

AMERICAN MERCHANT MARINE VETERANS

AMMMV NEWS

MAGAZINE

It's time for Just Recognition!

**“Honoring our
World War II Merchant Mariners Act”**

IN PEACE AND WAR



1775

WINTER 2014/2015

- ★ Convention Memory Book Orders Page 29
- ★ Just Recognition Page 40
- ★ Annual Business Meeting Registration Page 43



\$4.00



★ Your invited! ★ 29th National Convention ★ May 5 - 8, 2015 ★



The Conference Center
at the Maritime Institute
Linthicum Heights, Maryland



MITAGS



Comfortable meeting rooms



Capitol Mall



Roomy accommodations



SS John W. Brown – The Liberty Ship Project



Entertainment



American Merchant Marine Veterans
Official Publication
NEWS MAGAZINE

Published quarterly for the benefit of our members.

Foreign postage additional.

*Subscription included in membership fee
for AMMV members.*

Non-members: \$4.00 per copy.

NATIONAL HEADQUARTERS

American Merchant Marine Veterans

Sindy Raymond

P.O. Box 186

Ferndale, CA 95536

Phone: (707) 786-4554

Cell: (707) 235-6598

Fax: (707) 786-4557

saaren@frontiernet.net

NATIONAL CORPORATE OFFICE

American Merchant Marine Veterans

8055 N. Dacca Terrace

Dunnellon, FL 34433-5413

The American Merchant Marine Veterans, Inc.,
a Florida Corporation, not for profit, assumes no
responsibility for unsolicited material.

Published January 28, 2015

EDITORIAL COMMITTEE

Morris HarveyPresident

Sindy Raymond Editor and AMMV Office Administrator

Carole Gutierrez..... Editorial Committee

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

In This Issue ...

National Officers	4
Regional Vice Presidents	4
Appointed Officers and Standing Committees.....	4
National President Report	5
National Secretary Report	7
Editor/AMMV Office Administrator Report	8
Communications Director/Webmaster Report.....	9
Honolulu Sailor's Home	10
They Never Came Home	12
AMMV Profit & Loss.....	13
"Them Ain't Rust Holes"	14
Candidates for Election of National Officers.....	16
Different Sides of a Story	18
Book Reviews.....	20
Letters to the Editor.....	21
WWII and the West Coast	22
Truly, The Ship of Miracles	24
Bob Hope's Christmas 1944 Broadcast.....	26
Convention Memory Book Orders.....	29
Is The U.S. Maritime Industry in Dire Straits?	30
Fight Continues For Survival of the SS United States	32
Crossed the Final Bar.....	33
Chapter News.....	34
New Members.....	36
The War of 1812; Looking at the Merchant Marine Role	37
Members at Large	38
Just Recognition.....	40
29th Annual Convention Hotel Information	42
29th Annual Convention Registration Form	43
29th Annual Convention General Information.....	44
DVD Order Form	45
AMMV Application for Membership	46
NAUS Application for Membership	47



AMERICAN MERCHANT MARINE VETERANS

National Officers

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

National Vice President ... **Elizabeth Clark** *Gulfstream Chapter*
3100 NE 48th Ct., #214 - Lighthouse Point, FL 33064 - 954-254-9948 - captmm@bellsouth.net

National Secretary **Stanley Blumenthal** *Gulfstream Chapter*
2603 NW 103rd Ave., #407 - Sunrise, FL 33322 - 954-397-1541 - sblumen123@aol.com

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

Regional Vice Presidents

Region ONE – FL, PR

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

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

George Bruno *Vulcan Mariners Chapter*
2131 Highway 130 W. - Shelbyville, TN 37160 - 510-543-0966 - gibruno@pacbell.net

Region THREE - NJ, PA

Don Trimbath *Mon Valley Chapter*
101 Garden Dr. #G - Pittsburgh, PA 15236 - 412-714-8548 - dtrimbath@gmail.com

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

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

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

Burt Young *Mo Valley Chapter*
7200 Van Dorn #318 - Lincoln, NE 68506 - 402-488-1576 - layneeboz@gmail.com

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

Bob Woods *Desert Mariners Chapter*
28221 N. Sundeen Cir. - San Tan Valley, AZ 85143-6779 - 214-681-5975 - bgoodnow1@gmail.com

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

Carole Gutierrez *Oregon Chapter*
3740 NE 135th Ave. - Portland, OR 97230-2712 - 503-252-8250 - photos@clear.net

Region EIGHT – AUS, CA, HI

Larry Starn *Sacramento Valley Chapter*
13973 Gas Canyon Dr. - Nevada City, CA 95959-8802 - 530-265-8340 - lstarn139@comcast.net

Appointed Officers

Judge Advocate: **Melvin Tublin** *Kings Point Chapter*
(718) 858-4738 – meltublin@aol.com

Chaplain: **vacant**

Editor,

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

Historian: **John Forsberg** *Desert Mariners Chapter*
(480) 982-0886

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

Standing Committees

Veterans Affairs: **vacant**

Veteran's Task Force: **vacant**

Hank Kaminski *Dennis A. Roland Chapter*

Joe Bracken *Ocala Chapter*

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

Sindy Raymond *Humboldt Bay Chapter*

Carole Gutierrez *Oregon Chapter*

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

Charles Mills *Lone Star Chapter*

Melvin Tublin *Kings Point Chapter*

"Beech" Dale *Mo Valley Mariners Chapter*

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

Nominating &

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

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

Elizabeth Clark *Gulfstream Chapter*

Stanley Blumenthal *Gulfstream Chapter*

Public Relations

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



National President Morris Harvey

Ladies and Gentleman:

A new year – a time to look ahead. I believe that 2015 is going to be a great year.

1) The bill “Honoring Our WWII Merchant Mariners Act of 2015” has been re-written with our suggested changes (for the first time), and will be sponsored by Congresswoman Hahn (CA).

2) We have two candidates for National President with one being from our existing base of WWII members, STANLEY BLUMENTHAL, with the other, CAP'T CHRIS J. EDYVEAN, a part of the post WWII era that can lead the AMMV into a new future. Reference candidate page later in this issue.

3) Our 29th annual convention location is established and will be held at the MM&P Maritime Institute facility in Linthicum, MD – May 5-8, 2015. Sally and Roy will again provide the entertainment. I believe you will find the cost very reasonable. A single person will spend less than \$500.00 for four days R&B, plus only \$100.00 on the full time entertainment, meeting set-up, décor, and general costs. Cost for a couple is less than \$600.00 for four days R&B, plus \$140.00 for full time entertainment, meeting set-up, décor, and general costs. Reference convention registration pages in this issue.

4) Our new website, www.ammv.us, is live and being further refined every day. We have opened a companion account on Facebook – inpeaceandwar@gmail.com. More on this under PROJECT SURVIVAL below.

5) The project to establish an international Recognition Day for all Allied Merchant Mariners of WWI and WWII is progressing and a draft plan has been developed. More on this below.

6) Of course the future success of our two primary organizational challenges – Membership and legislation – will both be impacted by what happens this year. The future is in our hands.

Communications! Communications! Communications!

Remember these words from my report in the last issue? I wish I could report a positive result on my request for our RVP's to start collecting email addresses in their Region – as reported in this column last quarter. As of this writing I cannot report any progress – not one RVP has responded on the status of this important communication project.

This past week there was a need to ask our members to contact their Lawmakers about an amendment presented by Sen. McCain that would delete a provision of the Jones Act – the request was time sensitive (Only five calendar days before the schedule for voting). The request was sent to the RVP's

with a request to forward. At this time I have not received one copy of the forwarded message by an RVP. (Our diligent National Administrator took immediate action.) In fact, I have only received three messages that the contact instructions were followed by the recipients of my email notice.

I believe situations of this type are going to increase – if we are going to be a viable organization we must organize to deal with this type of demand. The modern U.S. Merchant Marine is dependent on the Federal Government for its existence, which requires us to be continually diligent and to continually educate our Senators and Representatives. Members: please contact your RVP and let them know that you want to be a part of this worthy initiative – give them your email address.

PROJECT SURVIVAL: This initiative includes our efforts to gain membership among the younger post WWII Mariner base. Even the recruiting and election of a younger person as our AMMV President, who will better relate to the current Maritime Industry and the post WWII generation, is a part of this initiative. I believe candidate Chris Edyvean is that person.

Special Membership initiative: Sindy has already started two mailings: A) One to former AMMV members who have not renewed their membership (that list has been screened down to 1595); B) the second is the mailing list from the former JC Committee (that list has been screened down to 5770). A total of 7,365 mariners who will rejoin or find a new home to support the cause. I would like to thank Hap Bledsoe, High Rollers Chapter for agreeing to finance this membership drive.

The expanded presence on the internet is a major undertaking and will directly impact our ability to contact and attract post WWII Mariners. I want to insert here, a recognition and commendation to Carole Gutierrez for building and maintaining a website for many years in support of the AMMV. She has donated untold hours to this endeavor. The new website is ammv.us and by the time you receive this it will be accessible. Of course, the site is still under development - there is a base of information but our plan is to continually update the content. Suggestions regarding the content are welcome and will be considered, please send by email to



inpeaceandwar@gmail.com. We also have created a Facebook page as Mariner Harvey, to help advertise the website as well as to build a follower base to support the AMMV and our issues. Unfortunately, our membership has continued to drop on an average of 500 members per year since 2011 when I initiated the Membership status report. This past calendar year is no exception – on Dec. 31, 2014 we are at 2,579 voting members, which are 624 less members than we had on Dec. 31 2013.

I am optimistic, but only time will tell if our continuing concerted efforts will reverse this membership trend.

STATUS: INTERNATIONAL ALLIED MERCHANT NAVY RECOGNITION DAY – WWI & WWII:

This initiative is progressing toward a September 3, 2015 International Remembrance Day that will recognize the extraordinary contributions of the Allied Merchant Mariners. The initiative is named **Allied Merchant Navy Promotion & Commemorative Celebrations (AMNPCC)**. The AMNPCC Strategic Objectives are in alignment with the Vision, Mission, and Goals identified below:

Vision

To create one of the most ambitious endeavors to recognize unsung heroes and heroines of Allied war history by 2015.

Our **aim** is to ensure:

- dedication to bringing the sacrifices of Canadian and Allied Merchant Navy Veterans to the forefront of the Canadian cultural identity;
- that the Merchant Navy's stories of valiance are fused with the courageous streams of accomplishments of their military and other civilian counterparts;
- that we recognize that the Merchant Navy Commemorative Theme Project (MNCTP) mandate can only be achieved by linking to broader themes, within Canada and overseas, that share common goals and strategic objectives.
- Through the Merchant Navy Commemorative Theme Project (MNCTP), Canadians from sea-to-sea and members of the international community will have another reason to appreciate the lives lost in naval combat during the Great Wars of the twentieth century and beyond. The Merchant Navy Commemorative Theme Project (MNCTP) **will** mirror these actions by shedding light on areas of Canadian and Allied War history that were previously overlooked.

Mission

Honor our Veterans of the Canadian and Allied Merchant Navies, **recognize** their sacrifices and contributions to our freedom, and **safeguard** its historical integration into the national and international mosaics of heritage and culture.

Goals

- To **effectively and efficiently** bring to the Canadian and international forefronts the Merchant Navys role as the

mainstay of the Allied Forces victory in both World War I and World War II.

- To **ensure** appropriate inclusion of the Merchant Navy events into the annals of history, both within our shores and worldwide, from the twentieth century to its historical beginnings.
- To **expand** our stakeholder base and identify mutually beneficial opportunities for developing partnerships within Canada and abroad.
- To **successfully organize** commemorative themes and special events, and develop products and services, that accurately promotes the history of the Canadian Merchant Navy within an integrated national and international framework.

The four basic AMNPCC Strategic Objectives are as follows:

Allied Merchant Navy Promotion and Commemorative and celebrations (AMNPCC)

(G.1) To effectively and efficiently bring to the Canadian and International forefronts the Merchant Navy's role as the mainstay of the Allied Forces victory in both World War I and World War II.

(G.2) To ensure appropriate inclusion of the Merchant Navy events into the annals of history, both within our shores and worldwide, from the twentieth century to its historical beginnings.

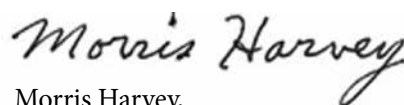
(G.3) To successfully organize commemorative themes and special events, and develop products and services, that accurately promotes the history of the Canadian and Allied Merchant Navies within an integrated national and international framework.

(G.4) To expand our stakeholder base and identify mutually beneficial opportunities for developing partnerships within Canada and abroad.

NOTE: The term Merchant Navy is used by many of the Allied Countries, including Canada. Consequently, that is why that term is prevalent in this document.

The membership, at our 2014 annual meeting, approved being involved in the task of developing the basic plan and procedures in support of Stéphane Ouellette, President and Chief Executive Officer (Merchant Navy Commemorative Theme Project). I am continuing to work with Stéphane to add further details to the broad objectives stated above. The BOD and the members, probably at our annual meeting in May, should be prepared to discuss and approve actual participation in the International Remembrance Day recognition. Of course, the complete plan is expected to be available before that time. An event of this nature and magnitude should attract media attention and help us in our quest for recognition.

Yours in service,



Morris Harvey,
National President



National Secretary Stanley Blumenthal

Building Cruise Ships in America



I feel we need to build more cruise ships in America to promote jobs in the maritime industry. Since WW2 we have built two sister ships, the SS Independence and SS Constitution at Bethlehem Steel Corp. Quincy, MA. Both were started in 1950 and finished in 1951, for American Export Lines.

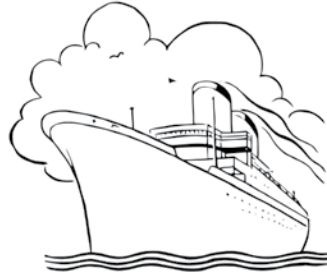
Two engines, speed 22 & 23 knots, capacity 1,000 passengers, costs not listed on Wikipedia.

The same year, 1950, the SS United States was started and completed in 1952 at the Newport News Shipbuilding in Virginia for United States Lines. She had 4 engines, cruising speed 32 knots, max 38.32 knots, a 10,000 mile cruising range and a capacity of 1,928 passengers. On her maiden voyage she made and holds the Blue Ribald speed record from N. Y. Harbor to Bishop Rock off Cornwall, UK, in 3 days, 10 hours, 40 minutes, average speed 35.59 knots and west bound 3 days, in 12 hours, 12 minutes average speed 34.51 knots. She can also go over 20 knots in reverse. Cost is listed at \$78 million, \$28 mil. U.S. Lines, \$50 mil. tax payer subsidy because she was built to Navy specifications to double as a 15,000 troop or hospital ship, if needed.

We sure knew then how to simultaneously and quickly build three good cruise ships on time. Next, in Oct. 2000, we started Pride Of America at Litton-Ingalls, Pascagoula, MS. with a heavy Federal subsidy for United States Lines but shamefully the project ended due to bankruptcy and the hull was towed to Germany to be finished in 2005. She entered the Hawaii trade with a waiver of the Jones Act.

No other cruise ships have been built here since. Could it be that our shipyards lost their self-confidence and are not trying to get orders? If so wake them up; pride, jobs and tax revenue are needed.

The Independence and Constitution is long gone but the rusty, gutted hulk of the SS United States is docked at pier 84, south Philadelphia. It is visible from nearby roads and shore after having been towed to Turkey and then Ukraine for asbestos removal. Her four props are displayed elsewhere.



Per a 10/14/14 press release by Carnival Corporation, the biggest cruise line in the World, based in Dorsal, Florida, Carnival has signed a Memorandum of Understanding with the largest Chinese shipyard, China State Shipbuilding Corp. to explore the possibility of a joint venture to build and operate cruise ships.

Per Google, it is my understanding that China does not allow foreigners to own property or businesses; they can only be leased which can be renewed or not as agreed or decided. There are many joint venture options with private or state entities and different length leases. India and some other countries also offer joint venture programs. The host country shares or even covers all of the cost to build the factory or ship.

To me this is how other countries became industrialized and the USA became rust belted. I have yet to see anyone analyze joint ventures although the list of corporations who have taken advantage of that path is enormous. This is a system where government and private industry work together.

I propose that the USA explore the possibility of starting up our own joint venture programs offering competitive deals. Regular capitalism isn't working. Perhaps this way we can snag Carnival Corp. or others to give an order to our shipyards?

In the USA money talks and the whole world can buy and sell property or businesses and declare bankruptcy and walk away from them, as they wish.

Foreign shipyards do not provide needed jobs or tax revenue. It is past due for us to build a replacement of the SS United States and cash in on the booming industry. Compared to our other problems, it should be easy to build a pair of proudly made in the USA Cruise ships guaranteed to pay off big time. As is, the Cruise industry is ignoring our shipyards and glorious history; they are interested only in the Yankee dollar, not Yankee ships. Where is our entrepreneurship?

Stanley Blumenthal
National Secretary



Editor / AMMV Office Administrator **Sindy Raymond**

BIG AND WONDERFUL NEWS

Please read all about it elsewhere in this issue; but Congresswoman Janice Hahn is going to re-introduce our Just Recognition legislation into the 114th Congressional session, which opened January 1, 2015. Yes, we will continue to “provide hints” on how to help gain support for this worthwhile cause that we have worked on for so many years.

Having been on board about this legislation since its inception about 11 years ago, I still feel very strongly that you guys certainly deserve this recognition. You were not treated fairly by our Government, by not being recognized for your hard and very dangerous work supplying our troops with the necessary supplies and materials needed to keep up the fight for our freedom in World War II – considering that you served as sitting ducks, out there on the great oceans.

As time progresses, the revised terms of the new “Honoring our WWII Merchant Mariners Act of 2015” legislation are necessary. But the cause is still valid – the reason for this legislation has not gone away. So, let’s ALL get out there and get ‘er done!!!



HISTORICALLY AN IMPORTANT QUARTER

This past quarter, since the last AMMV NEWS Magazine, has been an active one, historically. The most important events were the bombing of Pearl Harbor, Hawaii on December 7, 1941 and the subsequent declaration of World War II, by Franklin Delano Roosevelt, against the Japanese and the Germans, Italy and France. Where were you on December 7, 1941?

Personally, I’m afraid that this issue’s articles are a little slanted towards activity in the Pacific arena and we’ll try to get back to “regular scheduling” next issue. However, in the meanwhile, please enjoy and if you get to Honolulu, perhaps you can check into the Honolulu Sailor’s Home. When I was in my twenties, I lived on Oahu for about 6 years and worked at a bank in downtown Honolulu within blocks of it but didn’t know about it. Ah, youth!

A WELCOME ADDITION TO THE NEWS MAGAZINE

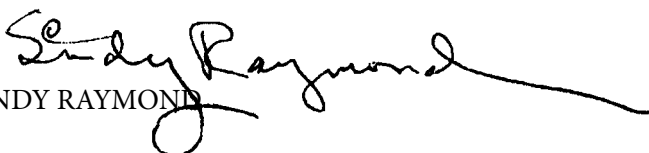
As more of our members become Members-at-Large (MALs), we have deemed it almost necessary to add their special section for incoming submittals to this magazine. MALs, traditionally, have been a scattered group, without the voice of a chapter. But we have many, many active MALs and feel they need to communicate with other members, too. So please see our latest additional section – Member-at-Large Activities. We will welcome your input at National Headquarters, whether it’s about legislative efforts on your part or Merchant Marine educational quests or even an occasional war-story. Let’s communicate! You need to be heard.

SEARCH FOR NEW MEMBERS

Yes, we do need to be attracting younger Mariners as members of the AMMV, to carry on our organization; but we are also in need of more “fighting” members in our quest for Just Recognition. To this goal, AMMV is soliciting previous Just Compensation Committee members, who are not AMMV members, to join us. Let’s hope the quest works; will let you know in the next NEWS Magazine.

Any suggestions about how to attract younger and/or new members will be thoroughly considered. And, in the meanwhile, check out our new AMMV website: www.ammv.us.

We look forward to hearing from you, and seeing you at the National Convention.


SINDY RAYMOND



Editorial Committee

Carole Gutierrez

Lots of work ahead in 2015

With 2015 barely under way, there sure a lot on our plates: election of new officers, the 29th National Convention at the Conference Center at the Maritime Institute of Technology (CCMIT) in Maryland, a new website and the “Just Recognition” bill, to name a few. As important as all of this is, the much bigger question is being addressed by Morris Harvey, our national president, and others – What is to become of the American Merchant Marine Veterans as an Veterans’ organization?



Operation Survival

The simple matter is that our numbers are shrinking. Chapter membership is getting smaller and smaller, so much so that many chapters are shutting down. Since our inception, we have focused on World War II issues facing World War II Merchant Marine Veterans. Why not? That is who we are. But ,who are we to become? As our numbers dwindle, we need to find those who will replace us ... veterans of the Korean, Vietnam and Gulf Wars.

“Operation Survival” is a big job. Membership in many organizations is dropping. The reasons are endless: younger people are not joiners, they are not interested in our issues or they are just too busy. Whatever the reason, if AMMV is to survive, we need to answer one question potential members will ask: What’s in it for me? What is the value of AMMV membership? If we can come up with a realistic marketing plan that includes a “value added” membership, we may just survive. If not, well ...

Just Recognition

California Congresswoman Janice Hahn is planning on reintroducing the Just Recognition bill “Honoring our WWII Merchant Mariners Act” to the new Congress. There are changes from previous bills that may give us more of a chance to get it passed. Once again, we need you to contact your local representatives and stress the importance of this bill. More information on the bill’s revisions can be found elsewhere in this issue.

29th National Convention and Memory Book

The 29th national convention will be in early May. We are returning to Marine Institute of Technology and Graduate Studies (MITAGS) CCMIT, site of our 2012 confab. It is a terrific venue. They can take care of any of our special needs, lodging is right on site (at a very reasonable rate) and the meeting rooms are well suited to our needs. And it **IS** a **MARITIME** training facility. What better place for a bunch of Merchant Marine veteran?



But if you can’t make it, you can still help make the meeting a success. You can participate in the 2015 Memory Book by buying an ad. There is a price range for everyone. And you can suggest your chapter get a page. Include pictures. People really want to see you and your chapter members. Rates have not changed from last year. The only thing that has changed is the closing date. The Convention is two weeks earlier than last year. I usually build in extra days for late comers, but deadlines are really tight this year so don’t miss out. Reserve your spot now. The

inside back cover is already spoken for which leaves two prime spaces remaining. The Memory Book order form, with rates and instructions, is in this issue. Let’s all make this convention a success. Your continued support is really needed.

Carole Gutierrez
CAROLE GUTIERREZ

HONOLULU SAILOR'S HOME

A SAFE PORT FOR OLD SALTS

Background

The concept of Sailor's homes in foreign ports was an aspect of the Great Revival of the late 18th and early 19th centuries. The Word of God was to be brought to the heathen of the world. Equally importantly, the Word of God should be available to civilized seamen who found themselves in "heathen" lands. Enthusiastic missionaries were sent to Africa, the Near East, Asia, the American Frontiers and the Pacific area.

In Hawaii, this Great Revival found a fertile field for conversions when the first company of Protestant missionaries arrived in 1819. The same year saw the start of the Pacific whaling industry with vast fleets of whalers stopping at Hawaiian ports – mainly Honolulu and Lahaina.

When the American Seamen's Friend Society (ASFS) of New York sent the first chaplain, Rev. John Diell, to Hawaii in 1832, he constructed a two story chapel for his Seamen's Bethel on a lot given to the church by King Kamehameha III. That building

with the barks, brigs and schooners, brought approximately 15,000 men into port each year.

Establishment

Most of them came ashore for recreation of one kind or another. Women and drink figured heavily in this recreation, and overnight accommodations were more often than not the lockup. By mid-1854, advocates for the establishment of a Sailor's Home began. This was well within the charge of the American Seamen's Friend Society, whose charter included, among its other objectives, "the promoting in every port of boarding houses of good character".

Later that year, a series of public meetings led to a resolution, a committee to raise \$20,000 by subscription for the construction of a Sailor's Home in Honolulu and a petition to the Minister of Interior asking for a plot of ground on which to build same. The petition was granted a lot on the corner of Merchant and Bethel streets, adjacent to the Seamen's Bethel.

However, the grant was conditional:

... no intoxicating liquors shall be drunk on the premises; no women of lewd character be admitted; no gambling allowed, nor any other disorder tolerated.

By May, 1855, the Honolulu Sailor's Home Society was incorporated as an eleemosy-

nary institution under Hawaiian law so that it could hold the Deed of Gift to the land. Its stated purpose was:

...improving the social, moral and religious condition of seamen, resorting

to this port, by the establishment and maintenance of a Home of good character, from which all intoxicating liquor shall be excluded, and by such other means as shall be deemed proper.

After many fund-raising efforts, the cornerstone was laid by new King Kamehameha IV on July 31, 1855.



Original Sailor's Home cc: 1870

Fire and relocation

In April, 1886, the Great Chinatown Fire, started by sparks from a restaurant in nearby Chinatown, destroyed 30 acres of property, including the Honolulu Seamen's Bethel. The wood-frame Sailor's Home next door, shielded by trees, survived the fire but lost most of its outbuildings. Although it had been presented with "justly celebrated fire extinguishing machines" in 1869 and was considered almost as safe from fire as any fire proof establishment in town, it was no match against such a conflagration. The Home was considered "injured beyond repair" and was deemed a menace. Fire conscious community leaders urged its destruction. The building and its furnishings went up for auction in early October and demolition began soon after. The original grant required that the property be used as a Sailor's Home, or the land reverted to the Hawaiian government.

Four years later, a Royal Grant in exchange for the Bethel Street lot was granted on a smaller lot on Alakea Street, where it now stands. At the time, harbor improvements had not yet



lasted until it was destroyed by a fire in 1886.

Throughout the 1840s and 1850s there averaged over 400 ships in port each whaling season and those, along



added new land at this site, and high tide still came up almost to the edge of the new lot. In 1900, a "controlled fire", set in Chinatown to combat an invasion of the Black Plague, did no damage to the Home due to its current location.

The War years

Over the years, other groups joined the efforts of the Honolulu Sailor's Home's Board of Trustees to operate the hotel and in mid-1943, for \$25 per year, the property was leased to the United Seamen's Service, Inc. (USS) for "the duration of the war and six months" USS repaired the deteriorated facility, refurbished it and re-opened for business as the "Merchant Seamen's Club". When first considered, it was expected that about 500 seamen



Sailor's Home today

per week would use the Club; as of May, 1945, there were about 5,000 per day making use of the facilities in Honolulu.

World War II brought one other change. The original land grants and deed provided that "no intoxicating liquor shall be allowed on the

premises." But in August, 1943, the Territorial Attorney General replied to an inquiry by the USS that, as long as he was in office, and short of flagrant abuse, there would be no attempt by his office to enforce the provisions, and at least for the duration of the War, they could safely serve 3.2 beer at the Merchant Seamen's Club.

After WWII

The war was over in 1945, but the USS continued to operate the club until its funds ran out in 1948 and it closed its Honolulu office. The premises then reverted to the Honolulu Sailor's Home Society. From 1948 to 1959 both the building and seamen's services deteriorated almost to the point of nonexistence. The home was in miserable condition in 1959 when a number of seamen paid their dues to become members of the Honolulu Sailors Home Society. Port agents of several seamen's unions had become concerned over conditions at the Home and determined to remedy the situation. One observer declared the facility "not fit for a dog to live in," "a flophouse of the worst type," and one of the rooms a "dirty little cubby-hole."

The Alakea Street facility had deteriorated beyond repair, and by

late 1961 demolition of the 70 year old Honolulu Sailor's-Merchant Seamen's Club began. For five years, efforts to fund a new home continued and in March, 1966 court approval was given for construction of a new five-story Sailor's Home, funded by private capital and with an income base from commercial development with which to carry on the Society's works as set forth in its charter.

The new Honolulu Sailor's Home at 707 Alakea Street opened with appropriate ceremony of July 2, 1971. It continues to fulfill its purpose of "improving the social, moral and religious



1900 "controlled" burn - Chinatown

condition of seamen." It still provides rooms at \$25 per night and a hiring hall, and it still adheres to the Privy Council's 1854 admonition:

... that no intoxicating liquors shall be drunk on the premises, no women of lewd character be admitted; no gambling allowed, nor any other disorder tolerated.

So if you want to stay in the oldest hotel in Honolulu that has a tradition richer than the Royal Hawaiian, a clientele more exclusive than the Kahala Hilton and a lobby that leads into the Marine Firemen's Union hiring hall, this is the place to go.

THEY NEVER CAME HOME

(The celebration of D Day has come and gone)

This year marks the 70th anniversary of the invasion of Normandy, France and the beginning of the end of World War II known as D-Day. While our troops were going ashore in Normandy our merchant seamen were scuttling old ships to build a breakwater for a new harbor being built on the French shore in an exercise called "Mulberry." This would protect ships in the harbor from strong ocean tides so hundreds more of merchant ships could bring in additional troops, equipment and supplies for the invasion.

The merchant seamen who died in the service of our country in World War II can be found buried in Normandy; Belgium; England; France; Luxembourg; the Netherlands; Italy; North Africa; the Philippines, Honolulu; Murmansk, Russia and the largest cemetery of them all, the North Atlantic Ocean.

This 3,000 mile trench between America and England is the final resting place for crew members of 12,089 Allied merchant ships sunk by enemy action between 1942 and 1945. Not since the Revolution, have we lost so many American Merchant Seamen. But it was crucial for sufficient arms and supplies to reach England or she would have been lost to Hitler and "D-Day" would not have taken place. The battle for Britain lasted four years and the cost of protecting her and her allies included a higher ratio of American merchant seamen killed over the men in other US services.

One of this nation's first and most historic burial memorials for Merchant Mariners is Fort Greene Park near the Brooklyn Navy Yard. Here lay the remains of some 12,500 men who died in the service of the American Revolution. To aid in the Revolutionary war General George Washington first signed on the Merchant Marine June 12, 1775 followed by Army, June 14; Navy, October 13; and Marine Corps Nov. 10, 1775. The monument's motto for these merchant seamen "They shall not be forgotten." These mariners were the instruments which helped create this nation's freedom!

Merchant Marine hospitals were created by an act of the 5th United States Congress, which was signed into law on 16 July 1798 by President John Adams. The Act required the Department of the Treasury to "provide for the relief and maintenance of disabled seamen." The shipping industry, in peace and war, is the backbone of the United States economy and our government found it was good for the nation and good for business to provide hospital facilities for sick or injured seamen, while also controlling diseases. After WWII these hospitals began to close because Congress kept cutting funding including the historic Marine Hospital at the Presidio in San Francisco which had a cemetery for 500 seamen.

In the middle of the United States there is a Merchant Marine cemetery in a dry, desert area of New Mexico; as far away from the ocean as you can get. Fort Stanton was established to maintain peace with the Indians in the 1890's. The Apache reservation was nearby, so, in 1899, the Army decided it no longer needed the Fort. The U.S. Public Health Service acquired it as a tuberculosis hospital for the

Merchant Marine. It served some 5000 seamen between 1899 and 1953. 1500 seamen are buried in the Maritime Cemetery on a hillside overlooking the Fort but the hospital is now closed.

Also gone are the thousands of wartime American flag ships. They were sold for cents on the dollar, retired, scrapped or given away. The merchant seamen were not treated much better. After

WWII, the 250,000 merchant seamen, who proudly served their Country, were set adrift without any resources for medical attention. They came from Idaho, Nebraska, New York, California and all other states in the Union. More than 12,000 long term sick and maimed seamen from WWII were left without professional health care. Some managed to pay for their own prosthesis and medical bills, family helped others and some wound up on the streets and went to early graves. The VA hospitals would not accept them because the government did not classify them as Veterans.

It was not until 1988, when the US Government was sued by merchant seamen to gain Veterans' status that these volunteers,

who delivered food, supplies and the necessary equipment to win World War II, were allowed to get medical attention at VA hospitals. Just 44 years too late for those who needed it the most.

But what about the merchant seamen stranded overseas who were torpedoed, had battle injuries and were in medical facilities of foreign countries at the end of WWII? And what about the hundreds of merchant mariners who were prisoners of war who were released from prison in Germany, Japan and the River Kwai? Again, no effort was made to bring them back. The military began pulling troops from foreign shores but would not repatriate the seamen, along with American troops because they were not considered military and the American consuls were always too busy. 16 million American troops depended on the supplies and war materials that these 250,000 Merchant Mariners delivered. The generals always demanded "Get through at all costs." and through enemy wolf packs they sailed and at a great price of men and ships! ... So what happened to these discarded patriots?

The rest of the story in the next issue

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



*Merchant Marine Memorial
 Battery Park, NY*



AMMV

Profit & Loss

July through December 2014

Ordinary Income/Expense

Income

401 · AD NEWSLETTER	75.00
402 · CONTRIBUTIONS	2,803.54
405 · MISSION SUPPORT FUND	2,500.00
406 · DVD SALES	3,518.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	125.00
BEE · BEEHIVE MARINERS	175.00
CAC · CACTUS MARINERS	225.00
CEC · CENTRAL CALIFORNIA	575.00
CHC · CHINA COASTERS	800.00
CIC · CENTRAL INDIANA	525.00
CWM · CARL W. MINOR - CENT. CA. COAST	450.00
DAR · DENNIS ROLAND	3,400.00
DES · DESERT MARINERS	800.00
EMS · EMERALD SEAS	225.00
EOH · EDWIN O'HARA	650.00
GLD · GOLDEN GATE	1,700.00
GUL · GULFSTREAM	1,395.00
HIR · HIGH ROLLERS	400.00
HSE · HIGH SEA ERA	175.00
HSM · HIGH SEAS MARINERS	225.00
HUD · HUDSON VALLEY	875.00
HUM · HUMBOLDT BAY	325.00
JOB · JEREMIAH O'BRIEN	300.00
JTS · JOHN T. SCHMIDT/PALMETTO	525.00
KEY · KEYSTONE MARINERS	200.00
LON · LONE STAR	475.00
MAC · ROBERT J. MAC ALVANAH	984.00
MAL · MEMBERS AT LARGE	14,954.00
MAM · MID AMER. ANCIENT MARINERS	550.00
MCO · MID-COLUMBIA	1,000.00
MGC · MISSISSIPPI GULF COAST	57.00
MON · MON VALLEY	400.00
MOV · MISSOURI VALLEY	800.00
MPA · MARINERS OF PENNSYLVANIA	450.00
NBM · NORTH BAY MARINERS	700.00
NOA · NORTH ATLANTIC	750.00
OCA · OCALA CHAPTER	625.00
OHV · OHIO VALLEY	475.00
OJE · OTTO J. ERNST	150.00
OKM · OKLAHOMA MARINERS	375.00
ORE · OREGON	750.00
ORS · OREGON SOUTHERN	450.00
ORV · OSWEGO RIVER VALLEY	75.00
PEC · PECONIC BAY	375.00
SAC · SACRAMENTO VALLEY	1,075.00
SAR · SARASOTA-MANATEE	875.00
SSM · SMALL SHIP MARINERS	300.00
SSP · SS SAMUEL PARKER	725.00
STH · SS STEPHEN HOPKINS	875.00
SUQ · SUSQUEHANNA VALLEY	725.00
SWF · SOUTHWEST FLORIDA	550.00
THR · THREE RIVERS	850.00
VUL · VULCAN CHAPTER	375.00
Total 410 · CHAPTER DUES	44,815.00
Total Income	53,711.54

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	105.84
503 · EQUIP RENTAL	300.00
507 · TELEPHONE	1,789.11
508 · RENT/OCCUPANCY	1,800.00
509 · UTILITIES	600.00
Total 500 · FIXED EXPENSE	4,594.95
528 · JCC CLOSING EXPENSE	408.00
530 · NEWS LETTER	
533 · POSTAGE	3,253.65
536 · PRINTING	10,860.00
539 · EDITORIAL FEE	600.00
Total 530 · NEWS LETTER	14,713.65
540 · DVD EXPENSE	
542 · DVD REPLICATION	945.00
543 · DVD POSTAGE	944.07
545 · PRINTING	533.24
547 · DVD PRODUCTION SUPPLIES	336.95
Total 540 · DVD EXPENSE	2,759.26
550 · PERSONNEL	
551 · ADMINISTRATOR	9,000.00
552 · NATIONAL PRESIDENT	1,785.07
556 · REG. V.P.	381.32
Total 550 · PERSONNEL	11,166.39
560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	672.96
565 · POSTAGE	630.48
566 · PRINTING	125.78
Total 560 · OPERATING EXPENSES	1,429.22
Total Expense	35,071.47
Net Ordinary Income	18,640.07
Net Income	18,640.07

Fellow Mariners:

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

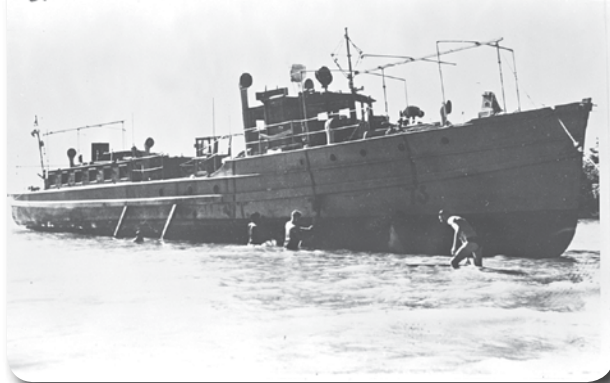
George Salovich, National Treasurer

"Them Ain't Rust Holes"

Excerpted from a book by the late Francis James Enright "To Leave This Port". Time: just after the Japanese had bombed Pearl Harbor. He is aboard the SS Mauna Loa, Matson Steamship Company out of San Francisco. They had been refused entry to Suva and were on their way to Sydney, Australia for dry dock repairs. Afterwards they were diverted to Darwin just before it was bombed by the Japanese on Feb. 12, 1942.

In beautiful Sydney harbor with its unique bridge, we prepared to move into dry dock. Amazingly, we were still fully loaded. All during that operation a warship, an Australian Corvette, kept her guns on us.

C.5.



Shore leave in the city of Sydney! The crew was happy as a bunch of school boys. Some clown had written on the sailing board, "This Ship Sails When Gabriel Blows His Horn." Even the skipper didn't seem to mind for we could not determine when we would be ready for sea.

Mauna Loa had two extra propeller blades, one on each of the afterhouse bulkheads. We needed both of them as our remaining blade had a big section out of it. The repair took several days and gave everyone a chance to enjoy some time ashore.

Bones Martin had been in Sydney before, so all of us went with him to see the sights and tried to keep up with his drinking that wonderful Australian beer in imperial quarts. No one could consume as much as he; it was like trying to fill a fifty gallon drum.

While in dry dock the shore gang

had painted our hull wartime gray; maybe the navy would recognize us now. When all the work was completed, we were back afloat and had orders to sail north past the Great Barrier Reef to Thursday Island. The island was in sight when we received new orders to proceed through the Torres Straits and the Arafura Sea.

Arnhem Land in the Northern Territory was the next move; a port called Darwin. It had a small naval station, post office, and a few little shacks, a small outdoor theatre and two bars. A large slaughterhouse for sheep and some beef was the cause of great amounts of large black flies. They could actually fly at your eye and when you swiped at them, the beastly things could dodge around your hand and

be back in your eye before you could do anything about it. The messroom table was black with them; their bite was amazing. This country had the worst flies and the largest red ants I have ever seen.

Darwin is hot and dry; drinking water very scarce. The town's supply was stored in tanks along the road to the waterfront with its single mile-long dock. Its great length was necessary due to the tides in this harbor that average about thirty feet per day. Food was almost non-existent. On the shelves of one small shop were a few cans of bully beef that I suspect were left over from World War I, and some cans of peaches. Beer, the greatest thirst quencher in the place, was in short supply. Per capita, Darwin has the distinction of being the world's greatest consumer of beer.

The town had been waiting two weeks for the beer ship, a small inter-island steamship that supplied the Northern Territories from Thursday Island to Darwin and up onto Port Moresby, New Guinea. The townspeople were getting worried, the beer and cigars were nearly gone.

In early afternoon a spotter had sighted a small vessel in the Clarence Straits. It was the long-sought-after





supply ship. It was late evening before she could enter the harbor. Everyone in town, including many people from the merchant ships in port, were up on the highlands northeast of town to cheer her on. The people were very excited, some jumping up and down, others slapping folks on their backs. Kids and dogs were running and jumping all around. For some strange reason, the crowd became silent; an eerie feeling was in the air. The ship, still a great distance out, seemed to have stopped. Suddenly a grey-black cloud of water and smoke flared up from her starboard side,



then another. Seconds later a third cloud belched up; that time a great orange and red flame could be seen. She had been torpedoed! Clouds of black smoke cleared a bit, we saw the water boiling into her and in a few minutes, she was gone. Everybody stood in stunned silence. We strained our eyes to see the enemy. We were

sure he had moved out to sea in order to surface and charge his batteries in the dark. One of the corvettes had moved out of the harbor and searched all night without success. In the dark some people still stood and looked out toward the

tragedy. Some small navy boats were searching for survivors but only a few were found. That night was the first of many sad nights in Darwin.

Air raid alarms were beginning to happen frequently. Those alerts were annoying but very necessary. Once while at the pier, we had a corvette alongside, then another small freighter tied up to the warship, and a large American navy tanker, the *Pecos*, came alongside the armada. Opposite us on the other side of the dock, was the US destroyer *Peary*. We were now a five-ship-wide target.

Peary loaded five hundred drums of our gas on her deck. When they were all secured, she sailed away. The crew looked very grim. In a few days, *Peary* was back for another five hundred drums.

She was beginning to look very rusty and many holes appeared in her stacks. I was kidding one of her crew, "How come you guys are letting the rust get to your stack?" I asked. "Them ain't rust holes," he answered.

On the third trip *Peary* was in terrible shape. She took another five hundred barrels. That time the crew did not talk to us; no small talk, just the gasoline. They looked like



they were not getting enough sleep. We wondered where they sailed to, perhaps the Philippines or some secret small island in the Timor Sea.

Good News! One afternoon a small vessel entered the harbor and tied up at the berth vacated by *Peary*. It was a beer and supply ship. She discharged barrels of beer and other necessary items: cigars, cigarettes, candy. There was a big party in Darwin that night!

Editor's note: "To Leave This Port" can be found on www.amazon.com



CANDIDATES FOR ELECTION OF NATIONAL OFFICERS at the 29th Annual AMMV National Convention

MITAGS in Baltimore, MD • May 5-8, 2015

Office of NATIONAL PRESIDENT

CAP'T CHRIS J. EDYVEAN

AMMV – Mid-West Chapter



Merchant Marine Career

I started my career as a Merchant Mariner in 1992 after graduating from the Seafarer's Harry Lundeberg School of Seamanship (SHLSS) at Piney Point, MD. After sailing as an entry level seafarer in all ship-board departments, I found my home in the Deck Department and earned my Able-Seaman

rating in 1995. I continued to sail in both the Great Lakes and Deep Sea divisions of the Seafarers International Union (SIU) until retiring my book in 2006. During this time-frame, I worked on several military-contracted vessels in all parts of the world. I received the Merchant Marine Expeditionary Award during Operations Enduring Freedom and Iraqi Freedom.

By 2006 I had obtained my original Mate's license and pilotage endorsements for Great Lakes waters. I worked as a deck officer until mid-2014 with Grand River Navigation of Avon Lake, OH aboard Great Lakes freighters, sailing the last three of these years as Master. I became a member of the International Organization of Masters, Mates, & Pilots (IOMMP) during this period. I am currently employed with Western Great Lakes Pilots Association of Superior, WI and pilot the saltwater ships that frequent our Inland Seas.

I am also deeply involved with maritime training. In addition to publishing various training manuals, I have also worked at the Maritime Institute of Technology and Graduate Studies (MITAGS) at Baltimore, MD as a part-time instructor since 2009.

Candidate for AMMV National President

As a candidate for the AMMV National President position, I bring the proper balance of elements necessary to continue moving AMMV in a positive direction. I have extensive knowledge of the history of the U.S. Merchant Marine and hold a deep respect for the sacrifices made by American mariners in times of conflict.

It is my desire to promote public awareness regarding the U.S. Merchant Marine's role in securing the freedoms that we enjoy each day. All of today's vital maritime issues – from defending the Jones Act to the continuous fight for the recognition of our WWII mariner veterans – must be addressed relentlessly by a proactive AMMV organization. With the support and guidance of current AMMV National President Morris Harvey, I could successfully navigate this organization during its next voyage.

STANLEY BLUMENTHAL

*Currently serving as National Secretary
AMMV – Gulfstream Chapter*



BRIEFLY: Have about 33 years as Radio Officer starting March 1944, ending Sept. 2011. Awarded Atlantic, Mediterranean Middle East War Zone Bars and Combat Bar due to Armed Guard shooting down a bomber. Also Iraqi Freedom medal, which entire crew received on the SS Cape Texas, as she was the first ship to return.

I ran for U.S. House Of Representatives in 2010 & again in 2012 as an Independent Socialist. Received over 37,000 votes (just under 15% in 2012). I believe capitalism is responsible for building America but also for rust belting America.

Being a Democrat, Republican or Socialist President of the AMMV should not cost us our tax free status so long as I stay away from those kinds of politics which I promise to do or else be removed from office.

If elected, and after giving out an initial News Release that the AMMV has elected a Socialist President, I will not publicize that I am a socialist and simply present myself as President of the AMMV, continuing the struggle to get the now called 'Just Recognition' House Bill so that us few survivors can get the one-time \$25,000 check in lieu of all the benefits we didn't get that the GIs got. Also I intend to keep on campaigning to have our shipyards get an order to build a pair of sister cruise ships which would be registered and crewed in the USA while that high profile, high profit industry is booming plus adding to our Homeland Security

in case of need.

If it is OK for so many entrepreneurs and corporations to sign up for 'Joint Venture Deals' with iron fist, one party ruled Communist China rust belting America, then it should be OK for the AMMV to have a patriotic Socialist as its' President.

My Programs

1. Get 'Just Recognition' passed and signed by the President so that we get something after all these years of struggle.
2. Continue our efforts to get younger MM Vets to join our organization.
3. Continue efforts to improve our internet web sites.
4. Continue trying to get orders to build a pair of sister cruise ships that are made, registered and manned in the USA like our Liberty, Victory war ships, which should be a pretty good patriotic selling point worth the extra expense.
5. Point out that Carnival Corp. signed a 'Memorandum Of Understanding' with China, our biggest rust belter of all, to work out a joint venture to teach their largest state shipyard to build and operate their first Cruise ship.
6. Try to get the Disney Corp. and others to register their foreign built and registered cruise ships that are home based here, to register U.S.A. Flag.
7. Even the playing field by pointing out that Chinese Nationals are buying properties and businesses here while foreigners can only get limited time ownerships there. China insources and never outsources as far as I know.
8. Point out that entrepreneurs and corporations are getting wealthy outsourcing building, flagging, and manning Cruise Ships and other manufacturing jobs while we suffer insecurity, unemployment, military expenses, and growing national debt.
9. Get Congress to introduce joint venture programs that compete with China instead of funding subsidies and with no expiration dates like China does.

Office of NATIONAL VICE PRESIDENT

MORRIS HARVEY

Currently National President

AMMV - Ocala Chapter



This is to confirm that I will be a candidate for Vice President of the AMMV at this 29th National Convention. I have consulted with my loving wife and she has agreed to support me in this additional challenge.

I will continue to work as diligently for the future of the AMMV

as I have as your President for the last three and one half years. I plan to be an active VP, if Chris Edyvean wants me, to carry on with the projects that I have in process. I will be volunteering to manage the new internet activities and to chair the Government Affairs Committee. Another of my primary reasons for this decision is that I want to support Chris Edyvean as our new President. We have this new younger candidate for President who is very qualified to take over this position. He is current on maritime issues and has recognition in the maritime industry. His age and a fresh outlook will be an advantage. He has the capability to transition the AMMV from our historical WWII era into the future.

Office of NATIONAL SECRETARY

NELSON CAUBLE

AMMV - Southern Oregon Chapter



Greetings to all. I have truly missed being an active part of our AMMV. I miss my old desk in the National Secretary's office and this retirement business can get rather boring. Growing tomatoes, feeding the birds, and watching old western movies just doesn't cut it after awhile. So I'm ready to get back to work.

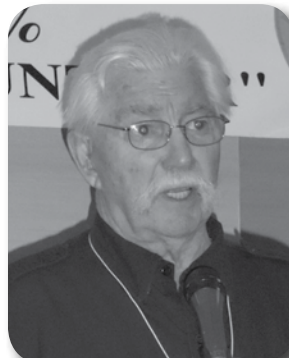
I worked hard for you and our AMMV back in those years and I truly think we made a difference. So, here I stand today, and am declaring that I am now a candidate for the office of National Secretary at our upcoming election. I promise the same thing I did back then. That is that you will have the very best that I can bring to the organization.

Office of NATIONAL TREASURER

GEORGE SALOVICH

Incumbent

AMMV - Big Sky Mariners Chapter



Thank you; I would, again, like to enter my name for candidate for National Treasurer of the American Merchant Marine Veterans. It has been my pleasure to serve you for the past years and I feel happy to throw my hat in again.

Different sides of a story

Editor's note: Excerpted from a report from the U. S. Armed Guard website www.armed-guard.com/ag78.html.

Our thanks to Charles. A. Lloyd, for his contributions to our recorded history.

The largest battleground of World War II was the Pacific Ocean, which spreads across nearly half the globe. There the United States Navy and the Imperial Japanese Navy fought the battles that made headlines: Coral Sea, Midway, Guadalcanal, Leyte, Okinawa. At the same time, in minor actions extending from Southern California to the Aleutians and from Australia to the Ryukyu Islands, torpedoes, bombs, and suicide planes left the wrecks of many merchant ships to testify to the widespread toll of war in that vast sea.

For the merchant marine, the sea war reached to the very shores of the United States when raiding Japanese submarines torpedoed or shelled several vessels along the West Coast. The tanker **Emidio** lost five men when she was shelled and torpedoed by the Japanese submarine I-17 some 18 miles off Crescent City, California, on 20 December 1941. She was the first ship sunk in American coastal waters in World War II.



SS Emidio capsizing off Crescent City, CA

The great American counteroffensive in the Pacific, involving incredible

logistic support, would have been impossible without the use of a vast merchant fleet, a great percentage of which was composed of Liberty ships. By 1944 hundreds of these ships were streaming across the Pacific, delivering millions of tons of food, ammunition, guns, and other military supplies. They took part in all the landings after Guadalcanal. Many Liberty ships and hundreds of merchant sailors were lost getting their cargoes across that vast ocean area.

The first Liberty ship sunk in the Pacific was the **John Adams**, carrying 2,000 tons of gasoline, torpedoed the night of 5 May 1942 near New Caledonia. "A rumbling explosion shook the ship," a survivor reported. "Lights went out. Things that weren't bolted down fell and tumbled all over the place." Five Navy gunners were killed. The rest of the crew, 45 in all, abandoned ship.

The next day a Greek ship found the **John Adams** still afloat and, hoping to tow her into port, sent a boarding party on board. They found the midships deckhouse gutted by fire and the ship's cat purring on the bow. After a heavy explosion in number three hold, they left as quickly as they could, and the ship



sank soon afterward.

However, sometimes things were not so exciting:

Army commanders faced with severe logistical headaches fell in love with Libertys when they appeared in the South Pacific in 1942; so much so that they began commandeering them whenever they could for intra-theatre, island-to-island shuttle services. Some became emergency troopships, being equipped with field kitchens, trough latrines flushed by fire hoses, and not much more in the way of accommodations. Each ship carried 900 men, most of whom had to sleep on bare decks. "Passage on a Liberty ship," an Army general stated, "serves well as preparation for the hardships that lie ahead." Or, as the troops were apt to put it, "You spend a couple of weeks in the troop compartment of a Liberty, and you'll fight anyone to get ashore!"

Despite protestations by the WSA, the Army always had a number of these ships on island shuttles; and had as many as 11 serving as troop ships in

January of 1943. Many more Liberties worked for the Navy, and dozens of them were commissioned in the Navy as cargo vessels. One of these ships may have been the fictional USS Reluctant, made famous in the novel, Mr. Roberts, by Thomas Heggen. Ports in the Pacific were given secret code names, such as Echo, Fold, and Epic, which Heggen paraphrased most appropriately as he described the routine of a cargo ship in the backwaters of the war:

“For the most part, it stayed on its regular run from Tedium to Apathy and back, about five days each way. It made an occasional trip to Monotony....”

While some cargo ships in the Pacific experienced brief moments of action, for most of them the war varied between Tedium and Monotony. Gunners on the **Jose C. Barbosa** would have welcomed the sight of a Zero to break the boredom of unexciting “milk-runs” to South Pacific supply bases. Her maiden voyage, starting at San Francisco, lasted nine months and took her to Espiritu Santo, Milne Bay, Buna, Longmak, Lae, Biak, Hollandia, and Seadler Island.

The maiden voyage of the **Benjamin Franklin** involved an uneventful delivery of 10,000 tons of bombs, fuses, rations, trucks, gasoline, road graders, flour, Army cots, asphalt, lime, and nitrate to Vila in the New Hebrides. She returned by way of Antofagasta, Chile, for a cargo of ore. The only break in the routine came when a fireman did not report on the 4-to-8 watch. “A thorough search was made,” said the ship’s log. “Various members of the crew were questioned as to when the man was last seen and why he might want to jump overboard. He was not found.”

When it came to long trips, sailors liked to tell about a Liberty ship that hauled a cargo of barbed wire around the South Pacific for six months until, finding no one to accept it, the disgusted captain finally headed back to the West Coast where it was discovered that the wire should have gone to Italy.

This story, true or not, was probably not greatly exaggerated. The **James Buchanan**, on her maiden voyage to the South Pacific in 1943, carried a deckload of PT-boats, equipment for a complete PT base, and 200 men of a PT squadron, riding in troop quarters in number two hold. The cargo was consigned to Pago Pago, but no one there would accept it. Not intending to roam the South Pacific like the Ancient Mariner, the skipper had the cargo unloaded and piled neatly on the waterfront. Two years later, most of it was still there, eloquent testimony to the waste and confusion of war. No one ever asked him what became of it.

Some anonymous poet on the **James Buchanan** penned a tribute to the military supply confusion and titled it The New Guinea Theme Song.

*Things ARE as snafu as they seem,
Confusion and chaos reign supreme,
So chuck it back aboard and we’re on
our way
To Manus, Finsch and Milne Bay.
Where we’ll drop the hook and wait
some more,
Maybe then they’ll know the score.
But it’s odds on end ten to one at best,
That they’re as screwed up as the rest.
And we’ll sit around for a month or so
With our spirits drooping and our
morale low.*

But all was not boredom aboard the Buchanan. Early in 1943 she was



unloading bombs and ammunition at Noumea, New Caledonia. As First Mate Harland Soetan remembered

it, the dock was piled with ammunition when a sling load was suddenly ignited. It exploded, setting off a pile of charges for fragmentation bombs.

“I was standing on the dock when it started,” he recalled. “Chunks of metal began zooming past me like a scrap iron barrage. I flopped down on the dock, expecting to be chopped up by flying steel. Navy longshoremen jumped off the ship into the water. A sailor was sitting on a staging overside of a ship next to us when a big piece of metal almost cut him in half.”

Peter Tregeboff, the ship’s purser, took a fire hose into a hold when fragments of hot steel started a fire, and braved a hail of flying metal to let go all forward lines so the vessel could maneuver out of the dock into the harbor. Fortunately, the explosion was confined. There was no calamity such as that at Hells Point on Guadalcanal where she was scheduled to load ammunition a few days later. The ship arrived at Guadalcanal on the night of the explosion.

Delays and boredom prevail

Inactivity, together with long, boring trips inevitably led to friction and general erosion in crew morale. The Armed Guard officer was taken off one ship because of his proclivity for fighting with the master, a rough-spoken “squarehead” who was a capable mariner but not very adept at shipboard diplomacy or wardroom etiquette. The

Armed Guard officers, many of them young business executives and college graduates, were unable to understand the rough-hewn and often self-schooled type of prewar merchant ship master and this could lead to friction, especially when there was a complete lack of the battle action that most of them desired.

On one ship ill-feeling between the Armed Guard and merchant crew culminated in a wild fight with bottles of ink from the ship’s

cargo. The battle surged into the saloon, which from then on was known as the "leopard skin room."

Shuttle runs could have their lighter moments. Cargo unloading operations on one ship increased greatly in tempo when SeaBee cargo-handlers learned that liquor for an officers' club was stowed in one hold. The captain posted officers to make sure that the liquor would reach the club, but when the hold was almost bare and the liquor had still not come up, he ordered an investigation which showed, too late, that the SeaBees had merely transferred the liquor into empty ammunition cases. These were "accidentally" dropped into the harbor, from whence they were fished out by cooperating landing craft.

Long delays in discharging were common for Libertys on Pacific runs.



The **Ada Rehan** waited 28 days to unload at Humboldt Bay, Hollandia, in 1944, because of the lack of dock space. She also lay at anchor for long periods at Finschafen, Marlin Bay, Morotai, and other ports waiting to discharge or load. Her Armed Guard officer, Lieutenant (junior grade) Christianson, reported that morale was much impaired because "little or no attempt is made to forward Armed

Guard or merchant marine mail as it arrives in New Guinea, although the Army and Navy enjoy excellent mail service. This situation," he added, "is the cause of much dissatisfaction."

If there had been boredom and seeming lack of purpose in these island runs, it all ended when the merchant ships joined convoys for the invasion of the Philippines at Leyte in October, 1944.

In two weeks, Libertys and other merchant ships delivered 30,000 troops and 500,000 tons of supplies to Leyte, fighting off almost continuous air attacks. They were credited with shooting down at least 107 enemy planes in the ten weeks after D-Day. Much of this shooting was done by merchant seamen who took the places of Navy gunners killed or injured in air attacks.



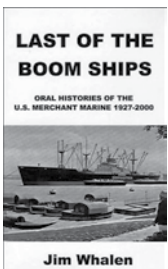
BOOK REVIEWS

AMMV Mid-West Chapter member Chris Edyvean

submitted two books reviews that he thought members might be interested in.

"Last of the Boom Ships; Oral Histories of the U. S. Merchant Marine 1927-2000"

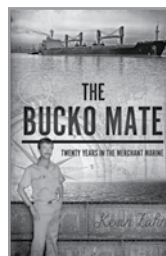
by Jim Whalen



The real life experiences of fifteen deck officers are highlighted in this collage of maritime adventures. As indicated in the subtitle, the timeline spans several decades and visits many significant moments via the memoirs of these American mariners. From Liberty ships to passenger vessels, from tankers to "stick" ships, these chronicles provide an in-depth glimpse into the many facets of the 20th century U.S. Merchant Marine. To those already knowledgeable of this historic maritime period, this is still a valued read which reinforces our proud seafaring heritage. For those unacquainted with our struggles and triumphs, this literature may serve as a genuine eye-opener.

"The Bucko Mate: Twenty Years in the Merchant Marine"

by Kevin Zahn



Long after the guns of WWII were silenced, yet well in advance of today's technology-driven maritime world, lies a lesser documented age of the American Merchant Marine. Author Kevin Zahn vividly captures this era while telling his fascinating story. The author holds nothing back as he recalls his transition from a young "Bucko Mate" to a seasoned deck officer. He invites the reader to stand watch on a variety of classic vessels, meet some truly interesting shipmates, and visit exotic ports-of-call, all while witnessing the unfortunate steady decline of the U.S. Merchant Marine. This book is a true "page-turner".

Editor's note: these books can be found on www.amazon.com

LETTERS TO THE EDITOR

SECOND Request for Humorous WWII Stories

Sindy:

I'm sorry to say that I haven't received one humorous story for another book since the last issue of the NEWS and my request for them. At least, my Med. book will be out later this year. Please run the request again.

Editor's note: OK, Jerry, here it is:

Jerry writes: I have decided to begin work on one more book. I would like to focus on the lighter side of mariner life in WW II. I have begun researching through my collection for past humorous stories you folks have sent me. Hopefully, I will include these, but I need more humorous stories. Any actions from enlistment, training, voyages, life in port and at sea, all the different theaters, or leaving the service, that are funny would be appreciated.

It has been an absolute privilege for me to write about your experiences in WWII and one concerning the Vietnam War. I began writing about the M.M. in 1996 at the suggestion of a dear mariner friend, Matty Loughren, who has since passed over the bar. Little did I know then, that Matt's urging would lead to my (9) books on the U.S. Merchant Marine.

Let's see if we can get one more book out to the public. **I am going to try, God willing!** Please send your stories to me at:

Gerald Reminick

83 Bayberry Dr., Huntington, NY 11743

phone: (631) 421-3242

email: greminick@yahoo.com

A NEW BOOK BEING WORKED ON

Bill Geroux, a newspaper reporter in Richmond, VA and an active Merchant Mariner for Maersk, recently contacted National Headquarters about a book that he's writing. From his publisher comes this report:

THE MATTHEWS MEN:

A Tiny Seafaring Community's War

Against Hitler's U-boats (tentative)

By Bill Geroux

A fascinating glimpse of World War II from the unique perspective of the extraordinary Captain Jesse Hodges and his seafaring family who, in early 1942, found themselves squarely in the crosshairs of the first fleet of U-Boats bearing down on the coastal United States. A classic story of danger on the high seas, THE MATTHEWS MEN goes beyond the traditional battlefield to chronicle the heroic contributions to the war effort by a civilian community on the home front.

MEMORIAL DAY TRIBUTE TO THE MEN OF THE WWII MERCHANT MARINE

AMMV Member-at-Large JACK BERITZHOFF, author of "Sail Away: Journeys of a Merchant Seaman", (available at www.amazon.com) sent in this piece for Memorial Day, 2014:

One day in early January of 1944, while our ship, the U.S.A.T. Colorado, was preparing to sail from Sydney harbor to somewhere in the Southwest Pacific, I watched white crosses being loaded into one of the ship's holds as part of our cargo. As I slowly strolled along the pier, my whole being suddenly changed from everyday normalcy to cheerless, heavy-hearted depression.

Why was fate so unjust - so kind to some and so cruel to those who were marked for our cargo?

To the lucky ones, the war was an ugly, tiresome interruption — a miracle play with a successful, happy ending. To others, a tragedy: a morality play tinged with suffering. And for those who had left life's stage, the curtain call was death.

War's theater encompassed many performers. Some were leading men, but the majority were cast in supporting roles - spear carriers, all steadily marching toward the end of the performance. For some, life dissolved into eternal rest so quickly after such a brief beginning.

Why should the death song be sung so prematurely? As my steps brought me back to the gangway, I wondered who were these men - those who had been driven into the long sleep that life's end demands - those whose eager plans for the future would never come — those whose dreams for a life filled with blessings would never be realized?

Who were they - those who were destined to claim cargo lying in wait for them in the hold of my ship?

Time often claims remembrance of things past, but I need no Memorial Day to awaken the memory of those who remain so solemnly silent beneath those wooden symbols. The stillness of the vast green arena where they lie, so hushed and voiceless, is broken only by the brush of the rain or the whispering of the wind. In my mind's eye, I can see them now - the white crosses and Stars of David standing toward the light and lifting their banners upward to an endless sky as if to shelter the valiant, who suffer no more and sleep in peace with eternity.

WWII AND THE WEST COAST

December 7, 1941

The Japanese vessel I-26 was a 356-foot Junsen Type-B Class submarine built in Kobe, Japan, in 1941. With a crew of 101 officers and men, they were the Japanese Navy's largest and most successful class of underwater boats. The submarines, called "I-boats," were fast, had long range and even carried a small collapsible float plane (a Yokosuka E14Y1 "Glen") which could be launched by compressed-air catapult from the foredeck. The I-26 was one of nine Japanese B-class submarines prowling the West Coast from the Aleutian Islands to San Diego during 1941 and 1942.

The I-26 was responsible for sinking the SS Cynthia Olson, the first American merchant vessel to be sunk by a Japanese submarine in World War II. The SS Cynthia Olson, en route from Tacoma, Washington, to Honolulu, Hawaii, was torpedoed on December 7, 1941, 1000-miles northeast of Honolulu; all 35 crewmembers were lost.

June 7, 1942

On Sunday, June 7, 1942, the American merchant vessel SS Coast Trader is torpedoed and sunk by the Japanese submarine I-26, 35 miles southwest of Cape Flattery near the Straits of Juan de Fuca. Fifty-six survivors from the 3,286-ton freighter are eventually rescued by the fishing vessel *Virginia I* and the Canadian corvette HMCS *Edmunston* (K-106). The SS Coast Trader is the first American vessel the Imperial Japanese Navy sinks off the coast of Washington State during World War II.

The SS Coast Trader (formerly the SS Point Reyes) was a 324-foot freighter built by the Submarine Boat Company, Edison, New Jersey, for the U. S. Shipping Board in 1920. The Coastwise Line Steamship Company purchased her from the government in 1936 and home-ported her in Portland, Oregon. The SS Coast Trader had been under charter to the U.S. Army since the beginning of World War II (1941-1945).

She was en route from Port Angeles to San Francisco carrying 1,250 tons of newsprint. After leaving the Strait of Juan de Fuca, the ship, steering a non-evasive course, turned south. Lookouts were posted fore and aft to watch for enemy submarines but they didn't spot the I-26, which

had been shadowing them at periscope depth since Neah Bay.

At about 2:10 p.m. there was a violent explosion inside the ship, which blew off hatch covers, sent 2000-pound rolls of newsprint 50 feet into the air, and toppled the main mast and radio antenna. The torpedo hit the ship on the starboard side in the stern, beneath the No. 4 hatch. The engines immediately stopped and holds filled with steam. The radio operator was unsuccessful in his attempt to repair the radio antenna but continued sending SOS distress messages.

Captain Lyle G. Havens knew the *Coast Trader* had suffered catastrophic damage and gave the order to abandon ship. Ammonia fumes leaking from the ship's refrigeration system overcame some of the crew as they

attempted to lower the lifeboats. The starboard lifeboat was badly damaged during launching and was unusable. The crew successfully launched the port-side lifeboat and two large cork rafts. Some of the men had been injured in the explosion and needed help getting off the ship. Fortunately, the sea was calm and the crew evacuated the ship without difficulty. First Officer E. W. Nystrom and other crewmen in the lifeboat reported sighting the conning tower of a submarine 200 yards from where the ship was sinking, but it did not surface. At 2:50 p.m. the SS Coast Trader sank slowly, stern first, in 93 fathoms of water, as the crew watched. Then it started to rain.

Captain Havens had the lifeboat and rafts made fast to each other with lines. He then had all the injured men transferred to the lifeboat. As evening approached, Captain Havens decided their distress call must not have been received so he ordered the lifeboat crew to start rowing toward the coast with the rafts in tow. The weather continued to deteriorate and towards midnight, 60-knot winds and heavy seas caused the rafts and lifeboat to become separated. The lifeboat, unable to reach the rafts, continued to head toward the shore in search of help. The storm abated toward morning, and Captain Havens had a sail rigged on the lifeboat to hasten their journey.

At about 4:00 p.m. on Monday, June 8, 1942, the





SS Coast Trader

lifeboat crew spotted a fishing vessel on the horizon and rowed toward it. They were eventually rescued by the *Virginia*

I, a halibut schooner out of San Francisco, and taken to the Naval Section Base at Neah Bay. Captain Havens and First Officer Nystrom were then able to supply the Naval authorities with the approximate position of the two rafts.

The U. S. Coast Guard immediately dispatched several aircraft to search for the *Coast Trader*'s survivors. Just before dawn on Tuesday, June 9, 1942, crewmen saw Coast Guard Aircraft V-206 circling overhead and fired an orange signal flare into the air. The pilot spotted the signal and directed the Canadian corvette HMCS *Edmunston* (K-106) to the rescue site. By that time, the survivors, cold and wet, had been on the rafts for 40 hours.



SS Cynthia Olson

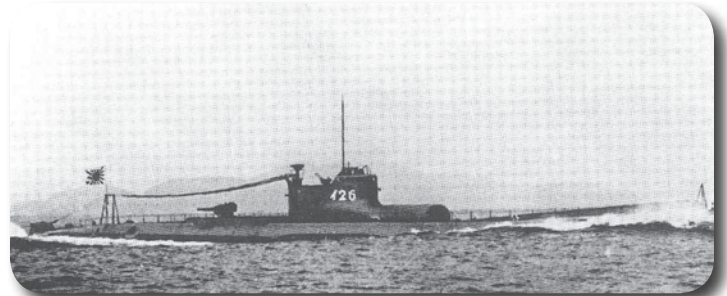
Out of the *Coast Trader*'s crew of 56, which included nine officers, 28 men and 19 U.S. Army armed guards (deck gunners), there was one fatality, Steven Chance, a 56-year-old cook, who died

in the lifeboat from exposure. The crewmen suffering from injuries and exposure were hospitalized at Port Angeles.

Other times – trouble for the West Coast

West Coast residents had been swept by a post-Pearl Harbor hysteria and feared that an invasion by the Japanese was imminent. On February 28, 1942, the Japanese submarine I-17 bombarded an oil pumping station near Santa Barbara, California. On June 3, 1942, carrier-based Japanese aircraft attacked Dutch Harbor, Alaska, followed by the invasion of the islands of Attu and Kiska in the Aleutian Islands on June 7, 1942. The same Japanese

submarine that had sunk the *Cynthia Olson* and the *Coast Trader*, I-26, patrolling north along the coast of Vancouver Island in British Columbia, shelled the lighthouse and radio-direction-finding (RDF) installation at Estevan Point near Tofino on June 20, 1942. The following day, the I-25 shelled the U.S. Army base at Fort Stevens at the mouth of the Columbia River, just five miles west of Astoria, Oregon, and on September 9, 1942, fire-bombed the Siskiyou



Japanese submarine I-26

National Forest near Brookings, Oregon, using their "Glen" aircraft.

These had been the first attacks on North American soil since the War of 1812 and the government, trying desperately to pacify the public, was tightly controlling the media. Reports of enemy submarine actions along the West Coast were generally suppressed and "cause of explosion unknown" was often given as the reason some of the ships sank.

So it was no surprise that, despite evidence to the contrary, a U. S. Navy Board of Inquiry found that the *SS Coast Trader* "was sunk by an internal explosion and not by torpedo or mine." The Navy's public-information officer in Seattle was told to downplay the incident in the press. According to the *Coast Trader*'s officers, "The thought that a submarine could be that close to the coast was more than they could imagine" (*The Seattle Times*). The official explanation of an "internal explosion" sinking the *Coast Trader* remains in the Navy's official record.

During this time, though, at least 15 American merchant vessels had been attacked in the eastern Pacific and along the West Coast, also.

When the I-26 returned to Yokosuka, Japan on July 7, 1942, Commander Minoru Yokota reported torpedoing a merchant vessel on the date and at the location where the *Coast Trader* sank and also reported shelling Estevan Point. The I-26 was sunk on October 25, 1944, by the destroyer escort USS *Richard M. Rowell* (DE-403) during the Battle of Leyte Gulf.



Estevan Point Lighthouse

TRULY, THE SHIP OF MIRACLES

During the Korean War, I served as staff officer aboard the S.S. Meredith Victory and participated in the Hungnam Evacuation, in which almost 100,000 Korean civilians, mostly Catholics and other Christians, were rescued from a beach surrounded by overwhelming Chinese and North Korean troops. That evacuation happened in no small part because of the efforts

can troops resisting the onslaught. In the midst of all this death and destruction Father Cleary was asked to serve as a chaplain for the U.S. Army, based on his knowledge of the country, its people and the Korean language. He was soon serving in North Korea with the U.S. Army X Corps in its march to unify the country.

Then, in

October 1950, hundreds of thousands of Chinese soldiers entered the war and by December had driven the X Corps to the sea at the port of Hungnam, North Korea. An estimated 100,000 enemy troops encircled the port. General Douglas MacArthur, in the face of overwhelming enemy forces,

had issued orders to evacuate the X Corps by sea to the South. It was then that Father Cleary, in as much danger as the soldiers and civilians fleeing the communists, sought to help rescue the

thousands of refugees fleeing the attack. He noted in his diary for Dec. 12 of the need "to obtain means of boat escape to the South for the thousands of Korean civilians who are frantically seeking a means, any means, of fleeing from the oncoming Reds... Morning to night I am besieged by hundreds

of desperate Koreans for whom it is a matter of life and death for them and their families."

Four days later, he wrote, "Our artillery had by now been practically all withdrawn to the port and was keeping up a round-the-



of the late Maryknoll Father Patrick H. Cleary, who was there as chaplain to the U.S. Army X Corps and devoted all his resources to not only minister to troops but also to help rescue the thousands of Korean refugees fleeing the communist attack.

When the Korean War began on June 25, 1950, Father Cleary, who had been a missionary there since 1923, was forced to leave Seoul, the capital, with thousands of fleeing refugees. North Korean communists were advancing down the peninsula at a rapid pace annihilating many in their path. Father Cleary immediately began tending to the wounded and dying, including many Ameri-



Retired R. Admr. Robert Lunney, an associate member of the AMMV Edwin O'Hara chapter submitted this article to the Maryknoll Magazine.



clock shell-
ing of the
Red forces
back in the
mountains.
Big guns
boomed on
all sides,
heavy artil-
lery drawn
up in the
fields to the
right was
firing di-
rectly over
the road
which we
followed as

we left X Corps Headquarters area and the jeep seemed to leave the road (for) an instant at every firing." His diary also records that the U.S. 7th Fleet in the Hungnam harbor together with the artillery continued a bombardment throughout the night.

With Hungnam now partly aflame from enemy gunfire, and most of the military evacuated, Father Cleary persisted in his brave efforts to save the trapped refugees. He prevailed upon the military to provide two LSTs (Landing Ship Tank) and other ships as the last avenue of escape for the refugees from the encircling enemy. Conditions were most severe, the fighting was furious and the weather was freezing cold. It was Father Cleary who, by his courage and resourcefulness, arranged for one of the last ships in the harbor, our S.S. Meredith

Victory, to evacuate the last of the refugees.

On Dec. 22, U.S. Army representatives asked Captain Leonard P. LaRue if he would evacuate the remaining refugees from the beach. With

the enemy encircling the city, now partly aflame from enemy gunfire, they said they could not order him to attempt a rescue of the refugees. Without consultation he promptly and quietly volunteered to take his ship into the beach and evacuate as many as we were able.

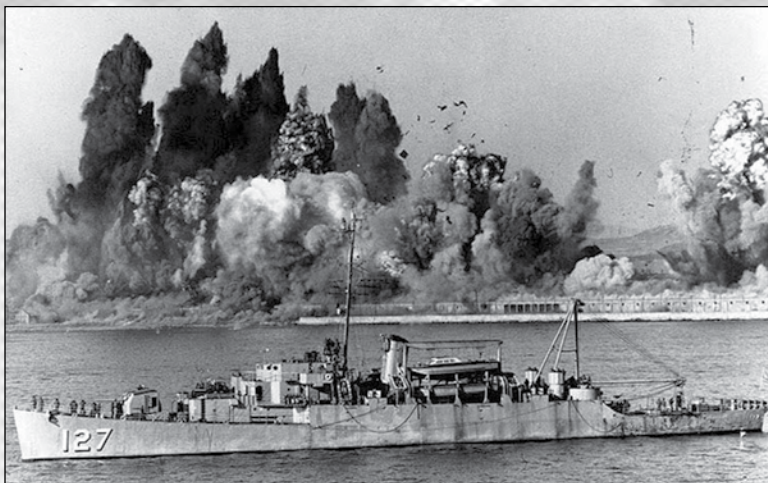
That evening, we began embarking the refugees into our five holds, under the protective fire overhead of the U.S. 7th Fleet, including the heavy guns of the U.S.S. Missouri, while Navy underwater demolition teams were placing explosives throughout the port and the pier adjacent to us. The constant naval air and gunfire support allowed us to embark 14,000 refugees, including 4,000 infants and children, plus 17 wounded. The refugees were loaded like cargo on pallets into every cargo hold and on the open deck in the bitter cold of winter. We had little food and water for them and the holds were neither heated nor lighted. They brought whatever they could carry—mostly babies, children and whatever food they had saved. We took off everyone who was on the beach at that time.



Soon after we departed, the entire port was blown up to deny its use to the enemy.

We departed Hungnam on the afternoon of Dec. 23, the last ship to leave with refugees, and after negotiating enemy minefields, arrived safely at Koje Do, an island about 38 miles southwest of Busan, on Christmas Day. The next day we disembarked the refugees, plus five babies born en route from Hungnam.

After the war, Captain LaRue joined the Benedictine Order and took the name Brother Marinus. In one of his few writings Brother Marinus wrote, "I think often of that voyage. I think of how such a small vessel was able to hold so many persons and surmount endless perils without harm to a soul. And as I think, the clear unmistakable message comes to me that on that Christmastide, in the bleak and bitter waters off the shores of Korea, God's own hand was at the helm of my ship."



Featuring Bob Hope and the crew of an American merchant vessel, steam up and ready to leave for a Pacific fighting front, an outstanding radio program was presented over the NBC coast-to-coast network at 11:30 AM on Saturday, December 23, 1944 under the auspices of the United Seamen's Service. It was arranged by A. B. Larsen, USS West Coast Publicity Representative.

The broadcast was opened with Bob Hope speaking from the NBC Studio, switched to an American merchant vessel somewhere on the Pacific coast and then presented

conversations between Hope and members of the crew. It closed with the ship's departure. At intervals during the broadcast the voices of carol singers could be heard. Through arrangements made by the USS, the singers moved around a West Coast harbor in a motor launch during the holiday season, singing for the crews of the various ships in the port.

Bob Hope's introduction follows:

"This is Bob Hope speaking to you from Hollywood. Three days from now we'll be celebrating Christmas here in the

United States. We'll gather around Christmas trees with our children and exchange presents with those we love. Merry Christmas with stars on the Christmas tree and stars in the eyes of our kids.... and stars in the windows of our homes. Blue stars for those still at home. Gold for the men who'll be spending Christmas with God. And silver stars for the ones over there, like the boys I'm going to introduce to you in a moment.

They're Z-men. Did you ever hear of Z-men? Sounds

like a gag, doesn't it? Well, it isn't. Z-men are the guys without whom General "Ike's" army and Admiral Nimitz' navy couldn't live. Five thousand seven hundred of them have died from enemy torpedoes, mines, bombs or bullets since our zero hour at Pearl Harbor.

Z-men are the men of the Merchant Marine. They carry a big wad of identification papers in a book called a Z book, so they call them Z-men. They're union men, too. They work for scale. Yeah, scale! Joe Squires worked for scale. He was a seaman on the S. S. Maiden Creek. He and Hal Whitney, the deck engineer, stayed aboard to handle

the lines so the rest of the crew could get away before the Maiden Creek sank under waves thirty feet high. The crew was saved. They never saw Joe or Hal again. Did anyone ever make a wage scale big enough to pay for a man's life?

Joe and Hal gave theirs voluntarily. So did 5,698 others. Did anyone ever devise a scale big enough to make men brave?

Listen, it takes nerve to go to work in a hot engine room, never knowing when a torpedo might smash the hull

above you and send thousands of tons of sea water in to snuff out your life. It takes courage to sail into the waters of an enemy barbaric enough to tie your hands and feet and submerge you so you can drown, like a rat, without a fight. It takes courage to man an ammunition ship after you heard how Nazi bombers blew up 17 shiploads of ammunition at Bari and not a man was ever found of the crews. I was there about that time. I'll never forget it. Neither will men like Admiral King, who said, "The Navy shares life

BOB HOPE'S CHRISTMAS 1944 BROADCAST TO THE U.S. MERCHANT MARINE EVERWHERE





and death, attack and victory with the men of the U. S. Merchant Marine." Yeah, it's Merry Christmas Monday for a lot of us except the boys of the Army, Navy and Merchant Marine. Our Z-men will be on the high seas or in ports far away from home, like a crew you're going to meet right now.

Before this program is over

you'll hear their ship leaving with another cargo for the war zone, a cargo like 500,000 tons of vital supplies and the 30,000 troops the Merchant Marine delivered for General MacArthur in the first three weeks on Leyte. Like the 70,000,000 tons it delivered to all the fighting fronts in 1944. Seventy million tons! Ninety percent of all the war supplies we used all over the world. These boys won't be in the United States for Christmas. so the USS - United Seamen's Service - is providing them with an early Christmas party which we're all invited to attend."

At this point Val Brown, NBC announcer, picked up the program from the flying bridge of the Liberty Ship. Gathered around him, near some of the guns manned by the Navy crews that guard these Liberty Ships, were some 42 Z-men, members of the crew and some of the 26 sailors who were gunners. They were having an early Christmas party because, in a few minutes, they were due to leave for the war zone with a vital cargo. The USS had provided gifts and a Santa Claus. Overhead was what in sea language is called a Christmas tree -- a pole 15 feet high with cross bars resembling branches. At the end of each branch was a red, green or white light used for signaling other ships at sea.

The men and their ship, commanded by a Captain only 30 years old and a mate aged 20, were all easterners. The captain was Roy J. Newkirk of Rincon, GA; the Mate was Donald C. Hall of Springfield, MA. Newkirk commanded one of the 17 TNT ships that were blown up by the Germans at Bari, Italy. Fortunately he was ashore at the time. Others interviewed by

Bob Hope were Bob Dowden, Navy gunner of Indianapolis, Ind.; Henry C. Bowman, Jr., Navy gunner of Jacksonville, AK., who spent 15 days in a lifeboat; Bill Redham of Bound Brook, NJ, who identified himself only as a farmer; "Whitney" Judges of Chicago, bos'n, once torpedoed; Mel Wheeler of New York City, second cook, who announced that the Christmas dinner would consist of turkey, mashed potatoes, creamed peas, cranberry sauce, celery, hot rolls and butter, hot mince pie and coffee; Troy Strickland of Brunswick, GA, Chief Engineer; and Peter Sebold of Cumberland, MD, ordinary seaman, previously in the Navy.

The program closed with the choristers singing "O Come All Ye Faithful" in the distance and the lowering of Santa Claus to the dock on a cargo net. The commands of



Captain Newkirk were heard as the steam winches began hauling in the line with which the ship was fastened to the dock, then the blast of the whistle as the ship began moving out, and the farewell words of Bob Hope: "Bon Voyage, men of the S. S. Liberty Ship. Merry Christmas to you and to all the merchant seamen, wherever this Christmas finds you! Merry Christmas everyone."



Editor's note: Thank you to Toni Horodysky at www.usmm.org for this text and the AMMV Edwin O'Hara for reprinting it in their December, 2014 newsletter.



29th National Convention Memory Book



Place your order now

Full
pages
are not just
for chapters!

Can't
make the
convention?
Do your part.
Buy an ad!

Got
pictures?
We'd love to
see them!

There
is a
size & price
for
everyone!



== We need you! ==

To get your order form or for more information contact
Carole Gutierrez, Oregon Chapter, RVP, Region 7
(503) 252-8250 or photos@clear.net
Use the order form in this book

Make this convention a success!



COMMEMORATIVE BOOK SPACE - ORDER FORM

This is an invitation to offer recognition of Merchant Marine and Navy Armed Guard veterans of WWII. We offer this publication as a way for chapters, organizations, individuals and all other supporting groups to express recognition, support AMMV, give a message, or document their own involvement in WWII and the Maritime Industry and all other supporting groups.

MEMORY BOOK RATES

Deadline for submittals is MARCH 27, 2015

_____ Full Page (8 in x 10.5 in) @ \$ 100.00 _____ Half Page (8 in x 5.25 in) @ \$ 70.00
_____ 1/4 Page (4 in x 5.25 in) @ \$ 40.00 _____ Business Card @ \$ 20.00
_____ Biographical Story * \$0.00 _____ Patriotic Contribution

- ★ Full page submittals can be printed in color for an additional \$175.00 per page
- ★ Premium location: (Color only) Back cover, inside front cover or inside back cover. Available on a first come, first serve basis. Contact us for additional information.

All Submittals must be camera ready.

No Bleeds except back and inside cover.

Original Art – No Photo Copies please.

Digital Copies accepted (PDF Format preferred) E-mailed or on Disc.

If mailing, do not scar the artwork with paper clips or other clamp devices.

Contact: _____ Phone: _____ E-mail _____

Chapter Name: _____

Memory Book will be made available to the following addressee:

Paid by: _____ Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Space: \$ _____ + Color \$ _____ + Premium Position \$ _____ = Total \$ _____

Please make check payable to AMMV 29th National Convention-2015
Mail check (No Cash Please), complete form and your submission to:
Sindy Raymond
AMMV 29th National Convention-2015
PO Box 186
Ferndale CA 95536
E-mail digital files to Carole Gutierrez at photos@clear.net

* The AMMV Convention Committee reserves the right to accept or reject any essay for publication and to edit and/or limit the word length. Biographer will receive one free copy of the Memory Book.

FOR MORE INFORMATION:

Captain Chris Edyvean (715) 862-2531 or cjedyvean@hotmail.com
Carole Gutierrez (503) 252-8250 or photos@clear.net

IS THE U.S. OCEAN-GOING MARITIME INDUSTRY IN DIRE STRAITS?

The answer to that question can only be a resounding **YES!**

The problems facing the industry are quite complex and many. They include efforts to save the food aid cargo preference mandate, efforts to keep the Jones Act in place, unaltered, and the other maritime issues that are being faced today.

Everyone in the Maritime industry is well aware of the problems. Efforts are being made by all of the maritime unions, maritime supporters and Congress to rectify this situation.

AMMV National President Morris Harvey speaks out:

There are only 85 ships involved in international commerce today. I was advised verbally that the unions got together and conducted a survey - they could find only 11,400 mariners who had current certification for ocean going vessels.

Over the past 35 years the number of U.S. Flag ocean going vessels has dropped from 850 to 85— international commercial cargoes carried on U.S. flagged vessels has fallen from 25 percent in 1955 to approximately 2 percent today.

I am ashamed and upset that our nation has let our international maritime presence sink to this level, almost abandoned.

Publications and correspondents report:

In a Maritime Executive Magazine article, Denise Krepp reported, covering Congressional Food Aid program, – in 2013, in response to the question: The End of the U. S. Merchant Marine?:

The U.S. Merchant Marine fleet will be dead in ten years. Food aid lobbyists will convince Congress to eliminate the cargo preference requirements which mandate that government impelled cargo be shipped on U.S. flagged and U.S. crewed vessels.

The current Administration will support these cuts to better promote its wind, solar, and nuclear energy programs. The U.S. maritime community must convince Congress and the Administration that cargo preference and the U.S. mariners who transport this cargo are vital to our national security if it is to avoid this grim prognosis.

Bold decisions in a time of economic austerity should be welcomed. We need to cut spending; these cuts however; should not be borne solely by the U.S. maritime community. The Administration should not destroy U.S. jobs merely because the food aid lobby wants a bureaucrat in a random office to push a button instead of having U.S. grain transported on U.S. crewed ships to those in

need. The cuts should be evenly distributed across the various interests and all interests should be included in the decision making process.

The best way to ensure that Congress and the Administration have all the facts is for the U.S. maritime industry to work with farmers and others to better educate our leaders. Congress must understand that cutting the cargo preference program like they did last year was more than an offset. Similarly, the Administration must understand that simply writing checks can put thousands of people out of work.

Congress is aware of the urgent need to rectify these problems:

At a **hearing** of the House of Representatives Subcommittee on Coast Guard and Maritime Transportation, September 10, 2014, the opening statement reads:

Opening statement by Chairman Duncan Hunter (R-CA)

The Subcommittee is meeting today to review issues impacting the U.S. merchant marine, the important role it plays in our economy and national security, and ways we can work together to strengthen and expand the merchant marine.

The U.S. maritime industry

currently employs more than 260,000 Americans, providing nearly \$29 billion in annual wages. There are more than 40,000 commercial vessels currently flying the American flag. The vast majority of these vessels are engaged in domestic commerce, moving over 100 million passengers and \$400 billion worth of goods between ports in the U.S. on an annual basis. Each year, the U.S. maritime industry accounts for over \$100 billion in economic output.

Beyond the important contributions to our economy, a healthy merchant marine is vital to our national security. Throughout our history, our nation has relied on U.S. flagged commercial vessels crewed by American Merchant Mariners to carry troops, weapons, and supplies to the battlefield. During Operations Enduring Freedom and Iraqi Freedom, U.S. flagged commercial vessels transported 63 percent of all military cargos moved to Afghanistan and Iraq.

Unfortunately, over the last 35 years, the number of U.S. flagged vessels sailing in the international trade has dropped from 850 to less than 90. Less than two percent of the world's tonnage now moves on U.S. flagged vessels. In the same period, we have lost over 300 shipyards and thousands of jobs for American mariners. For the sake of our national and economic security, we need to reverse this trend.

We cannot rely on foreign

vessels and crews to provide for our national security. It is critical that we maintain a robust fleet of U.S. flagged vessels to carry critical supplies to the battlefield, a large cadre of skilled American mariners to man those vessels, and a strong shipyard industrial base to ensure we have the capability to build and replenish our naval forces in times of war.

I know the new Maritime Administrator is hard at work on a national maritime strategy that will hopefully include recommendations to strengthen the merchant marine. As soon as the strategy is complete, I look forward to calling him before the Subcommittee to present it. In the meantime, representatives of maritime industry and labor have been working on a similar proposal at the request of Ranking Member Garamendi and myself. I look forward to hearing about that proposal today, as well as other recommendations our witnesses may have.

If we want to grow our economy and remain a world power capable of defending ourselves and our allies, we must work together to strengthen our merchant marine. I thank the witnesses for appearing today and look forward to working with them.

Efforts need to be taken and how you can help: Stay tuned.
Our theme for the AMMV 29th Convention: What roll can the AMMV play to reverse the trend of decreasing participation of U.S. Flag vessels

in International trade? Come to the convention and help us set a course for the AMMV to participate with other Maritime and National security interests. If you cannot attend, put your concerns and suggested solutions in writing, send them to morris27@centurylink.net and they will be considered for inclusion in our convention business meeting.

The "TREND" started more than 35 years ago – it will not be turned around in a day. Who knows how long it will take for the Maritime Administrator, Paul Jaenichen, Sr. to develop the report mentioned at the hearing – I did not note any target date in the hearing report. After all MARAD has been there all these years that the decline has been mounting.

Did you hear any mention of this in the national news, on the Sunday Morning TV talk shows, in the President's State of the Union speech? The administration, the public, and congress in general are completely ignorant of the significant contribution that Merchant Mariners make to our Nations standing in the world – the Merchant Marine reflects our National power and economic influence.

This is another issue to include in your talking session with the office of your congressman and senators. Ask them if they are aware of the report? What is their position on the Merchant Marine, with respect to the economy and our National Security?

Fight Continues For Survival of the SS United States

The SS United States, which still holds the Guinness Books of Records honor of being the fastest ship to sail from New York to London and back, has rested at Pier 82 in South Philadelphia for 18 years. Over those years, massive efforts to save her from being scrapped have been made by the SS United States Conservancy, her owner, headed by Susan Gibbs, grand-daughter of the ship's designer.

History of a Queen

In its day, the United States was a queen of the sea, designed by naval architect William Francis Gibbs of Philadelphia, its steel forged at Lukens Steel in Coatesville. The ship was both luxury liner and a secret weapon: It could quickly be turned into a troop ship able to transport 15,000 soldiers up to 10,000 miles without refueling.

The ship's 1952 maiden voyage shattered the trans-Atlantic speed record, which it still holds. It sailed 400 times from New York to Europe and other destinations, ferrying noblemen and immigrants, along with Presidents Harry S. Truman, Dwight D. Eisenhower, and John F. Kennedy.

But in the 1960s, plane travel made liners outmoded. When the United States docked in Newport News, Va., for an annual overhaul in 1969, it was taken from service. The ship was moved to Norfolk, sold, resold, put up for auction, towed to Turkey and to Ukraine, and finally to Philadelphia in 1996, its furniture and interior long since stripped.

It seemed destined for scrap when its owner, Norwegian Cruise Line, offered it for sale in 2009. The SS United States Conservancy was offered the first chance to buy but lacked the money. The next year, a savior emerged: Philadelphia philanthropist H.F. "Gerry" Lenfest, now owner and publisher of The Philadelphia Inquirer,

said he would donate up to \$5.8 million to save the ship. The money allowed the conservancy to buy the vessel and keep it docked near Columbus Boulevard while redevelopment plans went forward.

Few doubt the conservancy has worked zealously - staging exhibits about the ship, publicizing its history, and raising money - or that those efforts might be for naught. "I think they've done the best they can," Lenfest said. "It's a monumental task to raise that money to restore the vessel. They've tried with integrity, and they've tried very hard." He said he did not plan to put more money into the project.

So, to cover the \$60,000-a-moth maintenance costs, nickel, brass, copper and aluminum have been sold off her, with the money used to support the ship's maintenance. Last July, one of the ship's massive propellers was sold to a recycling firm. They were poised to sell another one when Jim Pollin of the Pollin Group donated \$220,000 to halt the sale.

Perhaps a change of scenery is necessary

Last fall, a local developer suggested freeing her from her dockside prison, towing her down the Delaware River and transforming her into a grand, floating hotel beside Harrah's casino in Chester, PA. But the Conservancy responded: Forget it, it won't work. And besides,



the United States belongs in New York. The Conservancy wants to anchor the ship in a major city where it would become a tourist attraction, museum, educational facility, retail venue and hotel.

More than 100-ft longer than the Titanic, the SS United States is considered one of the greatest ships ever built. Upon her return to the Big Apple after her maiden voyage in 1952, her crew was honored with a tickertape parade up the Canyon of Heroes in lower Manhattan.

New Yorkers seem to approve of the move. "This idea has all the makings of a great waterfront success story," said Roland Lewis, president of the New York Metropolitan Waterfront Alliance. "Bringing the SS United States back to New York can be done in a way that allows us to validate four concepts for sustainable waterfront development. New York has worked harder than any large city in America to bring people back to the waterfront and create an innovative destination for residents and tourists alike. The SS United States will be an instant attraction." Meanwhile, the Conservancy operates in a constant struggle for money to save the ship.

More financial help is needed

If you would like to save the SS United States, please send a donation to the SS United States Conservancy at P. O. Box 32115, Washington, DC 20007.



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.*

PATRICK E. CURTIS, MBA

JACK BECK

GEORGE BILLIAS

BILL CANTUA

JOHN CHOW

MELVIN CORDIE

KARL M. COUGHENOUR

JOHN S. GABLE

JOSEPH E. HOLMES

ALLEN K. HOLT

GENE A. KELLEY

JAMES K. LARSEN

DUANE LARSON

DONALD A. LOGER

JOHN J. MYERS

WINSTON ROBERTS

JOSEPH SANTANA

WILLIAM G. SIFFERMANN

MATTHEW SITEK

HAROLD C. SMITH

EDWARD A. WIELOSINSKI

GERALD R. ZINN

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.



CHAPTER NEWS

Central California Chapter

UPDATE ON MARITIME DAY CEREMONY, MAY 22, 2015 – SACRAMENTO, CA

Plans are still being made for the 2015 Maritime Day ceremony – May 22nd – in Sacramento. CEO Rufus Hernandez is working with Sacramento Chapter CEO Ken Blue and others to find a good venue in the Sacramento area. More news will be available in the AMMV NEWS – Spring, 2015 edition.

Gulfstream Chapter



l to r: Capt. Tim Brown, Capt Liz Clark, NVP

GUEST SPEAKER

At our September meeting, our guest speaker was Tim Brown, former President of the International Order of Masters, Mates and Pilots (IOMMP) union. Capt Brown talked about mentors. He told us about someone who took him under his wing when he was just starting out and this person changed his life. He asked if anyone had a mentor when they first got started as Mariners. Paul Raudt mentioned the person who helped him on his first ship. This person helped Paul navigate the ship into Texas. He said it was quite an experience. Capt. Fred Calicchio told us about his brother Capt. Dom Calicchio. He was the person who pushed Fred into striving to be more than just an ordinary seaman. It was his brother's pushing that encouraged him to take the test for his Chief

Mate's license and a year after that his Mariners license.

Capt. Brown also suggested that we should contact schools in our area and ask if they would like to have a Mariner come and speak to the class about the Merchant Marine and what its role was in WWII and beyond. Mercedes mentioned that our Past President Joe Colon was called every year by the Heritage School and asked to speak to the student. We thanked Capt. Brown for taking the time to come and speak with us and we hope he will return again.

Jeremiah O'Brien Chapter

ONE HELPFUL MEMBER

We regret the passing of our CEO Bill Cantua. Bill was very active in the AMMV joining the Golden Gate Chapter in 1989. He was on the Board of Directors of Golden Gate from 1992-1996 and served as chapter President from 1996-1998. He then formed the Jeremiah O'Brien chapter in 2000 and was President until the end of his life. Bill served as Western Region Vice President for 3 years, visiting all of the chapters in that region and continued visiting most of them until recently. He is sorely missed.

Gene DeLong Hudson Bay Chapter

A GRATEFUL THANK YOU

At our November meeting, Wally Hassett advised of a letter he received from the Chaplain of Albany Maritime Ministry, the Lutheran based Seafarer's Center in Albany, NY. They thanked us for our donation of \$100.00 to be used for their "Christmas at Sea" program where Mariners who sail from the Port of Albany will receive gift boxes containing such items as knit caps, work gloves, socks, writing paper, pens, combs, etc. Many of you WWII Mariners recall, we're sure, receiving such parcels from other places similar to St. Paul's Lutheran Church during our time at sea 1942-1946.



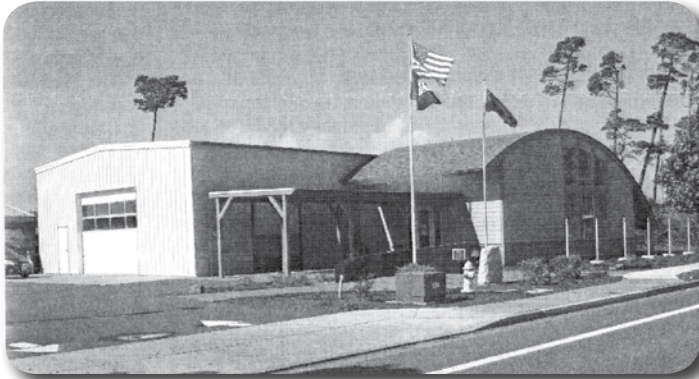


CHAPTER NEWS

Oregon Chapter

THE STORY OF A MUSEUM

Editor's note: Excerpted from the Salty Dog newsletter of Nov-Dec. 2014. For additional information, contact Carole Gutierrez or Shirley Nelson.



A new museum is taking shape near the airport in Florence, on Oregon's central coast. It's more than just a collection of shells and bullets. The goal of the Oregon Coast Military Heritage Museum is not to glorify war but to preserve some very personal stories.

The folks at the museum are fully aware of the important role that Merchant Mariners played in World War II. On a recent visit to the museum, Nelson and Shirley Cauble of the Southern Oregon Chapter discovered that those in charge were really worried about finding Merchant Mariners to help build the U. S. Merchant Marine display.

Never one to turn their backs on the challenge, Nelson and Shirley started collecting "things" for the museum. To begin with, they bought (with their own money) an outdoor Merchant Marine flag to be flown there. They searched their own things to come up with donations, including paintings, books and other memorabilia.

It's been a slow push forward, since 2008, for founding Director Cal Applebee and his Board of Directors. From an idea, they have acquired the land, built the building and now are "growing" the meat of the project – the displays.

So what are they looking for? Just about anything you can think of that represents the Merchant Marine story. There will be a library so books are a good start. Medals, pieces of ships, like a ship's bell, seamen's papers, and

photographs are other ideas.

Their goal is not just have a stale or static that you visit only once, but an ever-evolving museum that you will want to visit time and time again. While there will certainly be long-standing displays, they plan to have a working relationship with other military museums in the northwest and rotate displays to encourage repeat visits.

Don't have anything for the museum? You can support the project by buying a "brick". The cost is \$200. You can get an order form from Max Gutierrez (Oregon Chapter), Nelson Cauble (Southern Oregon Chapter) or the Oregon Coast Military Heritage Museum, P. O. Box 2040, Florence, OR 97439



A Note From The Editor

Since we have featured singer Woody Guthrie in the last two AMMV NEWS Magazines, I thought that it might be interesting to show you a different side of him. When I was about 8 years old, in 1951, my late Mother dated a "semi-famous" photographer named Arthur Dubinski, who later, in 1954, took this picture of Woody Guthrie in Central Park, New York, City. It made me wonder if it was still the same man.



CHAPTER NEWS

Sacramento Valley Chapter

AUBURN, CA VETERANS' DAY PARADE



Veteran's Day, 2014. The parade was a great success. Thousands turned out to watch the nation's oldest Veterans Parade. The City of Auburn started the tradition Nov. 11th, 1918 and has only missed one year, 1944, since. This year's parade was in honor of the Merchant Marine, which made it special for us. Mariner Frank "Bud" Schmiedel was the grand marshal posthumously. Bud's wife Ramona and his daughter Kimberly rode in the Grand Marshal's white Cadillac convertible and Nancy and Bob Ulrich, Ken Blue and Jim Smith were behind them with the Stars and Stripes and the Merchant Marine flag. We had a great turn out of some eight cars all decorated to the hilt. Steve

and Bonnie Banks' pickup truck had the long blue banner we once used on the lifeboat. It was about as good as it could get.

Participating were Frank and Lupe Mendez, Richard Hill, Larry and Charlene Starn, Bill and Bea Fairfield, Ken Blue, Jim Smith, Bob and Nancy Ulrich, John Murphy and wife Carolyn, Sally Raanes and her son, Lyle Fagan and his son Dale and daughter Debbie, Doug Borgus, George Ban and his wife and daughter and Steve and Bonnie Banks.

The ceremony at the Fairgrounds afterwards was impressive and packed. Several hundred persons heard the speeches from dignitaries. Bob Ulrich had the honor of leading the Pledge of Allegiance, and at the conclusion, Ken Blue, from the dignitaries platform, thanked the city of Auburn for honoring the Merchant Marine. Not everybody attending made the picture; sorry.



Welcome Aboard to these New Members of the AMMV

BILL HALUZAK	FORESTVILLE	CA
MICHAEL S. LEE	FORTUNA	CA
CAPT. RONALD J. MEICZINGER	BAYONET POINT	FL
ANDREW OLESEN	AMERICAN FORK	UT
ALAINA TAAGA	SAN PEDRO	CA
JOHN E. TRENT	DAVIE	FL
LINDA S. WOMER	SAYLORSBURG	PA
ROY E. WOMER	SAYLORSBURG	PA

See You At The Annual Business Meeting

May 5 - 8, 2015

MITAGS/CCMIT in Linthicum, MD

Join us for camaraderie, business, entertainment by the great Sally Langwah and her husband Roy, and an excursion to Washington, DC.

Registration form, hotel and other information available on pages 42-44.

THE WAR OF 1812; LOOKING AT THE MERCHANT MARINE ROLE

The War of 1812 was important to the U.S. Navy for several reasons. The war demonstrated to the American public the vital importance of an effective naval force for national defense. It validated early policy decisions to implement cutting-edge technology for our warships. And it established a heritage of competence, heroism and victory.

When the United States declared war in defense of free trade and sailors' rights, America's merchant marine responded to the economic hardship brought by war between 1812 and 1815 with vigor. At sea, American merchantmen were subject to capture by Royal Navy ships and enemy privateers. As the war progressed, the Royal Navy's blockade of the coast of the United States became more and more effective and gradually expanded to cover the entire coast from the Gulf of Mexico to the border with Canada.

As a result, American exports fell from \$61 million in 1811 to \$28 million in 1813 and \$7 million in 1814, a decrease of 89 percent, and between 1811 and 1814 imports decreased by 75 percent, declining from \$53 million to \$13 million. The American merchant marine fought back by arming their merchantmen under letters of marque and directly brought the war to the enemy through privateering: fitting out, manning and sending out their own ships to prey on British seaborne commerce.

Privateers were privately-owned armed vessels whose captains held permits, called letters of marque, issued by their governments to capture vessels and property of the enemy.

Governments found the private armed vessel a useful ancillary to their official navies. Privateersmen



were not pirates, but were bound by the internationally recognized laws of war. They were required to post bonds as guarantees of proper conduct. They were expected to treat prisoners humanely. They had to respect the rights of neutrals. Having captured a vessel, a privateer captain would place a prize master and prize crew on board with orders to bring it into port to be tried in an admiralty court, which would determine whether the



captured vessel was a lawful prize.

Vessels carrying letters of marque, but sailing on commercial voyages, were usually also called letter-of-marque traders. Letter-of-marque traders would take prizes that fell in their way, but their main purpose was trade. Vessels carrying letters of marque and purposefully cruising against the enemy were referred to as privateers.

The city of Baltimore, Md., was a major center of privateering during the War of 1812. Its example illustrates the contributions of the private armed ship to the war effort.

Within a month of the declaration of war, 15 Baltimore privateers had received letters of marque. By the end of the war in 1815, Baltimoreans had dispatched some 122 privateers and letter-of-marque traders. Just under fifty of the Baltimore armed ships of war were privateers and the balance were letter-of-marque traders.

Congress authorized privateering in order to war against the enemy's commerce. That citizens could profit from preying on British commerce while contributing to the war effort only made privateering that much more attractive. Baltimoreans were proud of the contribution their privateers made to the war effort. Baltimore's commissioned vessels took more than five hundred British merchant ships, sent in some 1,600 prisoners, and cost British merchants millions of dollars. Privateers forced the British to use naval vessels to convoy merchantmen, and persuaded them to devote naval assets to blockade the Chesapeake and to assign warships to protection of ports and islands.

The young American Navy came of age during the War of 1812. A small but determined corps of officers and sailors demonstrated that, man for man, ship for ship, they were the equal of any seagoing force afloat including the Royal Navy. America's merchant mariners also contributed mightily to the war effort, cementing a tradition of service that continues to the present day.

Editor's note: Printed from the MSC Sealift Magazine, written by Dr. Michael Crawford, Naval History and Heritage Command. Thank you to the AMMV Three Rivers Chapter for this information.



Members at Large

Editor's note: More and more AMMV members are becoming Members-at-large for various reasons, such as distance from nearest chapter, physical problems, inability to drive, etc. However, that doesn't mean these members are inactive. We thought it would be nice to feature some active members' contributions to the NEWS. Please keep sending me your information and activities and we'll try to record them in the future.

From Byron Ayres, San Diego, CA WREATHS ACROSS AMERICA

This is just a note to tell you of Bob Dunbar and my experience at the



Byron Ayres

"Wreaths Across America" ceremony at Fort Rosecrans Cemetery on December 13th. This is the sixth or seventh year I have attended and Bob's first. It was a reverent group of people.

The part that pleased us was participants and members of several armed services approached us and were very complimentary towards the Merchant Marine. First the band director came to us and told us he had located our Merchant Marine anthem and the band would play it as Bob and I presented our wreath on the stand. He said he remembered me and said he wanted to answer my request from last year for the MM music. The next person was Colonel Hugh Charles Donlon who became the first American soldier to be awarded the Medal of Honor in the Vietnam War. He was a fine man! This was the first time I had ever had the honor to shake hands with a Medal of Honor recipient. We even had a former POW man in the program who came over to



us to tell his story of his three years in a POW camp in Japan when he was a boy. He told us he and his mother were placed on a Liberty ship at the end and returned to the U.S. He wanted to thank the Merchant Marine for that.

I have felt it to be an honor to be a part of a ceremony honoring all veterans INCLUDING the Merchant Marine. Bob and I placed a wreath on a stand at the stage and then my part in the ceremony was to read a prepared paragraph on the podium.

From Bob Ross, El Dorado, AR HAPPY NEW YEAR



Bob Ross (far left) and company on January 1, 2015

Bob Ross and his family invited A. J. Wichita from Richardson, TX, Charles Montanaro from Carson City, NV, Eugene Barner from Overland Park, KS and Sindy from Ferndale, CA to celebrate New Year, 2015 with them in El Dorado, AR. Everyone, except Sindy, who couldn't attend,

toasted New Year's Eve with pizza and sarsaparilla and welcomed 2015



A.J. Wichita and his faithful sidekick Monica

with a 11:30pm visit to our WWII monument on the Courthouse grounds.

Good food – a traditional New Year's lunch of black eyed peas and all the trimming and a catfish buffet dinner were enjoyed by all. It is rumored that Charles was seen putting catfish filets in his coat pockets to carry back to Carson City with him!

We had one of the most wonderful times in our lives with our Merchant Marine family and are looking



Members at Large

forward to December 31, 2015, to celebrate 2016. Sindy, remember to mark your calendar.

From Eddie Trester, Saint Augustine, FL

WREATHS ACROSS AMERICA



(l to r) Bob Ross, Charles Montanaro, Eugene Barner, A.J. Wichita - New Year's Eve, 2014



I represented the Merchant Marine at the St. Augustine Wreaths across America ceremony on December 12, 2014. It was an honor to lay a wreath there and be part of the ceremony.

Folks in our area are definitely interested in the Merchant Marine and what we did during WWII. I have been trying to publicize our history even more, especially after working with Gerry Starnes on the book "Torpedoed for Life: World War II Combat Veterans of the U. S. Merchant Marine". I find that public libraries and other places are quite willing to let us set up a display table for special occasions. I'll keep trying!

A MARINER'S PRAYER

Contributed by J. W. H. "Jack" Wolff, AMMV Missouri Valley Chapter

*The voyage is ending, the wind no longer plays
Its mournful song as it travels through the stays.
The sea is calm and I can hear the surf gently
Breaking on the shore as I sail into its safe harbor*

*My friends and family are standing on the dock, waiting
To greet me, for they have voyaged with the Master long ago.
My heart beats faster as my ship approaches,
For I know not whether the Master has a berth for me.*

*I have sailed these many long years. I have tried to steer
A straight course, but the winds of temptation and the seas
Of omission have altered my journey. But even though
I have sometimes yielded to the wind and sea, I have always
Searched the horizon to see His beacon light and guide me to
His harbor.*

*I've heard tell of His majestic sea where the wind no longer
Brings tears to the eyes, and where the sea spray rushes the
Cheek like a Mother's gentle kiss.*

*I want to sail aboard His ship upon this majestic sea to hear
The chanty of His angelic crew, and hear the voices of sainted
Voyagers as they praise the Master in unending song.*

*I want to sail that endless sea where time holds no bar,
Where I, too, may join the citizens of His endless kingdom.
I will go before the Master of this heavenly vessel and humbly
Ask his permission to come aboard, for I want to sail with
Him forever.*





JUST RECOGNITION

GREAT NEWS!!! REINTRODUCTION OF LEGISLATION HOUSE BILL HR. 563

Congresswoman Hahn and Congressman Duncan Introduces Bipartisan Legislation to Repay Surviving Veteran Merchant Mariners of WWII

Jan 28, 2015 Issues: Washington, DC—Today, Congresswoman Janice Hahn (CA-44) and Congressman John Duncan Jr. (TN-2) introduced the “Honoring Our WWII Merchant Mariners Act of 2015.” This legislation would provide surviving Merchant Marines who served during World War II with a modest benefit for their bravery and sacrifice.

During World War II, more than 200,000 Americans served in the U.S. Merchant Marines and aided our nation’s military efforts in both Europe and the Pacific. Thousands of our Merchant Mariners faced enemy attack and died at sea while hundreds more were captured and held as prisoners of war. Despite having the highest casualty rate of any U.S. service during the war, they were not eligible to receive veteran’s benefits.

“The veterans of the Merchant Marine risked their lives in the service of this nation, but we have never properly thanked them,” said Congresswoman Hahn. “Let us finally right this wrong and repay our debt of gratitude owed to these heroes.”

The legislation would provide a one-time lump sum of \$25,000 to each of surviving WWII Merchant Marines. As many of these veterans are now well into their 90s, and fewer than five thousand Merchant Mariners who served in World War II are alive, the Congresswoman stressed the importance of passing this bill as quickly as possible.

“So few of these Merchant Mariners are with us today,” noted Congresswoman Hahn. “Time is running out to thank them properly, and I encourage my colleagues to act quickly in cosponsoring and passing this important legislation.”

Congressman Duncan said, “I have helped thousands of Veterans and those on active duty and have great respect for them. The word ‘hero’ is tossed around too lightly today, but I think anyone who puts their life on the line for their country deserves that description. Although the Merchant Marines were not formally recognized as Veterans, they are very patriotic and brave Americans whose sacrifice for our Nation cannot be repaid.”



Congresswoman Janice Hahn

TEXT OF HOUSE BILL HR. 563

A BILL

To amend title 38, United States Code, to direct the Secretary of Veterans Affairs to establish the Merchant Mariner Equity Compensation Fund to provide benefits to certain individuals who served in the United States merchant marine (including the Army Transport Service and the Naval Transport Service) during World War II.

1 Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “**Honoring Our WWII Merchant Mariners Act of 2015**”.

SECTION. 2. PAYMENTS TO INDIVIDUALS WHO SERVED DURING WORLD WAR II IN THE UNITED STATES MERCHANT MARINE.

ESTABLISHMENT OF COMPENSATION FUND.— Subchapter II of chapter 5 of title 38, United States Code, is amended by adding at the end the following new section: § 533. Merchant Mariner Equity Compensation Fund

COMPENSATION FUND.—(1) There is in the general fund of the Treasury a fund to be known as the ‘Merchant Mari-

ner Equity Compensation Fund’ (in this section referred to as the ‘compensation fund’).

Subject to the availability of appropriations for such purpose, amounts in the compensation fund shall be available to the Secretary without fiscal year limitation to make payments to eligible individuals in accordance with this section.

ELIGIBLE INDIVIDUALS.—An eligible individual is (A) an individual who during the one-year period beginning on the date of the enactment of this section, submits to the Secretary an application containing such information and assurances as the Secretary may require;

(B) has not received benefits under the Servicemen’s Readjustment Act of 1944 (Public Law 78–346); and

(C) has engaged in qualified service.

(2) For purposes of paragraph (1), a person has engaged in qualified service if, between December 7, 1941, and December 31, 1946, the person was a member of the United States merchant marine (including the Army Transport Service and the Naval Transport Service) serving as a crew member of a vessel that was operated by the War Shipping Administration or the Office of Defense Transportation (or an agent of the Administration or Office); operated in waters other than inland waters, the Great Lakes, and other lakes, bays, and harbors of the United States; under contract or charter to, or property of, the Government of the United States; and serving the Armed Forces; and while so serving, was licensed or otherwise documented for service as a crewmember of such a vessel by an officer or employee of the United States authorized to license or document the person for such service. In determining the information and assurances required in the application pursuant to paragraph (1)(A), the Secretary shall accept a DD–214 form as proof of qualified service.

AMOUNT OF PAYMENT.—The Secretary shall make one payment out of the compensation fund in the amount of \$25,000 to an eligible individual. The Secretary shall make such a payment to eligible individuals in the order in which the Secretary receives the applications of the eligible individuals.

AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated for fiscal year 2016 \$125,000,000 for the compensation fund. Such amount shall remain available until expended.

REPORTS.—The Secretary shall include, in documents submitted to Congress by the Secretary in support of the President’s budget for each fiscal year, detailed information on the operation of the compensation fund, including the number of applicants, the number of eligible individuals receiving benefits, the amounts paid out of the compensation fund, the administration of the compensation fund, and an estimate of the amounts necessary to fully fund the compensation fund for that fiscal year and each of the three subsequent fiscal years.

REGULATIONS.—The Secretary shall prescribe regulations to carry out this section.

REGULATIONS.—Not later than 180 days after the date of the enactment of this Act, the Secretary shall prescribe the regulations required under section 532(f) of title 38, United States Code, as added by subsection (a).

CLERICAL AMENDMENT.—The table of sections at the beginning of such chapter is amended by inserting after the item related to section 532 the following new item: Merchant Mariner Equity Compensation Fund.

.....

YOUR FULL SUPPORT IS NEEDED

This may be our last chance to get our important legislation through the House of Representatives and the Senate and signed into law by the President of the United States.

We have been fighting this battle, under Just Compensation title, for about 11 years now. Let’s ALL WORK TOGETHER for final passage of this long- overdue initiative.

We need all AMMV members to contact their U. S. House of Representative members to sign on a Co-sponsor of our **Bill HR.563**.

The American Merchant Marine Veterans

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

29th ANNUAL CONVENTION, May 5 to 8, 2015

MITAGS, Linthicum Heights, MD

INFORMATION FORM: ROOM RESERVATIONS

V150124-A



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

Comfortable Rooms

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

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

Shuttle Service

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

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

Make Reservations Directly With CCMIT

692 Maritime Boulevard, Linthicum, MD 21090

Reservation Phone Line: 410-859-5700

SPECIAL ROOM RATES:

Single - \$135.00 :: Double—\$175.00 (13 % Tax applies to both)

RATES INCLUDE BREAKFAST, LUNCH AND DINNER BUFFETS

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

For more fun in the D.C./Baltimore area: This rate is guaranteed from April 28th thru May 13th.

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

Your convention committee has guaranteed a minimum number of rooms.

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

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

REGISTRATION FORM



The Conference Center
at the Maritime Institute

CCMIT, Linthicum Heights, Maryland

29th ANNUAL
AMERICAN MERCHANT
MARINE VETERANS
CONVENTION
MAY 5-8, 2015

ANNUAL BUSINESS MEETING AND REUNION

Name: _____ Spouse/Other: _____

Affiliation/Chapter: _____ Phone: _____

Address: _____

City/State/Zip: _____

E-mail: _____

See separate sheet for Hotel reservation information.

***Denotes expense other than food. i.e. Entertainment, Décor, Overhead, Etc.**

CONVENTION FEE: (no charge for spouse/companion)	TOTALS
EARLY BIRD to April 15th: \$60.00 x _____ =	\$ _____
April 16th to May 5th: \$80.00 x _____ =	\$ _____
LUNCH WITH Sally & Roy: \$10.00* x _____ =	\$ _____
(Extensive Full Course Buffet served 1130 to 1400 hours. Paid for in room cost)	
(ADD: \$20.50/person if you do not stay at MITAGS)	
WELCOME DINNER: \$15.00* x _____ =	\$ _____
(Extensive Full Course Buffet served 1700 to 1900 hours. Paid for in room cost)	
(ADD: \$28.00/person if you do not stay at MITAGS)	
CONVENTION/REUNION BANQUET: \$15.00* x _____ =	\$ _____
(Extensive Full Course Buffet served 1700 to 1900 hours. Paid for in room cost)	
(ADD: \$28.00/person if you do not stay at MITAGS)	
TOUR/RALLY: WASHINGTON D.C. Mall (WWII Memorial): \$44.00 x _____ =	\$ _____
(Bus Transportation w/box nourishment – round trip- Friday May 8th)	
TOTAL DUE:	\$ _____

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

CANCELLATION NOTICE: MEDICAL REFUND REQUESTS ACCEPTED UNTIL April 28, 2015

Make check payable to "AMMV 29th Convention - 2015" and send with completed form to:

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

FOR GENERAL INFORMATION CALL: Morris Harvey, 352-564-0267 or e-mail morris27@centurylink.net
(V150124-A)

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



★★★★★ DVD Order Form ★★★★★

“Lest We Forget”

*An hour long display of memorials across America
dedicated to
United States Merchant seamen*

- An American Merchant Marine Veterans history project compiled from contributed photographs from many sources.
- Now in DVD format for playing on your television or computer.
- Included with each DVD will be a separate booklet designating physical location and the originating sponsor.



Quantities are limited.

Send for your copies now, while they last!

Send DVD(s) to:

Name _____

Chapter _____ Street _____

City _____ State _____ Zip _____

Phone _____ e-mail _____

No. of DVDs _____ X \$12.00 each (includes shipping & handling) = TOTAL _____

Please send your check to:

American Merchant Marine Veterans National Headquarters
P.O. Box 186
Ferndale, CA 95536

For more information, please contact:

Sindy Raymond
Editor and AMMV Office Administrator
(707) 786-4554
saaren@frontiernet.net

Please allow 10 days for delivery!



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

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

455 OCEAN AVE.

P.O. BOX 186

FERNDAL, CA 95536-0186

NON PROFIT ORG.

U.S. POSTAGE

PAID

SAN ANTONIO, TX

PERMIT #1001

The Ship of Miracles



CERTIFICATE

The SS Meredith Victory performed the greatest rescue operation ever by a single ship by evacuating 14,000 refugees from Hungnam, North Korea in December 1950

The Hŭngnam Evacuation Operation memorial was dedicated at the Historical Park in the Geogje Korean War Prisoners' and Refugee Camp on the 55th Anniversary of the outbreak of the Korean War.

Under the stewardship of Captain Leonard P. LaRue, the Merchant Marine vessel SS Meredith Victory evacuated some 14,000 people from Hŭngnam which was about to be overrun by Communist Chinese. Often called the "Ship of Miracles," the SS Meredith Victory was designed to carry only 12 passengers and a crew of 47.

Captain LaRue received the Ulji Order of Military Merit, the second highest military decoration from the Korean government.



Captain Leonard P. LaRue
SS Meredith Victory