

AMERICAN MERCHANT MARINE VETERANS

AMMMV NEWS

MAGAZINE

28th National Convention

May 13-16, 2014

Gold Coast Hotel and Casino

Las Vegas, NV



See you there!

IN PEACE AND WAR



1775

SPRING 2014

- ★ Remembering the Titanic Survivors Page 24
- ★ National Convention Registration Page 32
- ★ Recollections of Convoy PQ-17 Page 34



\$4.00

Honoring Our Presidents



1
George Washington
1789-1797
Virginia



2
John Adams
1797-1801
Virginia



3
Thomas Jefferson
1801-1809
Massachusetts



4
James Madison
1809-1817
Virginia



5
James Monroe
1817-1825
Virginia



6
John Q. Adams
1825-1829
Massachusetts



7
Andrew Jackson
1829-1837
Tennessee



8
Martin Van Buren
1837-1841
New York



9
Wm Henry Harrison
1841-1841
Ohio



10
John Tyler
1841-1845
Virginia



11
James Polk
1845-1849
Tennessee



12
Zachary Taylor
1849-1850
Louisiana



13
Millard Fillmore
1850-1853
New York



14
Franklin Pierce
1853-1857
New Hampshire



15
James Buchanan
1857-1861
Pennsylvania



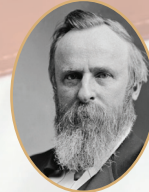
16
Abraham Lincoln
1861-1865
Illinois



17
Andrew Johnson
1865-1869
Tennessee



18
Ulysses S. Grant
1869-1877
Illinois



19
Rutherford B. Hayes
1877-1881
Ohio



20
James Garfield
1881-1881
Ohio



21
Chester A. Arthur
1881-1883
New York



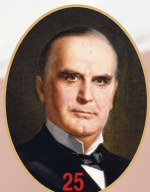
22
S. Grover Cleveland
1893-1897
New York



23
Benjamin Harrison
1889-1893
Indiana



24
S. Grover Cleveland
1893-1897
New York



25
William McKinley
1897-1901
Ohio



26
Theodore Roosevelt
1901-1909
New York



27
William Taft
1909-1913
Ohio



28
T. Woodrow Wilson
1913-1921
New Jersey



29
Warren Harding
1921-1923
Ohio



30
John Coolidge
1923-1929
Ohio



31
Herbert Hoover
1929-1933
California



32
Franklin Roosevelt
1933-1945
New York



33
Harry S. Truman
1945-1953
Missouri-1953



34
Dwight Eisenhower
1953-1961
New York



35
John F. Kennedy
1961-1963
Massachusetts



36
Lyndon B. Johnson
1963-1969
Texas



37
Richard Nixon
1969-1974
California



38
Gerald Ford
1974-1977
Michigan



39
James E. Carter
1977-1981
Georgia



40
Ronald Reagan
1981-1989
California



41
George H. W. Bush
1989-1993
Texas



42
William J. Clinton
1993-2001
Arkansas



43
George W. Bush
2001 - 2009
Texas



44
Barak Obama
2009 - current
Illinois





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Carole Gutierrez *Oregon Chapter*

Sindy Raymond *Humboldt Bay Chapter*



National President Morris Harvey

Ladies and Gentleman:

Above and beyond my energy to get my body moving every morning and complete my rehab regimen, I am concentrating on our 2014, 28th annual Business Meeting and Convention. For those who did not know, I went in for back surgery on January 28th. During December, as I lost my ability to navigate up and down stairs – among other limitations and increased pain - it became apparent that I was becoming too limited to carry on my life as planned so the long avoided surgery became an option of interest. In addition, during this period, I developed a Bakers Cyst behind my left knee, which ruptured – causing additional muscle and joint pain. At this time, 37 days post-surgery, I am optimistic and work every day to be ready for the challenge of airport, hotel, casino and convention mobility requirements.

I am looking forward to spending time with you at the convention – bring your memories of old and let's build on them for the future. This year is election year for Regional VP's and there will be resolutions and By-Law amendments. Also, normal business of establishing our annual business plan with the associated budgeting. I am still working to increase our internet exposure – an expanded web site with a blog page plus social media postings. What about planning for a 2015 Commemorative celebration? We could gain more recognition for our Merchant Mariner history – past, present and future. The celebration would include recognition of the extraordinary and self-sacrificing service and mariners contributions during WWII to our country and humanity.

I have recently had conversation with a Mr. Ste'thane Ouellette, President and CEO of The Merchant Navy Commemorative Theme Project (MNTCP) of Canada. He is, of course, thinking in terms of the "Allied Merchant Navies" of WWI and WWII. He is suggesting that we join them in this endeavor to bring much deserved recognition to our past and to rekindle patriotic and historic sentiment among the younger generations.

You can learn more about their initiative at <http://www.alliedmerchantnavy.com/home/index.html>. The date that they have established over the years and officially is September 3rd. For them, this date in 2014 marks the 75th Anniversary of the declaration of WWII, the sinking of the first British ship, the S.S. Athenia, and the first Canadian casualty of war, stewardess Annah Baird.

By combining forces with the Canadian project, we could increase media and public recognition. In addition,

this idea would mesh with some AMMV members thinking that 2015 would be the right time for the AMMV to initiate a turn-over of the cooperate duties to younger Mariners. Think about this and bring your questions, suggestions, and ideas to Las Vegas in May, 2014.

While reviewing the Canadian initiative I noted that they are using the starting date of the conflict, while we in the U.S. typically use the ending victorious date to remember. I.e. the remembrance of WWI is the November 11 armistice in the U.S. and 2014 is the 68th anniversary of the end of WWII (December 31, 1946). I only mention this as a point of interest and discussion rather than one that would be a game breaker.

Sincerely,

Morris Harvey

Morris Harvey, National President
AMMV



Welcome Aboard to these New Members of the AMMV

IVY "CAJUN" CALLAIS	SAN FRANCISCO	CA
FRANK G. POTTER	MELBOURNE	FL
FRANCIS SHEEHAN	STARLIGHT	PA
ROBERT WEAGANT	WESTCHESTER	IL
SUSAN WILSON	CHICAGO	IL
GERALD G. ZORSCH	SUNBRIGHT	TN



Editor / AMMV Office Administrator **Sindy Raymond**

PROGRESS REPORT – DVD SLIDE SHOW ON MEMORIALS

This project is coming along very quickly; hopefully it will be finished in the next few weeks. It is an interesting testimony to “Lest We Forget.” With almost 600 images of monuments, plaques and other memorials to Merchant Mariners and merchant seamen around the Country, it makes for very interesting, informative viewing (we hope.)

Our thanks go out to Past National Historian Richard Mallet and his wife Helene, for collecting the basis of this project some years ago. Thanks, also, to the many folks who have sent pictures and information since then and an especially big THANK YOU to Carole Gutierrez for all her work on the state flags, lead-in and ending slides.

During the production of the slides and accompanying information about them, like location and other details, we found it necessary to utilize the Internet extensively. In the process, we “discovered” all sorts of new locations that we had not previously known about. It was interesting to discover that there are memorials to Merchant Mariners in such places as Florence, SC, St. Augustine, FL and South Plainfield, NJ.

But I’m sure that there are many we’ve missed. So keep those photos coming in, folks, so we can update our project, if deemed appropriate.

Plans are in the works for distributing copies of this DVD for viewing by our Chapters and others when the project is finally finished. More information will follow soon.

OOPS – DUES WILL BE DUE SOON!

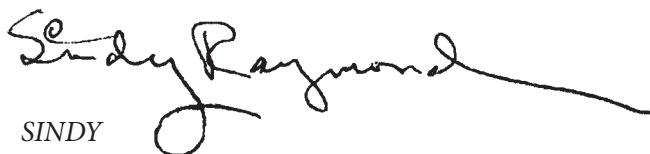
Isn’t it amazing how time flies, when you’re having fun! Yes, we’re reminding you that Chapter and Member-at-Large dues are due again for the fiscal year 7/1/14 – 6/30/15 by July 1st. National portion of Chapter dues is \$25 each member and Members-at-Large dues are \$32. Member-at-large dues should be sent directly to National Office and the Chapter dues are payable locally to your Chapter.

CELEBRATIONS OF LIFE FOR IAN T. ALLISON

On a personal note, as you probably know, I worked for the Just Compensation Committee and Ian T. Allison, Co-chairman of it, for many years, before coming to AMMV, and was involved in our legislative cause from the very beginning. Working for Ian was an interesting experience; I knew him well as my office was the living room of his home. Ian was a major influence on a great many lives and I am happy to announce that his son, Fred Austin and his friends are going to finally memorialize him.

Please see the details later in this NEWS if you are interested in attending. Any questions can be directed to me at AMMV National office - telephone (707) 786-4554 or email me at: saaren@frontiernet.net. We look forward to hearing from you.

SEE YOU IN VEGAS - FOR THE 28TH NATIONAL AMMV CONVENTION!


SINDY





Communications Director & Webmaster **Carole Gutierrez**

There is a lot happening in AMMV –

28th National Convention



It's spring and that means just one thing, it's Convention time! We're back in Las Vegas and that means warm and dry, for the most part. It will be a good break from all the terrible weather we have all suffered this winter and spring. There are several important issues to be decided. I know that there are those who will not be able to attend and we will miss seeing you.

That doesn't mean you can't help. Buy space in the convention book. It's not just for unions and AMMV chapters. Space is available in many sizes and I am sure there is something for your budget. Don't want to bother. OK. You can submit a biography. That doesn't cost anything but your memories. Too, you can make a patriotic contribution of whatever size. It all helps your organization.



Growing membership



In a recent message from Morris Harvey, our national president, he discussed the need to attract younger members. I couldn't agree more. He mentioned that as our membership ages, we are able to do less and less. We need the younger people to do the work. But before we can attract younger folks, don't we first need to examine what, as an organization, our primary focus is? If we keep our focus narrow – WWII – then AMMV is doomed. Our leadership pool is growing smaller and smaller. We've lost a lot of good people of late like Dr. Larry Kerkow and Ian Allison. They leave a void that is difficult to fill. Our membership is shrinking, too. Just look at the list of those who have crossed the bar.

So, what's the answer? I have no clue other than to attract younger members, we need to broaden our appeal. That will be a lot of work but will help AMMV survive.

Hard work



Speaking of hard work, our own NEWS editor and National Office Administrator, Sindy Raymond, has spent hours, days and weeks restoring our History project that was almost destroyed by a house fire two years ago. Each of you has sent her photos and information on Merchant Marine memorials in your area. Out of that volume of data, Sindy is creating a DVD showing your memorials. At this writing, she was nearing completion. To top it all off, in addition to her administration/editor duties, she has volunteered to handle Convention registration and banking for the memory book. If we had a crew of Sindys, just imagine what we could accomplish!

NAUS has it's benefits



Shifting gears, membership in NAUS really has its benefits. AMMV members get a special deal on dues but other deals are available, too. NAUS has negotiated a nationwide contract with Office Depot discounting its products and some services. Does your chapter do a newsletter? Have it copied? Then check this out. Your NAUS discount card gets your cost per sheet to 2.5¢ or 5¢ for a double-sided sheet. The Oregon Chapter's monthly newsletter costs dropped from \$56 to less than \$20 plus postage. Not a member? Use the NAUS application in this issue or join on their website. Your discount card is available in the benefits section of their website.

Carole Gutierrez
CAROLE GUTIERREZ

FACE A NEW CHALLENGE RECRUIT CHAPTER MEMBERS

With age becoming a problem with Chapter membership, it may be time to actively recruit new, younger members instead of giving up and dissolving a Chapter. With a little persistence, this can be done. The AMMV needs to continue into the future to ensure, among other things, the continuation of recognition of (a) what Merchant Mariners did in WWII, (b) what merchant seamen have done since 1775 and (c) what they will continue to do in peace and war, while providing extremely important maritime services.

REASONS TO JOIN:

Meet other persons who had similar experiences in WWII with you and share the memories.

Help the AMMV move into the future and move forward in its efforts to gain Veterans' status for Merchant Mariners of Korea, Vietnam and the Middle-East conflicts.

Help educate the public about the history of the Maritime service and how Mariners have contributed to history. Remember: without the Merchant Marine in WWII, that war could not have been won.

New members will receive our quarterly AMMV NEWS Magazine. and a colorful Certificate and membership card.

HOW TO ATTRACT NEW CHAPTER MEMBERS:

Have the chapter form a dedicated membership committee. It doesn't have to be large, a couple of members will do, but they do need to be enthusiastic and willing and able to do some work and follow-up.

Provide them with the necessary "equipment" – paper, stamps, notice cards, chapter applications, etc.

WAYS TO RECRUIT:

Post notices on bulletin boards – in grocery stores, post offices, libraries, churches and other public places. These don't have to be fancy – postcard size is okay – bigger with AMMV logo is better. The message can be as simple as: "Are you a Merchant Mariner of WWII or post-WWII?? Do you want to meet Old Salts with sea-stories like yours, who are also trying to help our organization move into the future? Or was your Father or Grandfather in the Maritime service during WWII? Would you like to help keep our Merchant Marine heritage alive?"

Please join us at an American Merchant Marine Veterans organization's SS Liberty Ship chapter which meets every third Monday of the month at 11:30am – Doggie Diner on the Jetty.

For more information call John Doe at (123) 456-7890 or email: johndoe@home.net."

Publish the same notice in the **public notice section of local papers**. "Freebie" papers will usually do this for free and others for a small fee.

Have your members **wear their Merchant Marine hats**, coats and shirts whenever they are out and about.

Attend as many public functions, like parades, as possible. And wear those hats and coats.

Remember, wives, widows, children, grandchildren and descendants of Merchant Mariners are now eligible for membership in AMMV. Wives and widows and others will help give your chapter more "spunk" and their enthusiasm will help

keep your chapter going. And they will be very helpful if you get them involved with our legislative efforts.

If you hear that "wives, widows, etc. are not interested in the meetings" then make your meetings more interesting - with speakers, lunches and even sea-stories and fish stories. The wives and widows may have some ideas on how to further benefit the chapter. And they can and will usually help with the chapter's operation. And if those member-wives don't feel you need two copies of the AMMV NEWS Magazine, let Cindy at National know and that can be easily arranged.

Veterans of other services, holders of DD-214s, are also eligible to become members of the AMMV. Lots of times these potential members have an uncle or brother that was a Merchant Mariner and want to know more about what they did.

Ask the Editor of **local papers to interview** one of your members and print same with contact information. Most papers like to do this kind of public awareness story.

Contact local public radio and television stations and ask to submit a 45-second (or whatever) request for new members. Fashion the statement with the above message in mind.

Provide members with "calling" cards with the Chapter name, membership contact person phone and email – in case someone asks "what did you do as a Merchant Mariner?" Perhaps they are potential members, even if they are Veterans of other services but are interested enough.

Contact and visit schools and libraries and arrange for a member to give the students a historical MM lecture and pass out information at same. Be sure to provide chapter contact information.

If you live near the ocean, **contact your local Maritime union's Business agents** and ask to post an AMMV notice, as above, on their bulletin boards. And if there's one handy, maritime academies are great places for these notices. And don't forget the bulletin boards at the local wharfs, marinas and boat shops.

If you live inland, try **posting a notice** on the bulletin boards of the **marinas and boat supply stores** on lakes and rivers.

Ask your **church and local social organizations** to help publicize your efforts in their newsletters.

If there's a local **Korean War Veterans** group, ask them to let you attend a meeting and announce you are recruiting AMMV members, since quite a few current AMMV members also got drafted or served in the Korean War. When you go, bring along AMMV membership applications and some of those "calling cards". And don't forget Vietnam Veterans groups.

19 or 20 States now offer specialized **Merchant Mariner license plates** for cars. Contact your local DMV for information and proudly display the license. This goes along with readily available **stickers, flags and other display goodies for the windows or door panels of your car**. And have members carry some of those "calling" cards in their glove compartments so they're handy whenever you are asked about Merchant Mariners and what you did.

LET'S KEEP THE AMERICAN MERCHANT MARINE VETERANS ORGANIZATION ALIVE!!!!

AMMV Resolutions To Support Maritime Issues

Submitted by AMMV National President Morris Harvey

The American Merchant Marine Veterans Constitution states: Our key purpose is to educate the American public as to the importance of having a strong American flagged Merchant Marine at all times and to promote to the best of our ability the cause of AMERICAN SEA POWER and the AMERICAN SEAMEN.

At the AMMV 28th National Convention in Las Vegas in mid-May, 2014, the Board of Directors and the general membership will be asked to show their support of the following resolutions, which may be updated as of the convention date:

A. THE COASTWISE MERCHANT SEAMAN LEGISLATION PENDING IN CONGRESS

Whereas: In 2013, the members of the American Merchant Marine Veterans, Inc. supported HR-1288 "WW II MERCHANT MARINERS SERVICE ACT".

Whereas: Subsequently, HR-1288 was incorporated into HR-2086 and then into the Omnibus Bill HR-2189.

Whereas: HR-2189 passed the House of Representatives with only one dissenting vote.

Whereas: The Bill has been subsequently introduced as S-1361 in the Senate.

Whereas: Senate Bill S-1361 has now been incorporated into an Omnibus Bill S-1581.

Whereas: During this action HR-1288 was rewritten as follows:

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

(a) IN GENERAL.—The Secretary of Veterans Affairs, in consultation with the Secretary of Defense, the Secretary of Homeland Security and such military historians as the Secretary of Defense recommends, shall review the process used to determine whether an individual performed service under honorable conditions that satisfies the requirements of a coastwise merchant seaman who is recognized pursuant to section 401 of the GI Bill Improvement Act of 1977 (Public Law 95–202; 3. 8 U.S.C. 106 note) as having performed active duty service.

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

B. JUST COMPENSATION LEGISLATION HR.1936 IN THE 113TH CONGRESS

Honoring Our WWII Merchant Mariners Act of 2013 (Introduced in House - IH)

Whereas: The government shortchanged Merchant Mariners. Congress must rectify their decision making process related to an error made at the end of WWII, when it failed to make mariners eligible for the GI bill and other benefits.

Whereas: WWII would have been extended in time or lost without the volunteer service of the U.S Merchant Marine.

Whereas: General Dwight Eisenhower said; "When final victory is ours, there is no organization that will share its credit more deservedly than the U.S. Merchant Marine".

Whereas: General Douglas McArthur said: "I hold no branch in higher esteem than the Merchant Marine – they brought us our lifeblood and paid for it with their own".

Whereas: The Merchant Marine delivered the troops and supplies to all theaters and invasions of the war – in the process they lost 1500 ships (with 1 in 8 mariners losing their ship) and one in twenty-six who served (9300) was killed – the largest casualty rate of all services - 12,000 were wounded.

Whereas: Last to Return: Mariners remained in war zones long after the fighting troops came home to enjoy the benefits of the GI Bill. Mariners suffered many casualties as 54 ships struck mines after V-E or V-J Day.

Whereas: Approximately 250,000 Mariners manned thousands of ships during WWII – they were given discharges (DD-forms) in 1988 by an act of Congress (42 years after the end of WWII), too late for many benefits.

Whereas: Merchant Mariners were routinely used to man the ships weaponry, along with their Navy Armed Guard shipmates, when meeting the enemy. They were under orders of the U.S. Military.

Whereas: When leaving the ships at war's end with their Navy Armed Guard shipmates, the mariners learned they were not eligible for VA benefits, including the GI Bill.

Whereas: President Franklin Roosevelt, during signing the GI Bill on June 22, 1944, - "I trust Congress will soon provide a similar opportunity for Merchant Marine members who risked their lives time and time again during war for the welfare of their country".

THEREFORE: Pass HR-1936 as currently presented and/or we are receptive to amendments as follows: provide a one-time award of \$25,000.00 to each survivor, which

could perhaps alleviate the remaining debt owed to these brave volunteers who were shortchanged, slighted and ignored by their government when they came home from battle. We would also support changing the application window from one year to three years and to allow submittal of previously issued DD-214s as evidence of service in lieu of requiring submittal of original documentation.

(Loss and participation figures related to WWII are taken from web-site usmm.org)

C. **JONES ACT**

The Jones Act is the best known of the nation's cabotage laws. By calling for movement of water-borne cargoes between U.S. ports by vessels that are American-crewed, -built and -owned, it has enhanced important U.S. security interests and generated many economic benefits.

As numerous defense experts have noted, the Jones Act has helped maintain a pool of skilled civilian mariners capable of meeting the nation's strategic sealift needs. By generating 76 percent of all commercial U.S. shipbuilding opportunities, it has preserved a viable domestic shipbuilding base. Moreover, some 70 percent of the ocean-going self-propelled vessels in the Jones Act fleet are militarily useful.

There are more than 42,000 vessels in the Jones Act fleet, from tugs and barges to tankers and containerships. This represents an investment of nearly \$30 billion. The vessels move more than 1 billion tons of cargo annually and create 123,000 jobs directly and another 200,000 jobs throughout the U.S. economy. The total annual economic impact of the Jones Act is \$63 billion. Annual taxes generated by the Jones Act fleet top \$11.5 billion.

The Jones Act has enhanced safety in the maritime industry and made an important contribution to the environment. According to recent studies, productivity levels in the Jones Act fleet are two to three times higher than the average U.S. business rate.

The above information is reported by the Maritime Cabotage Task Force (MCTF), (for more information, contact <http://www.mctf.com/>). The American Merchant Marine Veterans, Inc. recommends maintaining the Jones Act in its current level of protection to U.S. Maritime.

D. **READY RESERVE FLEET**

Established in 1976 to ensure the military's continued access to cargo capacity, the Ready Reserve Force (RRF) is composed of 54 vessels. Strengthened after the 1991 Persian Gulf War, the fleet's vessels are kept in an elevated state of readiness at ports located on the Atlantic, Pacific and Gulf coasts of the United States. Some ships also are kept in a prepositioned status overseas.

According to the Maritime Administration, which oversees the program, there were 91 activations of RRF ships between December 2002 and August 2005. Dur-

ing that time they carried nearly 15 million square feet of cargo.

Funded from the Navy-controlled National Defense Sealift Fund, RRF vessels are managed by private-sector shipping companies and crewed by civilian U.S. mariners. Ships enrolled in the fleet have a diverse array of militarily useful specialties. Types of vessels include breakbulks, roll on/roll offs, heavy lifts, tankers, LASH, hospital ships and crane ships.

Traditionally, RRF vessels have been used for the rapid deployment of military forces overseas. The 2005 Gulf hurricanes were the first time they were ever called to act during a domestic emergency. Eleven ships were deployed during and after the storms in Gulf ports to perform a variety of tasks and serve as medical, communications, warehousing and housing centers. According to Transportation Secretary Norman Mineta, the nation owes the civilian mariners of the RRF fleet "a profound debt" for their performance during the crisis.

The American Merchant Marine Veterans, Inc. strongly recommends that the Ready Reserve Force (RRF) is funded and maintained.

E. **CARGO PREFERENCE**

America's cargo preference programs, which require that a certain percentage of government-generated cargoes be carried on U.S.-flag vessels, serve important economic and national interests. In addition to helping to preserve a viable pool of skilled mariners capable of meeting the nation's sealift needs, the laws ensure a steady supply of cargo, and therefore are instrumental in preserving a healthy U.S. maritime industry. As is commonly acknowledged, cargo is the lifeline of the U.S.-flag merchant marine.

The three main cargo preference laws are: The Cargo Preference Act of 1904, which requires that all cargoes procured for or owned by the military services be carried exclusively on U.S.-flag vessels. Public Resolution 17, enacted in 1934, which states that all cargoes generated by the Export-Import Bank be shipped on U.S.-flagged vessels. The Cargo Preference Act of 1954, which reserves a certain percentage of all government-generated cargo subject to the law be transported on privately-owned U.S.-flag commercial vessels available at fair and reasonable rates.

Title I of the 1954 law governs the sale of agricultural commodities, while Title II, which is better known as the "Food for Peace" program, provides food aid to developing nations. Over the past five decades, Title I has facilitated the sale of some \$30 billion worth of commodities, while Title II has provided 107 million tons of food aid, benefiting 3.4 billion poor and hungry people.

As then Secretary of State Colin Powell noted on the 50th anniversary of "Food for Peace" program, "In order

to seize the opportunities of the 21st century, America needs programs like 'Food for Peace.' As we deal with the challenges of terrorism, as we consolidate democracy in nations around the world, as we give hope to people around the world, we'll have to use our strategic tools in ways we have never used them before."

The American Merchant Marine Veterans, Inc. strongly recommends that the United States ensure that America's vitally important cargo preference laws are funded at adequate levels.

F. **MARITIME SERVICES**

The Canadian Free Trade Agreement was approved in 1988. When the U.S. enters into a bilateral agreement with an individual country or participates in the latest round of talks on modifying the World Trade Organization's (WTO) General Agreement on Trade in Services (GATS), the U.S. must be cognizant of the adoption of policies that would have dire consequences for the U.S. maritime industry.

It appears that the European Union and nations like Japan and South Korea work to include international shipping, auxiliary services, port facilities and multi-modal transport services into a revised WTO agreement. Were this to happen, America's vitally important cabotage laws would be gutted. The ability of the U.S. government to continue supporting the U.S.-flag fleet for national defense and economic purposes would be compromised. Programs like the Maritime Security Program, the Title XI Shipbuilding Loan Guarantee Program and cargo preference would be compromised.

It should be noted that the U.S. maritime trades are among the most open in the world. Foreign-flag shipping lines already carry more than 97 percent of all U.S. international trade. Shore side activities such as terminal operation, trucking and warehousing are all open, with many being foreign owned. In contrast, most other countries have more restrictive shipping regimes than the United States. In an attempt to gain even greater access to the U.S. maritime trades, foreign countries have been unrelenting in their desire to include transportation services under an international trade umbrella.

Maritime services have been excluded from many international agreements in the past. The American Merchant Marine Veterans, Inc. works to maintain educational and outreach programs to Congress and the American public. The AMMV will continue to work for preservation of a strong U.S. maritime industry capable of providing a skilled pool of civilian mariners and an intermodal network capable of sustaining U.S. strategic defense interests.

G. **STRATEGIC SEALIFT**

An integral part of protecting America's interests involves getting the necessary troops, supplies and ammunition in place to deal with an international crisis. As a recent Department of Defense study noted, while ships

travel more slowly than transport planes, they usually are less expensive to purchase and operate. A single large ship can carry literally hundreds of planeloads of equipment. Simply put, strategic sealift is the ability to project America's power overseas through water-borne transportation. In any altercation, there are two types of sealift resources: Surge shipping of military unit equipment and pre-positioned material—the initial, high-volume, rapid movement of battle tanks, assault vehicles, artillery, helicopters, trucks and immediate combat provisions to support troops and aircraft flown to the theater; and Sustainment shipping to resupply U.S. and coalition forces to meet daily consumption and build up reserve stocks while combat is taking place.

Throughout history, the civilian U.S.-flag maritime industry has played an indispensable role in ensuring that American military planners have an adequate and a reliable source of strategic sealift. The American Merchant Marine Veterans, Inc. strongly recommends that the United States remains committed to ensuring that the United States has a reliable source of cargo.

LETTER TO THE EDITOR

Dear People:

Your article in the Winter, 2013-2014 NEWS Magazine on AMMV compensation was very good. However, there were other issues that were not mentioned. Merchant Seamen paid for their own clothes, unlike Navy personnel whose clothes were provided. Transportation to and from port cities, hotel accommodations and meals before signing on a ship were not paid for. For example, I lived in Turlock, CA but had to bus to San Francisco or San Pedro, as the case may be. On one trip I signed on in San Pedro and was paid off in New Orleans and had to pay my own way back to California.

In addition the GI Bill gave all the participants of the war a head start; something we never enjoyed. I never complained about this but it has always bothered me when people would say we made so much money. I was turned down by the draft and volunteered my service in the Merchant Marine and was accepted. I'm proud of the service I was able to contribute during the War.

*Sincerely,
Ken Nelson
Turlock, CA*

AMMV Profit & Loss July 2013 through February 2014

Ordinary Income/Expense

Income

401 · AD NEWSLETTER	300.00
402 · CONTRIBUTIONS	1,180.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	150.00
AKG · ALASKA GREATLANDS	25.00
BEE · BEEHIVE MARINERS	200.00
BMC · BUCKEYE MARINERS	225.00
CAC · CACTUS MARINERS	225.00
CEC · CENTRAL CALIFORNIA	825.00
CHC · CHINA COASTERS	525.00
CIC · CENTRAL INDIANA	750.00
CWM · CARL W. MINOR - CENT. CA. COAST	450.00
DAR · DENNIS ROLAND	4,135.00
DES · DESERT MARINERS	1,200.00
EMS · EMERALD SEAS	275.00
EOH · EDWIN O'HARA	800.00
EOM · EASTERN OKLAHOMA MARINERS	300.00
GLD · GOLDEN GATE	1,850.00
GUL · GULFSTREAM	1,525.00
HIR · HIGH ROLLERS	550.00
HSE · HIGH SEA ERA	175.00
HSM · HIGH SEAS MARINERS	275.00
HUD · HUDSON VALLEY	1,050.00
HUM · HUMBOLDT BAY	350.00
JOB · JEREMIAH O'BRIEN	325.00
JTS · JOHN T. SCHMIDT/PALMETTO	550.00
KEY · KEYSTONE MARINERS	350.00
KPC · KINGS POINT	425.00
LON · LONE STAR	575.00
MAC · ROBERT J. MAC ALVANA	575.00
MAL · MEMBERS AT LARGE	16,952.00
MAM · MID AMER. ANCIENT MARINERS	625.00
MCO · MID-COLUMBIA	1,150.00
MGC · MISSISSIPPI GULF COAST	50.00
MON · MON VALLEY	525.00
MOV · MISSOURI VALLEY	950.00
MPA · MARINERS OF PENNSYLVANIA	575.00
NBM · NORTH BAY MARINERS	325.00
NOA · NORTH ATLANTIC	925.00
OCA · OCALA CHAPTER	675.00
OJE · OTTO J. ERNST	225.00
OKM · OKLAHOMA MARINERS	450.00
ORE · OREGON	925.00
ORS · OREGON SOUTHERN	550.00
ORV · OSWEGO RIVER VALLEY	150.00
PEC · PECONIC BAY	525.00
PUG · PUGET SOUND	400.00
ROG · ROGUE VALLEY	350.00
ROR · ROAD RUNNER	325.00
SAC · SACRAMENTO VALLEY	1,125.00
SAR · SARASOTA-MANATEE	1,150.00
SJR · ST. JOHNS RIVER	600.00
SSM · SMALL SHIP MARINERS	300.00
SSP · SS SAMUEL PARKER	800.00
STH · SS STEPHEN HOPKINS	925.00
SUQ · SUSQUEHANNA VALLEY	825.00
SVM · SILICON VALLEY MARINERS	525.00
SWF · SOUTHWEST FLORIDA	525.00
SWP · SOUTHWESTERN PA	75.00
THR · THREE RIVERS	950.00

VIK · VIKING MARINERS	850.00
VUL · VULCAN CHAPTER	440.00
Total 410 · CHAPTER DUES	54,402.00

Total Income 55,882.00

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	111.00
503 · EQUIP RENTAL	468.00
507 · TELEPHONE	2,224.22
508 · RENT/OCCUPANCY	2,400.00
509 · UTILITIES	800.00
500 · FIXED EXPENSE - Other	26.00
Total 500 · FIXED EXPENSE	6,029.22
520 · MISSION ADVANCE	
527 · SURVEY MAILING	2,126.68
529 · EDUCATION & OUTREACH	162.50
Total 520 · MISSION ADVANCE	2,289.18
528 · JCC FREIGHT	1,516.68
530 · NEWS LETTER	
533 · POSTAGE	4,986.02
536 · PRINTING	17,117.00
539 · EDITORIAL FEE	900.00
Total 530 · NEWS LETTER	23,003.02
550 · PERSONNEL	
551 · ADMINISTRATOR	11,600.00
Total 550 · PERSONNEL	11,600.00
560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	999.13
565 · POSTAGE	1,065.90
566 · PRINTING	59.80
568 · TRANSPORTATION	46.92
Total 560 · OPERATING EXPENSES	2,171.75
Total Expense	46,609.85
Net Ordinary Income	9,272.15
Net Income	9,272.15

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

CAPE HATTERAS LIGHTHOUSE

MOVING ONE OF THE 10 HEAVIEST BUILDINGS EVER MOVED

WHAT AND WHERE:

The Cape Hatteras Lighthouse protects one of the most hazardous sections of the Atlantic Coast. Offshore from Cape Hatteras, the Gulf Stream collides with the Virginia Drift, a branch of the Labrador Current from Canada. This current forces southbound ships into a dangerous twelve-mile long sandbar called Diamond Shoals. Hundreds and possibly thousands of shipwrecks in this area have given it the reputation as the “Graveyard of the Atlantic”.

Construction of a lighthouse at Cape Hatteras was first authorized in 1794 when Congress recognized the danger posed to Atlantic shipping. However, construction did not begin until 1799. The first lighthouse was lit in October of 1803. Made of sandstone, it was 90 feet tall with a lamp powered by whale oil.

The 1803 lighthouse was unable to effectively warn ships of the dangerous Diamond Shoals because it was too short, the unpainted sandstone blended in with the background, and the signal was not strong enough to reach mariners. Additionally, the tower was poorly constructed and maintained. Frequent complaints were made regarding the lighthouse.

In 1853, following studies made by the Lighthouse Board, it was decided to add 60 feet to the height of the lighthouse, thereby making the tower 150 feet tall. The newly extended tower was then painted red on top of white making the lighthouse more recognizable during the day. At the same time, the tower was retrofitted with a first order Fresnel lens, which used refraction as well as reflection to channel the light, resulting in a stronger beam.

By the 1860s, with the need for extensive repairs, Congress decided to appropriate funds for a new lighthouse.



Aerial view shows how close the lighthouse was to the sea

The Lighthouse Board prepared plans and specifications and construction on the new lighthouse began in October of 1868.

Since the lighthouse was built before the present-day pile driver was perfected, an interesting problem immediately arose. The ground water levels on the Outer Banks are quite high and, therefore, when they began digging out the pit for the lighthouse foundation, it filled with water about 4 feet down. Working with the natural conditions,

the foreman, Dexter Stetson, used a “floating foundation” for the Cape Hatteras Lighthouse. This meant that layered 6 foot x 12 foot yellow pine timbers were laid crossways in the foundation pit below the water table. Granite plinths (rock layers) were placed on to the top of the timbers.

The new lighthouse was lit on December 1, 1870 and the old one demolished. The new Cape Hatteras Lighthouse received the famous black and white stripe daymark

pattern in 1873. The Lighthouse Board assigned each lighthouse a distinctive paint pattern (daymark) and light sequence (nightmark) to allow mariners to recognize it from all others during the day and night as they sailed along the coast.

It is the tallest brick lighthouse in the United States and measures 198.49 feet from the bottom of the foundation to the top of the pinnacle of the tower. This height was needed to extend the range of the light-beam from the tower’s low-lying beach site.

The tower’s sturdy construction includes exterior and interior brick walls with interstitial walls resembling the spokes of a wheel. The cast-iron stairway contains 269 steps.

WHY:

Due to threatening beach erosion, the Bureau of Lighthouses decommissioned the Cape Hatteras Lighthouse in



Moving the Keeper's Quarters



Lifting the lighthouse

1935. The beacon was then moved to a skeletal steel tower until 1950. On November 9, 1937, the Cape Hatteras Light Station was transferred to the National Park Service. While the park was not operational at this time, the lighthouse and the keepers' quarters became part of the nation's first National Seashore.

On January 23, 1950, the Coast Guard returned the beacon (250,000 candlepower) to the lighthouse since the beach had rebuilt over the years in front of the lighthouse. In 1972, the beacon was increased to 800,000 candlepower. From the 1960s to the 1980s, efforts were made to stabilize the beach in front of the lighthouse, which had started to erode again. In March of 1980, a winter storm swept away the remains of the 1803 lighthouse and caused significant dune erosion.

When it was completed in 1870, the Cape Hatteras lighthouse was located a safe 1,500 feet from the ocean. Even then, however, storm-driven tides completely washed over Hatteras Island, eroding sand from the ocean side of the island and depositing it on the sound side. By 1999, this process, which has caused the gradual westward migration of the Outer Banks for at least the past 10,000 years, left the lighthouse just 120 feet from the ocean's edge and almost certain destruction.

WHEN AND HOW:

In 1999, after years of study and debate, the Cape Hatteras Light Station was moved to its present location. The decision to relocate the Cape Hatteras Light Station was a sound public policy decision based on the best science and engineering information available. In simple terms, the concept of moving the 4,830 ton structure consisted of lifting it off its foundation, transferring the load to a transport system, moving the tower along a prepared move route, and installing it on the new foundation.

To accomplish this feat, the original foundation down to the pine timbers was replaced by temporary shoring beams and supports. Then a steel beam mat was inserted over the timber mat with temporary posts on top. As cross

beams and main beams were set, the temporary shoring parts and beams were removed. Hydraulic jacks built into the main beams were used to effect the 6 foot raise so that roll beams and rollers could be introduced. After all jacks were shored, using oak cribbing, the system was pressurized and the jacks began lifting. At each lift level, jacks were retracted and shored up in sequence and the system lifted again to 6 feet. At this point it was ready to roll.

After it was lifted, the tower moved along to its new location 2,900 feet to the southwest on steel mats starting on June 17, 1999. Steel track beams became rails and roller dollies permitted the support frame to move along the track. Three zones of hydraulic jacks kept the lighthouse aligned. Push jacks, clamped to the track pulled the frame forward 5 feet at a time. The lighthouse was equipped with sixty automated sensors to measure the transfer of the load, tilt, vibration, and shaft diameter. A weather station was installed at the top to monitor wind speed and temperature.

The Principal Keeper's Quarters, Double Keepers' Quarters, oil house, cisterns, and sidewalks, which had been moved during February, March, and April, awaited the lighthouse. On July 9, 1999 the lighthouse was carefully placed onto its new foundation, which consists of a 60' x



On the move

60' steel-reinforced concrete slab 4 feet deep, 5 feet of brick, and 1 1/2 to 2 feet of rock. The light station was whole once again with all the buildings being in the same relative position as they were originally.

The Cape Hatteras Lighthouse, sentinel of the perilous Diamond Shoals, where the Gulf Stream meets the Labrador Current, witness to the tragic sinking and triumphant rescues claimed by the "Graveyard of the Atlantic," resumed its duties on November 13, 1999 and continues to do so to this day. Now safely 1,600 feet from the ocean, it should not be threatened by the indomitable ocean waves for another 100 years.

OPERATION PASTORIUS

Operation Pastorius Background:

With the American entry into World War II in late 1941, German authorities began planning to land agents in the United States to collect intelligence and carry out attacks against industrial targets. The purpose of these landings was to strike a major blow for Germany by bringing the violence of war to United

States' home ground through destruction of America's ability to manufacture vital equipment and supplies and transport them to the battlegrounds of Europe; to strike fear into the American civilian population; and to diminish the resolve of the United States to overcome its enemies.

Preparation for these landings and activities was delegated to the Abwehr, Germany's intelligence agency, which was headed by Admiral Wilhelm Canaris. Direct control of the American operations was given to William Kappe, a long-time Nazi who had lived in the United States for twelve years. Canaris named the American effort Operation Pastorius after Francis Pastorius who led the first German settlement in North America.

Preparations:

Utilizing the records of the Ausland Institute, a group that had facilitated the return of thousands of Germans from America in the years before the war, Kappe selected twelve men with blue-collar backgrounds, including two who were naturalized citizens, to begin training at the Abwehr's sabotage school near Brandenburg. Four men were quickly dropped from the program, while the remaining eight were divided into two teams under the leadership of George John Dasch and Edward Kerling. Commencing training in April 1942, they received their assignments the following month.

Dasch was to lead Ernst Burger, Heinrich Heinck, and Richard Quirin in attacking the hydroelectric plant at



Hitler was thrilled about the idea of an "Amerika bomber" whose explosive cargo could reduce U.S. cities to ash and rubble.

Niagara Falls, a cryolite plant in Philadelphia, canal locks on the Ohio River, as well as the Aluminum Company of America's factories in New York, Illinois, and Tennessee. Kerling's team of Hermann Neubauer, Herbert Haupt, and Werner Thiel were designated to strike the water system in New York City, a railroad station in Newark, Horseshoe Bend near Altoona,

PA, as well as canal locks at St. Louis and Cincinnati. The teams planned to rendezvous at Cincinnati on July 4, 1942.

Operation Pastorius landings – New York:

Issued explosives and American money, the two teams traveled to Brest, France for transport by U-boat to the United States. Dasch's team sailed for Long Island aboard U-202 on May 26th. Arriving first, Dasch's team landed on the night of June 13. Coming ashore on a beach near Amagansett, NY, they wore German uniforms to avoid being shot as spies if captured during the landing. Reaching the beach, Dasch's men began burying their explosives and other supplies.

While his men were changing into civilian clothes, a patrolling Coast Guardsman, Seaman John Cullen, approached the party. Advancing to meet him, Dasch lied and told Cullen that his men were stranded fisherman from Southampton. When Dasch refused an offer to spend the night at the nearby Coast Guard Station, Cullen became suspicious. This was reinforced when one of Dasch's men shouted something in German. Realizing that his cover was blown, Dasch attempted to bribe Cullen. Knowing he was outnumbered, Cullen took the money and fled back to the station.

Alerting his commanding officer and turning in the money, Cullen and others raced back to the beach. While Dasch's men had fled, they saw U-202 departing in the fog. A brief search that morning unearthed the German



Hitler speaks with Willy Messerschmitt, the German airplane designer.

supplies which had been buried in the sand. The Coast Guard informed the FBI about the incident and Director J. Edgar Hoover imposed a news blackout and commenced a massive manhunt. Unfortunately, Dasch's men had already reached New York City and easily evaded the FBI's efforts to locate them. In New York, Dasch's team took rooms in a hotel and purchased additional civilian clothing.

Operation Pastorius landings – Florida:

On June 17, 1942, the other group, led by Edward Kerling, landed at Ponte Vedra Beach, Florida, south of Jacksonville. They, also, landed wearing complete or partial German uniforms to ensure treatment as prisoners of war rather than as spies if they were caught in the act of landing.

Having landed unobserved, the uniforms were quickly discarded and buried in the sand with the sabotage material (which was intended to be later retrieved), and civilian clothing was donned. The saboteurs quickly dispersed. The Florida group made their way to Jacksonville, then by train to Cincinnati, with two going on to Chicago and the other pair to New York City.

The sabotage materials, later retrieved, included electric blasting caps, pen and pencil delay mechanisms, detonators, ampoules of acid and other time delay devices.

The Mission Betrayed:

In New York, Dasch, aware that Burger had spent seventeen months in a concentration camp, called his comrade for a private meeting. At this gathering, Dasch informed Burger that he disliked the Nazis and in-

tended to betray the mission to the FBI. Before doing so, he wanted Burger's support and backing. Burger informed Dasch that he, too, had planned to sabotage the operation. Having come to an accord, they decided that Dasch would go to Washington while Burger would remain in New York to oversee Heinck and Quirin.

Arriving in Washington, Dasch was initially dismissed by several offices as a crackpot. He was finally taken seriously when he dumped \$84,000 of the mission's money on the desk of Assistant FBI Director D.M. Ladd. Immediately detained, he was interrogated and debriefed for thirteen hours while agents in New York moved to capture the rest of his team. Dasch cooperated with the authorities, but was unable to provide much information regarding the whereabouts of Kerling's team other than stating they were due to meet in Cincinnati on July 4.

However, he was able to provide the FBI with a list of German contacts in the United States which had been written in invisible ink on a handkerchief issued to him by the Abwehr. Utilizing this information, the FBI was able to track down Kerling's men and took them into custody. With the plot foiled, Dasch expected to receive a pardon but instead was treated the same as the others. As a result, he asked to be jailed with them so they would not know who betrayed the mission.

By June 27, 1942, all eight saboteurs had been arrested without having accomplished one act of destruction. Tried before a military commission, they were found guilty. Kerling was sentenced to life imprisonment, another team member to 30 years and six received the death penalty, which was carried out within a few days.



GHOST SHIPS OF THE ARAL SEA

If you're looking for a good vacation site this year, you might want to consider the Aral Sea. Just where is it you may ask? The landlocked Aral Sea lies in the desert province of independent Uzbekistan in Central Asia. It was once one of the four largest lakes in the world, covering 26,300 square miles. It has been shrinking at an alarming rate since the mid-20th century. Now less than 10 per cent of its original size, it has split into several

smaller bodies of water and has found notoriety for its ship graveyards symbolizing the collapse of an industry.

This rapid decrease can be attributed directly to Soviet irrigation projects. From the 1940s onward water was taken from the two main tributary rivers in Uzbekistan to irrigate areas of the surrounding desert for a variety of export crops, particularly cotton. In the early 1960s work on a greater scale was undertaken and this, in conjunction with low irrigation efficiencies (poorly maintained or unlined channels leading to water loss), resulted in most of the Aral Basin's water supply being diverted, leaving no way in which to replenish the sea.

The retreating waters have ruined the once-robust fishing economy and left former fishing towns miles from the water's edge. The only reminders of the once prosperous fishing industry are dry, deserted docks, abandoned fish processing plants and the rusting hulks of fishing trawlers, stranded far from the water in what is now open desert.

One of these former fishing towns, Muynak, is now a shadow of its former self, dozens of miles from the rapidly receding shoreline of the Aral Sea. Fishing had always been part of the economy of the region, and Muynak was a center of industrial fishing and canning.

Over the years the Aral Sea, because of these Soviet projects, experienced a severe drop in water levels pushing the shoreline to recede by over 63 miles. This drop in water levels caused the salt content to increase, thereby creating a hostile marine environment, which killed all known 20 fish species that used to live in the Aral Sea. Now the water level has dropped by over 52 feet and the water volume has fallen by 75%.

After the fish population declined, almost 60,000



fishermen lost their livelihoods. Meanwhile drinking water supplies have decreased dramatically, and the remaining water is contaminated with toxic chemicals (resulting from pesticides, used for decades by farmers, which can also spread by wind for thousands of miles), as well as bacteria and viruses, pushing people to become ill, with health problems such as tuberculosis and cancer.

Yet the environmental disasters of the

Aral Sea catastrophe do not stop there. One of the most serious effects was suffered by the climate in the region. This once vast lake used to absorb summer heat and keep winters mild. Now that the climate became extreme, the summers are longer and the winters are colder.

This desertification ended up in shortening the growing season for the crops the water was meant to irrigate. Scientists warn that by 2015 the Aral Sea could dry up entirely. It is estimated that 75 million tons of toxic dust and salts every year are spread across Central Asia, and if the Aral Sea dries up completely, 15 billion tons of salt will be left behind.

Now, the ghost ships are the most dramatic example of the Aral Sea catastrophe induced by man. This sight determined the United Nations secretary-general Ban Ki-moon, who visited Uzbekistan as part of a six-day trip through former Soviet Central Asia, (a region troubled by poverty and human rights violations), to consider it "one of the planet's most shocking disasters and one of the worst environmental disasters of our time".

Ki-moon urged Uzbekistan to fulfill its international human rights commitments since it previously signed international





agreements on torture and civil and political rights and asked all Central Asian leaders to “sit down together and try to find the solutions”. And he said “It is time to deliver, time to put them fully into practice.” He added, “It is important that Uzbekistan act upon these recommendations as soon as possible so that civil society may flourish, so that your people can enjoy the benefits in their daily lives...



Millions of people have lost their places, their livelihoods were destroyed.”

When Uzbekistan broke with Russia in 1991, it realized that the tide had to change. But things got worse, with an increase in the use of fertilizer poisoning the lake further. From 2005 onwards, work is underway in the neighboring province of Kazakhstan to restore water to the part of the sea now known as the North Aral through Dike Kokaral, a dam which divides the North and South bodies of water and through a program of irrigational improvements. There have been definite signs of success in the last couple of years, but how this project will develop in the years to come remains to be seen.

TELL THEM

by Charles Starling

*Dear God, when it's all over and brave
stories come out.
And of our armed forces and heroes they
shout
Please step-up and tell them the sights
that you have seen,
Tell them for me, and the boys of the Mer-
chant Marine.*

*Now some of us aren't handsome,
And never had eyes of blue,
Like the soldiers and sailors you read of,
In all the magazines, do.*

*And maybe our shoes need polish,
We don't wear a pretty suit,
The gear we wear is all different,
And in it, we aren't so cute.*

*But we can die and we have died,
For a reason the same as the rest
And though we die not in khaki or blue,
We have given our land our best.*

*We, too, have lost our sweethearts,
The mothers and fathers we love,
To add our blood to those colors
And keep them flying above.*

*Tell them all of the sleepless nights,
And days of that dangerous run,
And of the men who lived and slept,
And died beside their gun.*

*Or when some ship would be blown to hell
To wake the night so still
And that was the end of some 70 men
And the end of some "Joe" or "Bill".*

*And the dirty flying Heinies
Who came diving from the gray
To plaster the decks with stinging lead
And carry some lives away.*

*Yes, tell them of some buddies
With faces once tan and bright,
Now drenched and covered with their
blood
Which is turning with the night.*

*And tell them of the weeping wife
Who lingers by the gate
To hope against hope that the one she loves
Is just a little late.*

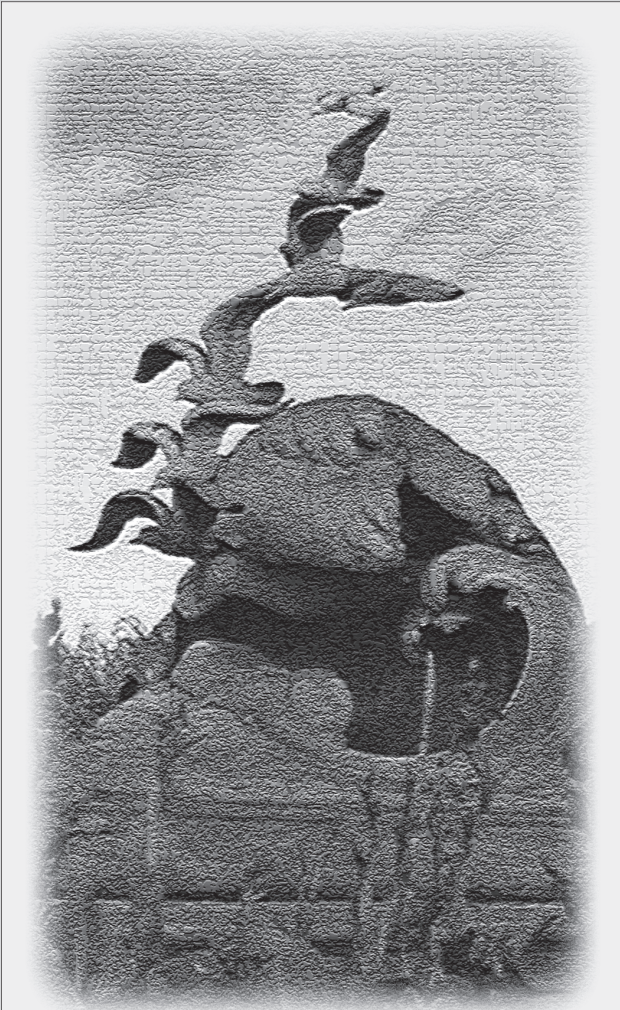
*Or how we gave up a nice warm home
For a Foc'sle two by four
Or the candle that still is burned
And some mother at the door.*

*But we are not asking for glory
For medals we never look
For all we want is a line or two
In that future history book.*

*For maybe, of thousands of buddies
Who have traded their life to sleep
Some may have a boy or a girl
To read those lines and weep.*

*So stand up and tell them, dear Lord
Please tell them of what you have seen
Tell them for me and my buddies
THE BOYS OF THE MERCHANT
MARINE!*

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.*

CHARLES BOBICH

GEORGE BUCY

ROBERT T. CASSODY

HAROLD CUEMAN

ROBERT M. CUSICK

NORMAN J. DICK

GEORGE HART

WILLIE B. HELLUND

GEORGE L. HOYT

JOHN H. JOHNSON

HARRY K. KHOURI

ROBERT MCGAGHIE

ARTHUR T. PELOW

WILLIAM G. PORTER

FRED SARCIAUX

CAPT. STANLEY K. SMITH

LAUREL ST. CLAIR

IRENE SULLIVAN

WARREN E. VELENCHENKO

JAMES W. "BUCKY" WALTER

BILLY WRIGHT

To honor a loved one, memorial donations may be made to the American Merchant Marine Veterans organization on the loved one's behalf. This is a tribute to their memory and the dedicated service they gave to their country and to mankind. Thank you for your thoughtful gesture. Donations may be sent to: AMMV, P.O. Box 186, Ferndale, CA 95536-0186.



ON WATCH IN WASHINGTON, DC

Submitted by Capt. Lee A. Kincaid

Several important pieces of legislation have either been passed or introduced thus far in 2014.

The **Consolidated Appropriations Act or 2014 Budget Act** that passed in January provided for full funding of the Maritime Security Program (MSP) at the \$186 million level for 2014. At the same time, as a result of the two-year budget deal that was reached late in 2013, the MSP program will be spared this year from the severe sequestration cuts that it suffered in 2013. The MSP program provides a retainer payment of \$3.1 million per ship per year to maintain a 60 ship fleet of military useful (mainly container and roll on/roll/off vessels) U.S. flag commercial ships in international trade.

Another provision of the 2014 Budget Act is a requirement that the Maritime Administrator submit a report to House and Senate Committees detailing the current and future impacts of the reduction of Government generated U.S. cargo preference cargoes. U.S. flag carriers are presently experiencing significant reductions in military cargoes (Department of Defense cargoes are at a 100% U.S. flag cargo preference requirement) due to the winding down of the wars in Iraq and Afghanistan. The Transportation Bill that passed in 2012 (MAP-21) reduced the cargo preference requirement from 75% to 50% of USDA Food Aid cargoes for U.S. flag vessels. The same Transportation Bill as well as the December 2013 bipartisan budget act further reduced food aid cargoes by eliminating both of the MARAD differential reimbursements programs that provided funding to purchase additional food aid cargoes.

The 2014 Budget Act also calls for the development of a national sealift strategy that will ensure the long-term viability of our U.S. flag merchant marine.

The **Coast Guard Authorization Bill** was recently in-

troduced and marked up by the full House Transportation Committee. In addition to several items dealing mainly with the Coast Guard, the bill also requires the Secretary of Transportation to develop a national sealift strategy that recommends ways to reduce the regulatory burdens on U.S. flag vessels, improve the competitiveness of the U.S. flag fleet, increase the use of short sea shipping, and enhance the U.S. shipbuilding capability.

The Coast Guard Bill further also authorizes the National Academy of Sciences to conduct an assessment of Coast Guard marine inspection regulations and the impact they have on the competitiveness of U.S. flag vessels.

Congressman Duncan Hunter (R-50th- CA) offered up a manager's amendment to the Coast Guard Bill that requires a review and report of U.S. mariner licensing, certification and documentation programs to evaluate the implementation and impact of the STCW Convention on U.S. mariners. The amendment also reinstates the 75% U.S. flag cargo preference requirement for the Food Aid program and calls for a report on the effect of U.S. LNG export on job creation within the U.S. maritime industry.

House floor action on the Coast Guard bill could come as early as the end of March.

On March 4th, the **fiscal year 2015 federal budget** was released by the White House. This budget recommends full funding at \$186 million for MSP while providing for more diversions (around 25%) of the Food for Peace Programs to cash, vouchers, and local and regional procurement (LRP). In an attempt to make up for the loss of cargo due to the proposed changes to the Food Aid program, the FY budget provides \$24 million to shipping companies affected by this cargo loss and \$1 million for the training and advancement of U.S. mariners who will be also affected by job loss as a result of the Food Aid changes.

THE BATTLES OF MILNE BAY

BATTLE ONE

The Battle of Milne Bay (25 August – 7 September 1942), also known as Operation RE by the Japanese, was a battle of the Pacific campaign of World War II. Japanese naval troops, known as Kaigun Rikusentai (Special Naval Landing Forces), attacked the Allied airfields at Milne Bay that had been established on the eastern tip of New Guinea. Due to poor intelligence work, the Japanese miscalculated the size of the predominantly Australian garrison and, believing that the airfields were only defended by two or three companies, initially landed a force roughly equivalent in size to one battalion on 25 August 1942. The Allies, forewarned by intelligence from Ultra, had heavily reinforced the garrison.

Despite suffering a significant setback at the outset, when part of the invasion force had its landing craft destroyed by Allied aircraft as they attempted to land on the coast behind the Australian defenders, the Japanese quickly pushed inland and began their advance towards the airfields. Heavy fighting followed as they encountered the Australian Militia troops that formed the first line of defense. These troops were steadily pushed back, but the Australians brought forward veteran Second Australian Imperial Force units that the Japanese had not expected. Allied air superiority helped tip the balance, providing close support to troops in combat and targeting Japanese logistics. Finding themselves outnumbered, lacking supplies and suffering heavy casualties, the Japanese withdrew their forces, with fighting coming to an end on 7 September 1942.

The battle is considered to be the first in the Pacific campaign in which Allied troops decisively defeated Japanese land forces. Although Japanese land forces had experienced local setbacks elsewhere in the Pacific earlier in

the war, unlike at Milne Bay, these actions had not forced them to withdraw completely and abandon their strategic objective. As a result of the battle, Allied morale was boosted and Milne Bay was developed into a major Allied base, which was used to mount subsequent operations in the region.

FURTHER DEVELOPMENT AS AN ALLIED BASE

Milne Bay was an awful place. It was virtually cut off from the rest of Papua, with the only access by sea and

air. Jungle-clad mountains pressed in from three sides and swamps rimmed the coastal belt. During the months in which the base was set up, there were seasonal torrential rains and it was oppressively humid. All roads or tracks would quickly turn to mud, the edges of sealed roads became traps for the unwary. It was also one of the worst places ever discovered for malaria – the disease classified as hyperendemic with up to 90 per cent of villagers infected. Other tropical diseases such as scrub typhus, dengue fever, and dysentery were also present.

The Australian Small Ships were a major help in the development of the Allied base at Milne Bay. However, this “fleet” had

its problems. Many of the skippers of these vessels were untrained in navigation of the surrounding waters. Called “Rock hoppers” by some, referring to the motley collection of trawler skippers and masters of trading vessels plus miscellaneous ships officers from sloops and schooners, these skippers using intuitive skills, plus the acquired skills of American yachtsmen, the sharp eyes of the G.I.s and the acute need for survival from enemy action, made reef navigation along the dangerous waters and into questionable hide-outs, the lesser of the two dangers. The need to hide out from the deadly enemy planes, ships, and shore batteries was always paramount.

A SECRET memorandum written in the field by one of



the U.S. Army observers (Lewis Lapham for General Galbraith's office – San Francisco Port of Embarkation, dated March 6, 1943) gives some idea of the desperate nature of the Small Ships operation:

"The large 'X' ships discharge at Port Moresby or Milne Bay. During the past two months, more and more of the smaller 'X' ships, 1,500 to 3,000 tons, have been sneaking around the end of New Guinea to discharge at Oro Bay. The operation is still by no means safe, but it is safer (for small) ships, which previously provided the only means of water transport beyond Milne Bay, and which now form the only such transport beyond Oro Bay.

"The 'S' ships are a miscellaneous fleet of schooners, luggers, trawlers, tugs, launches, lighters, barges, surfboats, etc. acquired where the Army has been able to lay hands on them in Australia, Tasmania and New Zealand. Many are old, shabby and already proven worthless, but with the exception of air transport, they formed the only supply line for the Buna-Gona fighting. (The planes, during the height of the fighting, took off from Moresby with about two and a half tons a day – but most of it was mis-dumped or damaged in delivery.)

"The small Ships operation is no picnic. There is still not sufficient aerial control to make their passage along the north New Guinea Coast a safe one, nor will there be so long as the Japs hold Rabaul.

"The waters of the northern coast have not been surveyed since 1873, are filled with coral studs and reefheads and are, in general, considered so dangerous that the Navy will not put a ship in them (the old commercial route from Port Moresby to Lae and Alamau led up to Rabaul and around New Britain). The beach landings and rendezvous that they make are hazardous.

"The Small Ships move up by night, generally, hide out by day, and run up close to the beach to unload. Out of an initial fleet of from 160 to 180 ships, ranging from three to four tons to seven or eight hundred, the losses have been heavy. Bombing, stranding, strafing and wreck have all taken casualties. There is a lack of maintenance and repair equipment. The crews, in many instances, have been green and unskilled. The general working conditions, the heat, the malaria, dengue and dysentery, all contribute to make the island, or island-to-island campaign in the waters, yet

more appalling, and the word is used advisedly. The picture is neither pleasant nor optimistic, but at the moment it's the only picture there is.

"In addition, the Small Ships are called upon to supply the northern Australian ports between Cairns and Thursday Island, as well as the small South Coast New Guinea ports from Merauke, in Dutch territory, all the way down to Milne Bay."

A FINAL ATTACK ON MILNE BAY

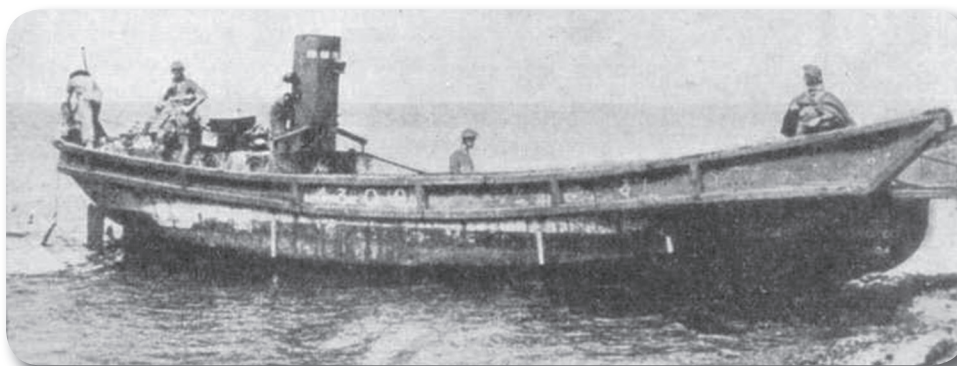
The building up of Milne Bay did not escape the notice of the Japanese. On April 11, 1943 the Japanese attacked the troops at Milne Bay with a force of 22 bombers and 72 fighters. Bombing started at six a.m. and ended 20 hours later at two a.m. Because of the lack of air support, many died during the initial days. Constant bombings

and combat tends to bring out courage in some people and a paralysis of fear in others. There were many night and a few daylight raids, but the most determined effort to put the port out of action was made

on the 14th April, 1943. The Japanese sent over about one hundred aircraft, whose objective was patently the harbor and shipping.

It was a perfect day for acrobatics, and in the beauty of the battle of streamlined aircraft in a cloudless sky, it was hard to realize at the time that decisive issues were at stake. The Royal Australia Air Force went into action in a head-on attack, and the sky was full of aircraft twisting and turning and sometimes burning. Long spirals of smoke traced the end of the enemy and huge columns of water in the bay showed the viciousness of this attack with large patterns of bombs. Just as the air was full of aircraft maneuvering for attack, so was the harbor of ships. Wednesday, 14 April, 1943 Japanese aircraft attack on the Milne Bay area, severely damaged 1 vessel, beaching 1 vessel, and hitting 2 others, but doing very little damage to facilities in the area. AA defenses and the 40+ P-40 and P-38 planes that intercepted the enemy strike claim 14 airplanes shot down.

The Japanese air raids in the South Pacific came to an end as this raid against Milne Bay resulted in the sinking of two transports. The offensive was considered a failure due to the extremely heavy losses suffered by the Japanese air crews. After Milne Bay, on April, 15, the Japanese licked their wounds and remained on the defensive.



Allied troops examine a Japanese invasion barge abandoned after the battle of Milne Bay

Remembering Survivors of the Titanic



The survivors of the sinking of the “unsinkable” RMS Titanic appear to have had very different reactions to their catastrophic experience. Some handled it better than others but they all had a story to tell. Here are just a few.

CHARLES JOUGHIN **CHIEF BAKER**



It was 14 April, 1912: Charles Joughin had finally fallen asleep after a hard day's work in the ship's kitchens. Suddenly, he was woken by an

almighty jolt. He felt the vessel shudder violently beneath him; then, after a momentary pause, it continued moving forwards. Joughin was puzzled but not unduly alarmed. He knew that icebergs had been sighted in the water; he also knew that Captain Smith had ordered a change of course, steering the Titanic onto a more southerly course in order to avoid potential disaster. Assuming that the danger had passed, Joughin tried to return to sleep. But at about 11:35 p.m. - just a few minutes after the jolt - he was

summoned to the bridge. Here, he was given some most unwelcome news.

Captain Smith had sent an inspection team below decks; the men had returned with the terrible news that the ship had struck an iceberg and that the force of the blow had seriously buckled the hull. Rivets had been forced out over a length of some 90m and seawater was now gushing into the ship at a tremendous rate.

Even this news did not cause the panic that might have been expected. Everyone believed the Titanic to be unsinkable. She had watertight compartments that could be closed in the event of disaster. This meant that even the most serious damage to the ship's hull could be contained.

But now - in this moment of crisis - these watertight compartments were revealed

to have a design flaw. As they filled with water, so they weighed down the ship's bow, allowing water to pour into other areas of the stricken vessel. A fourth, fifth and then a sixth compartment had already filled with water: it became obvious to Captain Smith that the Titanic was going to sink.

Joughin, the Titanic's chief baker, now swung into action. He aroused his fellow chefs from their beds and began to gather all the loaves of bread they could find. They then rushed back on deck and put four loaves into each lifeboat. They quickly saw that there were not enough boats for all the pas-



sengers. The Titanic had 2,223 people on board; yet there were only enough lifeboats for 1,178 people.

Joughin realized that he - as a member of crew - would not be given a place in a lifeboat. As the ship began listing at an alarming angle, he descended into his cabin and drank a huge quantity of whisky (according to one account he drank two bottles). He then returned to the deck and, with drunken energy, began pushing women into the lifeboats.

Once this was done, he clambered his way along the now heavily listing promenade deck, aware that the ship was doomed. He threw overboard some 50 deck chairs, along with other seats and cushions, in the hope that people in the water would be able to use them as rafts.

'I got onto the starboard side of the poop,' he later recalled, 'and found myself in the water. I do not believe my head went under the water at all. I thought I saw some wreckage.'

He swam towards this, not feeling the cold on account of all the whisky he had drunk, 'and found collapsible boat B with Lightoller and about twenty-five men on it.'

There was no room for Joughin. 'I tried to get on,' he said, 'but was pushed off, but I hung around. I got around to the opposite side and cook Maynard, who recognized me, helped me and held on to me.'

By this time, it was a miracle Joughin was still alive. The water temperature was two degrees below freezing; most passengers and crew who had jumped into the water had died of hypothermia within 15 minutes. Yet Joughin was to remain in the water for four long hours until he was finally pulled aboard a lifeboat that came alongside collapsible boat B. He, along with the other survivors, was eventually rescued by the RMS Carpathia, which arrived at the wreck site at 4:10 a.m.

Joughin's extraordinary survival was due to the vast quantity of whisky he had drunk. 1,517 of his fellow crew and passengers were not so fortu-

nate. The Titanic catastrophe was not Joughin's last shipwreck. He was also on board the SS Oregon when she sank in Boston Harbor.

He survived this disaster as well, although it is not known if he had once again fortified himself with a bottle or two of whisky.

MOLLY BROWN **UNSINKABLE PASSENGER**



A 20th century version of the strong and resourceful women of the Wild West, Molly Brown won lasting fame by surviving the sinking of the Titanic.

Molly Brown was an unlikely candidate for fame and fortune. Born Margaret Tobin in 1867 in Hannibal, Missouri, she was the daughter of an impoverished ditch-digger. When she was a teenager, she went west and joined her brother, who was working in the booming silver mining town of Leadville, Colorado. She caught the eye of James J. Brown, the manager of a local silver mine, and the couple married in 1886.

Not long after the marriage, James J. Brown discovered a fabulously profitable deposit of gold. Almost overnight, the Browns became enormously rich. The couple moved to Denver, bought a beautiful mansion, and tried unsuccessfully to become a part of the exclusive high society of the city. A flamboyant woman with a forceful personality, Molly appears to have been too much for Denver's bluebloods to handle. Apparently, she was also more than her husband could handle, and the couple soon separated.

Supported by a sizeable income from her estranged husband, Brown abandoned the narrow social life of Denver to travel the world. Whereas the Denver elite had dismissed her as a coarse upstart, socially prominent eastern families like the Astors and Vanderbilts prized her frank western

manners and her thrilling stories of frontier life.

Brown's rise to national fame began on this night in 1912, while she was aboard the Titanic, returning from a European trip. After the ship hit an iceberg and began to sink, Brown was tossed into a lifeboat. She took command of the little boat and helped rescue a drowning sailor and other victims. To keep spirits up, she regaled the anxious survivors with stories of her life in the Old West.

When newspapers later learned of Brown's courageous actions, they promptly dubbed her "the unsinkable Mrs. Brown" and she became an international heroine.

J. BRUCE ISMAY **HE FELT DISGRACED THAT HE HAD SURVIVED**



At 1:45 a.m. on April 15, 1912, an hour and a half after the Titanic hit the iceberg, J. Bruce Ismay, Chairman of the company that built the

Titanic, jumped into one of the last lifeboats to leave on the starboard side. At 6ft 4in, Ismay towered over the other survivors sitting on the boards, most of them Lebanese women and children, none of whom had any idea who he was.

Thirty minutes later, those few who had been allocated places in the half-empty boats now rowing away from the sinking ship watched, mesmerized, as she turned on her nose and made her final plunge, taking with her 1,500 people. "I know it must have been the most extraordinary sight I shall ever be called upon to witness," one survivor recalled. Ismay, however, with his back to the scene, kept his eyes fixed on the distance. "I did not wish to see her go down," he later confessed. "I am glad I did not."

He said he had been helping with the rowing, but this seems unlikely: not only was he facing the wrong way,



but he was in no state to do anything physical. When he left the sinking ship, Ismay stepped into a bottomless well. Those on the rescue ship, the Carpathia, said that his body in the lifeboat was as stiff and lifeless as a marble statue. And his hair turned white overnight.

On board the Carpathia, while other survivors slept on dining room tables, Ismay insisted on a private cabin. Here, he spent the next four

days under an opiate. Meanwhile, stories about his conduct began to circulate among the widows on board. Some said he had left in the first boat, others that he had demanded his own crew to row him away; while the ship's barber, August Weikman, swore that Ismay had been ordered into a boat by the Chief Officer.



Ismay himself would always deny Weikman's account – a version of his survival that would have rebuffed any accusation of cowardice. In his public testimony, Ismay said that he jumped from the Titanic of his own volition, leaving behind him what he thought was an empty ship.

SS JEREMIAH O'BRIEN VETERANS MEMORIAL CRUISE & IAN T. ALLISON

Saturday, May 24, 2014

**WORLD WAR II and KOREAN WAR VETERANS
SAIL FREE**

**A FOUR HOUR CRUISE IN SAN FRANCISCO BAY
WITH LIVE MUSIC, ENGINE ROOM TOURS AND
COLOR GUARD**

**An O'Brien annual tradition, honoring the
U.S. Merchant Marine and the USNAG**

Come memorialize the brave men and women of WWII and beyond who built, sailed and maintained Liberty Ships by joining us for a Bay cruise. Live music provided by The Big Band of Rossmoor, complimentary beverages and a variety of lunches for purchase; please be sure to sign up and show your support.

To be especially honored that day is the late IAN T. ALLISON, Co-chairman of the JUST COMPENSATION COMMITTEE and AMMV North Bay Chapter founder. Ian's son, Fred Austin and friends would like you to join us in paying tribute to one of our most dedicated leaders.

The SS Jeremiah O'Brien has offered AMMV members a very special rate. WWII and Korean War Veter-

ans sail for free and accompanying spouses, significant others and family have been offered a special 50% discounted rate of \$62.50/each for the cruise.

So if you are able to attend, please make your reservations today. Call the SS Jeremiah O'Brien office at (415) 544-0100 or go to their website www.ssjeremiahobrien.org. To get the special rate, when making reservations, use promotion code allison.

Saturday, May 17, 2014

CELEBRATION OF LIFE FOR IAN T. ALLISON

Perhaps, you can't make it to the SS Jeremiah O'Brien. Ian's son, Fred Austin and friends will be honoring him at a mid-afternoon celebration of his life in Santa Rosa, CA. on May 17th. They wish to extend an invitation to AMMV members and their guests to attend.

Please call Sindy Raymond at (707) 786-4554 or email her at saaren@frontiernet.net with any questions or RSVPs to this invitation. Specific information will be provided later for this May 17, 2014 event, but please mark your calendars.



28th AMMV NATIONAL CONVENTION



**MAY 13-16, 2014
GOLD COAST
HOTEL & CASINO
LAS VEGAS, NV**



PROPOSALS FOR CHANGES TO THE AMMV BY-LAWS

TO BE CONSIDERED AT THE AMMV NATIONAL CONVENTION May 13 thru May 16, 2014

#1 - Submitted by "Ben" Benjamin, Nominating & Credentials Chairman and CEO, Central Indiana Chapter.

ARTICLE II - NATIONAL OFFICERS

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

B. 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.

C. Candidates for the Regional Vice President office must be submitted in writing or via email to the Nominating Committee, announcing their intention to run for the office of RVP. The candidate must be a member in good standing and a resident of the region in which they are declaring their candidacy. RVPs shall be elected at the National Convention by members from their region. 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, certifying that the person is willing to serve in the office. All elected Regional Vice Presidents shall hold their office for a two year term, 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 RVP is elected. In the absence of any duly elected officer, they may be installed by proxy with any acting member selected for that purpose.

Rational: Change each occurrence of "in writing", to "in writing or via email". There are three (3) occurrences in Section 202. Updating this convention procedural language will improve efficiency, afford communication options and save money. To be implemented in arrears for all 2014 Convention business, upon approval, in lieu of Article V, Section 501.C.

#2 - Submitted by "Ben" Benjamin, Nominating & Credentials Chairman and CEO, Central Indiana Chapter.

SECTION 203 – NATIONAL CONVENTION

A. The National Convention shall be held at least one week prior to, or one week after National Maritime Day, May 22nd, ~~and no later than June 15th.~~ Some flexibility may be allowed for obtaining favorable rates, with the approval of the Executive Committee of the Board of Directors.

Rational: This change will afford host entities potential flexibility in negotiating favorable rates for National Convention activities, such as lodging, meals and meeting hall rentals.

#3 - Submitted by "Ben" Benjamin, Nominating & Credentials Chairman and CEO, Central Indiana Chapter.

SECTION 206- VOTING PROCEDURES

C. COUNTING AND RECORDING THE BALLOTS/VOTE BY COMMITTEE

~~The presiding officer shall appoint several AMMV members to count ballots. Members should be appointed because of their accuracy and dependability, not because they have something to gain from the outcome of the vote. They should have the confidence of the assembly. If the issue is a controversial one, the committee should include members from each side of the issue and a neutral person to count the ballots. The committee should be~~

appointed before the meeting and should be trained in the correct procedure for counting ballots.

At all National Conventions, balloting and counting of ballots shall be conducted on the same day and full results shall be announced to the delegates assembled.

All Ballot votes shall be conducted by roll call. All votes will be posted and updated in real time and projected on a presentation screen for all attendees to review and verify accuracy of posting and count. Final results will be announced at the conclusion of balloting.

Rational: Real time posting and viewing of Ballot roll calls improve the accuracy, timeliness and accountability of voting procedures. This convention procedure was used at the 2013 Convention, but lacked the large screen viewing capability. To be implemented for all 2014 Convention business, upon approval, in lieu of By-Laws Article V, Section 501.C.

D. OBSERVING COUNTS

~~All candidates shall have a representative present at the counting of the ballots. That representative shall be a member of the National AMMV who they feel is trustworthy and fair. All future elections of National Officers shall be by roll call vote, with all members attending the convention to have a tally sheet.~~

Change: Delete section D

Rational: (D.) Ballot count observing will take place in real time with the process of large screen viewing of posted ballot roll call submissions. To be implemented for all 2014 Convention business, upon approval, in lieu of By-Laws Article V, Section 501.C.

#4 - Submitted by "Ben" Benjamin, Nominating & Credentials Chairman and CEO, Central Indiana Chapter.

ARTICLE V – AMENDMENTS

SECTION 501 – AMENDMENTS

B. Proposed amendments with supporting statements shall be submitted to the Board of Directors for printing in up to two publications of the AMMV NEWS Magazine prior to the National Convention; subject to publishing deadlines. During voting procedures, each proposed amendment would be projected on a presentation screen at the National Convention. no later than January 15th. The Board of Directors will compile, review and assign an amendment number prior to the submission of said amendments and supporting statements to the editor of the official publication. This material shall be printed in the next regular issue or a special Convention issue, but not

later than sixty (60) days in advance of the convening of the National Convention.

~~C. Amendments to the Constitution and/or By-Laws, approved at the National Convention shall not go into effect until the start of the next fiscal year, as stated in Section 209 of the By-Laws.~~

Non-procedural National Convention amendments to the Constitution and/or By-Laws, approved at the National Convention shall not go into effect until the start of the next fiscal year, as stated in Section 209 of the By-Laws. Amendments to National Convention procedures may take effect as proposed by the amendment and approved at the Convention.

Rational: Proposed language brings us in line with current publications; aligns deadlines with real world operations; and provides real time viewing and understanding of active floor voting. To be implemented in arrears for all 2014 Convention business, upon approval, in lieu of By-Laws Article V, Section 501.C.

THIRD MATE

JOHN MASEFIELD

*All the sheets are clacking, all the blocks are whining
The sails are frozen stiff and the wetted decks are shining;
The reef's in the top sails, and it's coming on to blow,
And I think of the dear girl I left long ago.*

*Grey were her eyes, and her hair was long and bonny,
Golden was her hair, like the wild bees' honey.
And I was but a dog, and a mad one to despise,
The gold of her hair and the grey of her eyes.*

*There's a sea before me, and my home's behind me,
And beyond there the strange lands where nobody will
mind me,*

*No one but the girls with the paint upon their cheeks,
Who sell away their beauty to whomsoever seeks.*

*There'll be drink and women there, and songs and
laughter,
Peace from what is past and from all that follows after;
And a fellow will forget how a woman lies awake,
Lonely in the night watch, crying for his sake.*

*Black it blows and bad and it howls like slaughter,
And the ship she shudders as she takes the water.
Hissing flies the spindrift like a wind-blown smoke,
And I think of a woman and a heart I broke.*

A RE-DEDICATED MEMORIAL

On October 12, 2013, there was a special Re-dedication ceremony at Pass Christian, MS to honor the replacement and restoration of the USMMA Pass Christian Cadet Corps. memorial, which was originally erected in 1979 on the grounds of the old school, which was then a Baptist Assembly Center.

Pass Christian, along with her sister school in San Mateo, California were used as the United States Maritime Cadet Corp Basic Schools for undergraduates until the government bought the Chrysler Estate and turned it into Kings Point Maritime Academy. Many who attended Pass Christian were among the 142 cadets who died while training on board actively in World War II.

Pass Christian served as a basics school from September 16, 1942 to March 21, 1950. When it was shut down, it sold to the Mississippi Baptist Convention Board. Numerous hurricanes and finally Katrina, in 2005, severely damaged all of the buildings. However, because the Seebes had installed the original Memorial, which consisted of an old ketch sailing anchor (donated by the Seebes) and a plaque, they remained in place.

After Katrina, the Assembly Center was so damaged and the cost to insure it again was so high that the owners decided to tear it down. The Mississippi Baptist Convention Board (MBCB) removed the original anchor and plaque to northern Mississippi for safe keeping.

In July, 2013, the local chapter of the USMMA KP New Orleans Alumni was notified that a couple in Bay St. Louis, MS was working with the MBCB to try and restore the memorial. Mr. John Ohman and

his wife Katharine, reached out to them for help, which was gladly given by Capt. Ron Campana and

others of the New Orleans chapter, USMMA KP alumni. Although not a KP graduate, John Ohman is a retired Civil Engineer and knew and sailed with many KP grads. Their dedication to the project should be commended.

The original bronze plaque was sent to be refurbished and the anchor was located in West, MS and refurbished, as well. The memo-

rial is in Henderson Point Park, which is 0.6 miles NNE of the original campus but a more visible spot.



1979



2013

Hitler's MOST important target

REPRINTED FROM NAUS MAGAZINE

Each soldier overseas in WWII required 15,900 pounds of support material. The United States Maritime Commission was formed to provide a delivery system using the American Merchant Marine. After the war the British Admiralty recorded 21,194 Allied ships had been

Merchant ship sunk by enemy action 1941 -1945

How	No.	Where	No.
Torpedoes	14,573	N. Atlantic:	12,090
Mines:	1,385	S. Atlantic:	1,338
Surface craft	1,558	Mediterranean:	1,711
Aircraft:	2,828	Indian Ocean:	1,445
Unknown causes:	850	Pacific Ocean:	1,148
TOTAL	21,194	TOTAL	21,194

sunk, 69 percent by German U-boats. U-Boat's aim for the engine room to cripple and sink a ship as efficiently and quickly as possible. Should the enemy's aim be true death for the ship's crew will come from scalding, concussion, shrapnel wounds, drowning or from swimming in burning oil.

In a letter dated May 22, 2013 a 90 year old WWII Merchant Seamen writes: "I will long remember proudly coming back from my service in the Merchant Marine which included combat experience in both theaters of WWII, to join my home town friends and veterans from other services only to find I was not a war veteran eligible for the GI bill benefits. I was stunned! Years and months in **HOT WAR ZONES** with enemy aircraft overhead, guns blazing, and ships torpedoed and someone in Washington decided I was not a veteran. While I was certainly glad to be home, alive and well, it was a painful hurt that has lasted to this very day."

As the war heated up America soon found they desperately needed volunteers for merchant ships were tied up at the docks fully loaded but without crew. Emergency requests were sent throughout America, the cities, towns, hamlets, family farms, the mountain states, the desert lands of the Southwest and the sand hills of Nebraska. A resolution was passed allowing boys as young as 16 to be solicited for service and men who could not pass military physicals could now apply along with older retired sea veterans. A

Navy Armed Guard gunnery crew was assigned to each ship to fight off enemy attack. Navy sailors referred to duty on merchant ships as "shipping out in iron coffins".

Merchant ships entered the battle zone every time they left port with a load of supplies for our Allies or munitions, tanks, guns and food for our armies to all points around the globe! They delivered 8000 tons of war materials and supplies every hour of every day of every year throughout the war to every battle area in the World. The mortality rate of the Merchant Mariners was among the highest ratio of any service. As a thoughtful gesture after the war each mariner was issued a letter extending

"The heartfelt thanks of the Nation" for his service. Unfortunately that did not equal the heartfelt thanks the soldiers, sailors and Marines received with the GI Bill. Is a merchant seamen's blood not just as precious to this nation as other service veterans? When a Merchant Seamen dies for his country does that mean less than the soldier, the very one the seamen risked his own

life to preserve?

Every Allied nation whose seamen and ships participated in the war with the Allies had been compensated.

Our own 16 million **military veterans** received the GI BILL of rights. They were given a college education, financial assistance for a home and a job. As for the American Merchant seamen our Congressmen say they do not qualify as veterans as they were

civilians. If the Merchant Seamen failed to deliver the supplies to our armies the Congressmen's children would

today be speaking German or Japanese.

Does Congress need to say the WWII Mariners deserve the GI Bill? YES! They do indeed! Please help us with our legislative efforts to gain "Just compensation" in House Bill HR.1936. Please call your congressman.

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



GOLD COAST

HOTEL & CASINO • LAS VEGAS



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Las Vegas, NV 89103
702-367-7111
888-402-6278
May 13th - 16th



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Premium: (Bath tub with shower; recently remodeled) \$58.23 (\$42.00 base price)

Reservations can be made on-line. To receive your special group rate, members will need to enter the assigned Group Reservation ID: **A4AMC05**, through the *Hotel's* website at **<http://www.goldcoastcasino.com/groups>**. By phone: call 888-402-6278 and use same ID.

NOTE: credit cards will be charged immediately by the *Hotel* to secure their first night deposit.

XX

Benefits include Wi-Fi access for up to three devices per room, use of the fitness center, self-parking, valet parking, unlimited local phone calls, access to toll-free telephone calls, in-room coffee, wake up service/paging, access to self-serve business center, pool towels and shuttle service to "The Strip" and our sister property, The Orleans.

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Gold Coast Promise

Service that exceeds your expectations. We're dedicated to making your event perfect from beginning to end. **Dine:** We offer a wide variety of one-of-a-kind restaurants, from fine dining to late night options with reviews that speak for themselves.

Entertainment: From traditional Las Vegas lounge acts to bowling, Gold Coast offers a wide variety of live entertainment options.

Play: Enjoy all of your favorite games in our 86,000-square-foot casino. The Gold Coast offers nearly 1,900 of your favorite slot and video poker machines, as well as 49 table games, including Craps, Blackjack, Pai Gow

Poker, Super Fun 21, Roulette, and one of the best selections of midi and mini-baccarat you'll find off the Strip. Our High Limit Room features your favorite high limit slot and video poker machines. Play your lucky Keno numbers, bet your favorites in the spacious race and sports book or head upstairs to our lavish 720-seat

REGISTRATION FORM



**28th ANNUAL
AMERICAN MERCHANT
MARINE VETERANS
CONVENTION
May 13-16, 2014**

ANNUAL BUSINESS MEETING AND REUNION

Name: _____ Spouse/Other: _____
Affiliation/Chapter: _____ Phone: _____
Address: _____
City/State/Zip: _____
E-mail: _____

See separate sheet for Hotel reservation & Memory Book Purchases.

CONVENTION FEE: (no charge for spouse/companion)

			TOTALS
EARLY BIRD to April 15th:	\$55.00 x _____	=	\$ _____
April 16th to May 13th:	\$75.00 x _____	=	\$ _____

ARRIVAL/REGISTRATION: Hospitality Room – No Charge – Tips Welcome

OPENING DAY - WELCOME: (May 14, 2014) \$49.00 x _____ = \$ _____

Includes: Continental Breakfast: (Regular & Decaf Coffee or Hot Tea; Four Juices; Sliced Fresh Fruit; Donuts, Danish & Coffee Cakes.); LUNCH: New York Deli Buffet: (Fruit Bowl, Macaroni & Potato Salad, roast Beef-Turkey-Ham-Salami, Sliced tomato & Onions, Deli Breads & Kaiser Rolls, Cookies & Brownies)

Morning and Afternoon Refreshment Breaks

OPENING DAY - EVENING: Free Time May 14th.

SECOND DAY – May 15th Set-up similar to Opening day. \$49.00 x _____ = \$ _____

CLOSING DAY/REUNION BANQUET: (Choose One) May 15th PM.

Signature Roast Prime Rib of Beef: \$50.00 x _____ = \$ _____

(Stuffed & with Horseradish Cream Sauce and Au Jus)

Pacific Salmon Filet: \$48.00 x _____ = \$ _____

(Broiled and served with Citrus Dill Sauce)

Chicken Elizabeth: \$46.00 x _____ = \$ _____

(Breast stuffed with Spinach, Pistachios, and Provolone Cheese)

TOTAL DUE: \$ _____

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

CANCELLATION NOTICE: REFUND REQUESTS ACCEPTED UNTIL MAY 5, 2014

Submit by email to morris27@centurylink.net

Make check payable to "**AMMV Convention - 2014**" and send with completed form to:

AMMV; Sindy Raymond; P. O. Box 186; Ferndale, CA 95536

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

RECOLLECTIONS OF CONVOY PQ-17

**JANUARY,
2014 - LON-
DON, ENG-
LAND**

BBC's program JEREMY CLARKSON: WAR STORIES aired a television documentary that told the dramatic story of the Arctic convoys of the Second World War, from Russia to the freezing Arctic Ocean, particularly PQ-17. Now, the 60 minute program can be seen on the Internet website www.youtube.com/watch?v=eKTLXwKJt5w.

Accompanied by moving first hand testimony from the men, including AMMV Humboldt Bay Chapter member Richard Starrett, who served on these convoys, Clarkson reveals the incredible hazards faced by the crews of the ships which delivered vital war supplies via the Arctic to the Soviet Union: temperatures of minus 50 degrees, huge icebergs, colossal waves, not to mention German U-boats and the Luftwaffe. It is no wonder that Churchill described the Arctic Convoys as 'the worst journey in the world.'

Between 1941 and 1945, more than 70 convoys delivered 4 million tons of material to the USSR, yet one convoy in particular would come to symbolize the dangers faced by the men who served on them. Codenamed PQ17, this convoy of 35 merchant ships would be described by Churchill as one of the most melancholy naval episodes of the war.

Retracing, aboard a Russian ice-breaker, the route of PQ17 from the Arctic to the Russian winter port of Archangel, Clarkson reveals how, on the night of July 4th 1942, this joint Anglo-American convoy became one of the biggest naval disasters of the 20th century. To make matters worse, the cause of the disaster lay not in the brutal conditions of the Arctic, or the military might of the Germans, but a misjudgment made in the corridors of the Admiralty in London.

THE STORY – June – July, 1942

Sailing around the northern tip of Norway, PQ-17 would be exposed to one of the largest concentrations of German U-boats, surface raiders and aircraft anywhere in the world. Attacks by more than a dozen subs and literally hundreds of planes at one time would not be uncommon. Strict orders forbade the halting of any ship



for even a moment for fear of being attacked by prowling German U-boats, and individuals who fell overboard or survivors seen adrift on the waters had to be ruthlessly ignored. In the first two years of the convoy runs, more than one-fifth of the supplies sent to Murmansk were lost.

By the end of June 1942, PQ-17, the largest and most valuable convoy in the history of the run, was formed up and ready to sail for Murmansk and Archangel. Its cargo was worth a staggering \$700 million. Crammed into bulging holds were nearly 300 aircraft, 600 tanks, more than 4,000 trucks and trailers, and a general cargo that exceeded 150,000 tons. It was more than enough to completely equip an army of 50,000. Although some argued that PQ-17's run should be postponed until the shorter days of winter, it was considered politically prudent to continue supplying Russia without interruption, and the convoy left as scheduled.

Leaving Reykjavik, Iceland, on June 27, 1942, PQ-17 was an impressive sight. Thirty-five cargo ships—22 American, eight

British, two Russian, two Panamanian and one Dutch—were escorted by six destroyers and 15 other armed vessels. One ship, S.S. Empire Tide, was a cata-



pult-armed merchantman that carried a Hawker Hurricane fighter which could be launched to intercept enemy aircraft and perform reconnaissance. A cruiser force, consisting of HMS London and Norfolk, USS Tuscaloosa and Wichita, and three U.S. destroyers, steamed 40 miles north of the convoy to provide close cover.

As the ships moved out in single file, Lieutenant Douglas Fairbanks, Jr., serving aboard Wichita, observed the move. The actor wrote that the ships waddled out to sea like so many dirty ducks...everyone who was watching paid a silent tribute and offered some half-thought prayer.

Once out to sea, the ships took up their appointed positions in nine columns and plodded ahead at only 7 or 8 knots. Straight away, two ships were lost; one ran aground, and the other, suffering from engine trouble, was ordered back to the harbor.

Back in London, the First Sea Lord, Admiral Sir Dudley Pound—nervous, war-weary and possibly suffering from



an undiagnosed brain tumor—monitored developments. His sporadic intelligence reports, supplied by Ultra intelligence intercepts, confirmed that the gigantic German battleship Tirpitz had slipped her moorings at Trondheim on July 3 and appeared to be moving out to sea. Due to the delays in decoding all incoming transmissions, it was impossible for the Admiralty to know exactly where Tirpitz was, only where she had been.

Tirpitz was only shifting berths, but the move was enough to put the Admiralty into action. It was obvious to Admiral Pound that Tirpitz and her battle group were undertaking a strike position. Pound was gripped by an overwhelming fear. Even with just a cursory look at his charts, he easily calculated that Tirpitz, steaming at 30 knots, could successfully evade the Home Fleet, overpower the cruiser force and slaughter the merchant ships.

Without confirmation of Tirpitz's exact whereabouts, Pound believed the enemy force could already be closing on the convoy at high speed. His only alternative to maintaining the convoy was dispersal. The admiral called an emergency meeting of his naval operations staff, but his mind was already made up. Surrounded by about a dozen officers, Pound asked each one in turn which action they would pursue in light of the latest intelligence. Vice Admiral Sir Henry Moore, vice chief of the naval staff, recommended that if, and only if, the convoy was to be dispersed, there was no time to waste. The longer the delay in giving the order, the less sea room was available for dispersal, because the ships had to avoid the ice. Every other officer was against dispersal at that time. Pound politely thanked the men for their opinions, turned to an aide and said, The convoy is to disperse.

The stunned escort commanders received the Admiralty's orders in the form of three rapid and poorly worded messages. First message: 2111...Most Immediate and Secret. Cruiser Force withdraw to Westward at high speed.... Second message: 2123...Immediate. Owing to threat of surface ships, convoy is to disperse and proceed to Russian ports.... Third message: 2136...Most Immediate. Convoy is to scatter....

PQ-17 was stripped of all protection and abandoned. Admiral Pound had decided to save the warships and let the merchantmen fend for themselves. Individual ships stood a better chance of survival against superior surface forces than vessels that were crowded together in the restrictions of a convoy. But scattering in the narrow confines north of the Arctic Circle would prove fatal. After confirmation of the orders was received, the men of the convoy could only stare in disbelief as their protection turned at high speed to join the cruiser force some



40 miles away.

Many of the escort commanders felt that the Admiralty must have hard proof that Tirpitz and her battle fleet were on the prowl and could be expected at any moment. They erroneously believed that the escorts had been ordered to move away in a maneuver to draw out Tirpitz for a showdown. One final message read: Escort to merchant ships...sorry to leave

you like this...good luck...looks like a bloody business....

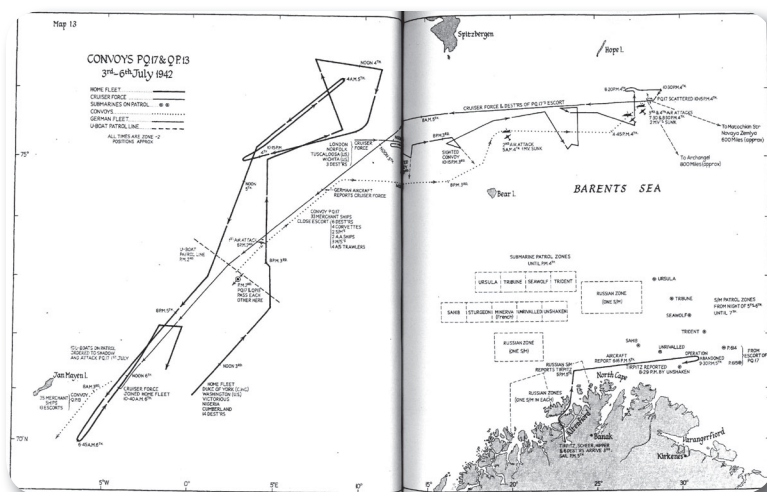
Lieutenant Fairbanks wrote, It was such a terrible feeling to be running away from the convoy at a speed twice theirs and to leave them to the mercies of the enemy.... While every man aboard the merchant ships was a volunteer and had expected a hazardous run, none had bargained for a journey such as this.

Before the last of the escorts had disappeared over the western horizon, the ships of the convoy began starling—breaking up their well-disciplined lines. Some fanned out to the north toward the ice edge, some due east toward Novaya Zemlya, and some southeast, directly toward the Russian ports. The American ships were seen lowering their colors as if in surrender. But they were only defiantly replacing their faded and tattered flags with bright, new oversized ones. For the Americans in the convoy it was Independence Day, July 4, 1942.

When news of the dispersal was reported to German naval headquarters, Admiral Raeder ordered Tirpitz to make ready to sail. At noon on July 5, 1942, Tirpitz—along



with Scheer, Hipper and six destroyers—set sail to intercept PQ-17. Still uncertain of the location of the Allied covering force, and with reports of successful attacks on the Allied merchantment beginning to come in from U-boats and aircraft, Raeder then reconsidered. Apparently there was no need to risk the pride of the German navy. Tirpitz was ordered back to port at 9:30 p.m. The destruction of PQ-17 was to be left to the forces already engaged.



At Whitehall, 2,000 miles away, the decoders suddenly fell silent. Tirpitz, re-anchored, was now receiving all her messages overland. Only one wireless intercept from the German naval command came in, informing the U-boats near the convoy that no German surface ships would be operating in their area and they were free to continue their attacks. That information was hurriedly forwarded to Admiral Pound in hopes that he would recall the escorts and regroup the convoy. But it made no difference. The admiral knew that his orders had been sent and were probably already being acted upon. By now the ships were well within the range of German aircraft, and they could no longer be protected by the Home Fleet. As far as Admiral Pound was concerned, the matter was closed. The order to scatter would not be rescinded.

The slaughter began about 8:30 a.m. on July 5. Soon the Arctic airwaves were filled with frantic distress signals from stricken ships. A British freighter, *Empire Byron*, was among the first victims, going down after being torpedoed by a U-boat. Next to go was an American ship, *Carlton*. Then a flight of nine dive bombers concentrated on *Daniel Morgan* and the freighter *Washington*, while U-boats accounted for another American vessel, *Honumu*. Before semidarkness mercifully put an end to the massacre, PQ-17 also lost *Bolton Castle*, *Paulus Potter*, *Earlston*, *Pankraft*, *River Afton*, *Aldersdale*, *Zaafaran*, *Fairfield City* and *Peter Kerr*.

The attacks continued for three more days without respite. Roving aircraft caught up with and sank *Pan Atlantic*, while prowling U-boats, working alone or in small wolfpacks, dealt death blows to *John Witherspoon*, *Alcoa Ranger*, *Olopana* and *Hartlebury*. One ship, *Winston Salem*, miraculously evaded numerous attacks only to be intentionally beached on the island of *Novaya Zemlya*, where she floundered until some of her cargo was salvaged. July 9 passed without incident; however, on the 10th, enemy planes caught *Hoosier* and *El Capitan* while they were making a desperate run for landfall southeast of *Murmansk*. They, too, were pounded to pieces and sent to the bottom within 100 miles of safety.

Two little-known incidents illustrate the merchant ships' dramatic struggle for survival in the Arctic. During the height of the attacks on July 5, the armed trawler *Ayrshire* made a desperate move. Serving as escort for *Silver Sword*, *Ironclad* and *Troubadour*, she led them in a mad dash directly into the ice barrier. Once anchored, the ships' crews hurriedly painted their superstructures white to camouflage the vessels. Then, moving slowly along the ice edge and skirting the eastern extremes of the Barents Sea, the four ships eventually made for port.

Another incident involved the men of the naval armed guard serving aboard *Washington*, who actually chose to make the last leg of their trip to the Soviet Union in open lifeboats. *Washington* was carrying more than 600 tons of high explosives when she came under dive-bomber attack on July 5. Several hits had set the deck cargo ablaze, and with the flames raging out of control, the order to abandon ship was given. The gun crews loaded into two lifeboats and pulled away from the fiery wreck as fast as they could. When another ship tried to save them, the survivors repeatedly waved off all rescue attempts. They reasoned that they would simply be leaving one target for another and voted to remain adrift. It was their hope that once in the lifeboats they would be ignored by the attacking Germans. Within hours, just as anticipated, they witnessed the sinking of their would-be rescuers, hit by three torpedoes. Rigging sails and rowing in shifts, they reached the Soviet Union after 10 freezing days.

Air attacks by the Luftwaffe had temporarily closed the port of *Murmansk*, further disrupting deliveries of supplies, and the remaining ships of PQ-17 were rerouted. Only two ships made it across the White Sea to be unloaded at *Archangel* on July 9. Over the next few days, more stragglers came limping in, but it would take until July 28 for the last of the survivors of PQ-17 to arrive.

The toll taken on the abandoned convoy was horrendous. Only 11 of the 35 merchantmen that left *Iceland* finally made it to the Soviet Union. Fourteen of the sunken ships were American. More than two-thirds of the convoy had gone to the bottom, along with 210 combat planes, 430 Sherman tanks, 3,350 vehicles and nearly 100,000 tons of other cargo. More than 120 seamen were killed and countless others were crippled and maimed. The financial loss exceeded half a billion dollars.

(Editor's note: The BBC network sent a crew from London to the one-gate airport nearest him, to interview our member, Richard Starrett, in December, 2012. They questioned him for over 1-1/2 hours and, although he is not identified in the documentary, he is shown about 9 times throughout the film, starting at minute 5. Your editor was proud to be there at the interview and see how professional the crew was.)



CHAPTER NEWS

Dennis A. Roland Chapter

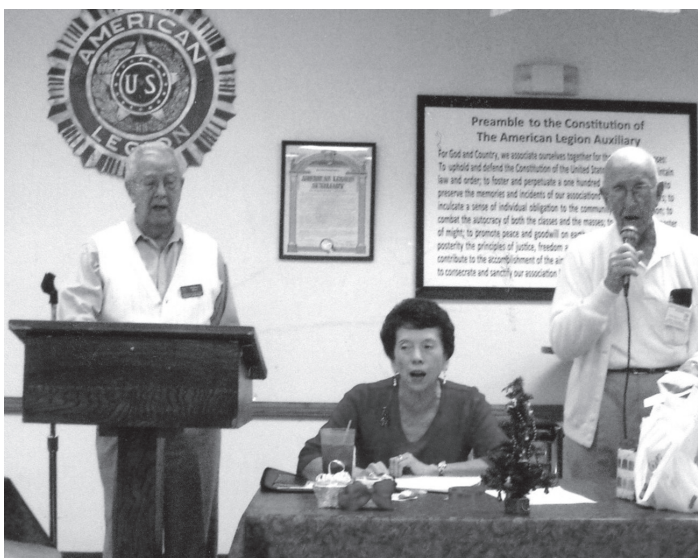
MEETING – FEBRUARY 14, 2014



FRONT ROW L TO R: Frank Perrucci, Jack Strangfeld, Harry Dircks BACK ROW L TO R: Sam Bassini, Tony Petrovich, Egon Jorgensen.

Desert Mariners Chapter

ALIVE AND KICKING



L TO R: William Keim, CEO, Dru Lombardi, Secretary, John Forsberg, Treasure / National Historian)

Just want everyone to know that we're still alive and kicking.

Lone Star Chapter

MOVIE THEATER PRESENTATION



L TO R: Capt. James Giblin, Charles Mills, Santos Flores



CEO Santos Flores talking with movie attendee)

The management of the Pearland Cine-Mart theater allowed us to set up in the theater for the "Captain Phillips" movie right outside where the movie was showing in the multi-theater complex. They gave us free passes so we could bring our families. Santos Flores, Chapter President, James Giblin, Vice President and Charles Mills, Secretary-Treasurer, passed out copies of *MERCHANT MARINE AT WAR*, which we had on hand and the *BEST KEPT SECRET OF WORLD WAR II*, with attachment copies enclosed.

We were there for the opening days and were very well received by movie fans.



CHAPTER NEWS

Southern Oregon Chapter

A FREAK OF NAVIGATION December 30, 1899

The night was warm and inviting and the stars shone in all their tropical brilliance. Captain Phillips relaxed in a dark corner of the bridge, quietly puffing a cigar with all the contentment that comes to a sailor when he knows the voyage is half over. His ship, the Warrimoo, was gliding through the waters of the mid-Pacific on her way from Vancouver, BC to Australia when the navigator brought him their ship's position.

It was latitude 0 degrees 30 minutes North and longitude 179 degrees 30 minutes West. The date was December 30, 1899. First Mate Dayldon exclaimed, "Captain, do you know what this means? We're only a few miles from the intersection of the Equator and the International Date Line."

Captain Phillips knew exactly what it meant, and he was enough of a practical joker to take advantage of an opportunity to achieve the navigational freak of a lifetime. He immediately summoned four more navigators to the bridge to check and double-check the ship's position every few minutes. He altered course ever so slightly to bear directly on his mark. Then he carefully adjusted the engine speed so that he would strike it at just the right moment.

The calm weather, the clear night and the cooperation of his entire crew worked in his favor. On the dot of midnight local time, the Warrimoo lay precisely on the Equator, exactly at the point where it crosses the International Date Line!

This has a number of very interesting consequences. If the Date Line is crossed just as midnight strikes, December 31 never really happens. The date immediately jumps to January 1.

In addition, as with the Warrimoo, once the Date Line is crossed at the Equator, for a moment the bow of the ship is in the Southern Hemisphere, where it is summer, while the stern is in the Northern Hemisphere, where it is winter. **On this occasion the ship, was not only on two different days, during two different months and two different years, in two different seasons, it was also in two different centuries - all at the same time!!!**

Captain Phillips said later: 'I have never heard of it happening before and I guess it won't happen again for another one hundred years.' And, as far as we know, it hasn't happened.

Three Rivers Chapter

WREATHS ACROSS AMERICA



December 13, 2013 – Jefferson Barracks National Cemetery, St. Louis, MO

A ceremony to present the wreaths to members of the five branches of the military plus the Merchant Marine, MIA/POW and Gold Star Mothers was held in the cemetery chapel. The Merchant Marine wreath was received by Captain Jack Grothe, who spoke a few remarks and placed it on the Merchant Marine monument.

SS Samuel Parker Chapter

FINALLY AWARDED



Chapter CEO Howard Pfeifer was recently awarded his maritime medals by Congressman Timothy F. Murphy of the eighteenth District of Pennsylvania in a special ceremony. Congressman Murphy is a strong supporter of the U. S. Merchant Mariners.

It's not too late

You can still place your ad in the 2014 Convention Commemorative Book



Hurry!

Hurry!

Hurry!

Hurry!

Hurry!

Use the form in this magazine,
fax it to 707-786-4557 or
Call Carole Gutierrez
(503) 252-8250 or
email photos@clear.net

**Do it now and
don't be left out!**



Proposed Schedule of Events

Western Regions' Conference

Reno, Nevada –September 28 – September 30, 2014 Checkout Oct. 1
Sands Regency Hotel

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

Sunday, September 28, 2014

1:00 PM to 6:00 PM

Membership Registration

This will take place in the Hospitality Room

Monday, September 29

9:00 AM

Membership Registration continues in the Hospitality Room

9:00 AM – 11:30 AM

General Session starts

Opening Ceremonies and Introductions

10:30 AM

Mayor Welcomes

12:00 Noon

Hospitality Room Open

12:00 Noon – 1:30 PM

Ladies Luncheon

1:30 PM – 4:00 PM

General Session

2:45 PM

4:00 PM

Hospitality Room Open

6:00 PM

Reception and Dinner

Raffle (first half)

Tuesday, September 30

9:00 AM

General Session

12:00 Noon

Hospitality Room Open

1:00 PM

General Session (final business)

4:00 PM

Hospitality Room Open

6:00 PM

Banquet

Raffle (2nd half) Door Prize.

Wednesday, October 1

CHECK OUT. HAVE A SAFE TRIP HOME.

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

Reno, Nevada - Sept. 28 – Sept. 30, 2014 checkout Oct. 1

Registration Form Note: Please register early **IMPORTANT: SELECT ENTRÉE & NUMBER OF MEALS**

Totals

CONFERENCE REGISTRATION \$60.00 x _____ = \$ _____
(*member's only-Wives or Special others do not need to register*)

Monday Noon Ladies Luncheon \$18.00 x _____ = \$ _____

Lasagna ☐

Or *Pasta Primavera* ☐

Dessert: Tiramisu

Monday Evening Reception/Dinner for registrants (and their special others) only
(Member and one guest allowed. You must be registered & check below to attend)

Chicken Marsala ☐

\$00.00 x _____ = \$ _____

Or *Stuffed Pork Chop (Madeira sauce)* ☐

Dessert: Carrot cake

Tuesday Evening Banquet

Choice of Entrée:

Filet Mignon ☐

Dessert: Strawberry Cream Cake

Or *Salmon (Red Pepper Cream Sauce)* ☐

\$42.00 x _____ = \$ _____

Totals \$ _____

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

Members name: _____ Chapter: _____

Spouse or other's name, if they are attending, _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-Mail if available: _____

Send Check or Money Order To:
AMMV SACRAMENTO CHAPTER
P.O. BOX 1793
CEDAR RIDGE, CA 95924

Hotel Registration Direct - Sands Regency (1-800-233-4939). The room rate this year \$25.00 plus tax. Be sure you tell them you are a Merchant Marine Veteran and attending the Conference Sept 29th--Oct 1. The group code for our event is *MERCHANT 2014*. The Sands Regency is located at 345 N. Arlington, Reno, Nev. 89501.

*Note: There is an airport shuttle. It leaves the airport on the half hour.
Confirm shuttle schedule when registering.*

TWO SHIPS TO VIETNAM

Some feel that the Vietnam War era was the last “boom time” for the American Merchant Marine. Few seamen who participated in the Vietnam sea-lift will ever forget the experience. “It was the best of times, and it was the worst of times.” Well, of course, after the experiences of World War II Merchant Mariners.

MUTINY ON THE SS COLUMBIA EAGLE

Protest against the U.S. Government took many forms during the Vietnam War, but none was quite as bizarre as what happened on March 14, 1970 when in the first U.S. mutiny in over 150 years, two sailors hijacked the merchant ship, S.S. Columbia Eagle. The boat was loaded with napalm and on its way to deliver it to U.S. Air Force bases in Thailand when Clyde McKay and Alvin Glatkowski claiming to have a live bomb forced the crew to abandon ship before sailing into Cambodian waters.

As the story unfolds, however, with the mutineers producing pistols and announcing they had the means on board to blow up ship and cargo, the Captain Donald O'Bannon Swann became heroic. He was faced with a situation not covered on any license exam, and it was many years later that the subject was treated in any master mariners' readiness course. The only clue he could take was from pilots of hijacked airliners, who were instructed to be cooperative and do whatever was necessary to get aircraft, crew, and passengers safely on the ground somewhere. Swann had an option not available to airline pilots, though. He had lifeboats and he was able to get all nonessential crew members (on the pretext of a bomb threat abandon ship drill) off in them and away from the ship.

With a skeleton crew of 13 plus the two mutineers, the COLUMBIA EAGLE left the lifeboats and steamed off towards Cambodia. Capt. Swann steered a circuitous course, giving U.S. Naval Forces plenty of opportunity to recognize that something was wrong, and affect a rescue - an opportunity that never was taken.

They arrived off Sihanoukville

the next afternoon, three days before the coup by the pro-western Prime Minister, Lon Nol. The coup brought Cambodia into the war on the side of South Vietnam and the United States. Once there, the men anchored 15 miles off shore where they were soon joined by the naval vessel, Denver and a Coast Guard cutter. Because of the coup, it was three weeks before the EAGLE was allowed to leave. Then, she proceeded to Subic Bay where the crew who had abandoned ship at the start of the mutiny rejoined her, and her cargo was discharged for delivery to Thailand by another vessel.

That brought the voyage to a successful conclusion. Capt. Swann had delivered the cargo to a discharge port, and the crew, in spite of the baleful utterances and posturing by the mutineers, were all kept from harm.

As for the two mutineers, McKay and Glatkowski, they could best be characterized as being Influenced by troubled times. The demand for ships and crews engendered by the Vietnam sealift brought a lot of persons who could perhaps be best described as “colorful” into the Merchant Marine. Perhaps it was inevitable that a couple of mutineers would be there to round out the mix. The accounts of McKay and Glatkowski's lives before the mutiny, though, show patterns of irresponsible and erratic behavior. They also became swept up in the rhetoric of the counterculture of those days - rhetoric that served to encourage irresponsibility and indolence.

Ironically, after their arrival in Cambodia, their expected welcome as heroes quickly turned into a cold aloofness, culminating in their being thrown into prison. Instead of finding asylum in Cambodia, the men became prisoners of the Phnom Penh regime. Following the incident, a rumor began to circulate that the mutiny was in reality a CIA ruse to deliver weapons to depose Sihanouk. Eventually, Glatkowski was extradited to the United States where he stood trial and was sentenced to prison. McKay escaped before he could be extradited, along with a shadowy deserter named Larry Humphrey. The

two men disappeared and more rumors circulated. In November of 1970 both were declared missing and in the ensuing years no information about their fate has been released.

The final irony was that, in trying to impede the American war effort in Vietnam, their actions resulted in a shipload of high explosive weapons being brought to Cambodia on the eve of the pro-western coup. Trying to aid the Viet Cong and their communist allies, the mutineers are remembered — incorrectly, it turns out, but remembered all the same - as being the ones who delivered the weapons necessary to make the anticommunist coup succeed.

SO, YOU WANT TO BE A THIRD MATE?

In March of 1970, in addition to the ill-luck experienced by the Columbia Eagle, it was beginning to appear that the Columbia Steamship Company, was laboring under some sort of evil curse. An active Mariner, seeking a Third Mate position at the U. S. Consulate in Saigon writes:

An acute and ongoing shortage of qualified American seamen meant that all sorts of inexperienced men were being recruited, along with many old salts who were enticed out of retirement. Many were recruited from waterfront skid-rows and gutters of the various ports all over the world, where old seamen were often found in varied states of terminal deterioration or inebriation. If they could be made to stand at all, it was considered, they could stand a sea watch. Jails were cleared, (or at least so it seemed) of anyone claiming an affinity with the sea and ships. Almost every crew was laced with a few incompetents, malcontents, misfits, and alcoholics — the cause of numerous bizarre and violent shipboard incidents, and such anomalies as the recent mutiny aboard the S.S. Columbia Eagle, made one think twice. But my personal cash flow was low and I needed a job.

As I entered the old consulate building I noticed a lone figure seated in one of the chairs that lined the wall. It was a distinguished, trim-looking gentleman, perhaps in his mid-fifties. He was clad in plain khakis, in the fashion of a merchant marine officer. Though he wore no hat or insignia of any kind, I deduced by his age and

general appearance, and the document folder he held on his lap, that he was probably the captain of one of the ships in the harbor. Most striking about his appearance, however, was his somber, almost dejected, demeanor.

The Consulate Commander introduced us, saying to Captain Alfred P. Jump: "This may be your third mate, Captain," he said to the captain, adding with a chuckle: "I can vouch that he is a good man. He may be a jail-bird, but he's not a drunk." (I'd been wrongly arrested over a month before as a suspected army deserter.)

The captain stood, and we shook hands. He said: "I don't know whether he'll want the job once I've told him of the luck we've been having,"

"Why do you say that sir?" I inquired, somewhat skeptically. Seldom had I been in a position where it seemed a given that I'd been accepted for a job before even a cursory conversation. Ordinarily, a captain might have looked me up and down critically, sizing me up, while carefully reserving judgment, and maintaining a condescending bearing. But apparently Commander Spiker's assurance was enough recommendation for him — or, alternately, he was really desperate for a third mate. The captain rolled his eyes up and tossed his head back in a gesture of mock despair, "Sit down, and let me tell you about the worst passage of my career."

We sat down and he told me about his recent trials and tribulations.

"Our troubles commenced, appropriately enough I suppose, on Friday, the 13th of February," the captain began. "We were berthed at Garrison Terminal, Tampa, loading bagged fertilizer. We'd just finished loading ten thousand tons of the stuff, and at about 2100 the sailors started securing the gear for sea. While securing, they managed to drop one of the booms at number four hatch. No great damage was done, but one ordinary seaman was slightly hurt by a cargo runner, and our run of bad luck had begun.

"The shipping commissioner came aboard just after midnight to supervise the signing of articles, and we were finally secured and ready for sea by about two in the morning. I breathed a sigh of relief as we took departure at about

dawn on the 14th. We'd survived the hectic coastal loading period and Friday the thirteenth. The crew were finally on articles, and a clear day was in the offing as we headed southwestward for Cape San Antonio and Panama.

"We arrived at Christobal on the 18th, and transited the canal the same night without a hitch. We departed Balboa for Honolulu early on the morning of the 19th.

"With the prospects of a fair weather passage to Hawaii ahead, things should have been going along just fine, but I soon became aware that we had some potential problems on board."

The captain shifted in his weight slightly, to face me a little more squarely. He placed his folder on the floor beside his chair and continued in a sad and slow monotone:

"One of our third engineers..." he continued, pausing again momentarily, "Well, it seems he had just gotten married prior to his signing aboard. He thought his new wife was pretty attractive, I take it, and I think he had sort of robbed the cradle. Anyway, he apparently commenced worrying that it might have been unwise to leave such a beautiful young wife alone. At least this is what I have been given to believe.

"He started acting a little strange soon after we sailed from Tampa. He didn't want the bedroom steward to clean, or even enter his room. I don't know why. The only thing I've been able to figure is that he had a picture of his new bride on his desk and didn't want the BR to be able to look at it. That's how sensitive he was about his wife, I guess. We didn't have any idea at the time how irrational he had become. After all, he was an experienced seaman — a licensed officer, and presumably somewhat level-headed. Afterwards I heard that he'd wanted to sign off in Panama. Why he hadn't come to me with his problem, I don't know. I wish to God he had. I'd have paid him off.

"It's a tragedy about the BR. He was a very pleasant young fellow. It was his first trip to sea, and he was doing a good job. He took his work seriously — apparently more seriously than he took the third engineer's request that he stay out of his room. Anyway, a couple of days out of Balboa, (at about noon on

the 21st of February, I believe it was) the young BR was cleaning up in the third engineer's room, as he was supposed to, when the third walked in. The engineer literally went berserk. He grabbed a knife he had handy and attacked the BR, cutting him up pretty badly. I mean he stabbed and hacked at him mercilessly. It's a wonder the poor kid wasn't killed. His head — yes, his head — was a real mess, but luckily his eyes escaped the butchery. The kid was a good-looking young fellow, too — just starting out — what a shame! His left arm was very badly slashed up too. I bet he'll never want to go to sea again..."

At this juncture Captain Jump's voice trailed off slightly, as his right hand closed in a tight fist. Then he took a deep breath, brought his fist down gently onto his right knee, and resumed.

"Of all the guys something like that had to happen to! But he wasn't the only one to get cut. The commotion of the struggle, accompanied by a considerable amount of yelling and screaming, could be heard throughout the passageways. The second mate, Henry Lawrence, was first on the scene. He dove into the fray in an attempt to get between the two and separate them. Next thing he knew he was rather seriously cut or stabbed in the chest. He was a good man, too.

"About that time, James Smith, the chief mate, who happens to be a former Mobile police officer, arrived. He started going about the business of disarming and subduing the engineer, but the engineer managed to break away. He fled into the passageway and ran out onto the deck. Then the crazy s.o.b. jumped over the side!

"I'd heard some of the commotion from my office one deck up and was headed down to investigate when I heard someone yelling 'man overboard!' I turned and scrambled up to the bridge, joining Mr. Roland, the third mate who was on watch. We sounded the man overboard alarm and started a Williamson turn. Things were pretty confused for a couple of minutes, but we got the ship turned around and Mr. Smith lowered and took command of number two life boat. By the grace of God, we spotted the man and they managed to recover him without too much trouble.

"We got the boat back aboard and

the engineer was chained and locked up under double guard. Mr. Smith and Mr. Roland attended to the wounded, as I got the ship underway for the nearest port, which happened to be Corinto, Nicaragua.

"The next morning we arrived in Corinto and got our two wounded men ashore by evening. A squad of police and military personnel came aboard and took the prisoner ashore a little later the same evening, and we got under way again early the following morning. I'd lost three crew members — apparently because of a husband's irrational jealousy. Two officers and a steward utility. Now, I thought, we may be a little short-handed, but at least the worst is over."

"Surely it was," I echoed, already sufficiently impressed by the magnitude of their misfortunes — believing that must be about the end of the story. "That was about enough trouble for one voyage."

"Enough, yes, but not quite all," the captain countered, raising his hand as if to tell me to wait. "We had more coming. I promoted Mr. Roland to second mate, and when we docked in Honolulu on March 7th, crew replacements, including a new third mate, were ready and waiting on the dock. I thought perhaps our difficulties were behind us. Our call in Honolulu was very brief, and we sailed for Saigon in the evening of that same day. But not with a full complement of crew as we thought there would be. One of the ordinaries, a wiper, and a messman had failed to join. Not new men, mind you, but members of the original crew. They didn't come back to the ship, and I can't say that I really blamed them.

"The ordinary who deserted was the one who'd been slightly injured in Tampa. I guess he and the others had come to the conclusion that the ship was jinxed. We'd begun the voyage on a Friday the thirteenth, and bad luck had followed, and the voyage had only begun. I suppose they figured that they'd better get while the getting was good. At least we had a full complement of officers and watch-standers aboard, and that was something. Personally, I thought little more was likely to go wrong. We'd had enough bad luck to last us a while, and things ought to be sort of weighted in our favor. You know — the odds, and all

that. Of course, I was wrong.

"We got underway before midnight. The next day was Sunday, (8 March) and things seemed to be going rather smoothly. The new third mate had been on watch from mid-night to 0400, and seemed to be a decent fellow. I'd stayed on the bridge with him for some time after we took departure — until I'd determined that he was a fit watch stander, and that we were safely clear of Oahu. I hadn't noticed anything to indicate anything was wrong with him. Being free and clear, with several thousand miles of ocean to cross, I thought perhaps I could finally relax. Once again I breathed a sigh of relief. I actually went below and got a good night's sleep for a change.

"I got up, had a good breakfast, relaxed with a book most of the morning, and had a good dinner. I was in my office attending to some paper work when, at about 1400, I heard some rather loud thumping sounds overhead. The pilot house being directly above my quarters, I hastened to the bridge to see what was making such a confounded noise. To my great surprise, and horror, it was the new third mate — the watch officer! — floundering around on the deck, unable to keep his feet. Obviously, he was very drunk — falling-down drunk! Oh, God, I said to myself, we've drawn a real loser here. At that, I didn't realize quite how correct I was.

"I roused all the other mates, summoning them to the bridge, and turned the watch over to Mr. Peon, the other third mate. Looking at our new third mate with disgust and revulsion, I sent Mr. Smith and Mr. Roland down to his room to conduct a search for liquor. I shook my head and watched him a few moments, by then sitting quietly on the deck leaning on the compass binnacle. 'God, what next?' Mr. Peon said. 'Damned if I know,' I said.

"The next order of business was to get this acute disappointment off the bridge and down to his room. I was also contemplating the idea of turning the vessel around and putting him right back ashore where we'd got him. But, it was just a flash of wishful thinking. I knew I couldn't afford to do that. We'd have to carry him all the way to Saigon — almost three weeks away. Well, I

thought, maybe he'd be okay in a day or two when we'd got him thoroughly dried out.

"Mr. Peon and I helped him regain a standing position. To our surprise, he seemed to be pretty steady once we got him back on his feet. I ordered him below and told the watch mate to assist him, but he sloughed off the mate's helping hand, saying he was okay now. Off he went toward the ladder, with a pretty steady gait. He started down the ladder, made a couple of steps down and then pitched forward head-first — right down — I mean he went all the way down onto the boatdeck below. He almost dove, striking his face and forehead solidly on the steel deck. It happened so fast — was so unexpected — that nothing could be done. He wouldn't allow Mr. Peon's assistance.

"He was out cold, of course, and it was a wonder it hadn't killed him outright. Again I called upon Mr. Smith and Roland to attend to the wounded as I put the vessel on a reciprocal course back for Honolulu. We knew he was very seriously hurt. I sent a message advising the Coast Guard of the accident as soon as sparks could get it off. Before long we received instructions to divert to Nawiliwili, Kauai, where we arrived an hour or so before mid-night. The third mate died a few minutes after our arrival, without ever regaining consciousness, and his body was taken ashore about mid-night.

"So, that's it," the captain concluded, shrugging, and making a 'what's-to-be-done now?' gesture with both hands. He sat back straight in his chair, looking straight ahead at the opposite wall. Then he said, "The passage from Kauai to here has been relatively routine. The weather was decent, and we had a good passage. We arrived at Vung Tau yesterday morning and came right on up the river, docking at berth 29 at about 1600."

Captain Jump turned to look at me again, and said, "I could use a third mate, but I thought you ought to hear the story before I offered you the job. I don't know whether you're superstitious or not, but in any case I wouldn't blame you for passing this berth up. But, there's a job if you want it."

I took the job and we completed voyage 2 without further significant incident.

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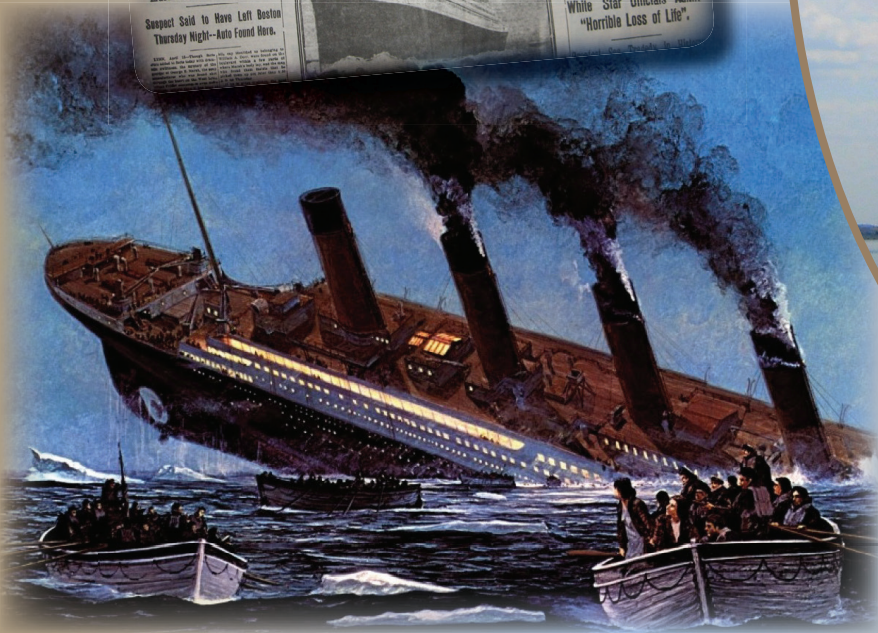
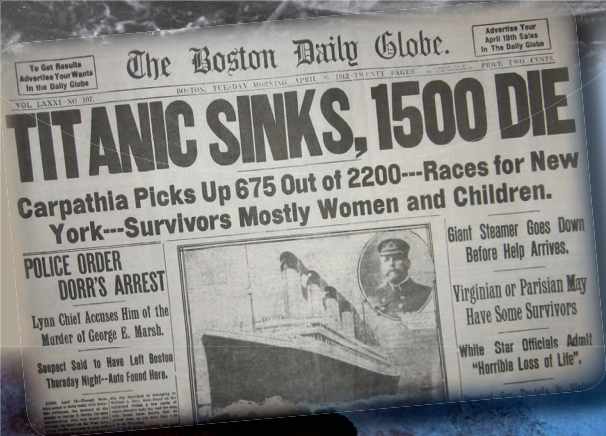
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