

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE



Honoring All Who Serve

VETERANS DAY, NOVEMBER 11, 2014

IN PEACE AND WAR



1775

FALL 2014

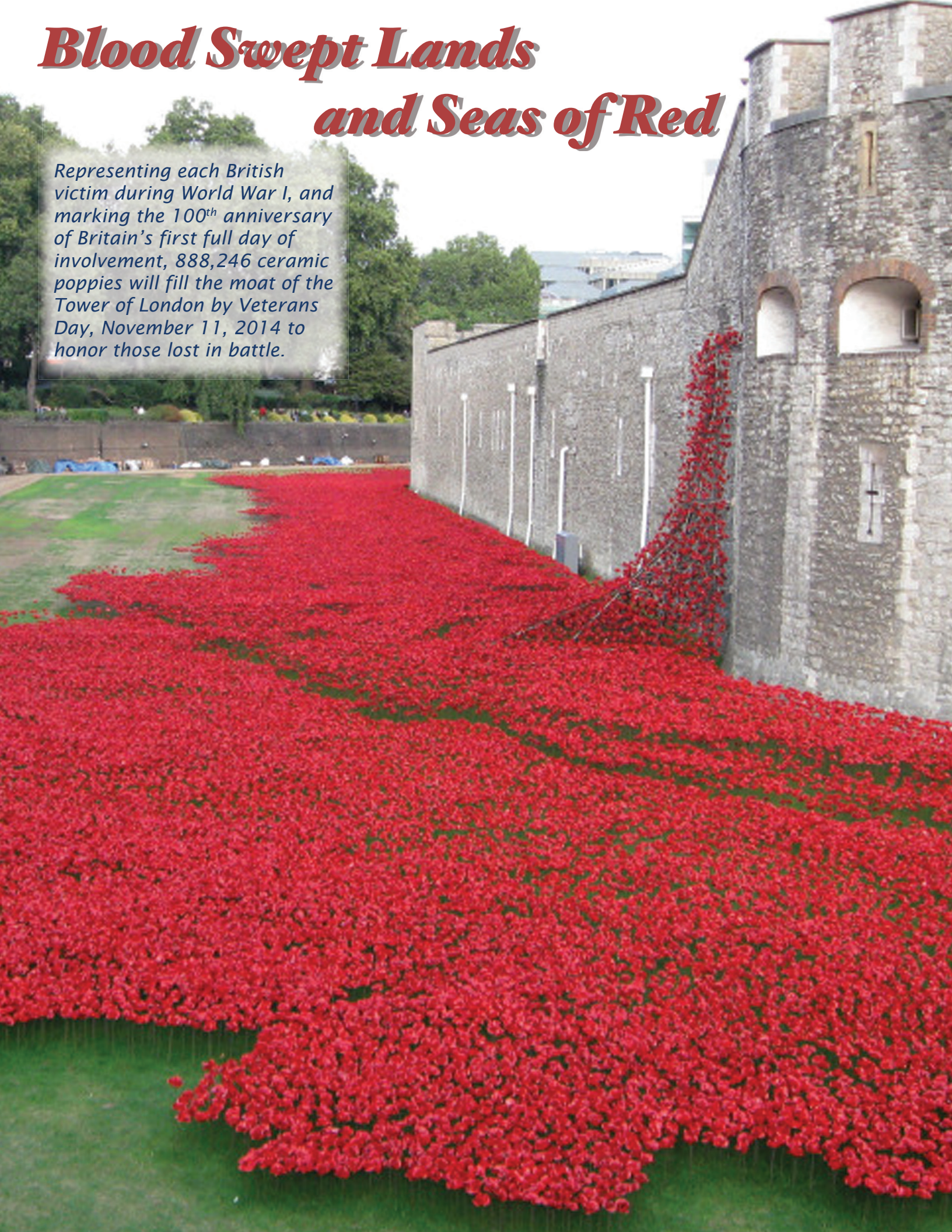
- ★ 70 Years After D-Day Page 12
- ★ Western Regions Conference Page 16
- ★ Just Recognition Page 42



\$4.00

Blood Swept Lands and Seas of Red

Representing each British victim during World War I, and marking the 100th anniversary of Britain's first full day of involvement, 888,246 ceramic poppies will fill the moat of the Tower of London by Veterans Day, November 11, 2014 to honor those lost in battle.





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National President **Morris Harvey**

Ladies and Gentleman;

My term as your President is winding down, now into the last fiscal year. I look forward to a productive year ahead, with your help.

When I became President I reviewed the challenges that faced our organization – refer to my remarks in earlier Magazine issues. They included Just Compensation (now called Just Recognition; House Bill HR-1936-formally HR-23); no initiative to gain veteran status for post WWII Mariners; chapter membership retention; membership recruitment; no plan for dissolution or continuation of AMMV into the future; and last, but not least, - **Communications! Communications! Communications!**

These issues will never go away, but with your help we can continue to make progress. We now have a leaner organization with eight regions vs. 14 previously. We have a three-way fold-out brochure for membership recruitment with a companion Point-of-Purchase display. We have developed mailers and flyers to support membership recruitment thru the Maritime organizations. We will continue to work on this potential source of members.

I have requested that each Regional Vice President (R-VP) start building an E-mail list of members in their district – Sindy, at National office, can supply addresses that are currently on record, which can be used as the base. My concern is that our only communication with members is the quarterly AMMV NEWS Magazine, which is not frequent enough to maintain good morale and interest, especially on legislative issues.

Communications! Communications! Communications! We must move into the 21st century with an email communication system. **Members – please help us out – provide your email address to your R-VP and National office today.**

STATUS OF MEMBERSHIP-PROJECT SURVIVAL:

We developed a Point of Purchase (POP) display including a three-way fold-out brochure with a membership application incorporated into the form. We have received donated committed funds for use in advertising to obtain new members (thanks to Hap Bledsoe). We have established contacts with several of the unions who have agreed to include member recruiting appeals in their publications.

Chapter members' physical health is a major concern with our aging members. **FUTURE-We need younger members.** We have tried advertising on two occasions in 2013 in the SIU and SUP Newsletters, with disappointing results. Even so, I believe we must continue to use this resource with hopes that younger Mariners will begin to step up and make the AMMV

their organization for the future.

I will continue this initiative from my office and will expand contacts to include other Maritime organizations - i.e. Navy League, Propeller Club, and Kings Point Alumni clubs. I am asking the R-VPs to become involved and take the lead to promote local ads in areas where we have chapters to seek out possible member prospects. Also, search out locations where

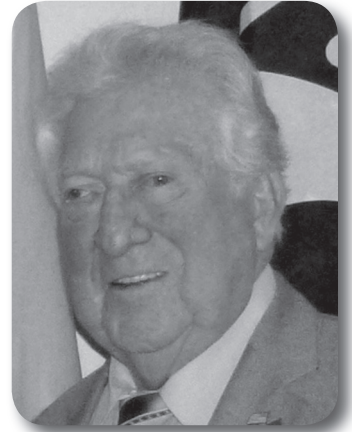
a POP display could attract a potential member prospect. The R-VPs must work with the chapter leadership to find the best operating plan to keep the chapters operational while we work to gain a younger member base to carry on into the future. We have published several articles on these issues in the past – Sindy can help R-VPs who need to reference this information.

STATUS ON INTERNET EXPOSURE:

As part of the Project Survival initiative, a new web site is being designed, to be updated in a timely manner with interlinks to social media. The plan includes minimum updates to the existing web site (AMMV.info), while the new site is developed. Please check Mr. Ouellette's Canadian web site based on the **Allied Merchant Navy**: <http://www.alliedmerchantnavy.com/home/index.html>. He has designed it to allow for adding info for other allied countries as it becomes available. We will provide links from our AMMV site to this site, where appropriate.

For your reference and for those who do not know about our existing web site; please go to <http://www.ammv.info/>. This site was developed by our webmaster Carole Gutierrez several years ago. The provider, www.homestead.com, has not upgraded their capabilities to reflect improvements in the internet environment. I have been advised that "Homestead is using their own in-house website builder application which is using outdated Web coding practices. There are many errors that do not comply with current Website coding requirements."

We will be utilizing an "Open Systems" concept with free development software developed under license of the Canadian Government and MIT. The resulting system will be converted into a platform called WordPress, which makes everything more accessible and updateable by our own AMMV volunteers. I will also retain professional management of the site to assure that the site remains up to date on upgrades, etc.



I am working to begin updates of <http://www.ammv.info/> during November, 2014. We will also use this site to keep you informed about progress of the new site – design and development of the new site is expected to also start during November, 2014.

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

As you know, The Merchant Navy Commemorative Theme Project (MNCTP), headed by Mr. Stephane Ouellette, invited the AMMV to Ottawa Canada to lay a wreath at the 2014 Remembrance Day celebration (Reference a separate report in this magazine). Mr. Ouellette has expressed a desire for us (the AMMV) to join him in making the event into an International Recognition Day ceremony for 2015. Since our membership is aging as expected, I am receptive to consideration of such an idea. I presented the option to the West-Mini-Conference September 29th and they passed, unanimously, a motion to pursue the idea. We would realize well deserved additional recognition for our aging WWII membership, post WWII Mariners and it very likely could trigger some renewed interest in our quest for passage of HR-1936 and post WWII military actions.

I have proposed to Mr. Ouellette that we must organize a coordinated summit commission made up of myself, Mr. Ouellette, and a representative from other Allied Countries who are interested in participation. This group would meet as soon as it could be arraigned. Our discussions and efforts are continuing. Progress will be reported thru the email communication system that is being developed by the R-VPs, as indicated above. **Members, please provide your email address to your R-VP and National office now.**

Please refer to other sections of this magazine for updates and status for other concerns such as: Just Recognition – HR-1936, Etc.; Post WWII Mariners Recognition (Korea and Vietnam); election of National Officers; and a report on trip to Ottawa, Canada to lay a wreath in Remembrance of Canadian Merchant Navy Day.

ELECTION OF NATIONAL OFFICERS - 2015

June 30, 2015 is the end of the two year cycle for electing our National officers. The election will be accomplished at our 2015 National convention. Members will be notified of any declared candidates in the 2014-2015 Winter issue of our quarterly AMMV NEWS magazine. Consequently, candidates must make their intentions available to Ben Benjamin, Nominating and Credentials Chairman, in writing (email hoosierben@gmail.com) before the print deadline of January 16th, 2015. Your timely announcement will allow time for Chapters to have meetings and decide on voting instructions to their delegate as outlined in the By-Laws.

Please note that a new president must be elected since

I am term limited to two terms. For your guidance, I have included below; Section 202 from our By-Laws pertaining to the election. I have also included Section 206 outlining our voting procedures.

SECTION 202 – ELIGIBILITY, NOMINATIONS, ELECTION AND TERM OF OFFICE

To be eligible for any National office, the candidate must be a member in good standing. A member may hold one elective and one appointive office.

National elective officers shall be nominated and elected at the annual meeting to be known as the National Convention. Nomination for all offices shall be made by the nominating committee. Additional nominations will be permitted from the floor. No person absent shall be considered for any elective office unless such person has previously notified the Nominating Committee Chairman in writing or via email before the first business meeting of the National Convention that the person is willing to serve in the office concerned. All elected National Officers shall hold their office for a term of two (2) years commencing at the start of the fiscal year, as stated in Section 209 of the By-Laws, and shall hold office for a term of two (2) years or until installation of their successor, if after the end of their fiscal elected year. Installation shall be before the end of the annual convention at which the officer is elected. In the absence of any duly elected officer, he or she may be installed when represented by any member selected for that purpose. No president can serve over two (2) year terms. However, if the president is elected after absence from office for at least one (1) term, then he or she shall be eligible for two (2) consecutive two (2) year terms.

SECTION 206- VOTING PROCEDURES

A. SELECTION OF NATIONAL DELEGATES

Each local Chapter, at a regular meeting shall select a delegate or delegates to the National Convention to represent the local Chapter members. The delegate or delegates selected will represent their Chapter's number of votes.

The local Chapter Executive Officer shall certify the delegates to represent the district or local Chapter members and the respective secretaries will authenticate the delegates' credentials letter. The credentials letter of the local Chapter delegates shall list by name each member of the local chapter they are representing.

Each delegate will present the credentials letter to the Chairman of the Credentials Committee prior to the first business meeting of the National Convention. The Chairman of the Credentials Committee, in conjunction with the National Secretary, will verify the credentials letters and the list of names to determine that they are bonafide members.

National delegates who have not presented their credentials to the Chairman of the Credentials Committee before the Convention has been called to order will not be permitted to vote.

A Chapter unable to send a delegate to the Convention may give their voting proxy to another AMMV Chapter.

A delegate not qualifying under Section 206.A.4 and subject to Section 206.A.5 may be allowed to vote upon approval of a majority of delegates to the Convention.

The National Secretary shall advise each Chapter of the number of members for whom the Chapter has remitted dues for the purpose of determining the number of votes that each Chapter has at the Convention. This information shall be forwarded to each Chapter on or before May 1.

VOTING BY INDIVIDUALS

National members attending the National Convention who are not represented by a National Delegate may cast an individual vote, if they are certified by the Credentials Committee prior to the call to order of the National Convention.

Morris Harvey



National Vice President Elizabeth Clark

IS SEAMANSHIP DEAD?:



I have been hearing the question a lot on recent Maritime Web pages "Is Seamanship Dead"? Actually I have been giving that a lot of thought for some time myself – Going back to the time I was with Isthmian Lines, who I worked for

from 1962 until 1973, when they went out of business I was on break bulk cargo ships carrying anything and everything both dry cargo & liquid. Then, I went to work with Sealand from 1973 to 1997 and we also carried almost anything and everything including Bulk & liquids but it was all in containers that were all handled the same way with the same gear & shore cranes, etc.

It was then, that I began to realize that, if you needed a rope or wire sling or a cargo net or some other similar type gear, there wasn't any onboard because normally we didn't have much use for them; and it was then, that I began to realize all the various skills of seamanship used on ships in the past were quickly going out of style and by-the-boards

– including rope & wire splicing, and the use of cargo gear, booms, winches and blocks & tackle. And, I admit at times I did find it kind of frustrating but the times had changed and for the most part all the ships in the US Merchant Marine were containerships, tankers or passenger ships.

Also, to make matter's worse, the watch mates on the bridge had begun coming aboard the ship without a sexton, with no intentions of doing any celestial navigation apparently they all thought that the new "kid-on-the-block" GPS was going do it all for them and that it would never fail or lose power. I even had to force them just to take Azimuths of the sun while on watch, to check the gyro for error.

Since I have retired I have been doing a lot of rope splicing, chain to rope splicing and rope to wire because in seems almost no one seems to know how in the Maritime industry here in Florida. They either use wire clamps for, say, making wire eyes or already factory made mooring lines with eyes – at least, that has been my experience while working with West Marine. So, at least to me, I think those who are raising the question of whether or not seamanship is dead may not be right but it does seem to becoming a dying art!

Capt. Liz Clark,
National Vice President

Welcome Aboard to these New Members of the AMMV

TARASIK R. ABDELL	MIAMI	FL	GEORGE HOOLAHAN	LEXINGTON	VA
FRED AUSTIN	SANTA ROSA	CA	CLARICE M. KEMPER	PINE RIVER	MN
BOBBY W. CAPLEY	PALM COAST	FL	RUSSELL LOCKHART	POLSON	MT
IMOGENE G. CAPLEY	NORTHPORT	AL	CINDI J. MCCOWN	PINSON	AL
WILLIAM DREYER	CINCINNATI	OH	BILL R. MONTGOMERY	ORION	IL
HENRY DUNLAP	MERRITT ISLAND	FL	ADA NEAL	LAS VEGAS	NV
JOHN EASTLUND	WANTAGH	NY	DENISE PERRY	SYDNEY, NSW	AUS
HARLAN ELLIS	OWENSVILLE	OH	BERNARD A. QUESADA	BAYSIDE	CA
FRED FERRIS	COUNTRYSIDE	IL	DARLENE ROSENE	SHELL BEACH	CA
CAROLYN FREDERICK	GIBSONIA	PA	DAN SAPIER	ROSNY PARK, TAS	AUS
CLIFFORD GAMBLE	FREMONT	CA	WILLIAM SCHENBERGER	MANHEIM	PA
VANDA GIEROS	NEW YORK	NY	BETTY SCHMIDT	MURRELLS INLET	SC
EARL F. GROVE	PRESCOTT VALLEY	AZ	IRENE SCHNEIDER	BAYSIDE	NY
DIANE M. HINDS	CINCINNATI	OH	RICHARD J. SKOLNIK	NESCONSET	NY
MERRY C. HINDS	FT. THOMAS	KY	EDWARD N. VOGT	LAS VEGAS	NV



National Secretary Stanley Blumenthal

CRUISE SHIP INDUSTRY



At the 28th National Convention of the American Merchant Marine Veterans (AMMV) in Las Vegas on May 13-16, 2014, a resolution was passed to support the building of cruise ships in the USA.

We have the Atlantic, Pacific and Gulf of Mexico as our shores and a great maritime history including WWII. Current-

ly we have only one large cruise ship, "Pride of America" serving the Hawaiian Islands.

Her history:

Per Wikipedia, she is the first new US flagged cruise ship in nearly 50 years and was designed to pay homage to the spirit of the United States, from the patriotic artwork on her hull to the American-themed public spaces. "Pride of America" was known as Project America 1; the first of a pair of 70,000 ton cruise ships to be built at Litton-Ingalls shipyard in Mississippi, with heavy federal subsidies. Project America was intended as a means of improving the competitiveness of American shipyards in performing commercial construction, as well as creating the first American-registered passenger ships of any real size in decades. The Project America program collapsed in 2001, when American Classic Voyages Inc, the company that was to operate the ships under its United States Line division, filed for bankruptcy.

Norwegian Cruise Lines Ltd. acquired the unfinished ship and had her towed to Germany for completion as "Pride of America". In the process she was lengthened from 850 to 920 feet, increasing the gross tonnage from 72,000 to more than 80,000. A special exemption on the part of the U.S. government (Jones Act) allowed the partially foreign-built ship, and her mostly German built sister, to attain US registry.

Missing the boat:

In a newspaper article, in the Sun Sentinel of Sunday, September 7, 2014, says "New cruise ships on the way". It reports that Royal Caribbean International announced in May that it intends to build a fourth of its popular Oasis-class ships. The new 5,400 passenger ships will join its fleet in 2018. Miami-based Norwegian Cruise Line announced plans in July to build two more ships at German shipyard, Meyer Werft, for a total cost of \$2.17 billion. The 4,200 passenger cruise ships adds to the two others already on order. And Princess Cruises – a unit of Miami based Carnival Corp & PLC – said it is planning a new 3,560 passenger ship

with Italian ship builder Fincantieri. The approximately \$803 million dollar ship will be its third Royal-Princess class vessel and is set for deliver in 2017.

What's wrong with us?

Some 31 new ocean going ships are on order with European and Japanese shipyards for delivery 2014 – 2019, says Cruise Business Review. Another survey says 28 new ships are under contract for 2014 to 2018. Miami



Herald, Thursday, Oct. 16, 2014, "Carnival exploring deal in China" Executives with Doral based Carnival Corp., the world's largest cruise ship company having a fleet of 101 ships across 10 brands, has signed a memorandum of understanding with China State Shipbuilding Corp. to look into the possibility of a joint venture during the Ninth China Cruise Shipping and International Cruise Expo in Tianjin. A possible joint venture could also involve Italian shipbuilder Fincantieri. Carnival would contribute its design and construction know-how to help come up with plans for a China-built vessel. In addition the parties will also consider potentially partnering to establish a domestic cruise company, develop ports, train workers, and improve supply chain and logistics capabilities.

Orders for U.S. cruise shipyards: 0 – zero- nil – nothing. Come on, USA! Pride – jobs – profits – tax collection; what are we waiting for?

Stanley Blumenthal
National Secretary



Editor / AMMV Office Administrator **Sindy Raymond**

A BUSY QUARTER FOR YOURS TRULY

Things have been quite active around National Headquarters. I had a nice trip to Ottawa, Canada to attend their Canadian Merchant Navy's Veterans Day ceremony. My trip was sponsored by an anonymous member and all I can say is – THANK YOU, THANK YOU, THANK YOU! Further news on this occasion appears elsewhere in this issue. Canada was followed by the Western Region Conference in Reno, NV. And it was very nice to see some old friends again up there. Coverage of this, too, is elsewhere in this NEWS. But, between trips, I have managed to squeeze in a little work.

PROGRESS ON THE MERCHANT MARINE MEMORIAL DVD

Shipping this DVD to buyers has kept me hopping. And we are certainly looking forward to further sales. Have you sent for yours yet? There's an order form later, too.

It is felt that this DVD should be more widely distributed as it's a tribute to the Merchant seamen who have served so bravely in peace and war since 1776. It has been suggested that perhaps local maritime museums, nationally, and Veterans' museums might be interested in carrying them in their gift shops. If you have any contacts with these sources, please let me know and I'll be glad to follow through. Please help us get the word out about the Merchant Marine and your history.

The bad news is: there have been some "suggestions" that music should have been added to the DVD. We believe that audio did, intentionally, not accompany the slides as it might distract the viewers from seeing the memorials for what they are, what variety is shown and what they represent.

We may, in the future, have a revised MM DVD and perhaps, at that time, audio would be considered. But for now, please sit back and enjoy the over 600 slides – hour long presentation on this production. Order yours today; Christmas is coming.

"HEAVE HO" OFFER

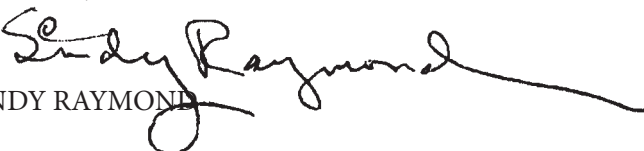
How often have you been to a function where the other Service songs were played by the band but not our own Merchant Marine "Heave Ho"? Does this upset you? Well, at the Western Regional Conference, Bob Ulrich, of the Sacramento Valley Chapter, offered us the news that he now has a CD with the music for up to 40 band instruments available. This music can be printed out by bands and orchestras and used to play "Heave Ho" and incorporate it into the program with other Service songs. Bob can be reached at bulrich@pacbell.net or by telephone at (530) 758-6570 for more information.

A COUPLE OF FURTHER NOTES:

Time is of the essence; some Members-at-Large and chapters have still not paid their dues for this fiscal year. Please, please – if you are one of these delinquent folks, please send your dues – Members-at-Large are \$32.00 annually and chapters pay a portion of their dues to National to cover operating expenses, including this AMMV NEWS Magazine. And you might want to consider sending a donation along with your dues to help cover the deficit that operating the American Merchant Marine Veterans organization is facing.

And, finally, on a personal note, I have been helping a life-long friend with a 40-year old project – writing a book. It has now been published and is available (see ad further on) for purchase from me. If you've ever considered the life of a real cowboy, or wanted to be one, this book, with lots of descriptive drawings, will make for entertaining reading. Please order your copy today – they make great gifts for the cowboys you know.

Fair winds,


SINDY RAYMOND





Communications Director & Webmaster **Carole Gutierrez**

Semper Fi?

Recently, I attended the AMMV Western Regional Conference in Reno, Nevada. Good conference, good people and good times. But I want to share a little story with you. While in the hospitality room, a young man stuck his head in the door and went on and on about how great it was that World War II veterans were holding a convention at the casino. He was proud to meet us and thanked us for our service. The men in the room were grinning from ear to ear. *What a great way to start the convention!* The man waved as he left the room and smiling, said "Semper Fi." A few smiled, but most just felt deflated.

This incident clearly illustrates one of the biggest problems Merchant Marine veterans face in gaining their "Just Recognition." Not only do most folks not know what Merchant Marine did during the war, but they don't even know what the Merchant Marine are. They just hear "Marine" and think we are somehow part of the U.S. Marine.

Despite all our efforts to gain public recognition through the media, legislative visits and publications, those in power today just don't know or understand the courage and patriotism it took for young men to go to sea, unarmed, to carry essential supplies to soldiers and pilots so they could win the war.



Foreign erosion?



*Christian Yuhas
MEBA and member,
Golden Gate Chapter*

But the lack of recognition is not limited to veterans. Unions are having the same problem. At the Conference, one speaker was from the Golden Gate Chapter, Christian Yuhas, who works for Marine Engineers' Beneficial Association (MEBA). Part of his job is to help create new jobs for the union seamen. He said it was becoming increasingly difficult as more ships are foreign-built, foreign-flagged and foreign-manned. While it saves shippers and haulers money, it is a direct attack on the American Merchant Marine, the ships they man and the Jones Act.

Further, it could be a direct attack on the United States itself. Think about this: If most ships are foreign built and foreign manned, what happens if we face another world war. Where do we get our ships and the men who will man them? According to Yuhas, many graduates from the marine academies are not going to sea. They are taking more lucrative jobs on land where they are in high demand.

But the problem goes even deeper, said Yuhas. As a nation, we do not build much for ourselves anymore. We don't even grow a lot of our own food. Much of what we use everyday, comes from China and other countries where labor is cheap. Can we ever take care of ourselves in the event of another world war? Interesting question, isn't it?

Looking to the future

So, just maybe, part of gaining "Just Recognition," isn't only about the past, but the U.S. Merchant Marine and America's future. Yuha and MEBA are working on just that. They are trying to find ways to create new jobs for their members – American mariners. It is hard to believe that a water-based state like Hawaii does not have water transportation for its people to travel from island to island. There is no way to take car from island to island and with only one airline providing interisland service, it is very expensive to travel the few miles to other island to visit *ohana* (family). While the interisland "super ferry" concept died, what MEBA is exploring is



This Washington State Ferry is similar to the one proposed for the Hawaiian interisland system.

a system much like the Washington State Ferry. It is a slower boat than the "super ferry," it is cheaper to operate and would provide a huge service to island residents. More importantly, it would provide jobs for American union mariners. Last month MEBA co-hosted an event that invited all sides to discuss the possibilities. Let's hope they are successful.

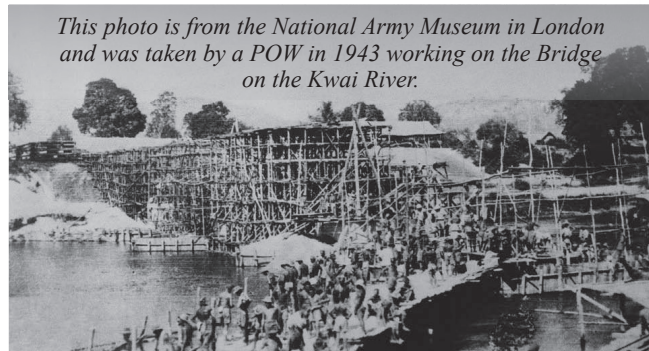
Carole Gutierrez
CAROLE GUTIERREZ

TORPEDOED AND ON THE BEACH ...

In the last issue, we asked: "What happened to these discarded Merchant Marine patriots?"

When WWII ended and the military were pulling out of various countries and sending troops home, merchant seamen were just as anxious to get home as the others. Some several thousands were recovering overseas from battle wounds in hospitals. Others were being released from prisoner of war camps.

The military did not see that it was their job to bring these Mariners home and the American Consuls had their hands full with many new directives and did not want to be bothered. So how did the Merchant Mariners manage to get back? Few had any money as their pay had stopped the day they were torpedoed or sunk in battle. Dennis Roland, who had been a POW, already picked the gold out of his teeth to bribe guards for better food for fellow prisoners on the River Kwai. Roland was fortunate that he was in the Navy Reserve and was flown back. Others



This photo is from the National Army Museum in London and was taken by a POW in 1943 working on the Bridge on the Kwai River.

without military connections were reduced to walking the streets and begging for food. The natural survival instincts God seems to instill in seafaring men helped mitigate their problems through wit, will and a blind eye to regulations. Some located Army clothes, put them on and lined up in Army chow lines to feed themselves. Others stowed away on troop ships.

When they landed in the United States, some managed to fade through the tumult of activity and thumb their way back home. In far off places like India, Indonesia, Philippines, and China, understanding American cargo pilots, with the Chinese National Aviation, would let a stranded seamen hitch a ride to more lively port cities where they had a chance to bargain with the Captains of US bound ships for passage back to the States. They either had to pay cash for the trip back to the States or pay by working aboard the ship.

When the merchant seamen returned to resume civilian life, they found that the 15 million Armed Forces Veterans had preferred status for the few jobs available. How would they make a living now? Straight commis-

sion sales positions were plentiful but were not the most desirable jobs. These involved selling door to door; pots, pans, vacuum cleaners, real estate, cemetery lots, books, etc. on commission. Hunger and privation is often given credit as the mother of inspiration and invention. It is evident that is what helped many Merchant Seamen. Selling door to door is difficult but occasionally someone finds success in a field where many fail. One such person was Hap Bledsoe, a ship's engineer. He started selling cemetery lots on commission and was so successful he became owner of one of the major memorial parks in the United States. Bruce Felknor, a radio operator, worked his way through college, wrote 12 books and became Executive Vice-President of Encyclopedia Britannica. Peter Falk became 'Columbo' on TV. Ian Allison, an electrician, developed a loan company for the logging industry and later started The Seed Corps., with movie star Eddie Albert, to help the world's poor by providing free seeds to grow crops to feed themselves. He was, also, Co-Chairman of the "Just Compensation Committee" for WWII Merchant Mariners, fighting legislative battle for benefits for Merchant Mariners. And Dennis Roland, navigator, requested active duty with the Navy and retired years later as Lieutenant Commander. Roland, also, helped fight Congress for recognition and compensation for the WWII veteran merchant mariners.

Despite President Roosevelt's recommendation to Congress to see the merchant seamen receive veteran benefits program died with the president. The professed gratitude of all senior Command Officers from Eisenhower, MacArthur, Halsey and every General who desperately prayed for their supplies to get past the enemy submarines was to no avail. That was a painful blow to these survivors. Some had been sunk in battle two and three times but continued to go back to sea to deliver the supplies needed to defeat our enemy. The death count had grown for the Merchant Marine and they suffered a higher loss in ratio than any other service. Without these seamen risking their lives as civilian volunteers, delivering tanks, planes, ammunition, food and gasoline "D Day" could never have happened.

It should be noted: Without the heroic and alert efforts of the U.S. Navy Armed Guard aboard our merchant ships, the losses would have been much greater.

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



70 YEARS AFTER D-DAY – A LOOK AT THE NORMANDY INVASION

June, 2014 marked the 70th Anniversary of D-Day. We should remember what happened there and how important the Merchant Mariners were when needed in that massive effort that changed the course of WWII in Europe. *Editor's*

note: Excerpted from an article by the late Bruce Felknor. It is published in entirety, along with the New York Times article on the website: www.usmm.org. Thank you, Toni.

THE PLAN:

When **Gen. Dwight Eisenhower** outlined his intentions for the **Normandy Invasion**, the list began: Land on the Normandy Coast; build up the resources needed for decisive battles in the Normandy-Brittany region.

But the resources were in England -- troops, tanks, artillery, ammunition, gasoline, supplies. Where to land them? Because existing port facilities (Le Havre and Cherbourg) were heavily defended and impossible to seize quickly, Eisenhower took another route, which he described as "a project so unique as to be classed



by many scoffers as completely fantastic. It was a plan to construct artificial harbors on the coast of Normandy.

The north shore of Normandy's Cotentin Peninsula juts westward into the Atlantic at the widest part

of the English Channel. Churchill called it a "fifty-mile half-moon of sandy beaches," a hundred miles south of Brighton and Portsmouth.

Five landing sites had been selected on 21 miles of that sandy crescent, the American Utah and Omaha beaches on the west and the British and Canadian Gold, Sword, and Juno beaches to the east.

But that broad expanse of sand presented formidable obstacles to landing there. The ports at either end, Le Havre and Cherbourg, were massively fortified, and the beaches and other major ports, but expected lighter armament lay along the beaches. Even so, the beaches selected ended at a line of bluffs studded with German artillery.

Moreover, that part of the channel was notorious for bad weather. May

was the earliest that a few weeks of fairly decent weather could be hoped for. And perhaps worst, 21-foot tides rose and fell there twice a day.

Winston Churchill had addressed that problem in a **May 30, 1942**, memo:

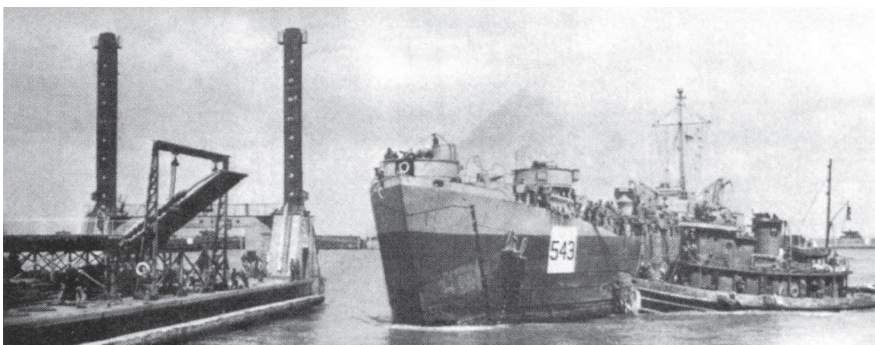
Piers for Use on Beaches. . . must float up and down with the tide. . . Let me have the best solution. . . Don't argue the matter. The difficulties will argue for themselves.

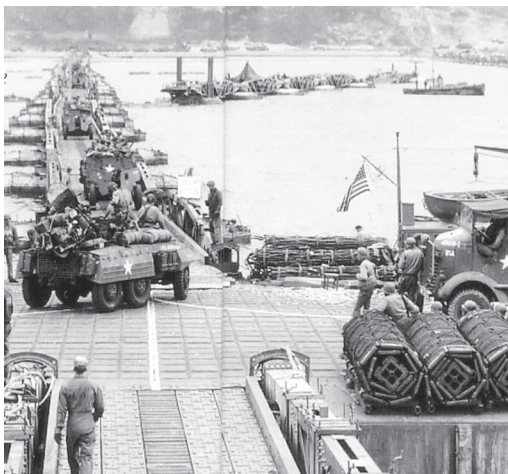


The artificial harbors were secretly built in parts -- which German intelligence took to be for blocking their seaports, and towed into position by U.S. merchant seamen in a flotilla of tugs, where they were sunk in place.

These miraculous port facilities would be placed at Omaha and Utah beaches for U.S. landings, and to the east for British and Canadian forces landing at Gold, Juno, and Sword beaches. In combination these harbors would be twice the size of Gibraltar. Through them in a few days would pass the men and machines of history's greatest amphibious operation--156,000 men with all their trucks and tanks and artillery pieces, and food and fuel and ammunition.

Tempestuous weather postponed D-Day from May until June 6. Before dawn, parachutes and gliders began landing two airborne divisions behind





German lines on the peninsula. And the building of these fantastic harbors to land their seaborne counterparts began to take place. During the few days of their construction Allied troops stormed the beaches from LCIs and LCTs with heavy air cover and artillery support from warships in the channel. Behind the guns a massive armada of freighters and troopships--all sailed by merchant mariners--clogged the channel awaiting the new harbors.

THE HARBORS: OPERATION MULBERRY

The tidal pattern demanded a structure where ocean-going freighters could tie up even at low tide and discharge cargo into smaller craft to be ferried ashore.

The region was susceptible to horrendous and unpredictable weather, featuring wicked winter storms and ferocious summer gales. Constant heavy swells from the north demanded breakwaters.

A sheltered transfer point was needed for LSTs to transfer tanks or trucks to smaller LCTs which could land them on the beach--or on a pierhead at a causeway where they could be driven ashore. Larger freighters needed a pier where they could tie up to discharge cargo, or at least a sheltered anchorage where they could by lighter or their own cargo booms discharge into barges or smaller craft. A strong current along the shore required additional breakwaters right at the shore.

Code names abounded. The Normandy Invasion was **Operation Overlord**. The artificial harbors were **Operation Mulberry**. Its ingredients were these: **Phoenix** breakwaters with unloading docks on the lee side; **Gooseberry**, off-shore breakwaters consisting of battered old freighters sunk in sheltering arcs; **Lobnitz** pierheads floating with the tide inside a steel frame anchored to the bottom, connected to **Whale** causeways to shore above the high tide mark; Bombardon, floating outer breakwaters; **Rhino**, ferries to transfer cargo from ships or Phoenix piers to the beach.

The Allied assault had to be secret; work on the harbors had to await the first landings and go on under fire. Before dawn on D-Day, while



paratroopers and glider troops were silently descending behind the German lines on the Cotentin Peninsula, blockships assembled in the Firth of Lorne were on their way south, armed with the usual 3-inch dual-purpose gun forward and 40-mm anti-aircraft guns aft, with six or eight 20-mm anti-aircraft guns in between. The usual 4- or 5-inch anti-submarine stern guns were replaced with the 40-mm anti-aircraft guns, all manned, as usual at sea, by a navy gun crew. (Army gunners manned the guns on the Army Transport Service tugs.)

A hundred **Phoenixes** with their

flotation chambers were ready for tow--two tugs per Phoenix. Ten **Lobnitzes**, their long legs locked in the up position, awaited tugs. Towboats, 176 of them under several flags, awaited the signal. At the beach it took four tugs to maneuver each blockship into position and hold it there against the tide while it was sunk.

In the Channel approaches gathered six battleships, 23 cruisers, and 105 destroyers ready to sail south to neutralize the German shore batteries and send up an anti-aircraft curtain. A thousand smaller warships were poised to sweep mines, neutralize German patrol boats, watch for periscopes, whatever was needed.

Operation Mulberry began and continued under fire, and the most essential parts of the job, started on the evening of **June 7, 1944** were completed on D plus 8, June 14--one day ahead of schedule. "It functioned so smoothly," Lester E. Ellison, first mate on an army tug recalled, "that on 14-18 of June inclusive, an average of 8,500 tons of cargo poured ashore over it daily." This exceeded the design quota of 5,000 tons by nearly 60 percent.

THE STORM

Bad luck, in the form of a ferocious summer storm, the worst June gale in 40 years, blew in on June 19 (D plus 13). It came from the north, the worst possible direction, piling up the seas against the beaches, creating a





barrier of surf no landing craft could penetrate intact. In three days of unrelenting fury, it all but demolished the American harbor, tossing smaller vessels athwart the causeways and creating general wreckage. The spuds were ruined, and most of **Mulberry A** was left good for nothing but repair parts for the British harbor. The British port sustained heavy damage too, but, partly sheltered by the Calvados Reef, it was much less damaged than its American counterpart and it was quickly restored to service.

The American harbor was the worst hit. Great seas surged through the gaps torn in the breakwater, drove small craft ashore, and seriously damaged the piers. Caissons [Phoenixes] which had been breached by pieces of wreckage began to crumble away.

However, the harbor and separate "shelters" were already to a great extent performing the function for which they had been designed. A very large number of ships and craft found sanctuary under the lee of the blockships and within the harbor breakwaters. Ships in distress, which would otherwise have been lost with their valuable cargoes, were saved by the friendly shelter of the artificial harbors.

And for three days of appalling weather, while beach unloading was impossible and the Army's supply situation became extremely difficult, a small but very vitally important trickle of stores went ashore through the harbor. Even on the worst day of the gale, 800 tons of petrol and ammunition as well as many hundreds

of troops, were landed at Arromanches over the pierheads.

Great damage was sustained by the American harbor, which lacked the useful shelter which the Calvados reef provided for the British; and to make matters worse many of the components--caissons and lengths of pier -- were lost or damaged while on tow in the Channel during the three days' gale.

In view of these heavy losses of material it was decided to discontinue work on this harbor, which was now less necessary in view of the capture of Cherbourg. The main structure of the British port had stood up well to the weather, and the harbor was completed--partly with material salvaged from the American one. The work of strengthening its breakwaters is still proceeding.

Meanwhile the port continues in full operation. Within its breakwaters Liberty ships and coasters, under **Operation Neptune**, discharge their cargoes into DUKWs ["Ducks"] and lighters; and against its pierheads other ships unload thousands of tons each day into lorries which carry the stores straight to the Army's dumps.

Appreciation: Through the two harbors came 73,000 U.S. and 83,000 British and Canadian troops. As the



SHAEF report put it, "For the first time in history, a harbor has been built in sections, towed across the sea, and set

down, during a battle, on the enemy shore."

And be it noted: towed across the sea, and set down, during a battle, on the enemy shore by the gallant men of the United States Merchant Marine and Naval Armed Guard, and their British and Canadian counterparts.

Gen. Dwight D. Eisenhower stated: Every man in this Allied command is quick to express his admiration for the loyalty, courage and fortitude of the officers and men of the Merchant Marine. When final victory is our, there is no organization that will share its credit more deservedly than the Merchant Marine.

And the **New York Times** wrote (in part):

LONDON, June 9, 1944 -- *D-day would not have been possible without the Merchant Marine. Now that the long-awaited day is history and great Allied forces have been landed in France, it is permitted to indicate the part played by these intrepid civilians, whose deeds for the most part have gone unsung.*

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

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

AMMV

Profit & Loss

July through September 2014

Ordinary Income/Expense

Income

402 · CONTRIBUTIONS	2,090.54
405 · MISSION SUPPORT FUND	2,500.00
406 · DVD SALES	2,738.00
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	525.00
CIC · CENTRAL INDIANA	525.00
CWM · CARL W. MINOR - CENT. CA. COAST	450.00
DAR · DENNIS ROLAND	3,150.00
EMS · EMERALD SEAS	225.00
EOH · EDWIN O'HARA	600.00
GLD · GOLDEN GATE	1,350.00
GUL · GULFSTREAM	1,375.00
HIR · HIGH ROLLERS	375.00
HSE · HIGH SEA ERA	175.00
HSM · HIGH SEAS MARINERS	225.00
HUD · HUDSON VALLEY	850.00
HUM · HUMBOLDT BAY	275.00
JOB · JEREMIAH O'BRIEN	300.00
JTS · JOHN T. SCHMIDT/PALMETTO	425.00
KEY · KEYSTONE MARINERS	200.00
MAC · ROBERT J. MAC ALVANAH	984.00
MAL · MEMBERS AT LARGE	13,494.00
MAM · MID AMER. ANCIENT MARINERS	525.00
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	425.00
NBM · NORTH BAY MARINERS	450.00
NOA · NORTH ATLANTIC	650.00
OCA · OCALA CHAPTER	300.00
OHV · OHIO VALLEY	450.00
OJE · OTTO J. ERNST	125.00
ORE · OREGON	750.00
ORS · OREGON SOUTHERN	450.00
ORV · OSWEGO RIVER VALLEY	75.00
SAC · SACRAMENTO VALLEY	1,050.00
SAR · SARASOTA-MANATEE	800.00
SSM · SMALL SHIP MARINERS	300.00
SSP · SS SAMUEL PARKER	700.00
STH · SS STEPHEN HOPKINS	850.00
SUQ · SUSQUEHANNA VALLEY	700.00
SWF · SOUTHWEST FLORIDA	350.00
THR · THREE RIVERS	850.00
VUL · VULCAN CHAPTER	375.00
Total 410 · CHAPTER DUES	39,035.00

Total Income 46,363.54

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	105.84
503 · EQUIP RENTAL	150.00
507 · TELEPHONE	936.67
508 · RENT/OCCUPANCY	900.00
509 · UTILITIES	300.00
Total 500 · FIXED EXPENSE	2,392.51
528 · JCC CLOSING EXPENSE	204.00

530 · NEWS LETTER

533 · POSTAGE	1,748.62
536 · PRINTING	5,430.00
539 · EDITORIAL FEE	300.00

Total 530 · NEWS LETTER 7,478.62

540 · DVD EXPENSE

542 · DVD REPLICATION	945.00
543 · DVD POSTAGE	763.72
545 · PRINTING	428.27
547 · DVD PRODUCTION SUPPLIES	21.95

Total 540 · DVD EXPENSE 2,158.94

550 · PERSONNEL

551 · ADMINISTRATOR	4,500.00
552 · NATIONAL PRESIDENT	1,785.07

Total 550 · PERSONNEL 6,285.07

560 · OPERATING EXPENSES

564 · OFFICE SUPPLIES	422.91
565 · POSTAGE	433.52
566 · PRINTING	108.68

Total 560 · OPERATING EXPENSES 965.11

Total Expense 19,484.25

Net Ordinary Income 26,879.29

Net Income 26,879.29

Fellow Mariners:

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

George Salovich, National Treasurer

ANOTHER SUCCESSFUL WESTERN REGIONS CONFERENCE

The Western Regions' Conference this year was held in Reno on September 29th and 30th.

September 29th, 2014 MEETING SESSION

After the flag presentation and prayer, the meeting was called to order by Bill Fairfield, Master of Ceremonies on the 29th. A small but enthusiastic group of attendees were welcomed to Reno by Mayor Robert Cashell, who is retiring from office this year after quite a few years of productive service to Reno.

During the first morning, National President Morris Harvey addressed the conference, telling attendees about his trip to Ottawa, Canada for the Canadian Merchant Navy's Veterans Day ceremony on September 7, 2014. Harvey and "Hap" Bledsoe, High Rollers chapter, laid a wreath in honor of the American Merchant Marine Veterans at the ceremony. Regional Vice Presidents Larry Starn (Region 8), Carole Gutierrez (Region 7) introduced themselves and told us about their backgrounds. Present, also, at the head table were National Treasurer George Salovich and RVP Burt Young (Region 5) and former National VP & Secretary Nelson Cauble.

MC Fairfield led a moment of silence in remembrance of those who have

"passed", including about 5 regular Western Region Conference attendees. Chapters represented identified themselves, noting their attendance numbers.

Afternoon speaker was Retired Colonel Linda Bivalek. Early in her life, she joined the Army and although she had been educated as a Pediatric Nurse, she was sent to a MASH-type hospital unit in Viet Nam to help battle-wounded Americans, when they were helicoptered in to the medical facility. She explained that as a "triage officer", it was her duty to choose which of the wounded needed the most urgent attention. A slide show presentation featured the buildings and conditions in the compound as well as further "a picture is worth a thousand words" portraits of how they worked. Col. Bivalek retired from the Army, after 29 years, as a Colonel.

Then Scott Fincher and his boss, Cat Miller, explained how the State of Nevada Veterans Affairs Department assists Veterans and what they do for them.

The Monday night dinner was attended



Morris Harvey, National President and Carole Gutierrez, RVP – Region 7

by about 65 people and the after-dinner raffle was enjoyable.

September 30th, 2014 MEETING SESSION

The business session on the 30th was called to order by MC Ken Blue, who introduced US Coast Guard Petty Officer Tiffany Stratford, who works in a Search and Rescue unit on Lake Tahoe. She explained Coast Guard duties on the Lake and some of weather conditions that can be expected on Lake Tahoe, which borders on two states, thereby qualifying it for US Coast Guard coverage. Tiffany told about USCG efforts with the rescue of the old paddle-



l to r: Nelson Cauble, Nat'l Treasurer George Salovich, Nat'l President Morris Harvey, Mayor Cashell, RVP Larry Starn, RVP Carol Gutierrez



Colonel Linda Bivale

wheel steamer that went aground on the south end of the Lake. She also informed us about the Coast Guard's reasonably-priced lodging options in the Tahoe area – 4 A-frame cottages. More information can be found at www.uscglaketahoe.com.

The other morning speaker, Elizabeth Anderson of the SS Jeremiah O'Brien was not available due to the oil spill from the JOB and the ensuing Coast Guard inquiry. AMMV member Christian Yuhas stepped in to speak. Christian is a Patrolman for the Marine Engineers Beneficial Association (MEBA) but he was Chief Engineer on one of the controversial, and discontinued, Superferries that plied the interisland waters of Hawaii. He told us of an upcoming conference in Hawaii that MEBA and the Master, Mates & Pilots union (MM&P) are organizing to spearhead efforts to set-up a ferry-boat system between the Hawaiian Islands to replace the defunct Superferries. The conference is being held to discuss the pros and cons of a smaller, less powerful ferry system, which, hopefully, would create more jobs for merchant mariners in that area and are a much-needed source of transportation between the Islands.

After lunch, National President Morris Harvey reminded the audience that Na-

tional Officer elections will be held at the AMMV National Convention in May, 2015. He asked for suggestions about likely candidates, saying that younger officers were needed to see the AMMV continue into the future. He pointed out that his National President's position would be open as he is ending his second term as President, which is the limit set by the AMMV By-laws. When it was suggested that we put forth a proposal to change that part of the By-laws, a loud protest from one attendee in the back of the room was heard and, after laughter, that proposal was promptly dismissed.

Harvey said that George Salovich expressed interest in continuing as National Treasurer and Nelson Cauble announced he will be a candidate for National Secretary. Harvey announced that New Orleans, Atlantic City and MITAGS/ Baltimore are locations being considered for the 2015 AMMV National Convention. More information will be available later. Harvey behooved that any suggestions for candidates be forwarded to him as soon as possible.



USCG Petty Officer Tiffany Stratford

No proposals for resolutions were submitted, so the next speaker was introduced by MC Ken Blue. His was Bob Horel, who is from the Bay Area and has had a long career in accounting and fiscal matters, working for the State of California's \$11 billion dollar

welfare system, the California Youth and Adult Corrections Agency and teaching at various colleges and universities.

With slide show evidence, he offered a theory about what actually happened to Building 7 on that fateful day of September 11th. Building 7 was the building several hundred yards from the twin towers Trade Center in New York City. It imploded after the Twin Towers were demolished and Bob presented implication that perhaps it was a controlled demolition, maybe for insurance purposes, because of explosives found in the wreckage, the way the building collapsed and the handling of the wreckage itself, and not part of the "invasion" that destroyed the twin towers.

Open mic followed that speaker and some interesting items were noted. The Tuesday night banquet was well attended and the raffle afterwards was eventful. The grand prize of 2 tickets aboard the SS Jeremiah O'Brien for Fleet Week in October, donated by Linda Roberts, of the Oregon chapter, in memory of her late husband, Bob Roberts, were won by Charles Montanaro of the High Sea Era chapter, who is going to take a friend's 13-year old son on the cruise with him. And, hopefully, have some "educational" time with him.



Nelson Cauble



Christian Yuhas

LETTERS TO THE EDITOR

REQUEST FOR HUMOROUS STORIES ABOUT THE MERCHANT MARINE

Hi Sindy:

My latest book about U.S.M.M. in the Mediterranean during WW II is at Glencannon Press for editing. I'm not sure when the final product will be ready. It was a difficult book to complete for various reasons. But I would like to write at least one more but sadly our market is passing over the bar.

I'm thinking about Mariner humor during WW II. I've done practically everything else except a lengthy book on the Pacific and at this point I don't think it's viable with the number of Vets still with us. I've got plenty of stories, not necessarily recent. But I do think a book on mariner humor is appropriate. If it's not too late could you possibly place a blurb in the next issue stating that I am looking for humorous stories concerning our MM involving all aspects of their service?

They can send their stories to me at Gerald Reminick, 83 Bayberry Dr. Huntington, NY 11743 greminick@yahoo.com 631-421-3242

Thank you, Gerry

"WHEN AND IF" – GENERAL PATTON'S SCHOONER

Dear Editor:

Few people know that General George Patton was also a sailor. Here's the story about his schooner, "When and If".

Back when General Patton was Colonel Patton, after the First World War and before the Second, he commissioned the building of a 63-foot deck length, 80-foot in total schooner.

"When the war is over, and if I live through it," Patton said, he would sail it from New England to Catalina Island, off the coast of California, where he spent summers as a child. The "When and If" was designed in 1938 and built in Wiscasset, Maine. Meanwhile, Patton went to war, leading troops in the Mediterranean theater and the Battle of the Bulge, but died in 1945 in an automobile accident, after the Allied victory, 3 days before he could return home.

The "When and If" stayed in his family for years until it was gifted, in 1976, to Landmark School in Beverly, Mass., where it was used to teach 8 to 20-year old children with dyslexia. The school instituted the "Watermark Program", which for the next 14 years used the yacht to provide a natural and ideal learning environment for dyslexics.

Patton himself, who had lived nearby in Hamilton, was also dyslexic.

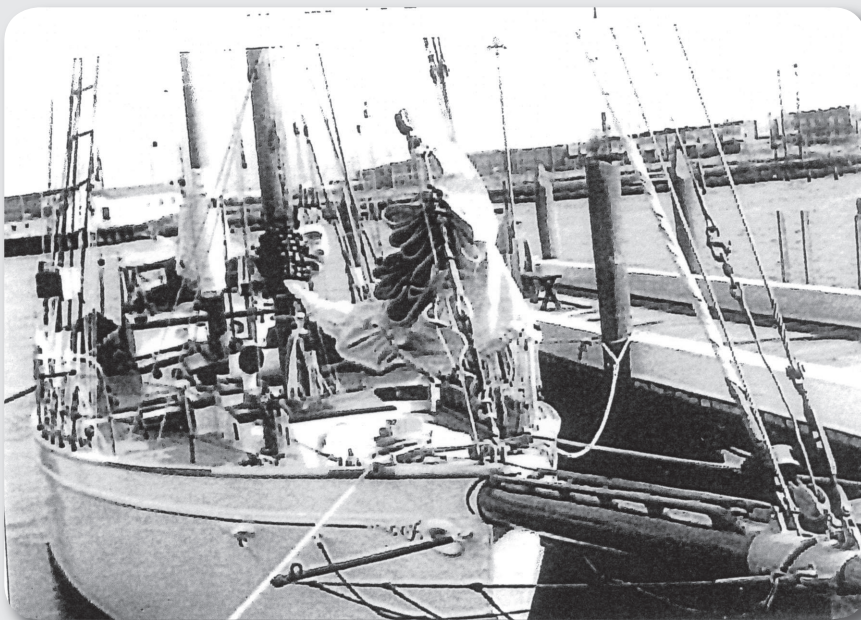
The Landmark School felt the drain on the school's resources in 1990 for upkeep of the schooner and began to look for a new owner. James and Gina Mairs of New York City learned of the availability of the yacht and began to negotiate with the school.

But late in 1990, a gale hit the North Shore and the "When and If" broke free from her mooring, crashed on



the jagged rocks of the outer harbor of Manchester-by-the-Sea, Mass. and suffered extreme damage. On viewing the damage, one onlooker said: "Seeing a magnificent schooner like the "When and If" laid up on the rocks was a bit like coming upon a racehorse with a broken leg. Everyone kind of helplessly stands around muttering what a shame it is while waiting for someone to do something. Really not much can be done though."

As it turned out, the damage was quite extensive. The



LETTERS TO THE EDITOR



most severe damage to "When and If" was to her port side, but because the vessel was double-planked with ma-

hogany over mahogany, it gave her the added strength she needed. The severe pounding, however, resulted in an enormous tear and several smaller holes and flooded her interior.

After the tide went out it was found that almost everything above deck remained intact. Even her rig and rigging were essentially undamaged, but her rudder was destroyed, the propeller badly chewed up, and the propeller shaft was bent.

Devastated but undaunted, the Mairs' assessed the situation. They decided to lift her off the rocks by crane, place her on a barge, and take her to a boatyard in Salem, Mass., until the extent of the damage could be determined. Before this could be accomplished, however, all of the rig, rigging, and sails had to be removed with great difficulty. With the Mairs' as new owners, she was loaded on the barge.

An insurer basically called it a complete loss. Somewhat miraculously though, Gannon and Benjamin Marine



Railway, the renowned shipyard on Martha's Vineyard, decided something could be done and they reached a deal and agreed to take on the restoration. A charity case, it seems, if there ever was one for a boat.

Three years later she was restored and Walter Cronkite, who knew Patton from covering the war, presided over her launch in Vineyard Haven. For ten years or so, the "When and If" was used for charters and spent winters in the Caribbean. But in 2013, change came once again for the old schooner. The owner of a vineyard in the New York Finger Lakes region bought the vessel and is giving her a full restoration.

One person commented: "The thing about a boat like the "When and If", or similarly a landmark building, is that you can develop a sort of personal relationship with it, even if you've never stepped foot on it or in it. You grow an opinion about these iconic objects, even though you really have no perspective, let alone ownership. I'm sure I'm not the only one who feels a connection with the

"When and If", without ever even sailing on her."

Now it appears the "When and If" will be a Finger Lakes schooner. The new owner says he plans to use it for charters and family cruises after she is restored. Old things are worth saving.

*Thank you,
(The late) Les Ellison
SS Stephen Hopkins Chapter*

RANDOM REQUESTS FROM NATIONAL OFFICE

ADDRESS CHANGES: If you move, please let National office know what your new address and telephone number are, so we can update our mailing list.

EMAIL ADDRESSES: If you have not previously sent us your email address, please do so today. Email addresses are a key to our Communications! Communications! Communication! program. And, if you have a new email address for some reason, please forward that to us, as well.

MEMBER-AT-LARGE dues: If you have not yet paid your annual dues for the fiscal year 7/1/14 – 6/30/15, please send them today. You probably received a notice about a month ago that you should send **\$32.00** for your dues to National office. If you have NOT paid them yet, please remit **NOW** before it is too late. Overdue chapter dues should be sent directly to your chapter.

DONATIONS: We are finding that dues alone are insufficient to keep up with current AMMV expenses, in-

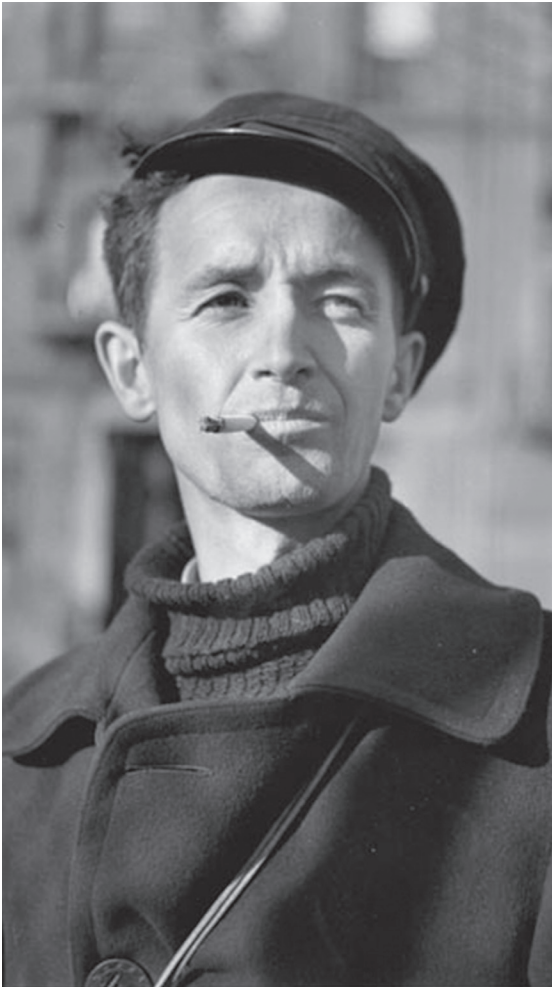
cluding the office and the quarterly AMMV NEWS magazine. Any additional contributions you can make will be much appreciated.

NOTIFICATION ABOUT "Crossed the Bar" members: Please ask family or friends to notify us IF something happens to you. Our records are important to the status of the American Merchant Marine Veterans organization. And be reminded that widows and children qualify for full membership, too. Please ask me for more information.

Thank you,
SINDY RAYMOND
National Office Administrator
American Merchant Marine Veterans
P. O. Box 186 – Ferndale, CA 95536-0186
Telephone: (707) 786-4554
Email: saaren@frontiernet.net

A DIFFERENT MM SONG FROM WORLD WAR II

We all know what the “official” Merchant Marine song “Heave Ho” sounds like; and in the Summer, 2014 edition of the AMMV NEWS Magazine, there was an article about singer Woody Guthrie’s Merchant Marine days in WWII. At the Western Region convention, your NEWS Editor was reminded that Woody wrote a song for the Merchant Marine during his time in service. Also known as “Talking Sailor”, the lyrics follow. A sound track can be purchased online at: <http://www.folkways.si.edu/woody-guthrie/talking-sailor-talking-merchant-marine/american-folk-historical-song-struggle-protest/music/track> and other places.



Woody Guthrie, singer, song-writer and steward in the U.S. Merchant Marine in WWII. He is probably best known for writing and singing the almost hymn-like ballad “This Land is Your Land”.

TALKING MERCHANT MARINE

In bed with my woman, just singin’ the blues,
Heard the radio tellin’ the news:
That the big Red Army took a hundred towns,
And Allies droppin’ them two-ton bombs.
Started hollerin’, yellin’, dancin’ up and down like a bullfrog!

Doorbell rung and in come a man,
I signed my name, I got a telegram.
Said, “If you wanna take a vacation trip,
Got a dish-washin’ job on a Liberty ship.”
Woman a-cryin’, me a-flyin’, out the door and down the line!

‘Bout two minutes I run ten blocks,
I come to my ship, down at the dock;
Walked up the plank, and I signed my name,
Blowed that whistle, was gone again!
Right on out and down the stream,
ships as fur as my eye could see, woman a-waitin’.

Ship loaded down with TNT
All out across the rollin’ sea;
Stood on the deck, watched the fishes swim,
I’s a-prayin’ them fish wasn’t made out of tin.
Sharks, porpoises, jellybeans, rainbow trouts,
mudcats, jugars, all over that water.

This convoy’s the biggest I ever did see,
Stretches all the way out across the sea;
And the ships blow the whistles and a-rang her bells,
Gonna blow them fascists all to hell!
Win some freedom, liberty, stuff like that.

Walked to the tail, stood on the stern,
Lookin’ at the big brass screw blade turn;
Listened to the sound of the engine pound,
Gained sixteen feet every time it went around.
Gettin’ closer and closer, look out, you fascists.
I’m just one of the merchant crew,
I belong to the union called the N. M. U.
I’m a union man from head to toe,
I’m U. S. A. and C. I. O.
Fightin’ out here on the waters to win some freedom on the land.

YES! Another call for grass roots action by AMMV members, relatives and friends.

Submitted by National President Morris Harvey

2014 Election Recess Toolkit (AMMV Version)

Our Members of Congress are heading back home for electioneering. During this time our elected leaders and their staff meet with constituents and community members in their home districts or states. Individual meetings, town halls, and other events are often scheduled weeks in advance. Therefore, I am providing this communication so that you can plan for this important time.

Use the time to start reaching out to your Members' offices to schedule meetings, find out about town hall dates, and organize your talking points for when they are in town. The focus, of course, of this outreach will be based on our past efforts to educate and inform your Members of Congress and their staff about our legislative issue – HR-1936, **"Honoring Our WWII Merchant Mariners Act of 2013"**.

Included are the usual one-pager hand-outs supporting the position that WWII Mariners have earned this recognition? In addition, I am including info from a similar project developed by the Parkinson's Network, which I have supported. Their professional lobbyists make a very good point of using grass roots volunteers to gain recognition. The following information is taken from the Parkinson's project and customized for our purposes.

Building a Relationship with Congress

The first step is identifying your Members of Congress. House and Senate sites are both good resources – www.house.gov and www.senate.gov. I wish that I could report that we had this info on our own web site, however, not at this time. Before reaching out to your Member, do some research first? Learn more about them and see if you can connect to them on some personal level. Check out their web site to gain info about bills that they are sponsoring and/or co-sponsoring. Find out where their district offices are and who the main contacts/key staff members are. Call the district office and introduce yourself. Ask to be added to email and mailing lists so you can find out about upcoming events such as town hall meetings. Sign up for newsletters and start following the Member on their main web site and on social media.

BE AN ADVOCATE –

LET'S COME TOGETHER AS ONE VOICE

We would like you to help educate or re-educate your Member about HR-1936, “**Honoring Our WWII Merchant Mariners Act of 2013**”. Again we have copies of one pager’s to help you (Go to usmm.org and download -

I will have a copy of the AMMV resolution on-line before 2015). This one pager serves as an educational resource for you and your Member. Feel free to take copies of this with you when you meet with your Member or their staff, or if you attend a town hall meeting for others in the room. You can use these resources to tailor your specific message. But the thing that will likely make the biggest impression in the meeting will be your personal story. If it's your first time meeting with your Member of Congress and/or their staff or if you would just like a refresher, following is some tips and suggestions to help you with having your conversation go smoothly.

○ ○

**SCHEDULE A MEETING with your
Members of Congress and/or their Staff**

Do not be discouraged if your meeting is with a staff member. Treat your meeting with them just as you would a meeting with the Member, whom they are there to represent.

Find staff members:

Everyone will want to talk to the Member directly, but **finding the right staff person to talk about your issue with is invaluable**. Staff members are the ones who take a majority of the meetings, and do the backgrounds work on an issue before bringing a recommendation to the Member. **Building a relationship with your Member's staff is essential to your ongoing advocacy work**. Before or after the town hall, approach one of the staff members at the town hall and ask who you should talk to about veteran's legislation. You can then connect with the correct staffer and follow up with them to provide more information or share your personal story.

Tell Our Story

Telling your story is a powerful tool. Whether you are the WWII veteran, a spouse/widow, a friend, a coworker, or a family member you have a personal story about how the recognition in HR-1936, “**Honoring Our WWII Merchant Mariners Act of 2013**” is long overdue and well deserved. When communicating with Members of Congress, your personal story creates a connection, educates and raises awareness among your elected officials, and helps your members of Congress and their staff decide what the important issues are in their districts and states. Telling your personal story in your community, at support group meetings, community events, or in line at the grocery store is a great way to educate others and invite them to get involved in the fight to pass HR-1936, “**Honoring Our**

Your personal story will vary depending on the audience. When speaking to a support group or a community organization about HR-1936, you may choose to highlight specific issues and speak at length about others. When meeting a member of Congress or their staff, you will likely have to shorten your story, as your time for communication may be shorter. When telling your story, be sure to include how delayed benefits may have affected your career, your ability to progress in the work place, effects on your family, and/or the impact in your community.

You may need to practice telling your personal story. In preparation for meeting members of Congress or speaking to groups, you may want to write down your story or practice in front of a mirror or your family. Telling your personal story is not memorizing – it’s just getting comfortable relating your life experience with the Merchant Marine and the worthiness of HR-1936, “**Honoring Our WWII Merchant Mariners Act of 2013**”. In fact, you have probably done this already with friends and family. Your story will be best when you are at ease and natural.

Make and keep eye contact. Be sincere. Pay attention to what the other person says. Answer his/her questions and weave your story in with his/hers. Show that you have common ground.

Often, starting a conversation is the most difficult part. When meeting with your member of Congress or their staff, you may want to start by asking a question.

“Do you know anyone who has been affected by this oversight of Congress?” If their response is no, then you can say “Neither did I, until I meet my next door neighbor” or “Well, now you do”. If their answer is yes, you can ask who and begin your personal story, weaving your stories together.

How have you felt about this injustice? How did your family feel? Has it affected your quality of life? How has it affected your life? What barriers have you faced? What things are more difficult for you? What has surprised you? Are you depressed?



Because Members can be very busy, getting an individual meeting with them, even when you start early, might be difficult. Another great place to engage with them is at scheduled town halls. Members organize these as ways to hear from a number of different constituents at once, but also to present their positions on hot-button issues. Members also use these opportunities to generate some good public relations for themselves and their of-

Review HR-1936 one pager (Go to usmm.org and download - I will have a copy of the AMMV resolution on-line before 2015) before going to the town hall. Prepare your questions. Make sure to keep your questions brief – most likely, you aren't going to get much time at the microphone.

Often, adding in just a sentence or two about why the issue is important to you can make an impact. If you're comfortable, you could share that you are there because you are a WWII MM Vet or a loved one is a WWII MM Vet. Tie your personal story into what you're asking for.

Discussions at town hall meetings can become heated. It is important to remember to remain calm and respectful toward your Member, staff, and other attendees.

Having a group of people all interested in the same issue always makes an impression. Reach out to members of your support group to ask them to attend with you. You don't all have to ask questions, but having many constituents supporting the same issue makes an impression with the Member.

We have prepared one pager's in support of HR-1936 for exactly this purpose. (Go to usmm.org and download - I will have a copy of the AMMV resolution on-line before 2015). This one-pager has more details on the issue and contact information for the member's staff if they have any follow-up questions. You should print this one-pager before going to the town hall and give it to a staff member. You should also leave your contact information and ask for the contact information of the staff.

Reinforce your presence and comments by following up via email or phone after the town hall meeting with the staff. Members and staff are doing hundreds of events when they are back in the district – it's important to remind them of who you are and what you are asking for.

Thank you for the opportunity to ask a question. I am here on behalf of myself/family member, friend and the few WWII MM Vets in your district who have been denied many veterans benefits since WWII.



Social media is another great way to engage with your Members, find out what issues they care about, and follow up with them after meetings and town hall events. If you use social media, you should find out if your Members of Congress are active and then follow them. Below are two

You can also find this information on almost every Member's website.

Below are some sample posts that you can use on Facebook and Twitter before, during, or after a meeting or town hall event. These are just samples. We encourage you to write your own versions of these depending on who your Member is, the position they've already taken on HR-23 in the past and currently on HR-1936, "**Honoring Our WWII Merchant Mariners Act of 2013**", or something specific that may have happened during a meeting or town hall.

Before You Meet:

Twitter

Looking forward to engaging with [Insert Member Twitter username] this November recess about HR-1936, “**Honoring Our WWII Merchant Mariners Act of 2013**”. (Here’s an example of what that would look like for Congressman Chris Van Hollen – Looking forward to engaging with @ChrisVanHollen this November recess about HR-1936, “**Honoring Our WWII Merchant Mariners Act of 2013**”. [Insert Member Twitter username] – What is your position on co-sponsoring HR-1936 **Honoring Our WWII Merchant Mariners Act of 2013** [Insert Member Twitter username] – Please support HR-1936, act and help the few remaining WWII Merchant Marine veterans who have waited more than 68 years for this recognition .

Facebook

I'm looking forward to engaging with [Name of Member] this November recess about co-sponsoring HR-1936, **"Honoring Our WWII Merchant Mariners Act of 2013"** offering limited financial recognition for WWII Merchant Marine Veteran's for benefits long denied since 1946. [Post this directly to your Member's Facebook Page} – Please support and co-sponsor HR-1936, **"Honoring Our WWII Merchant Mariners Act of 2013"** to correct a grave injustice.

During Meeting or Town Hall Event:

Ask your Member or their staff if you can take pictures or videos of your meeting. If they agree, be sure to post them across all your social media accounts and use your Member's social media account. Chances are, the MEMBER communications staff will retweet, share, or "like" the post if they know about it, helping to expand awareness of our legislation.

After You Meet:

Twitter

Thank you, [insert Member Twitter username] for meet-

ing with me about **HR-1936, “Honoring Our WWII Merchant Mariners Act of 2013”**. Thank you, [insert Member Twitter username] for your continued support of veteran’s issues.

Facebook

Thank you, [Insert Member name] for meeting with me today about the WWII Merchant Marine Veteran's denial of Just Recognition and benefits denied since 1946. Learn more about this important issue: <http://www.usmm.org>.

OR: Thank you, [Insert Member name] for your continued support for Veteran's issues! I hope you'll support and co-sponsor HR-1936, "**Honoring Our WWII Merchant Mariners Act of 2013**".

If you have any questions about setting up your meetings or the use of social media please call me at 352-564-0267.

[illegible]

SEND US YOUR FEEDBACK

I would like to hear about your engagement with Congress. So that we can learn from your 2014 activities please send a summary of your activities. Please include the following:

Your name, Email address, and phone #.

Did you meet with Member of Congress and/or staff?;

Attend a town hall or other event with Member and/or staff?;

Engage with Member on social media?;

Submit an opinion editorial?.

Go to meetings & town halls?:

With whom did you meet or interact? My Member of Congress or My Member of Congress and staff or Staff only. Please include their names and what their positions were regarding our legislation.

Please provide any additional information from your meeting or event of which you'd like AMMV to know or to follow up with your Member of Congress.

For social media & opinion editorial: which Member(s) of Congress did you send a message to on social media? If you sent a message via social media, did your Member of Congress respond? If so, what was the response?

If you submitted an opinion editorial, was it published? If so, what date and newspaper? Please include a link if one is available.

If you have any questions about setting up your meetings or HR-1936, contact your R-VP or me personally.

Thank you and good luck with your outreach!



Bari, an old city dating back to the Middle Ages, lies along the Adriatic Sea at the top of the heel of the boot of Italy.. During World War II, the port of Bari was under the jurisdiction of the British and was the main supply base for General Montgomery's Eighth Army as well as the headquarters for the American Fifteenth Air Force which was activated in November, 1943. Foggia, about 35 miles further north along the coast was the main operating base of the Fifteenth Air Force.

In addition to the usual war material, ships moored at Bari harbor carried aviation fuel for the Fifteenth Air Force. Totally absorbed in getting the Fifteenth Air Force off the ground, the Allies gave little thought to the possibility of a German air raid on Bari.

The Germans needed to stop the northward advance of the Allied Army and suppress the Fifteenth Air Force. The port of Bari was critical to the supply line supporting the Allied Armies. By bombing and destroying the port of Bari, the Germans hoped to stall the Allied advance and suppress the Fifteenth Air Force.

During every campaign there was always the threat of the Germans using poison gas. By the end of 1943, the strategic initiative in the war had passed to the allies. The allies feared that Hitler could use poison gas to redress the strategic balance. While the United States condemned the use of poison gas, President Roosevelt pledged that the US would reply in kind if the Germans used poison gas first. In support of this pledge, the Liberty ship, *John Harvey* was selected to convey a shipment of mustard gas to Italy to be held in reserve.

The *John Harvey* was loaded with two thousand M41-A1 100 lb. mustard bombs at the Baltimore cargo port. The bombs were disguised to look like conventional bombs. The *John Harvey* sailed for Norfolk on October 15, 1943 and then onto Oran, Algeria by convoy arriving on November 2, 1943. From Oran, it proceeded in

convoy to Augusta, Sicily and then to Bari arriving at Bari on November 28, 1943.

In late November 1943, the har-

BARI: A 2nd PEARL HARBOR

bor at Bari was extremely crowded and busy. All the berths in the inner harbor were full or not ready for unloading. The *John Harvey* was ordered to berth at Pier 29 on the East jetty (outer mole) until there was a berth free in the



inner harbor where she could unload her cargo. The East jetty was extremely crowded. The Liberty ship *John Motley* was moored on her starboard side while the British ships *Testbank* and *Fort Athabaska* as well as the Liberty ship *Joseph Wheeler* were on her port side.

Her captain, Elwin F. Knowles, tried in vain to get British port officials to speed delivery up. This was difficult, because he was gagged by the secrecy that surrounded the gas shipment. How could he get officials to act when he was not even sup-

posed to know that he was carrying the mustard gas in the first place?

December 2, 1943

Responding to rumblings about lax security measures, British Air Vice Marshal Sir Arthur Coningham held a press conference on the afternoon of December 2nd and assured reporters that the Luftwaffe was defeated in Italy. He was confident the Germans would never attack Bari.

The *John Harvey* was still waiting to unload on December 2, 1943. Since secrecy was paramount and few people knew of the mustard gas on board, the *John Harvey* was not given priority to unload its cargo of mustard bombs.

German reconnaissance pilot Hahn returned to base after flying over Bari. His positive report about conditions at Bari set in motion a raid that had been discussed and planned some time before. The Allied airfields at Foggia had been discussed as a possible target but Luftwaffe resources were stretched too thin to permit the effective bombing of such a large complex of targets. All available Ju-188 pilots were ordered to fly their twin-engine bombers east to the Adriatic, then swing south and west. The Ju-88s were supplied with Duppel, thin strips of tinfoil cut to various lengths. The tinfoil registered like aircraft on radar screens, producing scores of phantom targets.

The German attack on Bari began at 7:20 in the evening on December 2, 1943. The planes flew in from the east. Parachute flares were released first to light the way for the attacking aircraft and the Ju-88s came in low avoiding





first two weeks. Most victims fully recovered. There was no accounting for the civilians who must have been exposed to the chemicals. Additionally, there was a mass exodus of civilians out of the city and some were probably gas victims that died for lack of care.

Allied radar detection. The docks were already brilliantly lit to facilitate unloading and the East jetty was packed with ships. There was no time for the ships in the harbor to get underway.

The *Joseph Wheeler* took a direct hit and exploded. Several other ships were hit and exploded. The *John Harvey* remained intact sustaining no direct bomb damage but caught fire when showered by flaming debris from a nearby damaged ship. The situation was extremely serious because of the mustard bombs on board. Without warning, the *John Harvey* blew up. Everyone on board was killed instantly and pieces of the ship and her cargo were hurled into the air. Mustard released from the broken bombs mixed with the oil on the waters' surface and with billowing clouds of smoke.

The Americans sustained the highest losses from the German raid losing the *John Bascom*, *John L. Motley*, *Joseph Wheeler*, *Samuel J. Tilden* and the *John*

Harvey. The British lost four ships, the Italians three, the Norwegians three and the Poles two. There were more than 1,000 military and merchant marine casualties with 800 admitted to local hospital. A conservative estimate places civilian casualties at around 1,000.

Casualties from the raid began pouring into the hospitals. Swamped with casualties and not realizing they were dealing with poison gas, hospital staffers let the injured remain in their oil and gas soaked clothes. Victims suffered from burns and blisters, temporary blindness, swollen genitals and irritated respiratory systems. As victims began to die, the doctors started to suspect that a chemical agent was involved. Lieutenant Colonel Stewart F. Alexander was finally able to confirm that the casualties were caused by mustard gas exposure.

There were 628 mustard gas casualties among military and merchant marine personnel with 69 dying in the

Was it a Second Pearl Harbor?

Comparative studies of the raid on Pearl Harbor with the bombing at Bari show the statistics below.

Pearl Harbor had a much larger global impact than Bari, as it brought the United States, officially, into the war. But the civilian deaths in the Bari bombing (over 1,000) were much, much higher.

Secrecy shrouded the affair at Bari. The public was eventually told of the devastating raid at Bari but the presence of mustard gas was not divulged. British Prime Minister Winston Churchill was particularly adamant that the role mustard gas played in the tragedy remain a secret. He believed that publicizing the fiasco would hand the Germans a propaganda victory. This secrecy may have caused additional deaths because if the word of the presence of mustard agent had been disseminated, more victims, especially civilians, may have sought proper treatment.

	Bari, Italy	Pearl Harbor, Hawai'i
Date	December 2, 1943	December 7, 1941
Attacker	Axis (Germany)	Axis (Japan)
Defender	Allies (US, British, others)	Allies (US)
Ships sunk	17	18
Planes attacking	105 bombers	353
Planes shot down	0!!	27
Casualties	1,000 military and merchant marine personnel killed, 1,000 civilians killed	2,345 military and 57 civilians killed
Length of port closure	closed 3 weeks	port not full operational for 3 months
Allied mistake	Mustard Gas on board John Harvey; lights on in port at night for unloading; main early warning dish broken	Radar warnings ignored
Axis mistake		Not launching third and last wave of attack
Length of attack	little over one hour	ninety minutes

HONORING CANADIAN MERCHANT NAVY VETERANS

A special ceremony honoring Canada's World War II Merchant Navy Veterans was held in Ottawa, Canada on Sunday, September 7th at the Canadian War Memorial. The ceremony, organized by the Merchant Navy Commemorative Theme Project (MNCTP), whose President and Chief Executive Officer is Stephane Ouellette, MNCTP is a national initiative dedicated to educating Canadians and the international community on the sacrifices and contributions made by the Canadian and Allied Merchant Navies during WWI & WWII and promoting them as part of Canada's, and indeed the world's rich maritime heritage.

The Canadian Merchant Seamen have a history similar to the Merchant Mariners from the United States. After 5 decades of struggle, these Canadians were officially recognized in 1992 as Veterans. Their sacrifices and contribution were without question one of Canada's most important contributions to the success of the Allied cause.

During WWII, their losses were 1 in 8. Out of the 12,000 WWII Merchant Navy Veterans, there are only (approximately) 1,000 remaining, with an average attrition rate of 12 per month.

The first Merchant Navy Veterans Day – officially September 3rd – was held at the National War Memorial in Ottawa in 2004 and has been annually since then. This year's ceremony marked the 75th Anniversary of the declaration of World War II. It was attended by 47 officials from the Government of Canada, Veterans organizations and various embassies, who laid wreaths at the base of the War Memorial.

On a sad note, this year's ceremony may be the last one held. Prior to the event, Canadian Veterans Ombudsman, Chief Warrant Officer (Retired) Guy Parent wrote: "There are few Merchant Navy Veterans still alive today. Many who served this country so bravely are now in their nineties. On September 3rd when members of

Rollers chapter member "Hap" Bledsoe laid a wreath on behalf of the American Merchant Marine Veterans. Also attending the ceremony were Irene Harvey, Cynthia Bledsoe and Cindy Raymond, AMMV National Office Administrator.

At a reception following the ceremony, National President said:

"I am honored to be involved on this Day of Remembrance to commemorate the great sacrifices made by the Canadian Merchant Navy in WWI and WWII. I want to thank Mr. Ouellette for inviting us. It motivated me to learn more about the great contributions and the demonstrated bravery of the Canadian Merchant Navy in WWII.

"We have become very aware of the commendable actions taken by the Canadian Government to honor the patriotic contributions of the Merchant Navy volunteers of Canada. I am here today representing the AMMV to also recog-



the Merchant Navy Veterans' Association gathered in Halifax to mark the 75th Anniversary of the declaration of the Second World War, they decided that it would be their last time to come together because of declining membership.

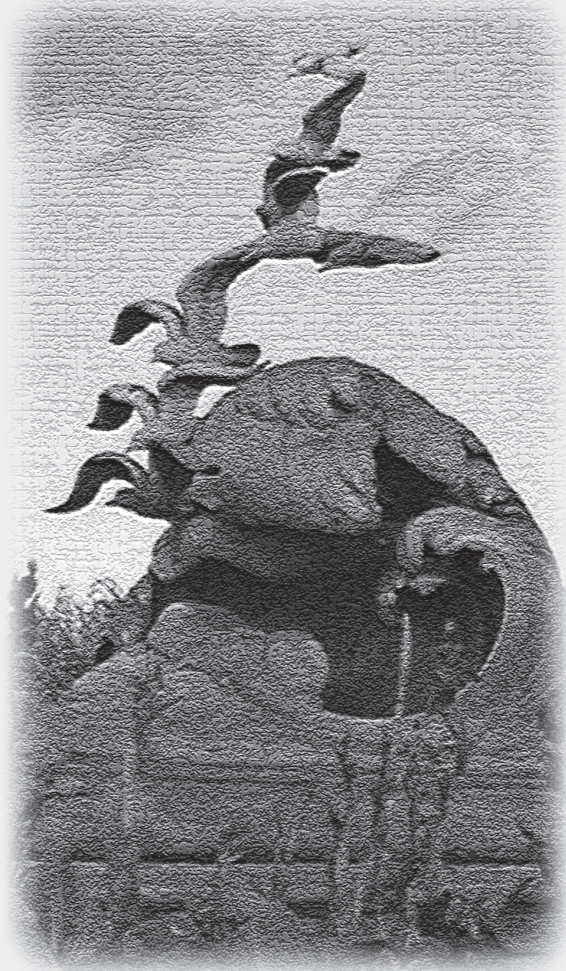
"On Sunday, we will do our part to ensure that the service of Canada's Merchant Navy is not forgotten. It will be a time to share the stories of those merchant mariners who kept the supply flowing throughout the longest and hardest battle ever fought at sea."

At special invitation, from Mr. Ouellette, AMMV National President Morris Harvey and AMMV High

nize those Merchant Navy Veterans for their dedication, perseverance and courage while facing the enemy in the icy waters of the Atlantic, and fighting for the freedom that Canadians, the U.S. A., and much of the world enjoys today.

"The patriotism and bravery of past generations must continue to be recognized and duly commended in order that today's youth understand the sacrifices that generations before them have made to ensure their freedom. This is especially important for Merchant Mariners because we depend on them to be available, as volunteers, in peace and war."

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.*

WARREN R. ANDERSON

DORIS K. ARTHUR

EUGENE F. BALL

BURT T. BESSELLIEU

LELAND BUZZELL

HARVEY W. CRIHFIELD

GEORGE W. CUSHMAN

HERBERT B. DANIELSEN

EDMUND J. DE FILIPPIS

NATHAN DE SANTIS

JOHN DZIEKEN

WALTER P. EHNS

LESTER ELLISON

A. DAVID ESLICK

ROBERT L. "BOB" FALK

FRANK GRANT

CHARLES E. HARRIS

RICHARD A. HEGARTY

ROBERT E. HODGDON

CHARLES U. JACKSON

ALBERT J. KEMPER

JOSEPH T. LAH

JOSEPH S. MAYER

LEROY B. MEEKER

IRVING MELTZER

JOSEPH L. MESSA

ROBERT MOURETTE

JACK E. MUSGROVE

R. E. "RED" NAUSLAR

SANDRA A. NICCUM

GARTH E. NICHOLSON

RICHARD L. NICHOLSON

DOUGLAS R. OTTO

HOWARD L. PETERSON

MARVIN PHILP

ROGER AL. PIRIE

ERNEST L. PROUTY

EUGENE C. QUIDORT

ELMER "AL" R. RAANES

DR. WILLIAM F. RAILING

WILSON F. RAMOS

WILLIAM D. RANSOM

RUSSELL W. ` RAYBOULD

EDWARD RITTENHOUSE

RUSSELL D. ROSENE

KARL W. SPATZ

WARREN SPICKELMEIR

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.

When the Rev. James Von Dreele climbed aboard a U.S. Coast Guard frigate for a trip 20 miles out to sea to inspect a Romanian cargo ship that had been refused permission to navigate the Delaware River, he had no idea what he'd find.

Cmdr. Gail Kulisch, deputy director for operations of the Coast Guard in Philadelphia, had called him to say that a broken gyroscope on the ship meant it would have to be towed up the Delaware River, and "there were other issues with the crew beyond the mechanical ones."

Von Dreele, a seafarers' chaplain in Philadelphia and other ports along the Delaware and one of 56 Episcopal/Anglican clergy and lay leaders in seamen's missions in North America, braved choppy seas and 6-foot waves as he climbed a rope ladder from the frigate to the deck of the cargo ship.

In interviews with the crew, he discovered what is becoming more commonplace among those who serve seafaring crews in ports around the world -- that bankruptcy of shipping companies, caused by economic downturns, especially in Asia and Eastern Europe, is resulting in abandoned ships and unpaid crews trapped in foreign ports.

Doug Stevenson, a lawyer and director of the Center for Seafarers' Rights, the advocacy arm for the Seamen's Church Institute in New York, says the institute is assisting 14 international vessels and more than 200 seafarers stranded by the global

economic crisis.

"These crews are in nine different countries on four continents. Their situation is dire -- many without food and water, in countries with languages no crew member speaks -- and some haven't received their wages in a year or more.

their teeth with salt because they had no toothpaste.

"To add insult to injury," Von Dreele said, "the captain had not been paid for six months and the crew not for three months."

The Rev. Peter Larom, executive director of the Seamen's Church

Institute in New York, says that situation is not uncommon. "If a company foresees bankruptcy, the first thing they stop is crew payments, then it's repairs. First you see crew exploitation, then dangerous conditions. They are the two things they scrimp on most."

Larom and his wife, Margaret,

a staff member at the Episcopal Church Center, encountered another ship whose crew was desperate during a trip to Portugal last summer. They spotted a bed sheet with the words "Portugal, Help Us" scrawled on it hanging from the side of the 700-foot freighter Pella.

"We found the crew had no money, no food, no fresh water and no services," said Peter Larom. "We found the onshore agent had not been paid and once that happens, he doesn't do anything to help the ship."

"After gathering the crucial information, I alerted the SCI's Center for Seafarers' Rights to initiate help," said Larom. "Then, I left the Pella to buy a few days' worth of basic necessities, rice, beans, cheese, bottled water, soap, shampoo, razors, combs and laundry detergent."

The SCI's Christmas-at-Sea office [which prepares Christmas packs for

Stranded Seafarers: Chaplains Face New Challenge

**By Jerry Hames
Episcopal Life staff
Philadelphia**

"A year or two ago, this type of situation was rare; now it has increased far beyond anything we've ever seen."

When Von Dreele climbed onto the deck of the Romanian-owned Nora, he said he was profoundly moved by conditions aboard the vessel. "The ship had left Venezuela with a load of steel coil bound for Wilmington. The Nora should have had a crew of 17, but had only nine (the others, Cubans, were paid and left ship in Venezuela).

"The gyro, the main navigational instrument, was broken; the port rudder and port anchor did not work. Besides these problems, the crew was down to five days of drinking water. No one had showered in three weeks.

"Their food stock was down to five days with only meat, flour and rice left and no bread, fruit or dairy products. They even had to brush

seafarers each season] was pressed into service to gather blankets, toiletries, cleaning supplies and books for those who are stranded on ships.

Larom said that in such cases it's difficult to track down the ship's owner. "Even when you succeed, you often find that the corporation has gone bankrupt," he said. In the Pella's case, Larom discovered that owner was a bankrupt Greek who had disappeared.

Many of the ships whose owners are financially troubled are in the dry-bulk business. In contrast to other ships, whose schedules are set months ahead to meet manufacturing schedules, these shipping owners are more entrepreneurial, picking up cargo whenever they can, moving from one port to another at a moment's notice, or sitting idly offshore, waiting for new cargo.

These are the crews who now find themselves in trouble as revenue shrinks and owners are unable to meet outstanding loans.

In the Nora's case, Von Dreele found that the captain was unable to convince his company to make repairs and, after sitting off the coast of Venezuela for weeks, decided to try to reach the United States, trusting that Americans would help them in their time of trouble.

"This is what troubles me deeply -- the callous disregard for these men and their families as the owners literally abandoned the ship," said Von Dreele. "This is a hard-working crew of dedicated seamen who simply wanted justice for themselves."

Once the Coast Guard determined the Nora could be brought into port, Von Dreele and Renee LePage, executive director of the Wilmington Seamen's Center, set about to get help from area churches. The pilot boarded the ship at the breakwater with a case of fresh eggs and steak and the next day LePage had delivered a van filled

with fresh food to the dock.

The crew was overwhelmed by the community's generosity and appeared one Sunday at St. David's Episcopal Church in Wilmington, Von Dreele said, "to express their gratitude and give thanks to God for their rescue."

By mid-January, eight weeks after the Pella's plight had become known, the captain had been paid and sent home; the crew was awaiting deportation and a creditor had arrested the ship. It will be sold and the crew will head the list of creditors to be paid.

Von Dreele said the Coast Guard learned that attempts by the captain to get the Nora repaired by the shipping company, an agency of the Romanian government, were ignored. He also learned that a sister ship, the Andrea, has languished in Jacksonville, Fla., for the past four months under similar circumstances.

As if sensing that such emergencies would become more frequent, the Center for Seafarers' Rights last May organized a conference on the issue of repatriating the industry's seafarers, bringing together members of the maritime community, including port states, ship owners, port ministries, marine insurers, trade unions and lawyers.

"Despite international conventions, laws and contracts, we discovered that seafarers were often left stranded in ports, without money, far from home," said Stevenson. "In some examples, crews were abandoned along with their vessels when the port state determined the vessels unseaworthy."

Among a detailed list of complex recommendations, the participants agreed that claims by the crew for unpaid wages should have priority among the claims on the vessel. However, Stevenson said, proceeds from the sale of the ship don't always cover even the crew's back wages. They also

agreed to create a \$1 million fund to help seafarers in trouble, as well as to provide legal work and relief packages.

Prices for second-hand ships have been falling and, with lenders reluctant to finance new sales, many ships are being broken up and sold for scrap. A likely candidate for the scrap heap is the Delta Pride, a 700-foot freighter that drifted along the Gulf Coast from Tampico, Mexico, into U.S. waters. The Coast Guard intercepted it 3 miles off Brownsville, Texas.

Stevenson learned from the captain that many in the crew, living in lice-infested conditions with only rainwater to drink, had not been home in almost two years and had not been paid since that time. "We have been living like prisoners at sea," said the ship's captain.

In such cases, Stevenson said, the owners either can't afford to bring their vessels home from distant ports or don't see a profit in doing so.

Four sister ships, owned by a Pakistani shipping line, were similarly stranded in ports around the world, he said.

Both Larom and Stevenson emphasize that the great majority of maritime shipping companies acknowledge responsibility for their crews, who, typically, will have a contract of 10 to 12 months at sea. But Larom points out that there are also unscrupulous owners who "bottom feed on labor pools" and exploit their workers.

Von Dreele said that in such cases, the church's maritime ministry is the only place seamen can turn to for help. "It is a unique model for ministry among seafarers and the maritime business sector that has been continuing for more than 150 years. Acts of caring and compassion go on each day, both in this port and hundreds of other ports around the world."

SEAGOING COWBOYS

Editor's note: Bill Balabanow of the Susquehanna Valley Mariners Chapter made note in a recent newsletter that a representative of "The Seagoing Cowboys" is going to be a meeting speaker. Having never heard of this group before, I was intrigued and found this information on the Internet.

About them

Between 1945 to 1947, the United Nations Relief and Rehabilitation Administration and the Brethren Service Committee of the Church of the Brethren sent over 7,000 men and boys ages 16 to 72 across the oceans to deliver livestock to war-torn countries. These "seagoing cowboys" made about 360 trips on 73 different ships. Each cowboy's story is unique to his experience, influenced by time of year and weather, type of ship, captain's attitude, make up of the cowboy crew, type of cargo, port of departure, port of call, length of time in port, etc.

They were Brethren, Mennonite, Catholic, Protestant, Amish, unchurched. Some sought adventure, some sought to serve people whose lives had been torn apart by war; some wanted to see firsthand what they had only read about or seen on film.

The seagoing cowboys traveled mostly to Poland, Italy, Greece, and Germany, where they were transported to Czechoslovakia, with a few trips to China, Belgium, and Djibouti. They delivered mostly horses, heifers, and mules, along with some chicks, rabbits, and goats - over 300,000 animals by the end of the program.

One person's story

My Cattleboat Experience by Herbert C. Wenger

I first learned of the cattleboat program in our church paper "The Gospel Herald". I applied by letter and was accepted into the program.

I was taken by car to Philadelphia and from there took a train to Baltimore, Maryland, arriving Tuesday December 11, 1945. After receiving my Coast Guard seaman's papers,

I was taken to the Church of the Brethren headquarters in New Windsor where I met the 15 other cattlemen and where we spent the night. The next day (12/12/1945) we went back to Baltimore, picked up our completed seamen's papers and got our physical examinations. We were then immunized for typhoid, typhus, tetanus and small pox. Then we boarded the S.S. Samuel H. Walker, our home for the next two months. We were stationed in the stern of the ship, in what had been the rear gunner's quarters during the war. We had 3 tiered steel bunk beds. We spent the rest of Wednesday,

Thursday and Friday on board exploring the ship and becoming familiar with the layout. During this time the cargo of hay, oats, fertilizer and straw was being loaded on the ship. Friday evening they started loading the animals.

The Cargo:

Mules- 150
Horses- 150
Cows- 55
Straw- 11 tons
Hay - 40 tons
Oats - 27 tons
Fertilizer - 3500 tons

We sailed at 6 PM Saturday December 15, 1945. By the next morning we entered the Atlantic Ocean and left the Chesapeake Bay behind. Soon after

that is when many of the cattlemen became seasick, including me. It wasn't until several days later that most of the men had gotten acclimated to the rolling and pitching of the ship. From then on seasickness was never a problem no matter how rough the sea became.

That was a good thing because the North Atlantic in the winter has many storms. We experienced storms so severe that waves broke over the bow and the rear of the ship came completely out of the water. During the night in one of those storms I was thrown up in the air and hit the springs of the bunk above me! The ship rolled so far that water came over the sides of the ship. Waves also crashed over the on-deck stalls of the horses and mules. As a result of the cold, wet conditions we lost about 9 horses to pneumonia. Dead animals were thrown overboard. Mules seemed to be made of "sturdier stuff," since we did not lose any mules. I was



assigned to care for mules and horses. I found that horses were easier to care for than mules. When a horse becomes frightened he kicks straight back. However a mule will look where you are and then kick directly at you. We also found out that horses as well as mules will bite! We were fortunate that no one was seriously injured on the trip.

One very difficult job down in the hold of the ship, was walking over stacked hay bales, while the ship was rocking, carrying bales of hay that weighed 150–160 pounds. That was physically the hardest work I had to do.

We were scheduled to go to Athens, Greece, but when we arrived there, the orders were changed and we instead sailed up the Aegean Sea to Kavalla, the seaport for the ancient city of Philippi. January 9, 1946 we docked at Kavella, Greece and January 17 we arrived at Heraklion, Crete. At Kavalla and Crete is where the animals and the rest of the cargo were unloaded.

At Kavalla there was extreme poverty. The people were dressed in rags and were very poor. I remember one little boy who came on the ship and went through the garbage can looking for food to take home.

One day we went inland about 10 miles to the ruins of the old Biblical city of Philippi. Here were some columns and arches standing and we spent time walking through the ruins. We went through a town just as U.N.R.R.A. was distributing clothing to people who apparently had practically nothing. I was impressed that the women seemed to show the marks of suffering more than the men. Their eyes had a very sad expression and their faces were so drawn. I think that they suffered trying to help their families survive.

I was impressed with the beauty of the island of Crete. The city, however, had extreme damage, but the people seemed to be in better condition than those we saw in Kavalla. Almost all the buildings were damaged: machine gun holes on the walls and roofs blown off. The Germans bombed the island first and took control, and then the Americans bombed the island and recaptured the island for the Allies. The Cretians were bombed first by their enemies

and then by their friends. This is what people told me when I talked with them.

One highlight on Crete was visiting the ruins of the ancient city of Knossos. The records of Knossos go back to about 2500 B.C. Legends say the city was built about 4000 B.C. The city and palace of the King was being excavated and restored. I sat on King Minos' throne, a carved stone seat. We also saw the oldest known bathtub, carved out of solid stone!

From Crete we sailed to Casablanca, North Africa stopping on the way at Gibraltar. There were a number of dam-

aged ships in the harbor. Here we took on fuel oil for our return trip. The ship burns 7980 gallons of oil per day. It can carry 504,000 gallons, enough to last 63 days. We anchored at Casablanca on January 29th. Here we took on iron ore for ballast and water for drinking. We had time to go into the city. The city has a French section and an Arab section. The French part is more attractive and better kept. We saw people of a different culture: women with their heads and faces covered and both men and women wearing what appeared to be something like sheets.

We took navy men back with us from the war. We were not sure what their attitude would be toward us men who didn't go to war. However, we soon learned that they respected our position and we became friends with some of them. One even gave me his navy work jacket because he didn't have room to pack it. They were so tired of the war and had experienced so much death

and destruction, that our position seemed to make sense to them. At least that is how I interpreted their attitude.

We experienced a severe storm on the way home and were driven south by the winds. As a result we landed at Savannah, Georgia, February 17, 1946. The next day I received my discharge from the Coast Guard and was soon on my way to Philadelphia on the railroad streamliner the "Silver Meteor." I arrived home on February 19, 1946. This was the conclusion of a very interesting and educational trip. A trip that I hope made life a little better for some war-weary people.



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Fancy a bit of Gin and Tonic, my Dear?

The original discovery – March, 2010:

STOCKHOLM - A dozen centuries-old shipwrecks - some of them unusually well-preserved - have been found in the Baltic Sea by a gas company building an underwater pipeline between Russia and Germany. The oldest wreck probably dates back to medieval times and could be up to 800 years old, while the others are likely from the 17th to 19th centuries.

Peter Norman of Sweden's National Heritage Board said "They could be interesting, but we have only seen pictures of their exterior. Many of them are considered to be fully intact. They look very well-preserved," Norman told The Associated Press: "Thousands of wrecks - from medieval ships to warships sunk during the world wars of the 20th century - have been found in the Baltic Sea, which doesn't have the ship worm that destroys wooden wrecks in saltier oceans.

The latest discovery was made during a search of the seabed east of the Swedish island of Gotland by the Nord Stream consortium, which is building a 750-mile pipeline in the Baltic Sea.

The 12 wrecks were found in a 30-mile-long and 2-mile-wide corridor, Nord Stream spokeswoman Tora Leifland Holmstrom said: "The heritage board said three of the wrecks have intact hulls and are lying upside-down at a depth of 430 feet.

Swedish marine archaeology experts analyzed pictures of the wrecks and determined that they could be of a high historic value. "The content can tell us a lot about everyday life during that time," Norman said. It's unclear whether any of them will be salvaged but the board said it hopes they will be explored by divers though Norman added many of them are at a depth that would require very advanced and costly diving operations.



The Nord Stream consortium, which started construction in April, 2010 has promised to make sure its activities don't damage the wrecks. The area where they were found is in Sweden's economic zone, but not in the planned route of the pipeline, Leifland Holmstrom said. Last year, parts of a 300-year-old ship were salvaged from Germany's Bay of Greifswald to clear a path for the pipeline, which expects to carry some 1.9 trillion cubic feet of natural gas a year.

Another discovery – July 10, 2014

The shipwrecks are now being explored and Polish archaeologists have recovered one of the world's oldest intact bottles of mineral water from a shipwreck lying on the bot-

tom of the Baltic Sea. Still corked, the perfectly preserved stoneware bottle was produced between 1806 and 1830 by Selters, one of the oldest mineral waters in Europe.

The 12-inch bottle was found during archaeological work on a shipwreck lying at a depth of about 400 feet in the Gdańsk Bay not far from the Polish coast. The naturally carbonated water springs of Selters were discovered around the year 1000 on the northern slopes of the Taunus mountain range in Germany. The mineral water source was fully exploited during the mid-19th century and became known as 'Elixir of Long Life'. Selters "liquid treasure," delivered in unique clay jugs, became a synonym of the finest mineral water. In North America, Selters was the prototype of "seltzer" artificial soda water.

According to experts, it is extremely rare to find a corked Selters bottle from that period.

"The bottle contains a liquid, and for sure it's not seawater," Bednarz said. Although it's likely the bottle contains original Selters water, Bednarz doesn't rule out the possibility it was filled with wine. "Such bottles could be have been reused and corked again. That's the reason why we plan to open the bottle and check its contents in a lab," Bednarz said.

Further examination:

Sailors may have enjoyed a tipples of gin 200 years ago. Researchers have found that the liquid in the Selters bottle contains 14% alcohol distillate, possibly diluted with water, whose chemical composition corresponds to that of Selters' soda. It could be a type of gin, and, according to laboratory tests, the alcohol in the bottle is suitable for drinking. Does this mean it would not cause poisoning? "Yes," according to archeologist Tomasz Bednarz: "Apparently, however, it does not smell particularly good."



CHAPTER NEWS

Central California Chapter

A MARITIME DAY, 2015 SUGGESTION

CEO Rufus Hernandez is promoting the opportunity for all California Merchant Mariners to get the California State Legislature and the Governor to note a special day of recognition for Merchant Mariners on Maritime Day, May 22, 2015. This would take place at the state capitol, in Sacramento, and would celebrate the 70th anniversary of the ending of WWII.

Ken Blue, CEO of the Sacramento Valley Chapter promoted this occasion at the Western Regional Convention in Reno and support from the California chapters present was given.

Additional information will be forthcoming.

Mid-West Chapter

A WWII VETERANS HONOR CELEBRATION

Lockport, IL annually honors WWII Veterans – this year the event happened on September 6th and 7th. Promotional material reads:

Now you can experience history like never before as the Lockport Township Park District hosts World War II Days on Sept. 6TH AND 7TH sponsored by First Midwest Bank. The action begins at 9am in Lockport's Dellwood Park. Come see re-enactments of World War II camps, weapons demonstrations, enjoy performances from the Andrews Sisters or watch a baseball game featuring the Rockford Peaches. Listen to authentic sounds of World War II produced by Dignity in our Concession area. And join us in our tribute to World War II Veterans and all service members. Then, stay for the most realistic World War II battles to be reproduced with pyrotechnics sponsored by Hanson Material Service, aircraft flyovers, and vehicles from the period including World War II tanks sponsored by Homer Companies. Later, things really heat-up on Saturday night with a free USO Concert featuring the Rock band, The Sempletons, in Dellwood Park's outdoor band shell sponsored by CITGO. The beer garden will be open so stop by for a drink, because this amazing event only happens once a year. World War II Days is a free event for all ages.

CEO Matt Clifford and VP Walter Paas attended the event, with Matt setting up a booth to display Merchant Marine and Armed Guard material from his collection. This attracted many visitors and Matt and Walt were honored as veterans in the parade to the battlegrounds, riding golf carts and led by bagpipers..



VP Walter Paas and the Andrews Sisters



CHAPTER NEWS

Ohio Valley Chapter



A WORKING CHAPTER

Editor's note: Long time chapter leader Bert Hinds crossed the final bar in the spring of 2013. His nephew, Bill Hinds, and family, have taken on the chapter responsibilities, including care of the chapter sponsored monument in New Richmond, Ohio. They have even recruited some new members. Thank you, Bill and family, for keeping the Ohio Valley Chapter a "working" chapter.

A note from "The Mariner's Log of Summer, 2014 reads "The last issue of MARINER'S LOG" was Spring, 2013. With the passing of Bert Hinds and directives for the chapter unavailable, picking up where we left off has been very slow. Please have patience." Other chapters' newsletters can be sent to Bill Hinds, 7337 Lawyer Rd, Cincinnati, OH 45244.

The Ohio Valley Chapter AMMV monument in New Richmond, Ohio is always a beautiful place to visit. With its picturesque setting, benches and shade trees, it welcomes visitors all year long. Just ask the water fowl who took refuge there this past winter. Some monument construction details have created a freeze-thaw problem jeopardizing the integrity of the brick. Possibly raising the entry walk to brick level, would divert the water ponding arresting future deterioration. After speaking with town administrator, Dave Kennedy, we can coordinate repair as to not interfere with New Richmond's bicentennial events. Mr. Kennedy's and New Richmond's support continues to be greatly appreciated.

Sacramento Valley Chapter

AUBURN, CA VETERANS DAY PARADE

Tuesday, November 11, 2014 the city of Auburn CA will hold its annual Veterans Day Parade, an event which was first celebrated in 1919. This year's parade and ceremonies will especially honor Merchant Marine Veterans.

The Grand Marshall will be Sacramento Valley Chapter AMMV's Bud Schmiedel. Very unfortunately, Bud will be honored posthumously, as he passed away July 5, 2014. He will be represented by his wife, Mona, and other family members in the Grand Marshall's car. You are invited to participate. Remember it is in your honor.

We'd like for members to be grouped together in the parade, immediately after the Grand Marshall's car, so please contact Bob Ulrich of the Sacramento Valley Chapter at bulrich@pacbell.net or 530-758-6570, as he is trying to coordinate the parade line-up. **If you would like to be there and ride in one of our cars please let Bob know. We are trying to have signs and banners on all of them.** While they last, several hundred specially designed medals honoring the Merchant Marine will be given to parade participants.

Participants line-up is at the Auburn Chamber of Commerce office, on Lincoln Way between Grass Valley Hwy. 49 and Elm Street and begins by 10:00 a.m. The parade steps off at 10:45 a.m. and proceeds down Lincoln Way to the Clock Tower at High Street, where it pauses for a brief ceremony: Taps is played, three volleys are fired, white doves of peace are released and a fly-over occurs. The parade then follows High Street to the Gold Country Fairgrounds National Guard Armory, a total route of just about one mile.

At the Armory, parade participants and spectators enjoy a community lunch and a "Proud to be an American" celebration, with the presentation of the colors, music, speeches and the honoring of the individual services. Complete information and applications for parade participation can be found at www.auburnveteransparade.org or call Bob Ulrich at 530-758-6570.



CHAPTER NEWS

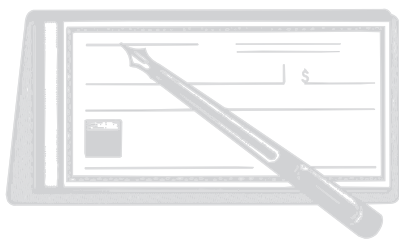
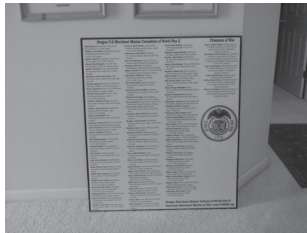
Southern Oregon Chapter

A NEW MUSEUM DISPLAY

CEO Nelson Cauble and his faithful sidekick, Shirley, are working on a new project, as usual. The town of Florence, Oregon is building a Veterans Museum and the Caubles wondered if it would contain a Merchant Marine display. They visited the site, contacted the Director and were told that a display of MM was planned but items were needed for the display. Nelson and Shirley went to work. They collected a lot of items from their personal collection including a listing of all of the Oregon Merchant Mariners that died in WWII, which Toni Horodyski, from the website www.usmm.org, had gotten together for them years ago.

The Caubles took the list to a local company which transferred the names onto a display board that is about 3 ft by 3-1/2 ft and will make a fine display item at the new Museum.

Next time you're in Florence, Oregon stop in and see this great collection. And, locally, maybe Veterans' museums in your area need display items.



If you haven't paid your chapter dues yet, please send them to your AMMV Chapter Treasurer today!

SS Stephen Hopkins Chapter

DESTINY OF THE SS STEPHEN HOPKINS LIFEBOAT



We have an update on the Dallas Maritime Museum and their response to the chapter's offer of our Merchant Marine historical boat treasure for display in their museum.

Mike Pixler received a phone call the week of August 4th from Ray Adams, Vice President, Dallas Maritime Museum Foundation; 3510 Turtle Creek Blvd, Suite 16A; Dallas, TX 75219. He said the Dallas Museum definitely wants our boat. Mr. Adams is aware of the next chapter meeting in October and may even try to attend – he'll know more when it gets closer. We'll keep you posted with any new developments.

I've included an excerpt below from Mike Pixler email that was sent to Mr. Adams 2/6/2014: "...All we ask is recognition of the donation by the SS Stephen Hopkins Chapter, AMMV, the SS Stephen Hopkins was the only liberty ship to sink a German Man-O-War during WWII, and a letter of intent explaining the disposition of our treasured lifeboat/float as to the display.

We feel it should be identified as a tribute to all American Merchant Marines who served in support of our country, beginning with the first Merchant Marines on June 12, 1775, to the War of 1812, Mexican American War, the Civil War, the Spanish American War, WWI, WWII, the Korean War, Vietnam, Desert Storm, Bosnia, Afghanistan and Iraq. The Merchant Marine, fighting alongside the Navy Armed Guard to contest submarine, surface and air attacks at the Normandy Invasion and all other invasions of WWII to current day. As you can see the Merchant Marine has a long and proud line of service. The Merchant Marine continues to serve and support the United States today..."

PIRACY DROPPING WORLDWIDE

Piracy on the world's seas continues to diminish, according to a new report by the International Maritime Bureau (IMB). In its report, the IMB, which is part of the International Chamber of Commerce, said piracy incidents during the first quarter of 2014 were at the lowest level since 2007. Despite the gains being made against the practice, the IMB warned that piracy still poses a threat.

According to the report, there were 49 documented incidents of piracy during the first quarter of 2014, making it the lowest number in seven years. In 2007, 41 incidents were reported.

During the first three months of 2014, two vessels were hijacked, 37 were boarded, five were fired upon and five reported attempted attacks. Out of those, 46 crew members were taken hostage and two were kidnapped from their vessel.



The waters off Somalia, which are notorious for pirate activity, are still of concern. According to the report, five incidents were reported in that region during the first quarter of the year, the same number as 2013.

Continued awareness is needed

IMB Director Pot-tengal Mukundan said those incidents show mariners should remain on guard for pirates, despite the recent gains. He stated: "Although the number of attacks continues to remain low, the threat of Somali piracy is still clearly evident," Mukundan said. "There can therefore be no room for complacency as it will take only one successful Somali hijacking for the business model to return. Masters are, therefore, advised to maintain vigilance and adhere to the latest best management practices and recommendations."

As evidence of the need for such vigilance, the report cited the case of a tanker that was fired upon off the coast of Salalah, Oman, from a skiff launched by a larger mother vessel. The attack was



repelled and international navies intercepted the mother ship, which was an Indian vessel that had been hijacked itself days before the incident. Eleven Indian mariners were freed and five suspected pirates were captured.

According to the report, 12 incidents were recorded off the West African coast, including the hijacking of two vessels with 39 crew members, with two crew members being taken hostage. Six of those incidents were linked to Nigeria, including the hijacking of a supply vessel, which was used to hunt for other potential targets.

The IMB noted that Angola saw its first reported hijacking during the first quarter of 2014, demonstrating the range of Nigerian piracy if left unchecked.

Indonesia, meanwhile, ranked as the country with the highest number of attacks with 18, compared to 25 during the same period last year. Vessels were boarded in every incident.

"While these are predominately low-level thefts from vessels, seven crew members were taken hostage in five incidents, while in four incidents it was reported that the robbers were armed with guns," the report read.

Editor's note: Excerpted from the SIU "Seafarers Log" of June, 2014.

American Women Mariners in World War II

Government Limits Women's Service

When passenger ships were taken over by the government after the U.S. entered World War II, many women who had served as stewardesses, hairdressers, etc. lost their jobs. They were required to quit after their ships returned to port after December 7, 1941. One of these women, Betty Jackson, wrote to President Roosevelt: "We are not afraid of the dangers and we are willing to put up with any inconvenience as long as we can be reinstated and go back to sea." Admiral Land, head of the U.S. Maritime Commission replied that there were no provisions on wartime ships for women crewmembers.

Admiral Emory Land, head of the Maritime Commission and War Shipping Administration also received a visit from 20 women headed by a "blonde with a very short skirt and bare legs" who argued for the right to go to sea, since among other reasons, one Russian skipper was a woman. Admiral Land finally told these ladies of "mixed nationalities including a couple of colored women" that the question of their morals must be considered." The blonde leader replied, "Damn you, Admiral. You take care of your morals and we'll take care of ours."

A few exceptions

Captain Orel A. Pierson of the SS President Harrison and Clara Gordon Main, a stewardess on the SS President Harrison were among the first American Prisoners of War. The ship was captured by the Japanese on December 7, 1941, while rescuing U.S. Marines from China.

The SS President Harrison, was sent from Manila to China to transport a contingent of Marines to the Philippines. She was captured in the Yellow Sea when a Japanese

dive bomber dropped notes demanding surrender. Captain Orel A. Pierson, however, ordered the ship "full ahead."

Knowing there was no chance of escape, Captain Pierson headed his ship for the beach. The President Harrison rammed the shore with a grinding screech and almost turned on her side. The liner righted herself, however, and

was carried off the rocks by currents. The order was given to abandon ship.

Japanese Marines stormed aboard the vessel after she'd settled to rest on a mudbank - but it was more than a month before sufficient repairs could be made to enable the captives to take her to Shanghai where the crew was later interned. The crew stayed on the liner and an island for 40 days.

During the capture and for over a month thereafter, Mrs. Clara Main, stewardess aboard the vessel, "displayed a courage and calm-

ness exceeded by no member of

the crew. While a bomber power-dived us, threatening the ship with bombs -- Mrs. Main remained, at least outwardly, entirely unexcited."

Mrs. Main is credited with saving the life of Chief Steward J. L. McKay of San Francisco. McKay was in a lifeboat which, before it could be pushed away from the hull, was thrown by current, waves and wind into the ship's screw and broken in half. Three men were killed and several badly injured. As she left the ship in the last lifeboat, Clara had had the foresight to collect some medical supplies and first aid materials.

McKay and Mrs. Main were allowed to remain on the island the following day when the Japs ordered the crew back aboard. In a few days they returned to the liner and



Clara Gordon Main aboard the SS President Harrison in 1941

for six weeks the stewardess nursed McKay back to health. “. . . Without her constant care,” it was said, “McKay would not have survived.

A Meritorious Service Medal Citation was later presented to Clara Gordon Main, along with the Merchant Marine Combat Bar, the Merchant Marine Defense Bar and the Pacific War Zone Bar.

Other female casualties and heroes

Mary Cullum Kimbro of Nashville, Tennessee was a Stewardess aboard the SS City of Birmingham which was torpedoed by U-202 on June 30, 1942 about 250 miles east of Cape Hatteras, North Carolina while en route from Norfolk to Bermuda with 263 passengers, 113 crew, and 5 Naval Armed Guard. The ship was hit by two torpedoes and sank within 5 minutes. The USS Stansbury rescued 372 survivors; 2 passengers and 7 crew members were lost.

Winifred Grey of New Orleans, Louisiana was one of 10 crew members lost on the SS Robert E. Lee when she was torpedoed by U-166 on July 30, 1942 about 25 miles from the Mississippi delta while in convoy from Trinidad to New Orleans. The ship sank within 15 minutes. She had 131 crew members, 6 Naval Armed Guard, and 270 passengers, most of whom were survivors of previously torpedoed American ships. 15 passengers were lost.

Edna T. Johansson, the first female recipient of the Merchant Marine Combat Bar with Star, was a stewardess aboard the liner SS Sixaola. The SS Sixaola was en route from the Canal Zone to New Orleans, Louisiana, via Guatemala carrying Army trucks and cargo on June 12, 1942 with 87 merchant marine crew, 6 Armed Guard, and 108 passengers. Two minutes after being struck by two torpedoes Captain William H. Fagan ordered the ship abandoned.

29 crew members died in the explosions. After all survivors were aboard 5 lifeboats and 6 rafts, the ship's boiler exploded. The U-159 questioned the crew about the ship and its cargo. Some of the survivors were rescued by the SS Carolinian, USS Niagara, and Army Tug Shasta. 42 others in one lifeboat made Panama in 4 days.

Carmen Maria Quinonez. On Maritime Day, May 22, 1942, New York Mayor Fiorello LaGuardia took part in ceremonies honoring members of the National Maritime Union who had been torpedoed or who were acknowledged as heroes. Among those honored was stewardess Miss Carmen Maria Quinonez, who guided “a woman and three small children to safety when their vessel was torpedoed. After leaving the vessel she administered first aid to three injured passengers in a lifeboat.”

Unknown stewardess aboard SS Barbara torpedoed on March 7, 1942 off the north coast of Haiti. The SS Barbara, built in 1913, was zigzagging unarmed, carrying passengers from Baltimore to San Juan, Puerto Rico. On the third day, the raft with 16 men and the stewardess, whom they affectionately called “Grandma,” was rescued by a PBY

flying boat. The Navy officer who risked two landings and overloaded his plane was cited for the act.

These brave women, in Merchant Marine duty, are honored for their efforts in World War II but are joined by several other women's group, who put their lives in jeopardy, without thought, including the WASPs.

LET THERE BE NO MOANING AT THE BAR, WHEN MY SHIP SETS OUT TO SEA.

Old soldiers sit and chew the fat
About things that used to be,
Of the things they've seen, the places they've been
When they ventured out to sea.

They remembered friends from long ago,
The time they had back then.
The money they spent, the beer they drank,
In their days as sailing men.

Their lives are lived in days gone by,
With thought that forever last.
Of bell bottom blues, winged white hats,
And good times in their past.

They recall long nights with a moon so bright,
Far out on a lonely sea.
The thoughts they had as youthful lads,
When their lives were wild and free.

They knew so well how their hearts would swell
When Old Glory fluttered proud and free.
The underway pennant such a beautiful sight
As they plowed through an angry sea.

They talked of the chow ol' cookie would make
And the shrill of the Bosun's pipe.
How salt spray would fall
Like sparks from hell.

They remember old shipmates already gone
Who forever hold a spot in their hearts,
When sailors were bold and friendships would hold
Until death ripped them apart.

They speak of nights spent in bawdy houses
On many a foreign shore,
Of the beer they'd down as gathering around,
Telling jokes to a busty whore.

Their sailing days are gone away,
Never again will they cross the brow.
They have no regrets, they know they are blessed,
For honoring a sacred vow.

Their numbers grow less with each passing day
As the final muster begins,
There's nothing to lose, all have paid dues
And they'll sail with shipmates again.

I've heard them say before getting underway
That there's still some sailing to do,
They'll say with a grin that their ship has come in
And the Lords is commanding the crew.

Author unknown; forwarded by Tom Schiesel, Hudson Valley Chapter

SS CHRISTOPHER COLUMBUS — THE “PIG-NOSED” LAKER

The SS Christopher Columbus, built in 1892-1893 and named to commemorate the 400th anniversary of the explorer's first voyage to the New World, was the only whaleback passenger vessel ever built; she carried more than three million travelers to the busiest ports on the Great Lakes for many decades and was purported to be the largest ship on the Great Lakes at the time.

She was especially designed and built to carry visitors to the World's Columbian Exposition and could easily carry 3000 to 5000 passengers per trip. Rumor had it that on her maiden voyage, she carried 7000 fair-goers.

Alexander McDougall, who had sailed for many years on the Great Lakes and knew the requirements for a virtually unsinkable vessel, he had previously designed 39 freighters, which with their dark, rounded hulls, became known as “whalebacks” following their introduction in 1888. To the 20th century eye, these ships take on the appearance of a submarine traveling on the surface. McDougall had a vision for a passenger ship and designed the SS Christopher Columbus, using some of his previous successful appearances. Traditional Great Lake sailors, more comfortable with the pointed bow of conventional ships, christened McDougall's rounded snout invention, the SS Christopher Columbus, a “pig-nose.”

McDougall had visions of building a passenger ship and mounting the decks with box-like steel supports which resembled the gun turrets of a warship. The entire deckhouse and multi-decked superstructure would be mounted like that and feature an odd-looking curved porcine bow, semi-circular main deck without traditional vertical sides and a flat bottom. With that in mind, the World's Fair Steamship Company ordered the construction of the SS Christopher Columbus at a cost of \$360,000.

The job was undertaken at McDougall's American

Steel Barge Company, starting in the fall of 1892. McDougall's committed in the contract that the Columbus would be built and delivered in three months, making her one of the fastest built large ships of her time. The builders further promised rapid loading and unloading, predicting that the vessel would be able to easily embark 5,000 passengers in 4 minutes and disembark them in even less time. The Columbus was specified to be able to run the 6 miles from the downtown Chicago to the fairgrounds at Jackson Park in 20 minutes.

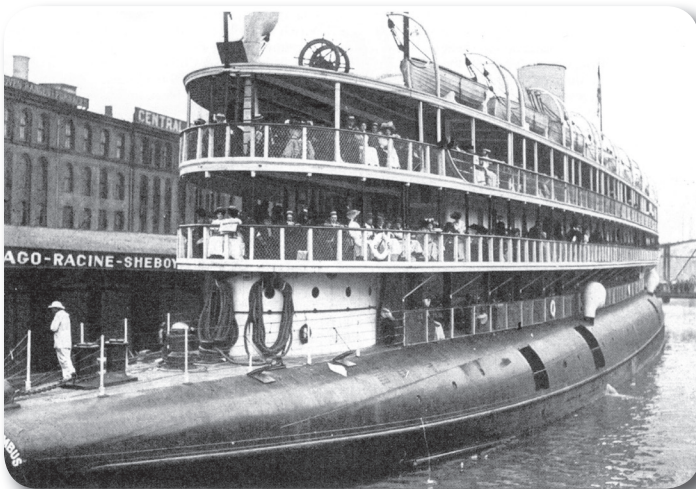
The hull framing, which included nine bulkheads, was completed in September 1892. The ship's propul-



sion mechanisms were next installed – consisting a a single, four-bladed, 15ft. diameter propeller; the two reciprocating triple-expansion steam engines (with three cylinders of 26-in, 42-in and 70-in diameters in a common frame with a 42-in stroke) were manufactured in Detroit. The six steel tubular return Scotch boilers were built by Cleveland Shipbuilding Co.

The rounded hull top was then added, followed by the six turrets, which were substantially larger than those use on the 39 freighter whalebacks designed by McDougall. The ship was launched on December 3, 1892, after which two superstructure decks were mounted on the turrets along the centerline of her hull to afford access to her two internal decks, one in the turrets and one in the hull below.

Electric lighting was used throughout and the ferry was elegantly furnished. Her grand saloon and sky-lighted promenade deck contained several fountains and a large aquarium filled with trout and other fish of the lakes. The cabins and public spaces were highlighted with oak paneling, velvet carpets, etched glass windows, leather furniture, and marble facing. Shops and restaurants were also provided along with modern sanitary facilities.



HER HEY-DAYS

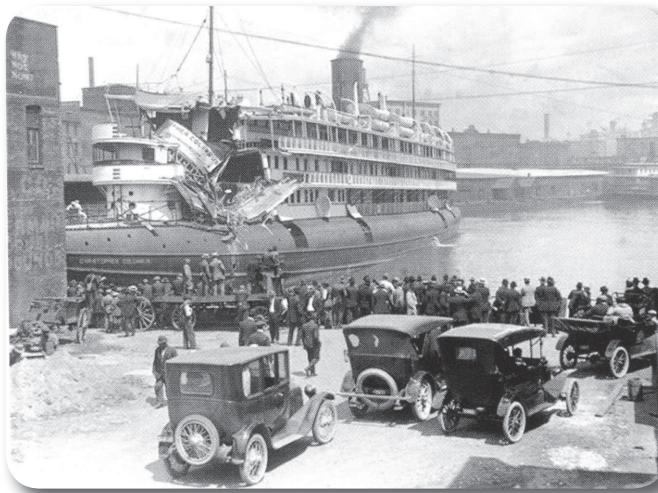
When the Columbus was launched, her designer and builder, Alexander McDougall was quoted as having told the Captain McArthur, "This is your steamboat, take her to Chicago and make a success of her." McArthur did just that.

Painted all white, the Columbus made multiple round trips per day, sailing along the Lake Michigan shoreline from Randolph Street/Van Buren Street dock to the World's Columbian Exposition's Beaux-Arts "White City" exposition fairgrounds. A contemporary souvenir booklet call her the "greatest marine wonder of its time," and another publication dubbed her the "Queen of the Lakes".

The Columbus carried nearly two million passengers during the exposition, with only one fatality – a crew member. In recognition of that success, the commissioners of the exposition presented Capt. McArthur with a gold watch engraved with a representation of the ship.

After the exposition ended, the Columbus entered passenger service, and an additional deck (a third super-structure, the fifth total) was added during the 1899-1900 winter season. In 1899, the Columbus was leased to and operated by the Goodrich Transit Line, whose steamer Virginia had been a perennial racing rival. She changed hands in 1905 to the Milwaukee & Chicago Transportation Company – and again in 1909 to the Goodrich Transportation Line. Her livery was changed to the black hull with yellow accents, and she was placed in service between Chicago and Milwaukee, Wisconsin, in 1909. The Columbus remained with the Goodrich line for several years. Although she was used for excursions elsewhere around the Great Lakes, her regular schedule was a daily trop to Milwaukee, leaving Chicago mid-morning, sailing to Milwaukee with a two-hour stopover, then returning.

Columbus was one of the first ships to be fitted with an on-board radio, installed by 1909, when she was allocated the call letter "KC." Columbus and the SS Chicago used radio to help coordinate the rescue of over 200 passengers from the Goodrich liner City



Damage from running into a water tower in 1917.

of Racing when the Racine was disabled in Lake Michigan.

In 1915, the SS Eastland capsized while docked in the Chicago River, with the loss of over 800 lives. Officials subsequently order many passenger ships to undergo stability testing, which the Colum-

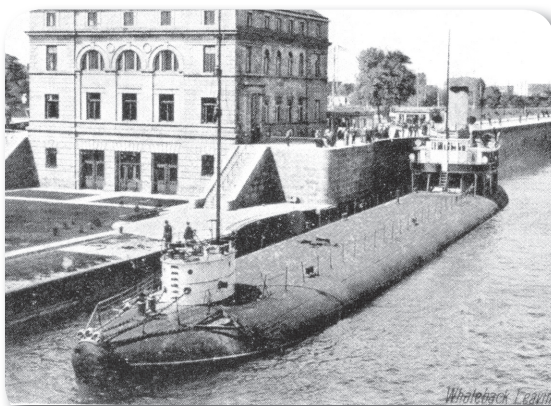
bus passed easily. Even with 7500 sandbags (simulating passengers) piled on one side, and tugboats pulling in that direction, she listed only 12 degrees.

On June 30, 1917, she was involved in her most serious accident, a collision with a water tower. The collision happened in Milwaukee while she was being maneuvered by tugs away from her dock. The Milwaukee River current caught her, spinning her sideways, and her bow sheared off two legs of the Yahr-Lang Drug Company's water tower, toppling it and flooding Columbus' decks with about 25,000 gallons of water.. The collision killed 16 passengers and severely damaged her pilot house, putting her out of service for the rest of the year.

THE END OF AN ERA

The Columbus was taken out of service in 1933 and scrapped in 1936 in Manitowoc, Wisconsin. Her designer and builder, Alexander McDougall had promoted his whalebacks for years but it was by no means the only outlet for his energy and inventiveness. He designed ocean-going canal boats, an ore-washing device, a harp-like anchor and a hydraulic transporting system. In fact, 49 patents were registered in his name. He built several Great Lakes shipyards and dry docks, designed and operation Mississippi River barges, and created a torpedo-proof military vessel. He speculated on land on the west coast, served as President of Duluth's Highland Canal and Power Company and chaired Minnesota's display at the 1903 Pan-American Exposition at Buffalo. But his remarkable whaleback-related innovations were soon forgotten. And the SS Christopher Columbus has gone down in history books as the only pig-nosed whaleback passenger ship.

Editor's note: Excerpted from the "Sea Classics Magazine" – October, 2013 and other sources.



Whaleback freighter



JUST RECOGNITION

Contributed by National President, Morris Harvey

STATUS OF JUST RECOGNITION:

This initiative has been stalled in this session of congress; however, on the bright side it is still alive as House Bill HR-1936, sponsored by Representative Hahn. When our congressional champion representative Filner retired, it may not have survived. I want to make you aware of the current situation in the office of Cong. Hahn, sponsor of HR-1936, Honoring Our WWII Merchant Mariners Act of 2013. Justin Vogt, who recently took the position of Legislative Council for the Congresswoman, reported to me in a conversation September 22nd, as follows: "in a recent meeting with the Honorable Jeff Miller, VA committee chair, the chairman was receptive to moving HR-1936 in the lame duck 113th congress. Not a commitment but some interest. They are proceeding to request a new cost estimate."

This is another item for due diligence is to make sure that the estimate of eligible Mariners is not inflated as it has been in the past. I provided Justin with our rational supporting that there could be less than 5,000 eligible mariners. At least Cong. Hahn is demonstrating interest in continuing to push the bill. However, we do not have any commitment from her office to sponsor the bill in the 114th congress.

We are on record with Congress that we support two changes in future forms of the Bill. We have proposed changes which I submitted to Justin, as follows: "It is our considered opinion that the compensation allowance in the bill must be revised to offer a one-time cash payment in order to move it from the House VA committee to the floor. It is impossible to arrive at a just amount since some would not have taken full advantage of the benefits and yet others would have gained millions of assets with these benefits. In our judgment, a \$25,000.00 amount would be reasonable. WWII allies, who have already awarded this consideration, have also made cash awards.

There is also another concern regarding the application window of one year, in the existing bill. We would recommend extending this window to three years. It is our experience that it will take at least that long for eligible Mariners to find out about the recognition and then to submit the necessary information. We also suggest that existing DD-214s be allowed as evidence of service rather than requiring submittal of all original documentation."

WE MUST KEEP UP OUR EFFORTS

THIS YEAR – 2014: We need to keep contacting our local House of Representative members to sign on as Co-sponsors of House Bill HR.1936. **YOU CAN HELP, NOW.** Please see my report, elsewhere in this AMMV NEWS Magazine, about how you can be of service to all surviving Merchant Mariners in this Congressional session – that runs through the end of 2014, and the next one **WHEN we get the bill reintroduced.**

Locally, we must continue to keep our congressional representatives aware of this injustice.

R-VPs can take the lead in their own congressional districts and then can be instrumental in working with MALs and Chapters to make sure every lawmaker is aware of our plight. Our members, who are constituents, will be our "Boots on the Ground". Lawmakers maintain local offices as the center of contact with **constituents** (our members) to gain their support and to receive their concerns. We need the R-VPs to lead this effort. It is evident that our individual members have not been able to influence their lawmaker to co-sponsor HR-1936. The current co-sponsor count is the evidence - only two co-sponsors of record? Please refer to an additional report in this magazine, regarding the grass roots efforts which must be made by our members and supporters.

FUTURE: We need to work to see that our bill is reintroduced into the 114th Congress.

There are several things you can do to help:

At the 2014 annual convention, Charles Mills, Lone Star chapter, made a motion, which was approved, to develop a plan to visit key lawmakers on Capitol Hill. Currently, this is being planned for the next Congress in 2015. Charles has obtained verbal approval from the SIU to fund the initiative for five or six people, who would spend several days informing and educating lawmakers - I will continue this initiative from my office, which includes recruiting members of the team. Having participated in Maritime Industry several sail-ins, I have concerns that this initiative would be too small and not receive media attention. Some will remember that the Canadians conducted a hunger strike to get attention and to obtain final victory. I would not suggest a hunger strike at our age, however, what about a **VIGIL**? Could we get enough members - fit enough to stand a four hour watch with eight hours off - at

a sheltered location with signage explaining our frustrations? Contact me if you would be interested in participating in such an effort.

We now have "Torpedoed for Life", a book by Gerry Starnes, which, for the first time, includes inactions of congress along with justifications for our recognition.

POST WWII MARINERS RECOGNITION

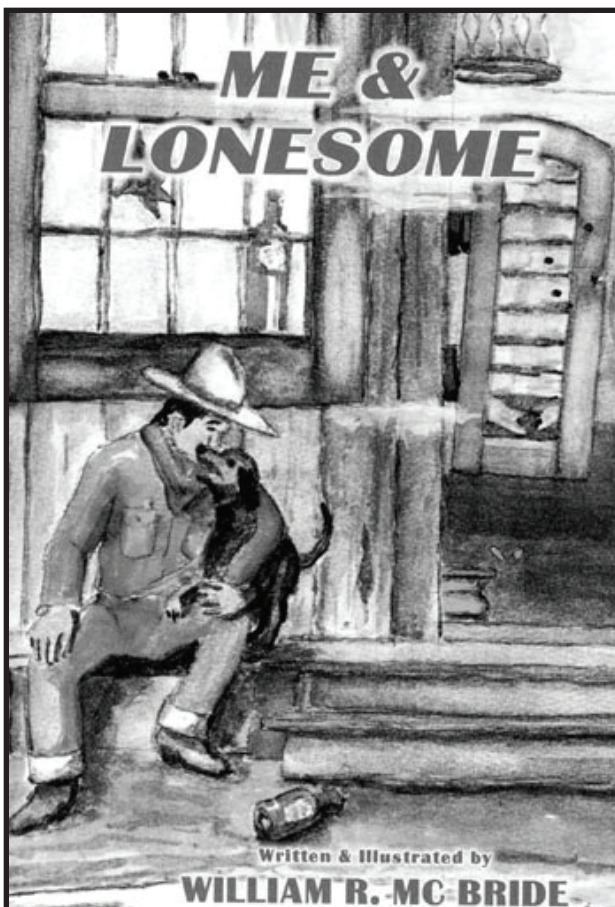
We have completed two presentations to the Department of the Air Force; DoD C/MSRB; SAF Personnel Council – both rejected – excerpts as follows: "we found insufficient documented material addressing the criteria." AND "your application made broad general assertions, but in many cases you did not support your assertions with hard evidence. AND "In order to make a determination favoring recognition, the group must support its assertions with evidence." AND "**the burden of proof is on the applicant.**" (This last position is not in the bill which created the C/MSRB, nor in the work document 1000.20)

The late Dr. Kerkow, who you will remember headed up this effort, once wrote me the following: "My attempts to communicate with the principals in the Secretary Air Force Office handling Civilian/Military determination were unfruitful unless you like Merry Go Rounds. My calls were transferred several times (never to the proper office) most

parties wanted to be helpful; however, it was just another wrong number!" **My opinion:** This outfit, the DoD C/MSRB, is a bureaucracy established to prevent citizens who were not in the "Armed Services" from receiving Just Recognition for their service. We are currently pursuing the possibility of obtaining more "Evidence" through Freedom of Information Actions. In addition, we will investigate legal actions available to us. (NOTE: If any of our members who have entered the legal profession could offer any advice it would be appreciated.)

I know the effort will not fail; that more and faster ships will be built, manned by trained American seamen, and that they will carry through the open waters of the Seven Seas implements that will help destroy the menace to free peoples everywhere.

President Franklin D. Roosevelt, letter to Admiral Emory S. Land on May 22, 1941



Have you ever wanted to be a cowboy?

Learn how with this story about a young cowboy trying to do the right thing in the West in the 1920s.

ME & LONESOME

Written and Illustrated by Bill McBride

In a series of undated letters from a young cowboy to his wealthy aunt back east, Ben Hadd tries to describe - sometimes whimsically, at times seriously and often informatively - and illustrate what life is like for he and his fellow "compadres" on a working ranch. Struggling with a long-distance romance and other situations, the young cowboy encounters typically western activities: cowboys, Indians, gunmen and shootouts, hunting, animals and adventures.

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A ROAD LESS TRAVELED: WHO ARE THE MERCHANT MARINERS?

Most people if asked to define the United States Merchant Marine would likely scratch their head or offer a puzzled stare. Others, who may have some inclination of the answer, may visualize a white-bearded sea captain steering a large wooden wheel, like in popular movies such as *Titanic*. Still others will picture a drunken sailor creating chaos and havoc down at the local seaport bars. The general public will no doubt recall the *Exxon Valdez* incident, branding merchant seamen as careless and irresponsible, leading many to believe them to be undertrained or uneducated. However, to fully understand and appreciate the Merchant Marines, one will have to search past these ancient stereotypes and isolated incidents in a closer examination of this group of unsung heroes who have assisted during the history of our country with great militaristic and economic contributions.

The U.S. Merchant Marine, although not a branch of our military, has played a part in every major war and conflict dating back to the birth of this nation. On June 12, 1775, a colonial sloop and schooner engaged an armed British vessel, marking the start of the Merchant Marine's role in wartime events. In World War II, the "Liberty Ships" were built in mass production as hundreds of these vessels formed a steel bridge across the Atlantic to support Allied forces. A swift victory in Operation Desert Storm was possible largely due to the efficient sealift capability of the U.S. Merchant Marine. Although time and time again officially denied veteran's status, this group of relatively unknowns has always been there to serve when

called upon. In fact, the official U.S. Merchant Marine flag proudly states, "In Peace and War, 1775".

During peacetime, the U.S. Merchant Marine has played a vital role in supporting the nation's economy. U.S. flagged ocean-going vessels routinely export container cargoes to all points of the globe. Coastwise tankers specialize in delivering all types of petroleum products between U.S. coastal ports, including Alaska. In the heart of America, specialized Great Lakes self-unloading vessels carry an average of nearly 98 million tons of bulk material each year. Further inland, tug

and barge units move similar products year round on the Mississippi River system. From deep water to brown water, Merchant Mariners proudly declare, "We deliver!"

The specialized maritime industry is not an arena in which one can simply walk into. Rigorous training in all capacities from

entry-level seaman to ship's officer is required. Many seafarers get their start at union sponsored schools. One such institution, the Paul Hall Center for Maritime Training and Education, boasts, "more than 22,000 men and women from every state in the U.S., Puerto Rico, and several U.S. territories have graduated from the trainee program for those just beginning their maritime careers". Meanwhile, a handful of maritime academies offer extensive four year programs for those desiring to break-in as junior engineers or navigational officers. Training does not end with these programs, however. It is continuous though the career of a mariner.



RMS Titanic



The smaller Exxon Baton Rouge ship attempts to off-load crude oil from the Exxon Valdez on March 26, 1989.

Updates in technology, changes in regulations, and the process of upgrading one's personal credentials are just a few of the factors that keep mariners of all levels returning to the classroom.

In addition to educational responsibilities, today's mariner is expected to be free of drug and alcohol use while serving aboard a vessel. Crew members are subject to pre-employment, annual, random, and post-accident drug and alcohol testing. Equipment is carried on board to perform these tests, with most ship's officers trained in collection procedures. This is a clear signal that the days of the "drunken sailor" have long since expired.

It is unfortunate that the American public is largely unaware or falsely informed of the United States Merchant Marine. Mariners have selflessly put their lives on the line in times of conflict and have anonymously contributed to the nation's economy. They are a well-trained and sober bunch, deserving more credit than what is commonly allotted to their profession. The U.S. Merchant Marine is a group of people who have chosen a road less traveled; this is a group who will probably never enjoy the recognition they deserve.

Do your part in educating fellow Americans on the history and value of our Merchant Marine. Speak with friends, family, neighbors, and co-workers – spread the knowledge of who we are and what we do.

Editors note: Written by Captain Christopher J. Edyvean, Midwest Chapter. He can be contacted at cjedyvean@hotmail.com.



Self-unloading

I AM YOUR FLAG

I am your flag of the United States of America
 I have led your sons into battle from Valley Forge to all Wars.
 I was born June 14, 1777.
 I am more than just cloth shaped into a design.
 I am the refuge of the World's oppressed people.
 I am the silent sentinel of freedom.
 I am the emblem of the greatest sovereign nation on the face of the earth.
 I am the inspiration for which Veterans gave their lives, as well as their war-torn bodies.
 I have crossed all oceans to make this world safe for democracy.
 I was created to serve my people and the Government in power.
 I have covered the coffins of all of our beloved dead heroes
 Before they are lowered into their final resting places
 Beneath those solemn white crosses row upon row
 I am silently and carefully removed by members of the Armed Forces
 And folded with care and by hand
 And given gently to the broken hearted next of kin
 I am more grateful to the brave Armed Forces that continue to give their lives
 And the gallant sailors that were bombed at Pearl Harbor
 And were sent to their watery graves
 And the courageous fighting Marines at Iwo Jima
 And the brave Soldiers that invaded the shore of Normandy
 And the brave men of the Merchant Marine who crewed the bridge of ships bringing
 Cargo to our fight forces and allies
 And our POW/MIAS who still haven't found their way home
 And all of our great Presidents of our great Nation
 I have flown through peace and war; strife and prosperity;
 And amidst it all, I have been respected.
 My colors are red, white and blue.
 My red stripes symbolize the blood spilled in defense of this glorious nation.
 My white stripes signify the yearning tears shed by Americans Who lost their sons and daughters.
 My blue field is indicative of God's heaven, under which I fly.
 My stars cluster together unifying fifty states as one,
 For God and Country.
 "Old Glory" is my nickname, and I proudly wave on high.
 Honor me, respect me, defend me with your lives and fortunes.
 Never let my enemies tear me down from my lofty position
 Lest I never return.
 Keep alight the fires of patriotism
 Strive earnestly for the spirit of Democracy.
 I shall remain the bulwark of peace and freedom for all mankind.
 And if by chance you see me flying high in the breeze
 Just stop and pause for a moment to say a little prayer
 Thank God I am an American.

Editor's note: Author unknown – reprinted from an Edwin O'Hara Chapter newsletter 2010.



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.

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- 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:

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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

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

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DEDICATED TO THE UNITED STATES
MERCHANT MARINE VETERANS OF WORLD WAR II
THERE WERE 243,000 VOLUNTEER SEAMEN
THAT SERVED THEIR COUNTRY. MORE THAN
6,000 MERCHANT MARINERS MADE THE
SUPREME SACRIFICE DURING WORLD WAR II.
OVER 600 WERE HELD AS PRISONERS OF
WAR. A TOTAL OF 733 MERCHANT SHIPS
WERE SUNK. WE DELIVERED THE TROOPS,
FUEL, TANKS, MEDICAL SUPPLIES, AND
EVERYTHING NEEDED AT THE FRONT LINE
AND BEYOND.

THIS MEMORIAL HONORS THE U.S. MERCHANT MARINE
AND NAVY ARMED GUARD VETERANS WHO
DELIVERED SUPPLIES TO ALL MILITARY
PERSONNEL TO ALL THEATERS
OF WORLD WAR II

U.S. MERCHANT MARINE
U.S. NAVY ARMED GUARD

250,000 U.S. MERCHANT MARINE SERVED
8,300 ESTIMATED AS LOST
12,000 WOUNDED OF WHOM 1,100 DIED
1 IN 26 MARINERS DIED IN LINE OF DUTY

145,000 WHO SERVED ON BOARD
6,236 AMERICAN AND ALLIED SHIPS
1,810 WHO LOST THEIR LIVES
833 AMERICAN SHIPS SUNK

DEDICATED BY CANTON HALL OF FAME CHAPTER