</i>
<i>Thursday, November 7</i>		<i>Weigh Anchors</i>



THE REGION "6" REGIONAL CONVENTION TAKES PLACE NOVEMBER 3 – 6, 2013 AT THE DIAMOND JACKS CASINO & RESORT, BOSSIER CITY, LA. MAKE ROOM RESERVATIONS BY CALLING 1.800.221.4095. OUR PRICE FOR A ROOM IS \$69.00 PER NIGHT, PLUS TAX. BE SURE TO MENTION MERCHANT MARINE IN ORDER TO GET A DISCOUNT ON YOUR ROOM. THE ENTERTAINMENT COMMUNITY ALWAYS MAKES A GREAT EFFORT TO HONOR AND RECOGNIZE VETERANS. THE DIAMOND JACK CASINO & RESORT "RUBY ROOM" IS THE LARGEST BANQUET ROOM IN THE BOSSIER CITY/SHREVEPORT AREA. IF SPECIAL "MEDICAL OR PHYSICAL CONCERNS" ARE NEEDED, PLEASE DETAIL NEED WITH HOTEL CHECK-IN PERSONNEL AT REGISTRATION TIME.

Name _____

Spouse/Companion _____

Chapter _____ Member At Large ()

Address _____

Phone _____ Email _____

Registration Fee	_____	X	***	\$60.00	=	\$ _____
Lunch	_____	X	*****	\$60.00	=	\$ _____
Banquet Buffet	_____	X		\$50.00	=	\$ _____
Total						\$ _____

**Make Checks Payable to:
Razorback AMMV Newsletter
Mail to: Bob Ross
111 Stroud
El Dorado, AR 71730**

DEADLINE FOR TURNING IN REGISTRAION FORM IS OCTOBER 24, 2013. YOU CAN CONTACT BOB ROSS – 870.863.4738 OR EMAIL csknight@suddenlink.net FOR ADDITIONAL INFORMATION. THANK YOU.

*** No Registration Fee for Spouse/Companion.

***** Tuesday, Nov. 5th, Package Includes: Continental Breakfast, AM Break, Deli Lunch and PM Break.

Cancellation Notice: Refunds only by special exceptions. AMMV will charge \$25.00 for returned checks.

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President and Founder
Retired Chief Engineer,
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U.S. Naval Reserve

Dear Merchant Marine Veterans,

We are filmmakers looking for African American Mariners
who worked on a ship in the 1940s or 1950s.

We are also looking for Mariners of any background who went to
Shanghai, Hong Kong or Singapore in the 1940s or 1950s.

If you can help, please contact
Paul at 718-287-0792
or email thearlemclubshanghai@gmail.com
Thank you!

NAUS and the AMMV: Joining Forces on Capitol Hill



NATIONAL ASSOCIATION FOR UNIFORMED SERVICES



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



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

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



YES!

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

AMMV12

Special NAUS Dues for AMMV Members

One Year	\$19 *Special Rate!
Three Years	\$49 *Special Rate!
Life Membership (age 70+)	\$90 *Special Rate!

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

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

Membership Term: _____ year(s) _____ Life

Dues: \$ _____

Name

Rank/Grade

Branch of Service

Spouse Name

Address

City

State

Zip

Email Address

Phone Number

Date of Birth

Status: ☐ Active ☐ Reserve ☐ National Guard ☐ Retired ☐ Veteran ☐ Widow/Widower ☐ Associate

Charge my dues of

\$ _____

Acct. No

Expiration Date

to my credit card:

☐ VISA ☐ MC

☐ AmEx ☐ Discover

Name on Credit Card

Signature

Or make your check
payable to NAUS

Please mail application and payment to: NAUS • 5535 Hempstead Way • Springfield, VA 22151

or Join online at www.NAUS.org (enter code AMMV12)

American Merchant Marine Veterans

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Returning to Normandy

69
years
later

