

AMERICAN MERCHANT MARINE VETERANS

# AMMV NEWS

## MAGAZINE



The National D-Day Memorial in Bedford, VA is so real, you almost can see the ghosts of those who fought at Normandy.

IN PEACE AND WAR



1775

### SUMMER 2014

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\$4.00

# Our Star Spangled Banner

## *Defense of Ft. Mc Henry*

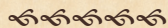
*A poem by Francis Scott Key, 1814*

O say can you see, by the dawn's early light,  
What so proudly we hail'd at the twilight's last gleaming,  
Whose broad stripes and bright stars through the perilous fight  
O'er the ramparts we watch'd were so gallantly streaming?  
And the rocket's red glare, the bombs bursting in air,  
Gave proof through the night that our flag was still there,  
O say does that star-spangled banner yet wave  
O'er the land of the free and the home of the brave?

O n the shore dimly seen through the mists of the deep  
Where the foe's haughty host in dread silence reposes,  
What is that which the breeze, o'er the towering steep,  
As it fitfully blows, half conceals, half discloses?  
Now it catches the gleam of the morning's first beam,  
In full glory reflected now shines in the stream,  
'Tis the star-spangled banner—O long may it wave  
O'er the land of the free and the home of the brave!

A nd where is that band who so vauntingly swore,  
That the havoc of war and the battle's confusion  
A home and a Country should leave us no more?  
Their blood has wash'd out their foul footsteps' pollution.  
No refuge could save the hireling and slave  
From the terror of flight or the gloom of the grave,  
And the star-spangled banner in triumph doth wave  
O'er the land of the free and the home of the brave.

O thus be it ever when freemen shall stand  
Between their lov'd home and the war's desolation!  
Blest with vic'try and peace may the heav'n rescued land  
Praise the power that hath made and preserv'd us a nation!  
Then conquer we must, when our cause it is just,  
And this be our motto – "In God is our trust,"  
And the star-spangled banner in triumph shall wave  
O'er the land of the free and the home of the brave.



*Many songs served as our national anthem before 1931, including "My Country 'Tis of Thee" and "Hail Columbia." The original music of the Star Spangled Banner was a popular British men's club song. Five musicians, including John Phillip Sousa, standardized the Star Spangled Banner which was premiered December 5, 1917 at Carnegie Hall.*

*That version was adopted as the our National Anthem by  
Congressional Resolution March 3, 1931*

*and signed into law by  
President Herbert Hoover.*



American Merchant Marine Veterans  
Official Publication  
NEWS MAGAZINE

*Published quarterly for the benefit of our members.*

*Foreign postage additional.*

*Subscription included in membership fee  
for AMMV members.*

*Non-members: \$4.00 per copy.*

**NATIONAL HEADQUARTERS**

**American Merchant Marine Veterans**

**Sindy Raymond**

**P.O. Box 186**

**Ferndale, CA 95536**

**Phone: (707) 786-4554**

**Cell: (707) 235-6598**

**Fax: (707) 786-4557**

**saaren@frontiernet.net**

**NATIONAL CORPORATE OFFICE**

**American Merchant Marine Veterans**

**8055 N. Dacca Terrace**

**Dunnellon, FL 34433-5413**

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Published July 15, 2014

**EDITORIAL COMMITTEE**

Morris Harvey .....President

Sindy Raymond .....Editor and AMMV Office Administrator

Carole Gutierrez.....Communications Director & Webmaster

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## AMERICAN MERCHANT MARINE VETERANS

### National Officers

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

**National Vice President ... Elizabeth Clark** *Gulfstream Chapter*  
3100 NE 48th Ct., #214 - Lighthouse Point, FL 33064 - 954-803-7738 - captmm@bellsouth.net

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

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

### Regional Vice Presidents

#### **Region ONE – FL, PR**

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

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

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

#### **Region THREE – NJ, PA**

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

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

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

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

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

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

**Bob Woods** *Desert Mariners Chapter*  
28221 N. Sundeen Cir. - San Tan Valley, AZ 85143-6779 - 480-399-4314 - bgoodnow1@gmail.com

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

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

#### **Region EIGHT – AUS, CA, HI**

**Larry Starn** *Sacramento Valley Chapter*  
13973 Gas Canyon Dr. - Nevada City, CA 95959-8802 - 530-285-8340 - lstarn139@comcast.net

### Appointed Officers

**Judge Advocate: .....** **Melvin Tublin** *Kings Point Chapter*  
(718) 858-4738

**Chaplain: .....** vacant

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

**Historian: .....** **John Forsberg** *Desert Mariners Chapter*  
(480) 982-0886 - johnajohnny8@juno.com

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

### Standing Committees

**Veterans Affairs: .....** vacant

**Veteran's Task Force: .....** vacant

**Hank Kaminski** *Dennis A. Roland Chapter*  
**Joe Bracken** *Ocala Chapter*

**Editorial: .....** **Morris Harvey** *Ocala Chapter*  
(352) 564-0267 - morris27@centurylink.net  
**Sindy Raymond** *Humboldt Bay Chapter*  
**Carole Gutierrez** *Oregon Chapter*

**Government Affairs: .....** **Herman "Gerry" Starnes** *Member-at-Large*  
(904) 471-4652 - hgstar@juno.com  
**Charles Mills** *Lone Star Chapter*  
**Melvin Tublin** *Kings Point Chapter*  
**"Beech" Dale** *Mo Valley Mariners Chapter*

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

#### **Nominating &**

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

**Membership: .....** **Peggy Van Gemert** *Sarasota Manatee Chapter*  
(941) 722-1194 - henry1124@aol.com  
**Elizabeth Clark** *Gulfstream Chapter*  
**Stanley Blumenthal** *Gulfstream Chapter*

#### **Communications**

**Director & Webmaster:...** **Carole Gutierrez** *Oregon Chapter*  
(503) 252-8250 - photos@clear.net

#### **Public Relations**

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



# National President **Morris Harvey**

## **WELCOME TO OUR NEW REGIONAL VICE-PRESIDENTS**

To newly elected R-VPs Don Trimbath, Region 3; Robert Woods, Region 6; Carole Gutierrez, Region 7; and Larry Starn, Region 8, congratulations and thank you for your decision to serve. I look forward to a productive year ahead, with your help.

When I became President, I reviewed the challenges that faced our organization – refer to my remarks in our 2011 Magazine issues. They included support for Just Compensation (now called Just Recognition; House bill HR-1936-formally HR-23); no initiative to gain veteran status for post WWII Mariners; Chapter membership retention; membership recruitment; no plan for dissolution or continuation of AMMV into the future; and last but not least - Communications! Communications! Communications!

These issues will never completely go away, but with your help, we can continue to make progress.

## **STATUS OF JUST RECOGNITION**

This initiative has been stalled in this session of Congress; however, on the bright side, it is still alive in HR-1936, sponsored by Representative Hahn. When our congressional champion representative Filner retired, it may not have survived if she hadn't stepped in. We are on record with Congress that we support two changes in future forms of the Bill – first, a cash settlement and second, extension of the application window from one year to three years. We now have “Torpedoed for Life”, a book by Gerry Starnes, which, for the first time, includes inactions of Congress along with justifications for our recognition. FUTURE- We must work to see that it is reintroduced in the 114th Congress. Charles Mills, Lone Star chapter, at the 2014 annual convention made a motion, which was approved, to develop a plan to RAM (my connotation) Capitol Hill. Currently, this is being planned for the next Congress in 2015. Charles has obtained verbal approval from the SIU to fund the initiative for five or six people, who would spend several days informing and educating lawmakers - I will continue this initiative from my office, which includes recruiting members of the RAM team. On the local level, we must continue to keep our Congressional representatives aware of this injustice. R-VP's can take the lead in their own congressional districts and then can be instrumental in working with MAL's and Chapters to make sure every lawmaker is aware

of our plight. Our members, who are constituents, will be our “Boots on the Ground”. Lawmakers maintain local offices as the center of contact with constituents (our members) to gain their support and to receive their concerns. We need the R-VP's to lead this effort. I will have more on this later.

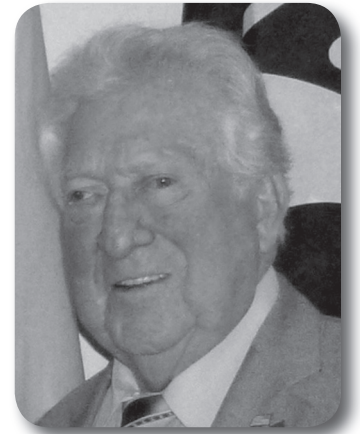
## **STATUS OF MEMBERSHIP**

We developed a Point of Purchase display including a four way fold-out brochure with a membership application encompassed into the form. We have received donated committed funds for use in advertising to obtain new members (Thanks to Hap Bledsoe). We have established contacts with several of the unions who have agreed to include member recruiting appeals in their publications. FUTURE- We have tried this on two occasions in 2013 in the SIU and SUP News Letters, with disappointing results. Even so, I believe we must continue to use this resource with hopes that younger Mariners will begin to step up and make the AMMV their organization for the future – I will continue this initiative from my office and will expand contacts to include other Maritime organizations - i.e. Navy League, Propeller Club, and Kings Point Alumni clubs. I am asking the R-VP's to become involved and take the lead to promote local ads in areas where we have chapters to seek out possible member prospects. Also, search out locations where a POP display could attract a potential member prospect. The R-VP's must work with the chapter leadership to find the best operating plan to keep the Chapter operational while we work to gain a younger member base to carry on into the future. We have published several articles on these issues in the past – Sindy can help R-VP's who need to reference this information.

## **ON A PERSONAL NOTE**

I apologize for falling behind in my Presidential responsibilities lately. Since June 21st, (the day my oldest son and daughter-in-law were reported missing) our lives have been disrupted. They were found dead on June 23rd by a work crew in a forested roadside area of the

*(continued on page 11)*





# National Secretary Stanley Blumenthal

## HONOR FLIGHT TO WASHINGTON, DC



I recently took advantage of an HONOR FLIGHT which all World War II veterans including us are entitled to; totally free and I highly recommend it. We were each assigned a guardian and a wheelchair, whether you needed it or not, and oxygen if necessary. Transportation to and from home and the airports was provided but we had to be

ready for pick up at 4:30 AM. An Honor Guard saluted us at the airport and a light breakfast was served. Two jets of about 50 passengers each were chartered and the planes were honored by two fire trucks throwing an arc of water, which we went under as we taxied to the runway. Aboard



was a local Channel 10 cameraman. Parts of the event were later on TV, not only channel 10 but other channels as well.

In Washington D.C. we boarded two large deluxe buses that first took us to the World War II Memorial, which is quite large, stayed about an hour, then to the Changing of the Guard at the Tomb of the Unknown Soldier, which is a very impressive sight. Later, one of the guards, in civilian clothes, came out for any questions. He told us almost all the guards are from the Army and they must be at least 5'11" tall and serve about 2 years.

Next we went to the larger than life Iwo Jima Memorial, where it just happened there was a platoon of precision

marchers, who did their stuff, including twirling their rifles, throwing them in the air and each catching the other's rifle, quite a display.

Between Memorials we were given a deluxe box lunch and another deluxe box dinner at the departing airport. Everywhere we went civilians and servicemen, including officers in whites, saluted and thanked us for our service.

We boarded the planes about 8 PM and during the flight home there was a mail call and everyone on board was given a large, fat envelope full of individual letters with our names, many from small children with pictures they had drawn and also, from adults, some with family members currently in service. It took a lot of effort and planning to arrange all of this. I wrote back to everyone that had a return address, not all did.

When we landed about 10 PM, we were all surprised to be greeted by a screaming crowd of an estimated 2,000 people, including children, waving American Flags, policemen at attention, and several bands, all thanking us for our service. What a great day.



The Honor Flights are being arranged in each State and to get application forms and addresses where to send them it is necessary to go to your computers or someone else's, punch in HONOR FLIGHT AND THE NAME OF YOUR STATE. It may take a bit of fumbling around but it is not hard to get.

Stanley Blumenthal  
National Secretary



## Editor / AMMV Office Administrator **Sindy Raymond**

### ***MISSION ACCOMPLISHED – THE MM MEMORIAL DVD SLIDE SHOW***

FINALLY, the DVD slide show on the Merchant seamen memorials around the Country is ready. It has been a long, drawn out project started by Past National Historian Richard Mallett and his wife, Helene. The records withstood a fire in Arizona, and they're now available to our "public". But as projects like this are prone to be; they're never ending. Since the DVD was "put to bed", there have been several more memorials reported, including a major one in Salem, OR. If enough interest is generated by this DVD, perhaps we can look forward to having an updated version produced in the future. So please don't stop sending me information on new or additional memorials that we may not know about and we'll see. In the meanwhile, please send for your copy NOW and enjoy this extensive effort.

### ***A SHOT IN THE ARM***

Working with you memorable World War II Merchant Marine Veterans is an interesting and awe-inspiring joy for me. But, let's face it, you're "more mature" than some Merchant Mariners! So, when I was invited to be a guest speaker at the San Pedro, CA Maritime Day celebration on May 22nd, I was not prepared for the energy of the younger mariners that I encountered down there. They gave me great faith that, if we work hard enough at convincing today's seamen to help us in our causes and to keep our American Merchant Marine Veterans organization alive, we can do just that. We need that!

When I asked, from the podium, how many of the 150 guests were active or past mariners, about half the crowd raised their hands. This was an impressive number and I realized that, with a little more effort, we might be able to succeed in our goal.

Of course, when I got back home to Ferndale, I realized how isolated I am from the main stream of active maritime and its connections; but to those closer to maritime-based sources, I would like to ask them to, PLEASE, increase your efforts towards keeping our organization alive and kicking. And, although you may have to work harder at it, you inland chapters should be able to do your fair share, too.

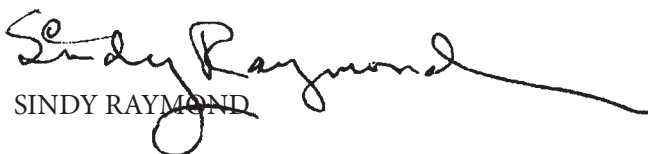
### ***HAVE YOU HEARD – "MONEY IS NO OBJECT"?***

Well, I'm afraid it is; and it's DUES time again. Dues for the fiscal year of July 1, 2014 – June 30, 2015 are due now; so please send yours to your chapter today. Or if you are a MEMBER-AT-LARGE of the AMMV, please remit \$32.00 to AMMV, P. O. Box 186, Ferndale, CA 95536.

We are conscious, as chapters dissolve due to poor attendance, lack of responsibility issues and other reasons, that the need is even more important to continue to function as a viable organization. And that requires funding – so, PLEASE pay your dues.

Okay, I'll quit cajoling and pleading for now, but basic points have been made. You delivered in World War II or later and the AMMV still needs your help.

Fair winds,

  
SINDY RAYMOND





# Communications Director & Webmaster **Carole Gutierrez**

**What a busy second quarter!**

## **2014 Convention**

**The Memory Book**, although slightly smaller than last year, was a financial success. Books have been mailed to advertisers and there is a small quantity of books available for folks who want to buy extras. The cost is \$5.50 per book, plus postage. Give me a call (503) 252-8250 or email me at [photos@clear.net](mailto:photos@clear.net) if you are interested in getting books, I'll let you know what the shipping costs will be.

**Elections** were a huge surprise to me. I now wear a new AMMV hat – Regional Vice President for Region 7. After the Oregon Chapter Vice President, Earl Giggers nominated me and the entire chapter agreed, I officially put my name on the ballot. I won't be blindly going forth in the job. I'll have lots of help including that of the past Regional Vice President, Bill Marker, who has agreed to mentor me in this new position. It is an honor and privilege to serve members of Region 7 and all AMMV members.



## **Merchant Marine Memorials DVD**



Congratulations to Sindy Raymond for all her hard work on this DVD. As you may remember, a house fire nearly destroyed all the information collected on Merchant Marine Memorials by then AMMV Historian Richard Mallett. Sindy combed through what was left and sent word out to all Chapters with a list of memorials that needed to be "re-documented." With much prodding and cajoling, she finally got what she needed to go forth with the DVD. The project was presented at the convention and was well received. It is now available for purchase and I urge you to order at least one copy. It will play on both TV and Computer and is really well done.

## **Growing AMMV**

It sounds like a broken record, but if AMMV is to survive, we need younger members. It's just that simple. During the last year or two, we've lost 10 chapters! They are: Viking, Buckeye Mariners, St. John's River, King's Point, Eastern OK. Mariners, Silicon Valley Mariners, Staten Island, Southwest PA and San Diego Silvergate. Our numbers are shrinking. So it is no real surprise that the advertising in the Convention Memory Book was smaller this year. Six of those chapters bought ads in the book! Morris has been working hard on passing the baton to younger members, but their numbers are few. We need to be able to answer a simple question: "Why should younger people join AMMV?" We need to be able to articulate clearly how AMMV will benefit them or the organization will "cross the bar."

A major goal for the coming year is improving communications on all levels. Many of our members only hear from National through the quarterly magazine. On the same note, communications from the Chapters to National is sparse. We need to talk to each other, share views and all start talking from the same page. That goes for recruiting members, talking to our legislators, speaking to the media and other organizations. That will make for a cohesive, professional and *attractive* organization.

*Carole Gutierrez*  
CAROLE GUTIERREZ

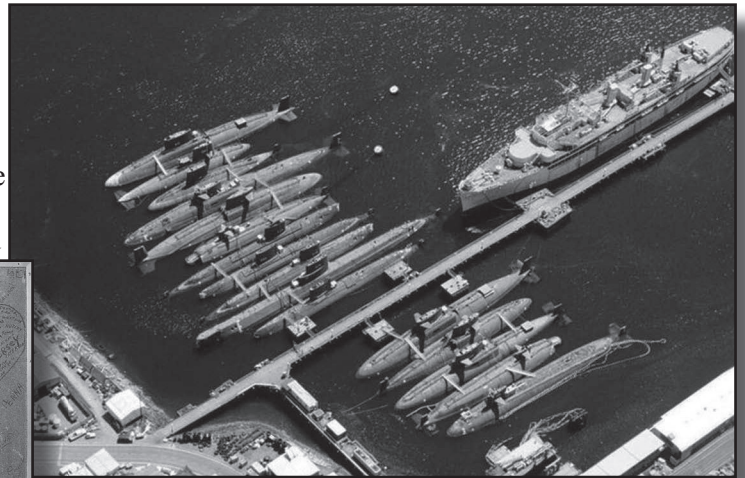
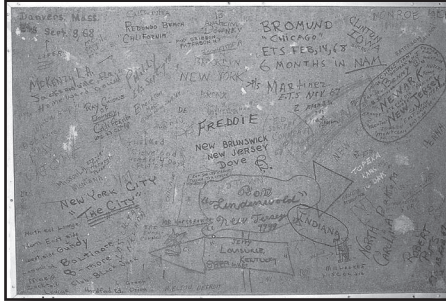
# Boneyards and haunted hulls

Have you ever wondered what happens to old ships when they are no longer needed? They are either scrapped, sold off to other countries or sent to be “moth-balled” in especially designed boneyards, in the hope that they might someday be restored or used for other purposes, such as protective barrier reefs to control ocean corrosion as was the battle scarred Aircraft Carrier *Oriskany*. But the question may remain, are these “forgotten” historical vessels haunted and possessed with lost souls after serving so valiantly? If you ever see the “bone-yards,” you might wonder that for yourself.

Many retired vessels are scrapped. The USNS Gen. Nelson

M. Walker was dismantled for scrap metal to be melted down and turned into washing machines and refrigerators. She had served valiantly carrying 5000 soldiers at a time to Vietnam; many of whom never came back. Soldiers making a three week trip to the war in Vietnam had little to do but read, write or doodle on the bottom of upper bunks with addresses, comments, predictions or expressions of love with drawings or a picture of their angel. This angel is wearing a baseball cap.

Many more are moth-balled. Cranes and seabirds fly in and rest on rusting deck rails, seemingly praying over the broken hulls of ships in the Staten Island Boneyard. Among them, like the old Staten Island ferries which a few of our readers were able to sail across the bay for just a nickel fare as recently as 1982.



Some feel like these hulks are possessed by the passengers they carried. Those who feel spirits are there only to haunt a vessel may have the wrong idea entirely. The late Paul Crume of the *Dallas Morning News* insisted in his column that there are angels all around us, who serve us particularly well when we are lonely or in need of a friend. Some churches tend to back this up. Perhaps those serving on wartime vessels or being transported off to war are being “remembered” by these spirits. Did paranormal incidents govern some of these moth-balled vessels? Some believe so.

A WWII Navy vessel the *USS Hornet* (CV 12) aircraft carrier, located in Alameda, California, is considered the most haunted vessel of all. Individuals working on the ship and visitors have reported many paranormal incidents. The Naval History Magazine became interested in the Hornet's spooky reputation and sent reporter Lily Mackenzie to investigate.

The *USS Hornet* was commissioned in 1943 and became one of the most decorated ships in the U.S. Navy. Planes launched from her decks caused the destruction over almost 1.3 million tons of foreign-shipped wartime materials and 1410 Japanese aircraft. However, in separate incidents aboard ship over 300 people lost their lives. Sailors walked into spinning propellers, or were sucked into engine air intakes or were blown off the deck from plane exhaust. Snapping arrest cables decapitated at least three men and others died from horrendous shipboard accidents. The Hornet also has the dubious honor of having the highest suicide rate of all Navy ships. Her reputation for being haunted may have been gained because of the many deaths which occurred aboard ship. But according to Paul Crume's suggestion the Hornet is not haunted at all but has a number of angels on a goodwill tour.



Now these ferries are at their final rusting place and slowly sinking into the mud. But this Staten Island graveyard also has 70 Navy ships: among them are decommissioned nuclear vessels. No matter how important the ship's mission was, the graveyard will still be the final port of call.

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



# OUR NEW R-VPS INTRODUCE THEMSELVES

The AMMV would like to welcome aboard its four new Regional Vice Presidents. They were voted into office at the 28th National Convention in Las Vegas, NV. in May, 2014. They join our other four R-VP incumbents who were re-elected to office at the convention.

We asked the new ones to introduce themselves to our readers and here are the results:

## **DON TRIMBATH (Mon Valley Chapter) - REGION #3 – which includes New Jersey and Pennsylvania**

*Editor's note:* Don is no stranger to the AMMV, having been active from practically the beginning of our organization – mostly with the Mon Valley Chapter but also with the Sacramento Valley Chapter during his stint in California – in fact, he may, already, be familiar to a great many old-timers as he helped start several Chapters of the AMMV.

## **BOB WOODS (Desert Mariners Chapter)– REGION #6 – which includes Arkansas, Arizona, Kansas, Louisiana, Missouri, New Mexico, Oklahoma and Texas**

Dear Fellow Shipmates and Seamen:

I attended the United States Merchant Marine Academy, Kings Point, NY, for 2 years. While attending Kings Point I worked aboard three Ships, as part of the Black Gang, that serviced the Pacific Rim. After Kings Point, I attended and graduated from The University of Arizona.

I hold a BSBA Degree with a Double-Major in Accounting & Management Information Systems (MIS). My Professional Background includes: Ernst & Young, Staff Tax Consultant, Los Angeles Office; ASARCO, a New York City-Based International Mining Company, Corporate Operational, Financial & Information Systems (I.S.) Auditor; DSC Communications, Plano, TX (now Alcatel-Lucent), Corporate Senior I.S. Auditor; Motorola, Corporate Senior I.S. Auditor; American Express, Corporate Senior IS Auditor; and eventually promoted to Manager and Lead Business Systems Analyst for their Data Center in Phoenix, AZ. I am currently a Certified Information Systems Auditor (CISA), which

is governed by Information Systems Audit and Control Association (ISACA) globally headquartered out of Schaumburg, IL. and a Public Accountant (PA). I have had my own Consulting Company for many years now and am now in the preparation stages to get accepted, attend and graduate from either the University of Arizona Law School or the Arizona State University Law School in the next 4 to 5 years.

I am deeply humbled and extremely honored to be part of AMMV and be elected to the R-VP6 Position. My goals and aspirations as R-VP6 include: pursuing “Just Recognition” for WWII AMMV Survivors (only) with HR-1936. I will also pursue HR-2189 and SB-1581; bills supporting recognition, as Veterans, coastwise Mariners & their wives and children serving on vessels (mostly tugboats) along our Eastern seaboard during WWII. I will pursue Veterans Just Recognition for Post-WWII AMMV Sailors and Seamen, specifically for recognition of Korea, Viet Nam and Middle East mariners. Additionally, it will be tantamount for me to work with all National Officers and the

## **OUT OF THE DEPTHS OF THE DEPRESSION**

You arose to challenge the AXIS. You were narrow at the hips, muscles not yet quite developed, and had a body frame that could use a little more meat. You volunteered to do a job the Army could not do, the Navy could not do nor could the Marines. Ships were tied up at the dock waiting for a crew, and the commanders in the battlefield cried “We must have it at all costs”; you volunteered. You were always there when needed.

Our American Merchant Marines Veterans, Inc. and the AMMV NEWS Magazine have a need. Of all the veteran magazines, ours has more veteran participation and information than any in the country. It is about us and about the most unique sea lift in the world, challenged by an unseen enemy of hundreds of submarines in the frozen waters of Murmansk and the scorching sun of the southern climes.

When you are considering donations among your favorites, keep the AMMV in mind; when you are making out bequests keep the AMMV in mind; and when the occasion arises when reporting a funeral service for one of our volunteers, in lieu of flowers mention bequests may be made to the AMMV in honor of.....

Thank you,  
A.J. Wichita  
AMMV President Emeritus

other R-VP's to bring cohesiveness and coordination with my Chapters and the other R-VP's to align with BOD. One additional matter that I will like to pursue is to be part of the Government Affairs or Membership committees.

Thank you for welcoming me aboard AMMV and Smooth Sailing!

**CAROLE GUTIERREZ (Oregon Chapter) – REGION #7 – which includes Alaska, Colorado, Idaho, Montana, Nevada, Oregon, Utah, Washington and Wyoming**

First, I am not now nor have I ever been a Merchant Mariner, but I am married to a World War II Merchant Marine Combat Veteran, who went to sea at age 16. Max joined AMMV through our neighbor Bill Marker, past Regional Vice President, Region 7. Following the 2009 National Convention, in Portland, then National President A. J. Wichita asked if I would become the Communications Director.

Although not a mariner, I'm a journalist schooled in reporting, public relations and graphic design. I retired from the Portland Metropolitan Chamber of Commerce, where I was their Vice President responsible for Communications. Since that time, I have created the AMMV Convention Memory Books, done the covers for the National quarterly AMMV NEWS magazine, served on the magazine's editorial committee and designed A.J.'s pieces for the NAUS magazine.

When our dear friend Bill Marker was unable to continue as Region 7's R-VP, members of the Oregon Chapter nominated me for the position. After discussing it with Bill and others, I agreed to run on the condition that if I won, Bill would be my mentor.

As the Region 7's R-VP, I will keep the region's members informed on AMMV national issues in a timely manner and be their voice whenever necessary. Morris's message of "Communications, Communications, Communications" is right on target. To be effective, we need to speak as one unified voice to the "outside world" and to do that, we must keep the lines of communications open and flowing BOTH WAYS within our organization.

**LARRY STARN (Sacramento Valley Chapter) – REGION #8 – which includes California, Hawaii and Australia**

I was born on 7/5/41 in Modesto, California. After graduating from high school I received a Congressional appointment to the U.S. Merchant Marine Academy in Kings Point, N.Y.,

from Congressman John McFall. I graduated in 1963 with a B.S. in marine engineering, a license as a third assistant engineer, and applied for and received a commission as an ensign in the U.S. Naval Reserve (later raised to lieutenant), inactive.

I sailed on my license and then entered law school at Hastings College of the Law, graduating in 1969 with a Juris Doctor degree (I shipped out on my license each summer while I was in law school). After spending 3 Years as an attorney with Jarvis, Miller & Stender, I took a job writing legal books with the legal book publisher Matthew Bender & Co. I left there to work for the State of California where I retired as a deputy commissioner for the parole board after 26 years. During that time I wrote the chapter on Parole Hearings for the Continuing Education of the Bar publication California Criminal Law, Practice and Procedure every two years from 1992 to 2006. I am married to Charlotte Starn and we live in Nevada City, California.

## **NATIONAL PRESIDENT'S MESSAGE**

*(continued from page 5)*

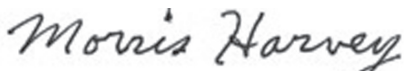
Ozark Mountains. Our son had lost control of the Harley they were riding. The memorial service is planned for July 12th in Waukegan, IL.

I hope to resume my responsibilities before the end of July, God willing. At that time, I will continue the initiative to gain veteran status for post WWII Mariners; the plan for dissolution or continuation of AMMV into the future; and last but not least - Communications! Communications! Communications!

Speaking of communications, I am requesting that each R-VP start building an E-mail list of members in their district – Cindy can supply addresses that are currently on record, which can be used as the base. My concern is that our only communication with members is the quarterly Magazine, which is not frequent enough to maintain good moral and interest, especially on legislative issues. .

Wishing you a splendid 4th of July – remember the Declaration of Independence.

Yours in service,



Morris Harvey, National President  
AMMV

## *“Eternal Father, Strong To Save” – A Merchant Mariners Verse*



Originally written by an Englishman, William Whiting, in 1860 as a poem for a student about to sail for America; the hymn “Eternal Father” is often called the “Navy Hymn”.

The music, originally entitled “Melita” was written by John B. Dykes in 1861 and published in Hymns Ancient and Modern. Dykes fittingly names the tune after a locale associated with a Biblical shipwreck. Melita was the island the Apostle Paul reached after his ship went down (Acts 28:1); today is known as the isle of Malta.



In America, “Eternal Father” is often called the “Navy Hymn,” because it is sung at the Naval Academy in Annapolis, Maryland. It is also sung on ships of the British Royal Navy and has been translated into French. It was the favorite hymn of U.S. President Franklin Roosevelt and was sung at his funeral in Hyde Park, New York, April 1945. The Navy Band played it in 1963 as U.S. President John Kennedy’s body was carried up the steps of the U.S. Capitol to lie in state. Roosevelt served as Secretary of the Navy, and Kennedy was a PT boat commander in World War II.

Over the years, alternative verses have been written to this hymn and the original words adapted to honor of many military services and others, but the fourth verse has been adapted for the Merchant Mariners:

*Lord, stand beside all those who sail  
Our merchant ship in storm and gale,  
In peace and war their watch they keep  
On every sea, on thy vast deep.  
Be with the, Lord, by night and day,  
For Merchant Mariners we pray.*

The original words, as shown on the U.S. Navy’s website, are:

*1. Eternal Father, strong to save,  
Whose arm hath bound the restless wave,  
Who bidd’st the mighty ocean deep  
Its own appointed limits keep;  
O hear us when we cry to Thee  
For those in peril on the sea!*

*2. O Christ! Whose voice the waters heard  
And hushed their raging at Thy word,  
Who walked’st upon the foaming deep,  
And calm amidst the rage did sleep;  
O hear us when we cry to Thee  
For those in peril on the sea.*

*3. Most Holy Spirit, who didst brood  
Upon the chaos dark and rude,  
And bid their angry tumult cease,  
And give, for wild confusion, peace;  
O hear us when we cry to Thee  
For those in peril on the sea.*

*4. O Trinity of love and power!  
Your brethren shield in danger’s hour;  
From rock and tempest, fire, and foe,  
Protect them where-so-e’er they go;  
Thus, evermore shall rise to Thee  
Glad hymns of praise from land and sea.*

---

For the alternative verses, you might want to check out the website:

<http://cyberhymnal.org/htm/e/t/eternalf.htm>.

Additional seamen’s prayers can be found on our [usmm.org/memorialservice.htm](http://usmm.org/memorialservice.htm) website.

# AMMV Profit & Loss July 2013 through June 2014

## Ordinary Income/Expense

### Income

401 · AD NEWSLETTER	300.00
402 · CONTRIBUTIONS	1,498.00
404 · LIFE MEMBER INCOME	400.00
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	650.00
CIC · CENTRAL INDIANA	750.00
CWM · CARL W. MINOR - CENT. CA. COAST	450.00
DAR · DENNIS ROLAND	4,160.00
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	1,900.00
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 ALVANAH	575.00
MAL · MEMBERS AT LARGE	17,144.00
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
MWE · MID WEST	750.00
NBM · NORTH BAY MARINERS	525.00
NOA · NORTH ATLANTIC	925.00
OCA · OCALA CHAPTER	675.00
OHV · OHIO VALLEY	450.00
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
<b>Total 410 · CHAPTER DUES</b>	<b>56,194.00</b>
<b>Total Income</b>	<b>58,392.00</b>
<b>Expense</b>	
VOID CHECK	0.00
500 · FIXED EXPENSE	
501 · BANK CHARGE	111.00
503 · EQUIP RENTAL	600.00
507 · TELEPHONE	3,361.24
508 · RENT/OCCUPANCY	3,600.00
509 · UTILITIES	1,185.15
<b>Total 500 · FIXED EXPENSE</b>	<b>8,857.39</b>
520 · MISSION ADVANCE	
521 · AWARDS	400.00
527 · SURVEY MAILING	2,126.68
<b>Total 520 · MISSION ADVANCE</b>	<b>2,526.68</b>
526 · INTERNET INITIATIVE	812.50
528 · JCC CLOSING EXPENSE	1,882.68
530 · NEWS LETTER	
533 · POSTAGE	6,554.71
536 · PRINTING	22,547.00
539 · EDITORIAL FEE	1,200.00
<b>Total 530 · NEWS LETTER</b>	<b>30,301.71</b>
550 · PERSONNEL	
551 · ADMINISTRATOR	17,400.00
552 · NATIONAL PRESIDENT	2,097.78
<b>Total 550 · PERSONNEL</b>	<b>19,497.78</b>
560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	1,503.38
565 · POSTAGE	1,457.08
566 · PRINTING	441.63
567 · LICENSES & FEES	70.00
568 · TRANSPORTATION	46.92
<b>Total 560 · OPERATING EXPENSES</b>	<b>3,519.01</b>
<b>Total Expense</b>	<b>67,397.75</b>
<b>Net Ordinary Income</b>	<b>-9,005.75</b>
<b>Net Income</b>	<b>-9,005.75</b>

***Dues for the fiscal year  
6/30/14 – 7/1/15 are due NOW.  
Please send your dues to your  
chapter or, if you are a  
Member-at-Large, send \$32.00 to  
AMMV  
P.O. Box 186  
Ferndale, CA 95536***

	A	B	C	D	E	F	G
1	AMMV PROPOSED BUDGET FISCAL YEAR 7/1/14 - 6/30/15						
3		2013-2014	2013-2014			2014-2015 >>>>>>	
4		BUDGET	nine month			BUDGET	TOTALS
5	<b>GENERAL LEDGER</b>						
6	Bank Acct. 0011 CK.	\$59,376	\$66,686 (A)			\$50,000(A)	
7	<b>INCOME</b>						
8	410 DUES: 1600 Chptr. Mbr. @ 25.00					\$38,675	
9	410 DUES: 550 MAL Mbr. @ 32.00					\$18,400	
10	TOTAL ESTIMATED DUES						\$57,075
11	401+3 INTEREST + MAG. ADS.					\$500	
12	402+5 CONTRIBUTIONS					\$2,000	
13	TOTAL PROJECTED INCOME						\$59,575
14	<b>PROFIT &amp; LOSS STATEMENT</b>	VVVVVVVV	VVVVVVVV			VVVVVVVVV	VVVVVVV
15	<b>FIXED Expenses</b>						
16	501 Bank charges	\$710	\$111	158.6%		\$70	
17	503 Rent/Nat.Office Equipment	\$600	\$586	97.7%		\$600	
18	506 Insurance	\$700	\$0	0.0%		\$700	
19	507 Telephone	\$2,600	\$2,517	96.8%		\$3,500	
20	508 Rent/Occupancy	\$3,600	\$2,700	75.0%		\$3,600	
21	509 Utilities/Nat. Office	\$1,200	\$900	75.0%		\$1,200	
22	500 TOTAL FIXED	\$9,410	\$6,814	72.4%			\$9,670
23	<b>MISSION ADVANCE Expense</b>						
24	521 Awards & recognition	\$500	\$44	8.8%		\$500	
25	522 Recruit-Mail	\$4,000	\$0	0.0%		\$3,000	
26	525 Mission Support	\$7,500	\$0	0.0%		\$2,500	
27	526 Internet Initiative	\$3,000	\$487	16.2%		\$3,000	
28	527 Survey/Mbr's	\$0	\$2,127			\$1,000	
29	528 JCC Freight	\$0	\$1,516			\$1,000	
30	520 TOTAL MISSION ADV.	\$15,000	\$4,174	27.8%			\$11,000
31	<b>NEWS MAGAZINE Expense</b>						
32	533 Mailing (Postage + Fee)	\$7,600	\$4,986	65.6%		\$7,000	
33	536 Printing	\$23,000	\$17,117	74.4%		\$23,000	
34	539 News Mag. Editing	\$1,200	\$1,200	100.0%		\$1,200	
35	530 TOTAL NEWS MAGAZINE	\$31,800	\$23,303	73.3%			\$31,200
36	<b>OPERATING EXPENSES</b>						
37	<b>PERSONNEL Expense</b>						
38	551 Administrator	\$17,400	\$13,050	75.0%		\$18,000	
39	552 National President	\$4,000	\$0	0.0%		\$4,000	
40	555 National Vice President	\$1,500	\$0	0.0%		\$1,500	
41	553 National Secretary	\$500	\$0	0.0%		\$500	
42	554 National Treasurer	\$500	\$0	0.0%		\$500	
43	556 Regional Vice Presidents	\$4,000	\$0	0.0%		\$4,000	
44	550 TOTAL PERSONNEL	\$27,900	\$13,050	46.8%			\$28,500
45	<b>OPERATING EXPENSES</b>						
46	564 Office Supplies	\$1,500	\$1,285	85.6%		\$1,500	
47	565 Office - Postage	\$2,000	\$1,221	61.0%		\$2,000	
48	566 Office - printing	\$900	\$313	34.8%		\$500	
49	567 License & Fees	\$70	\$0	0.0%		\$70	
50	560 TOTAL OPERATING	\$4,470	\$2,819				\$4,070
51	TOTAL PROJECTED EXPENSES	\$87,940	\$50,160				\$84,440
52							
53	(A) (Mar. 31=\$ 66,686)-\$ 19,370 (Apr-Jun)=\$ 47316						

# NOTES and ACTION FOR AMMV 2014-2015 BUDGET PREPARATION

May 13, 2014; Las Vegas Nevada  
AMMV Business Meeting

## Rev. A

1A) Most accounts were projected based on the first nine months of 2013-2014 actual expenditures (Ref. column B & C) to allow approximately the same level of operations for major items through the 2014-2015 fiscal year. The \$32.00 dues approved for MAI's in 2012 is already making a difference in keeping our financial situation stable. The additional five dollar across the board dues increase, also approved in 2012, is reflected in lines 8 & 9. These increases are helping to offset income decreases due to reduced membership - We lost another 458 members in the past 12 months (about 38 per month).

### EXCEPTIONS:

2A) Last year, Sindy, National Administrator revised telephone contracts with expectations of experiencing savings (507, Line 19). However, the savings did not materialize. We will take another look at these costs.

2B) I have included all By-law authorized expense allowances for national officers and RVPs although in prior years all of the funds were not used. (See line items 39 thru 43.) They are inclined to not submit their expenses until late in the year.

2C) Mission Support (525, Line 26): the total of \$2,500 consists of \$1,500 to match Hap Bledsow dollars (see 3B below) and to encourage coastal chapters to advertise for members. Another \$1,000 is included for the Post WWII Veterans Status project to pay for Public records requests and to consult an attorney to evaluate a legal challenge.

2D) The 527, Line 28 account needs another \$1,000 for mailing cost in support of our member survey to gain information for verification of our 501c19 status (we must have 75% veterans).

2E) I continue to allot money to fund internet and print media activities which will support our "project survival" recruitment and recognition campaign. (Line 25 & 27 and 3A below).

### PLANNED ACTIONS:

3A) Continue the "project survival" support and membership drive initiative to target active and retired mariners thru support of other Maritime organizations. Update of Web Site capabilities, which could also include use of Facebook, ----, etc. Utilize the new Brochure to explain AMMV purpose, activities, and accomplishments. Utilize the new graphic ads (see handout) and "Open Letter to Mariners" in Maritime Newsletters and in print media. (Lines 26 thru 28)

3B) We must continue efforts by National, the regions and Chapters to recruit WWII, Korean, and Vietnam veterans. Our new brochures and ad graphics will be made available, by National, for this purpose. **Hap Bledsow has donated a \$10,000.00 fifty/fifty matching fund for print advertising ventures in coastal maritime areas.** (525, Line 26)

3C) National Magazine production and printing: Changes in membership may also require that we seek other production and lower quality printing options. Our first choice is to maintain the current content and production quality. (Lines 32 thru 34 and handout of Magazine cost)

### SUMMARY:

The total planned expenditures are \$84,440 (line 52), which is \$3,499 less than \$87,940 budget presented last year. (See lines 8 thru 13). We expect 2013-2014 ending bank balance to be approximately \$50,000 – lower than in the past due to holding 2014-15 dues in an escrow account until July 1.

AMMV Balance Sheet As of June 30, 2014		Jun 30, 14
<b>ASSETS</b>		
Current Assets		
Checking/Savings		
102 · WELLS FARGO 2000053950011		58,908.45
Total Checking/Savings		58,908.45
Total Current Assets		58,908.45
<b>TOTAL ASSETS</b>		<b>58,908.45</b>
<b>LIABILITIES &amp; EQUITY</b>		
Liabilities		
Current Liabilities		
Other Current Liabilities		
309 · WWII WAR MEMORIAL		805.00
310 · BOARD RESTR		840.00
311 · DUES RECEIVABLE 2015		8,685.00
312 · MEMBER RECRUITMENT		10,000.00
Total Other Current Liabilities		20,330.00
Total Current Liabilities		20,330.00
Long Term Liabilities		
320 · LIFE TERM MEMBERSHIPS		2,200.00
Total Long Term Liabilities		2,200.00
Total Liabilities		22,530.00
Equity		
32000 · Unrestricted Net Assets		-13,451.91
390 · EARNINGS		58,836.11
Net Income		-9,005.75
Total Equity		36,378.45
<b>TOTAL LIABILITIES &amp; EQUITY</b>		<b>58,908.45</b>

# AMMV 28<sup>TH</sup> NATIONAL CONVENTION

## Las Vegas, Nevada • May 13 - 16, 2014

### **BOARD OF DIRECTORS MEETING**

**MAY 13TH 6:30pm**

National President Morris Harvey discussed with Board of Directors all the points that he would bring up at the open assembly and asked for BOD approval of: the proposed budget for fiscal year 2014-2015; membership recruitment and Project survival; By-law revisions as presented in our Spring NEWS Magazine; support of our legislative efforts with House bill HR-1288 and HR-1936, continuation of of Veterans' status efforts for Post WWII Mariners and several other subjects.

### **OPENING SESSION**

**MORNING, MAY 14TH**

The convention was called together by Morris Harvey, National President. An opening prayer was cited by Ken Gossett of the High Rollers Chapter and a Color Guard from the NJROTC program at local Chaparral High School presented the colors. Pledge of Allegiance was led by Harvey, the Merchant Marine flag creed was read by Ken Gossett and Harvey retired the colors.

Ken Gossett read a welcome letter from Las Vegas Mayor Goodman and a Moment for Remembrance of the 203 AMMV members, who crossed the final bar this past year was requested by Harvey. Gossett read the "Prayer for the missing". A DVD of "Heave Ho, My Lads" was played by Ben Benjamin, Central Indiana Chapter. Eight Bells were rung by Roy Mahan, High Rollers Chapter, and TAPS were played by Ben Benjamin. Introduction of the AMMV National offices present: National Secretary Stanley Blumenthal and President Emeritus A. J. Wichita, was made by Harvey.

The first speaker was Captain Gregory P. Williams, Executive Director and President of the Board of Directors of the United States Merchant Marine Veterans of WWII and the SS Lane Victory in San Pedro, CA. He offered a presentation of how the United States overcame the tremendous merchant losses to ship the hundreds of millions of tons of supplies needed to emerge victorious in World War II and showed the films "The Forgotten Convoy - Molotov, Russia" and "The

Winter Winds of Hell". His entire presentation was filmed by Dixon Keller, President of the Las Vegas chapter of the Navy League and can be found on the Internet website: <http://vimeo.com/dixonkeller/ammv1>.

### **AFTERNOON SESSION**

**MAY 14TH**

President Harvey presented the proposed budget for fiscal year July 1, 2014 through June 30, 2015 and explained the various reasons for some of the expenses. Complete notes and actions are printed elsewhere in this NEWS. He spoke further about creating a separate non-profit Veterans organization, a IRS recognized 501 (C) 3 corporation to allow non-veteran members to belong to AMMV, while continuing our current IRS 501 (C) 19 status, which limits non-Veteran members to 25% of the membership. Harvey then described a social media class he has recently taken online. He put forward a motion to be allowed to follow some of the items learned in the class for further help for AMMV. This was moved, seconded and approved by the general assembly. Later in this session, President Harvey called for a motion to continue on the concept of creating a 501 (C) 3 corporation in the future, if and when it is needed, to keep the American Merchant Marine a viable organization. It was moved and seconded. Discussion was called for and Frank Mendez, Golden Gate Chapter, viewed his objections saying that he would like to see the AMMV continue strictly as a Veterans' group and asking if the (C) 3 organization was near completion. Morris assured the group that the membership survey would need completing before any final decision was made and that would be a year or so down the line. The motion to continue towards the concept was passed.

President Harvey recorded that further work would be done towards gaining Veterans' status for Korean, Viet Nam and Mid-East Merchant Mariners. He



explained that the DOD is requesting further information such as ship logs and voyage information that is still classified information, as found out by the late Dr. Larry Kerkow. Frank Mendez, Golden Gate Chapter, suggested that contacting, for their records, the two remaining shipping lines, Matson and PLE, which shipped out of the West Coast, which might answer the problem. Suggestion received. RVP Burt Young, Mo Valley Chapter, voiced the opinion that the DOD doesn't give a s\_\_\_ about Merchant Mariners and approval would only come from a Kangaroo court. Harvey said that the requests for additional information have been from the staff of the Military Service Review Board of the U.S. Air Force and, according to government records, the burden of proof to determine if MM service was equivalent to that of military service is not on the applicant.

Election of RVPs was called for next by President Harvey. Nominating and Credentials Chairman Ben Benjamin, Central Indiana Chapter, announced that since only Region 3 has opposing candidates, that the other Regions would be voted on by a vocal Yea or Nay vote:

Region 1 - Richard Arcand was re-elected by 179 votes

Region 2 - George Bruno was re-elected by 18 votes

Region 4 - J. Fred Rodriguez was re-elected by 72 votes

Region 5 - Burt Young was re-elected

by 83 votes

Region 6 – Robert Woods was elected by 194 votes

Region 7 – Carole Gutierrez was elected by 87 votes

Region 8 – Larry Starn was elected by 87 votes

The Region 6 election with George Bathie, Keystone Mariners Chapter, and Don Trimboth, Mon Valley Chapter, running was won by Don Trimboth with 268 votes.

Voting for By-Law revision proposals and support resolutions followed; originally published in the Spring 2014 AMMV NEWS Magazine. Queried chapter by chapter by Chairman Ben Benjamin and his assistant, Sindy Raymond, the results were:

1126 Yea votes were cast for Proposals #1,2 and 4. – which was 73% of possible chapter votes. 1104 votes or 71% Yea votes were cast for Proposal #3. The resolutions were all carried with 1113 votes cast or 72% of the qualified votes cast.

President Harvey called for a vote on two additional resolutions of support that had been entered and passed at the Board of Directors meeting the night before. The first was a call for support for our Merchant Marine troops currently serving overseas. The second is a resolution calling for membership to campaign Congress to subsidize the construction of two new cruise ships. This resolution will be covered elsewhere in this NEWS. Both resolutions were passed by the general assembly.

Charles Mills, Lone Star Chapter, presented a resolution from the floor calling for the formation of a committee to go to Washington, DC and knock on the doors of members of Congress about our Just Recognition legislation. This was moved, seconded and, after some discussion, carried unanimously. The text of this resolution is covered elsewhere in this NEWS.

#### **MORNING SESSION**

##### **MAY 15TH**

President Harvey opened the microphone for discussion and comments. Next a presentation was shown of a re-edited video originally produced by

AMMV Dennis A. Roland Chapter in 2005-06. Originally 30 minutes long, Harvey had the original edited and shortened as a possible publicity video. It contained many individual stories of DAR members and explains the role of the Merchant Marine to our Country. Also presented that morning was the Merchant seamen memorial slide show DVD produced by Sindy Raymond and Carole Gutierrez. Since this one was an hour long, it was played on fast forward which reduced it to ten minutes or so. Purchase information will be forthcoming (note: can be found elsewhere in this NEWS.)

#### **AFTERNOON**

##### **SESSION – MAY 15**

Afternoon speaker was Gerard Achenbach, Rear Admiral, USMS; Superintendent of the Great Lakes Maritime Academy. He presented as many WWII Veterans with a special “Chal-

lenge Coin” as his supply handled. Then he spoke of the goals of the Great Lakes Academy; explained the qualifications for students and, with Power Point slide images; he described the differences between the 6 maritime academies and their curriculum. In the fact-filled presentation, he also described how the Simulator in use at Great Lakes is operated and demonstrated with slides. A complete recoding of his presentation was filmed by Dixon Keller and can be found on the Web at <http://vimeo.com/dixonkeller/AMMV2>.

Following that was a tele-conference with Stephane Ouellette; President and Chief Executive Officer; Merchant Navy Commemorative Theme Project (MNCTP) about the Canadian Merchant Navy project he’s working on in Ottawa to start an international “Day of Remembrance” on September 3rd, which is the start of WWII for



*Don Trimboth, Mon Valley Chapter*



*Nat'l President Morris Harvey, Past President Emeritus A.J. Wichita*

the UK. He hopes for AMMV support for this cause.

#### **EVENING DINNER AND RAFFLE**

LG Jack Klimp, President and CEO of the National Association of Uniformed Services (NAUS) addressed the gathering. He spoke about the legislative situation in Congress and offered continued NAUS support for our Just Recognition efforts. After that two raffles were held – one a 50/50 to help cover convention costs and a cash pay-out on with first prize of \$100.00 won by John Roberts, China Coasters Chapter.

*(Editor's note: this is a synopsis of the convention minutes. For a recording of the agenda, please contact President Morris Harvey at [morris27@centurylink.net](mailto:morris27@centurylink.net) or by telephone at (352) 564-0267)*



*Morris Harvey, John Roberts, China Coasters Chapter*

# ADDITIONAL RESOLUTIONS OF SUPPORT PASSED AT THE 28<sup>TH</sup> AMMV NATIONAL CONVENTION

## **A. RESOLUTION TO SUPPORT A MARITIME ISSUE – NEW CRUISE SHIPS**

*Submitted by National Secretary Stanley Blumenthal, Gulfstream Chapter. Passed by the BOD and the General Assembly.*

Start a campaign for Congress to subsidize the building of two, state of the art, high speed, passenger Cruisers, sister ships (2nd less costly than 1<sup>st</sup>; one for each ocean; 2 eggs are better than one in the basket) specifically designed to double as a troop carrier in the interest of Homeland Security as part of the ready reserve fleet (RRF) with a priority for Veterans, younger than us, to work on them.

Currently we have only one cruise ship, M/V Pride Of America in the Hawaiian and Alaska trade; it's, partly built in America, run by Norwegian Cruise Line under some passenger ship law by-passing the Jones Act.

The Cruise industry is very profitable; it has a variety of room costs, no free lunch, patriotism cost - competition is a must - Pride - World Respect - Can Do. We have a large variety of subsidies and this one is especially worthwhile - considering our history (tradition) of the S/S United States - S/S Independence - S/S Constitution and further back - the military - foreign policy - Unions - public should all back us up, (Bring attention to our AMMV) - increase our shipyard technology, engineers and workers - if we can build aircraft carriers and rocket to the moon then we can build cruise ships. Give our citizens the opportunity to book some of their cruises on a built, flagged, crewed USA ship. We shouldn't allow the foreign flaggers have it all. I suspect the foreign flaggers are also government subsidized.

Inform News Media - every member of Congress - all Unions possible, NAUS, other Veterans Organizations, Shipyards, etc..

Unite to favor it. Let us not sit on our behinds & allow the competitive world to pass us by.

## **B. RESOLUTION TO FORM COMMITTEE & CONTACT LEGISLATORS**

*Submitted by Charles Mills, Lone Star Chapter. Passed by the General Assembly.*

For the past number of years, we have been sending faxes, phone calls, letters and anything else you can think of to Congress and we got to the front door twice. We're not getting anything done with this Congress. I've advocated for a lot of years that you've got to make a lot of noise for people to know that you're there. And I would

like to submit this to the body to see what you think about it. And what the President thinks about it because I put it in the newsletter and I'm going to bring it up again.

For 52 years I went to sea and for part of the time I was a representative for the National Maritime Union. And in negotiating contracts and getting some recognition, you have to make some noise sometime.

So I'd like to submit this; that a 5 or 6 man committee be appointed by the President to go to Washington, Now this is going to take some money. But the way to get around this is go to the SIU, go to MEBA, they already have accommodations there, and ask them for some in kind donations, that means 2 meals and board for 5 days.

And give that committee some literature and have them meet with other unions up there and come up with a method on how to get into the House and once you get in there to have someone notice you; the word's going to get around.

I went to Washington several years ago to represent our organization; and I know there are people in Washington who I know, publicity wise, would help us; but we have to ask for it. And it's not going to cost a heck of a lot of money for us if we can get the SIU or the MEBA to give us some in-kind donation, room and board and transportation. The SIU may even give us the manpower to help us. But if we don't pursue this, we'll never find out. What we have done in the past, it hasn't worked. So you have to come up with something new. And with the Congress you have up there today, if you don't knock on some doors and take some pictures and make some noise, you're not going to get any recognition.

You got to do it, folks, and if you don't come up with some new ideas, you're not going to get our bill passed. You're never going to get it passed.

You've got to come up with a new idea because sending an email, you know where it goes. That's right, the deep 6. Telephone calls; oh, yeah, we'll pass it along to him. But if you go up there and knock on that door. You get up and knock, you don't have to see him; you don't have to see that Congressman. The staff will say "You know those crazy people, those Mariners were here making a lot of noise. Then they will take some interest in what we're trying to do.

But if we don't do that, we're going to fail, and fail miserably. So if you want it, fight for it; if you don't want it, stop fighting for it. The past actions haven't worked.

# Recalling the United Seamen's Service

The following two letters to the Editor are reprinted from the N J "Bergen Record" of November, 1987:

*I just read of the death of Madeleine Carroll, the British actress, in Marbella, Spain. No mention was made of her work in founding the United Seamen's Service (USS) during WWII.*

*Ms. Carroll was married to Sterling Hayden, the actor, when war broke out on Dec 7, 1941. He joined the Merchant Marine and served as part of the crew on an oil tanker. The tanker was sunk by a German U-boat. He and four or five members of the crew were rescued and brought back to Trinidad. Here they became wards of the American Consul. The Red Cross refused assistance because merchant seamen were considered civilians; the USO also refused them help.*

*Hayden wrote home a detailed letter describing his harrowing experience and the plight of seamen who were carrying supplies to our men on the fighting fronts. Madeleine Carroll showed the letter to Admiral Emory S. Land, head of the Maritime Commission and he showed it to Bernard Baruch.*

*Impressed, Mr. Baruch donated \$100,000. to set up a service organization for seamen, in 1942, which became the United Seamen's Service. At the height of the war there were 139 operations around the world, and all because of Madeleine Carroll and Sterling Hayden.*

*I served as assistant director of field operations, and we assisted thousands of our seamen as well as British, Norwegian, and Russian seamen in the United States alone. The merchant seamen were the unsung heroes of that period.*

*JAMES W. MOORE, Wyckoff, NJ*

*Many merchant marine veterans of WWII were pleased to read James Moore's letter in which he remembers Madeleine Carroll as being instrumental in the formation of the United Seamen's Service. As he stated, merchant seamen were denied access to Red Cross and USO centers in World War II.*

*How ironic it is, today's USS centers in various ports of the world have replaced the Red Cross and USO and welcome members of the armed forces as well as the merchant seamen for whom they were originally founded.*

*GEORGE E. MURPHY, New Milford, NJ*



Today the United Seamen's Service continues to serve international mariners worldwide, along with our armed forces. Services provided for thousands of seafarers by their eight international centers include recreation, communication, counseling, dining and health services. The USS also meets the needs of seafarers through

repatriation, hospital and convalescent services, legal assistance and ships visits to distribute a range of information on everything from medical referrals to background on local attractions and culture.

Until his recent demise, George E. Murphy, VP of the Dennis A. Roland Chapter (NJ) was a very ardent supporter of the USS. He felt strongly about Merchant Mariners needing equal treatment to the armed services and due recognition.

*Submitted by Hank Kaminski, CEO, Dennis J. Roland Chapter (NJ)*

## Welcome Aboard to these New Members of the AMMV

CAPT. RONALD L. CAMPANA	KENNER	LA
ANTHONY C. CHARWICK	WILMINGTON	DE
AVERY W. CLARK	COOS BAY	OR
BRIAN P. CORBETT	PARRISH	FL
ROBERT C. DONOVAN	LONG BEACH	CA
SARAH GUERRIERI	BIRCH RUN	MI
GERRY McGEE	EUREKA	CA
JOHN T. REYNOLDS	OXFORD	PA
GREGGORY M. ROMANOVITZ	LONG BEACH	CA
SHELIA D. ROMANOVITZ	LONG BEACH	CA
CHARLES STREHL	EUREKA	CA
ISOORE T. TAAGA	SAN PEDRO	CA
WILLIAM P. YOUNGDALE	TURLOCK	CA

# LETTERS TO THE EDITOR

## A THANK YOU TO THE MERCHANT MARINERS OF WWII

Today, June 6th, is the 70th anniversary of D-Day—the beginning of the hard-fought liberation of Europe. My now deceased father, Leopold C. Helbig, landed with Company L of the 116th Infantry, 29th Infantry Division, on Omaha Beach that morning and helped make it a reality. On his behalf and the men who were with him, I wish to thank the men of the U. S. Merchant Marine who delivered the beans, bullets and bandages to sustain them ashore.

I enjoyed reading the reprint of Telfair Knight's 1944 letter from the War Shipping Administration (WSA) to the American Legion that appeared in the last issue of the AMMV NEWS Magazine. Even in 1944 such issues as perceived pay disparities between U. S. Navy sailors and merchant mariners needed defending, and that letter certainly showed that there were two different systems that basically boiled down to a misunderstanding. There really was no disparity, and we need more such historical documentation published to set the record straight.

One of the many reasons our citizenry lack awareness of the Merchant Marine is that it is really an institution rather than an organization. The Federal Government might have nationalized the shipping industry in WWII and put all hands in a distinctive uniform under a unified command. That would have been a decidedly unpopular, enormously expensive undertaking not in keeping with our tradition. At a time when most people equated a uniform with legitimate service to country, we ended up with a civilian bureaucracy with the War Shipping Administration (WSA), overseeing privately owned shipping companies. The result of that was an un-uniformed force (standard industry dress notwithstanding) of seagoing "employees" rather than a distinguishable force wearing a recognizable uniform. And the unintelligible pay system didn't help matters in terms of public perception.

Recently I chanced upon a publication of the Federal Government, regarding Selective Service Board responsibilities, that shows just how vital WWII mariners were considered in prosecuting the War. It is a nice complement to the pay and benefits comparison letter cited above.

Pearl Harbor happened and we were at war. Local Board Memorandum (LBM) No. 81 of January 9, 1942 acknowledged the shortage of both licensed and unlicensed mariners in all classes of the industry and reiterated the training programs and facilities that had been established to produce more. It also addressed the deferment of Merchant Mariners in these words:

1. Offshore merchant marine service, considering its importance to the war effort and the hazards it involves, is so closely allied to service in the armed forces that a man found by the local board to be actively engaged at sea in

this service may well be considered as engaged in the active defense of the country. Such service is tantamount to military service. [my italics] When a local board finds a man to be actively engaged in offshore shipping, it should classify him in Class II-B ["Man necessary to the war production program."] if he is not found to be entitled to a lower classification. Though other classes of merchant service were not as hazardous, ...uninterrupted operation of these services is essential to the war effort. These services should be given full consideration by local boards in classifying men actively engaged there.

Those seamen who had been deferred but who had since left maritime employment for work ashore were to be reclassified, unless returning to former employment in the United States Merchant Marine.

Other Selective Service Board information made reference to the training programs as being conducted at Government expense and under Government supervision and discipline. In view of this fact, such trainees may be properly considered as in the same position as those actively engaged in the offshore merchant marine service.

Over the next few years, other Selective Service information was issued; to say that the Federal Government was keen to round up as many trained mariners as possible, and was willing to bend the rules to see to it, speaks volumes for just how "tantamount" these occupations really were to winning the War.

However equivalent service in the Merchant Marine was to wearing the uniform of the armed forces, it was judged less than equivalent when it came time for recognition when it mattered to thousands of survivors and next-of-kin of those who made the ultimate sacrifice at sea.

We should realize that the armed forces included a relatively small number of "fighters" and a relatively large number of combat support and combat service support personnel. That the Merchant Marine was not an armed service is a given. It was not expected to fight, just as the combat aid man in the Army was considered a neutral and also not expected to fight. Both were shot at, wounded and killed, or otherwise sunk. One wore a uniform, the other did not.

When we remember the men of D-Day and WWII in general today, let us not forget the Merchant Marine that was there in support. Proud veterans, all.

*Maj. Michael Helbig*  
Member at Large

*Editor's note: This letter is a synopsis of a much longer letter, which quotes specific references to official documents and other information. For a complete copy of the letter, please contact Cindy at the National office and she will send you one.*

# LETTERS TO THE EDITOR

## A REVIEW OF "TORPEDOED FOR LIFE"

Hi Sindy:

Our local paper, The St. Augustine, FL. Record recently reviewed the book "Torpedoed for Life" written by Gerry Starnes with photos edited by me. I thought you might like to see part of what the local reviewer, Marie Vernon, had to say:

In "Torpedoed for Life", local author, H. Gerald Starnes presents an entertaining and enlightening account of one of the less publicized aspects of our nation's nautical history, the critical role played by the Merchant Marine. While its mission has always been critical to our nation's defense, this branch of services has often been neglected, both by historians and our own government.

While the Merchant Marine has been heavily involved in the nation's every conflict, World War II and the Lend-Lease policy vastly expanded its role. Loaded with supplies of every sort for besieged England, a steady stream of tankers and supply ships began plowing their way across the rugged North Atlantic.

These merchant ships and their unarmed crews were often unescorted, their only protec-

tion a small contingent of Armed Naval Guards. They were constantly under danger of attack by the German U-boat "Wolf Pack," which, in the first seven months of 1942, sank 681 vessels.

While the work of merchant mariners was as dangerous as any other during wartime, their crews were envied and maligned for their superior pay scale as private contractors. Columnist Walter Winchell labeled their Maritime Union "communist sympathizers."

What he failed to mention was that these men had no insurance or workmen's compensation. They were denied canteen services available to those from other branches of service, and they did not get rail discounts for travel or the advantages of the GI Bill. In that sense, the men who had given such brave service to their country could truly claim they were "torpedoed for life." Not until 1988, and only after a bitter struggle with Congress, were veterans of that service given official Coast Guard discharges.

What makes "Torpedoed for Life" a compelling read is the author's precise research of details and his intimate involvement throughout his distinguished career in the events he narrates. Today, the surviving ordinary seamen and officers whose valorous deeds he describes, most in their 80s and 90s, still struggle for the recognition they deserve.

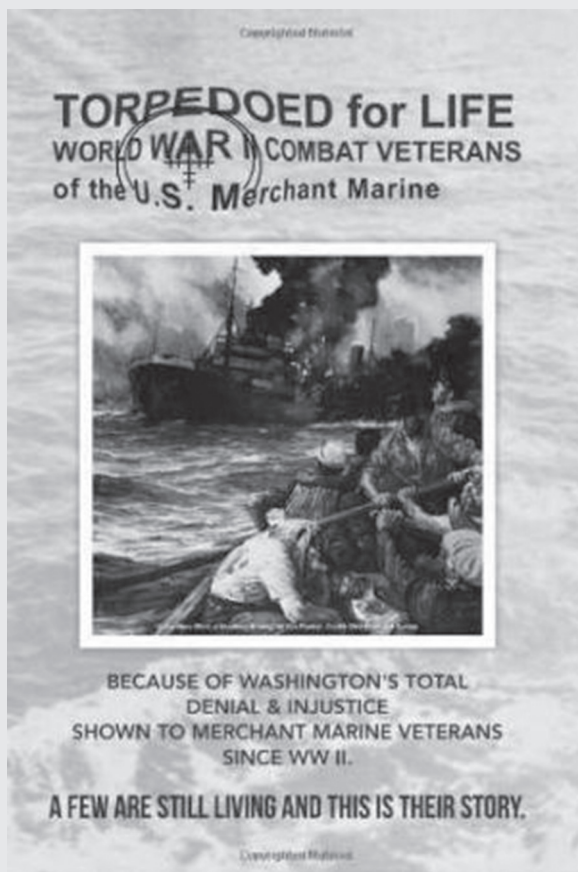
We certainly appreciate her words and want everyone to know that "Torpedoed for Life" is available at [www.amazon.com](http://www.amazon.com) or call me, Ed Trester at (904) 471-8897 for an autographed copy.

Early thanks for consideration of this information.

Take care,

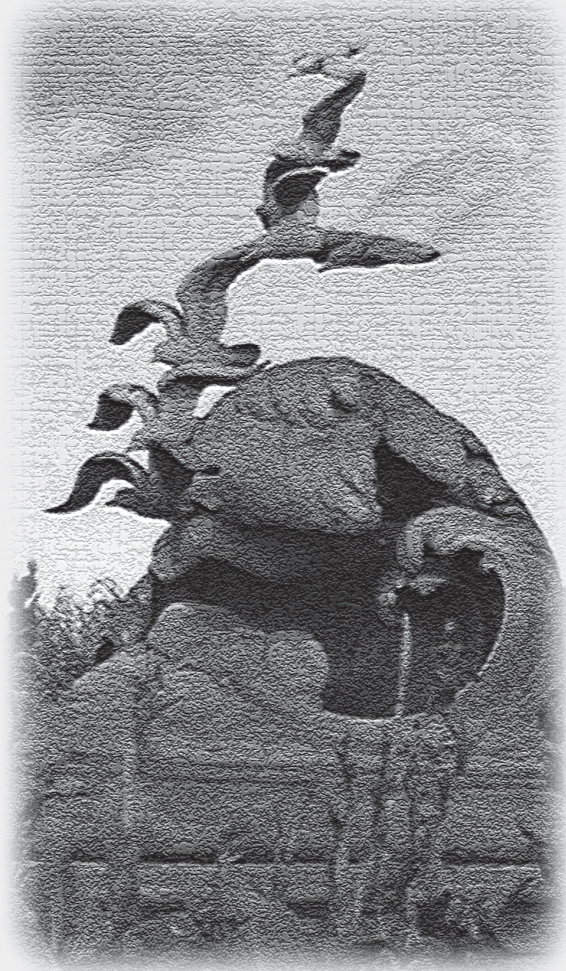
Ed Trester

Member-at-Large



Ed Trester (left), Gerry Starnes

# *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.*

DONALD R. ADAMS

PERRY ADAMS

BILL S. AVANT

EDWARD BAKER

VAL LYMAN BALL

JACK BANDAIZAN

ISRAEL "HUGH" BATTAILE

LAURENCE C. BAUER, JR.

HAROLD E. BECKLES

IRA F. BOGARD

MELVIN BRUNS

N. "MICKEY" BURCHFIELD

JAMES S. DIBLIN

TED DIXON, JR.

MAX F. DUNN

JOHN FOSTER

THOMAS B. GIER

EDWARD R. GUERRIERI

PAUL E. HEDGPETH

WALDO E. HODSON

LEONARD HOLOUBEK

JOHN JARVIE

CHRIS G. KAPSALIS

WILLIAM F. KISH

HERBERT KLAY

NICHOLAS LARCHEY

EDWARD S. LEE

JOHN A. LONG

HERBERT H. LYLES

GLADWYN MC KNIGHT

FRANCIS N. MC WILLIAMS

MORRIS MIKKELSON

GEORGE E. MURPHY

JOHN W. O'CONNER

ROBERT R. OWEN

MIKE C. PARKERSON

WILLIAM PULVER

ROBERT W. ROBERTS

JOHN T. SCHMIDT

FRANK "BUD" SCHMIEDEL

HENRY E. SCHULMAN

IRVING SMITH

LILLIAN SULLIVAN

VINCENT SWEENEY

CALVIN T. WEBB

BILL WINROW

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.

# ADMIRATION AND HONOR FOR WWII MERCHANT MARINERS

*Editor's note: This piece was submitted by John Pitts, AMMV China Coast chapter member but also President of the American Merchant Marine Veterans Memorial Committee, which designed, constructed, funded and maintains the MM memorial and honor wall in San Pedro, California.*

My seagoing career began 30 years after the United States was formally dragged into WWII and continues today. I have been privileged to have sailed with several Merchant Mariners who survived that war and then continued doing what they knew best. The one common thread shared by these mariners was their unassuming nature. Even the most boisterous became a little quieter and almost reverent on the rare occasions they talked of their experiences during that war. While many sailed through the war with no incident, there were many others who were not that lucky. Many of those with bad luck, but were fortunate enough to survive the WWII war, continued to serve under the US-flag through the Korean War and Viet Nam as well.

My involvement in the U. S. Merchant Marine began as a young man recently graduated from high school. Prior to first shipping I, like the majority of people in the United States, had very little knowledge about the Merchant Marine. The extent of my knowledge was stories I overheard from those who knew a Merchant Mariner, or had a vague idea about the Merchant Marine, or remembered tar balls washing up on the beach for weeks after a tanker was torpedoed within sight of the South New Jersey shore.

When I was very young, I lived next door to a WWII Merchant Marine veteran, Al Powers, yet I was not aware of his service until my name appeared in this magazine earlier this year. My unusual last name prompted Al to get in touch with me to see if I was that same boy. I had known about the branch of armed service, and theatre, in which each of my other neighbors served during the war; but did not know about the Merchant Marine who lived right next door.

It has been standard for the U.S. Merchant Marine to be the “unknown” and forgotten service and public knowledge has been negligible. Through my 12 years

of education in grade school and high school, I never heard mention, in any history lesson, about the US Merchant Marine or the role they played in any of the conflicts in which the US was involved. In essence, several generations of schoolchildren, who grew up in the wake of WWII, like myself, were deprived of a very important piece of U.S. history. I feel this needs to be corrected.

Hollywood provided more information on the role of the Merchant Marine in WWII through movies such as “Action in the North Atlantic” than anything found in a scholastic history book. Fortunately for me, I later received firsthand accounts which whetted my appetite to learn more about these forgotten heroes and their deeds, which many times defied logic and fear.

U.S. Merchant Mariners were granted Veterans status in 1988. This provided for standard VA benefits, plus limited GI Bill of Rights benefits that were awarded to the other services at the end of World War II. This was a huge, hard-fought victory for the U.S. Merchant Marine Veterans of WWII, 44 years after WWII was concluded. A 20 year old, who served at the end of WWII, would have been 64 years old when honored with Veterans’ status; but those who had survived to that age already had a mortgaged home and, little need for a college education. However, they were definitely in need of the medical benefits that had been denied them and should have been theirs 44 years earlier.

Today’s U.S. Merchant Mariners are very appreciative of the hard-fought legacy left to us. Many of us are working hard to do our part to, at least, have the efforts of those who have gone before us, in our chosen profession, recognized. If it weren’t for those efforts, we Merchant Mariners, today, wouldn’t have the opportunities we have.

There is a great need to have the Merchant Marine story told; and securing what those men justly deserve is as worthy a goal as I can imagine.

Thank you to all who served in the Merchant Marine,

John Pitts

# The U.S. National D-Day Memorial

## Bedford, VA



Inscription at the statue base: *"With our eternal gratitude to the United States of America for restoring France's freedom, for granting asylum to our parents, and for halting the extermination of a people."*

to the 29th Infantry Division when the National Guard's 116th Infantry Regiment was activated on 3 February 1941. Some 30 Bedford soldiers were still in that company on D-Day while several more were in other D-Day companies. Company A of the 116th Infantry assaulted Omaha Beach as part of the First Division's Task Force O.

By the end of the day, 19 of the company's Bedford soldiers were dead. Two more Bedford soldiers died later in the Normandy campaign, as did yet another two assigned to other 116th Infantry companies. Bedford's population in 1944



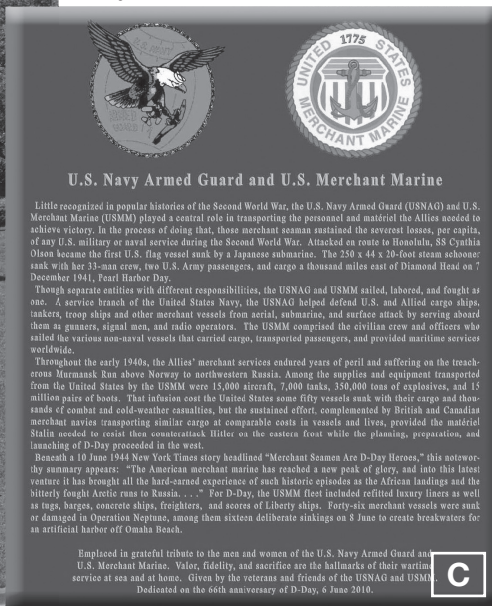
was about 3,200. Proportionally this community suffered the nation's severest D-Day losses. *These men became known as the Bedford Boys.*

Recognizing this town as emblematic of all communities whose citizen-soldiers served on D-Day, Congress warranted the establishment of the National D-Day Memorial in Bedford.

A memorial plaque was placed in the Memorial recognizing the U.S. Navy Armed Guard and the U.S. Merchant Marine paid for by Armed

Guard and Merchant Marine Veterans. The Memorial Foundation allows people to place special plaques throughout the grounds.

In addition, there is a monument dedicated to Merchant Marine participation in D-Day (D).



### U.S. Navy Armed Guard and U.S. Merchant Marine

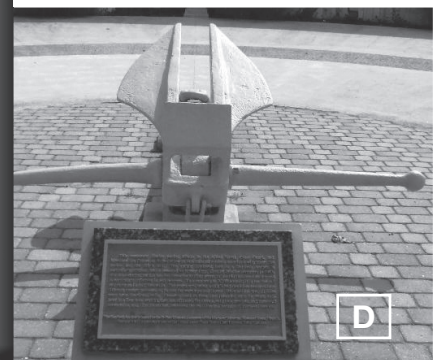
Little recognized in popular histories of the Second World War, the U.S. Navy Armed Guard (USNAG) and U.S. Merchant Marine (USMM) played a central role in transporting the personnel and materiel the Allies needed to achieve victory. In the process of doing that, these merchant seamen sustained the severest losses, per capita, of any U.S. military or naval service during the Second World War. Attacked on routes to Honolulu, SS Cynthia Olson became the first U.S. flag vessel sunk by a Japanese submarine. The 250 x 44 x 30-foot steam schooner sank with her 33-man crew, two U.S. Army passengers, and cargo a thousand miles east of Diamond Head on 7 December 1941, Pearl Harbor Day.

Though separate entities with different responsibilities, the USNAG and USMM sailed, labored, and fought as one. A service branch of the United States Navy, the USNAG helped defend U.S. and Allied cargo ships, tankers, troop ships and other merchant vessels from aerial, submarine, and surface attack by serving aboard them as gunners, signal men, and radio operators. The USMM comprised the civilian crew and officers who sailed the various non-naval vessels that carried cargo, transported passengers, and provided maritime services worldwide.

Throughout the early 1940s, the Allies' merchant services endured years of peril and suffering on the treacherous Murmansk Run above Norway to northwestern Russia. Among the supplies and equipment transported from the United States by the USMM were 15,000 aircraft, 7,000 tanks, 350,000 tons of explosives, and 15 million pairs of boots. That infusion cost the United States some fifty vessels sunk with their cargo and thousands of combat and cold-weather casualties, but the sustained effort, complemented by British and Canadian merchant service transporting similar cargo at comparable costs in vessels and lives, provided the materiel Stalin needed to resist then counterattack Hitler on the eastern front while the planning, preparation, and launching of D-Day proceeded in the west.

Beneath a 10 June 1944 New York Times story headlined "Merchant Seamen Are D-Day Heroes," this noteworthy summary appears: "The American merchant marine has reached a new peak of glory, and into this latest venture it has brought all the hard-earned experience of such historic episodes as the African landings and the bitterly fought Arctic runs to Russia. . . ." For D-Day, the USMM fleet included refitted luxury liners as well as tug, barges, concrete ships, freighters, and scores of Liberty ships. Forty-six merchant vessels were sunk or damaged in Operation Neptune, among them sixteen deliberate sinkings on 8 June to create breakwaters for an artificial harbor off Omaha Beach.

Engraved in grateful tribute to the men and women of the U.S. Navy Armed Guard and U.S. Merchant Marine. Valor, fidelity, and sacrifice are the hallmarks of their wartime service at sea and at home. Given by the veterans and friends of the USNAG and USMM. Dedicated on the 66th anniversary of D-Day, 6 June 2010.



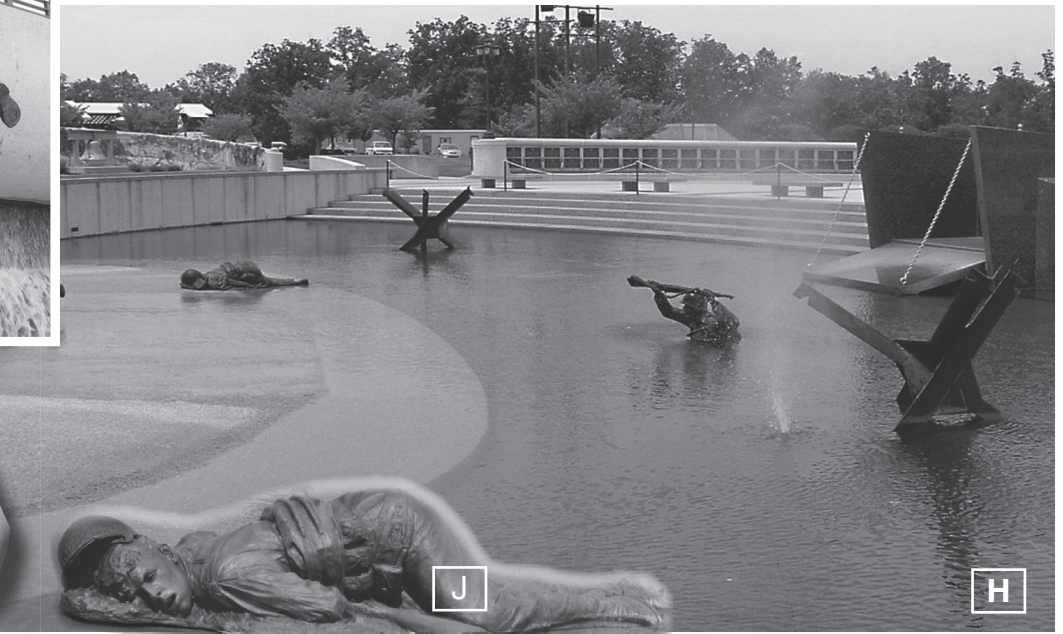
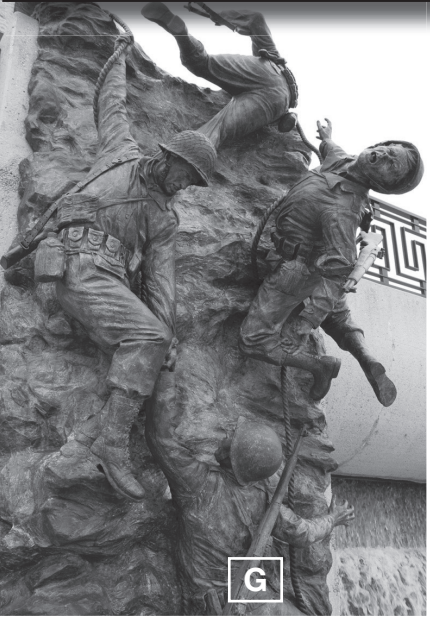


**Grey Plaza is the haunting invasion tableau.** Located in the center of the memorial, the statues wade through chest deep water toward the beach through a hail of bullets created by erupting jets of water.

The Grey Plaza exhibit (F) closely resembles this famous photo (E). The cliffs in the distance of the photo are represented by the sculpture of soldiers climbing the wall below the Arch (G).

The Grey Plaza panorama (H) is flanked on one side by an airplane, and on the other by a tank, both of which were critical to the victory at Normandy. (I) and (J) are some of the very realistic statues throughout the memorial.

The back wall arches across Grey Plaza bearing the names of the Allied D-Day dead on plaques. The 2,499 American names are on the west end of the wall while the 1,914 Allied troop names are on the east end. Flags from each country bear witness to the sacrifices made during the D-Day (K).



# A SPECIAL MARITIME DAY OBSERVANCE SAN PEDRO, CA

On May 22, 2014, the annual Maritime Day service was held in San Pedro, CA. It is the main recognition of the Maritime Community in Southern California. It is sponsored by the American Merchant Marine Veterans Memorial Committee, which was created by the membership of the AMMV China Coasters Chapter in nearby Wilmington.

The ceremony, which was also a quarter-century anniversary celebration, was held at the site of their 25-year old Memorial, which consists of a Jacob's Ladder monument complimented by 4 black granite walls engraved with the names of those US Mariners: lost to hostile action in WWII; held as Prisoners of War; commended with the Distinguished Service Medal; and who died in service as a Maritime Academy Cadet. Although there were no US Merchant Marine deaths reported during the Korean War, the walls also list those US Mariners who perished while in service during the Viet Nam War.

Opening the service, which lasted about an hour, a color guard from the VFW Rifle Post 2967 presented the flags. A memorial service and benediction for the Memorial and Walls of Honor were given by various local clergy. Guest speakers included Ivan Sulick, a representative from Congresswoman Janice Hahn's office, who spoke about our Just Compensation initiative; USCG Captain Jennifer William; Jacob Haik from the office of Councilman Joseph Buscaino and David Arian of the Port of LA Harbor Commission.

The National Maritime Day Proclamation by President Obama was read by Captain Jerry Asplund, President Emeritus of the California Maritime Academy. The message read:

America's open seas have long been a source of prosperity and strength, and since before our Nation's founding, the men and women of the United States Merchant Marine have defended them. From securing Atlantic routes during the naval battles of the Revolutionary War to supplying our Armed Forces around the world in the 21st century and delivering American goods to overseas markets in times of peace, they have always played a vital role in our Nation's success. During National Maritime Day, we celebrate this proud history and salute the mariners who have safeguarded our way of life.

Today's Merchant Marine upholds its generations-long role as our "fourth arm of



defense.” Yet they also go beyond this mission, transporting food where there is hunger and carrying much-needed supplies to those in distress. Thanks to our dedicated mariners, people around the world continue to see the American flag as a symbol of hope.

To create middle-class jobs and maintain our leading position in an ever-changing world, we must provide new marketplaces for our businesses to compete. As we expand commerce, we do so with confidence that the United States Merchant Marine will keep our supply lines secure. Because just as America’s workers and innovators can rise to any challenge, our mariners have demonstrated time and again that they can meet any test. Today, let us reaffirm our support for their essential mission.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as “National Maritime Day,” and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2014, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand fourteen, and of the Independence of the United States of America the two hundred and thirty-eighth. Barack Obama.

The service continued with a memorial gun salute and Taps conducted by the VFW, comments from the Committee President John Pitts and a US flag-folding demonstration by the VFW group.

A luncheon followed the service with about 150 people in attendance, including Sindy Raymond from the AMMV National Office, who was guest speaker. Lunch ended with a rousing rendition of “Heave Ho, my lads, Heave Ho”.

A very memorable occasion; successfully accomplished by the hard work and dedication, of the American Merchant Marine Veterans Memorial Committee.



*John Pitts, Committee President*



*L to R: Paul Nielsen, Committee Vice president; Dave Arian, Port of L.A. Harbor Commission; Dave Boatner, Committee Secretary*

# 5TH ANNUAL MARITIME INDUSTRY CONGRESSIONAL SAIL-IN – 2014

Maritime advocates from every sector of the industry stepped forward to help educate lawmakers during the annual Maritime Industry Congressional Sail-In on May 7th. This was the fifth year of this event that seeks to emphasize the vital nature of the U.S. Merchant Marine to lawmakers through a series of Congressional visits on Capitol Hill. This year, about 24 meeting groups comprised of about 131 industry representatives descended on the Hill for 170 appointments with Members of Congress. There were 45 visits with Senators and 125 meetings with House

Members and/or their Aides.

The main focus of the meetings was a series of key topics critical to the industry and beholden to the influence of Members of Congress. The Maritime Security Program (MSP) was

mentioned at each meeting, especially because a House subcommittee this week proposed lopping off \$20 million from the MSP which will result in the loss of U.S.-flag vessels and American mariners.

The reauthorization of the Export-Import Bank, important because a percentage of Ex-Im Bank commodities are shipped on U.S.-flag vessels, was also a priority. The fight to recharter the Bank, which expires in late September, is tuning up for a fight as some Members of Congress consider the Bank a type of corporate welfare. Ex-Im Bank helps facilitate billions a year in export sales supporting 200,000 American jobs a year at no net cost to taxpayers.

Food Aid and Cargo Preference was another big topic. The Obama Administration is opposing a provision to restore the level of preference cargo reservation for food aid back to 75%. In addition to other benefits, the provision provides a lifeline to the U.S. Merchant Marine and American mariners.

Finally, the Jones Act was another of the four main issues discussed with Members during the Sail-In. Groups let Members know that if the Jones Act is not perennially guarded, the carriage of domestic waterborne commerce and vessel traffic along our coasts and waterways will be the dominion of foreign-flag interests.

The Sail-In was organized by the U.S. Maritime Coalition, a committee of members of the maritime industry representing the U.S.-flagged merchant fleet, maritime labor unions and other maritime companies serving America. MEBA, and the American

Maritime Congress are part of the Coalition. As always, you are urged to write a letter or email to your District and State legislators to urge them to do the right thing when it comes to the maritime industry.

Excerpted from the MEBA website; photos courtesy of MEBA, MFOW, SIU and the U.S. Maritime Coalition



*Captain Richard Phillips; Don Marcus, President, MM&P*



*Meeting with Senator Patty Murray (D-Washington).*



*Steve Wines, MIRAID; Ku-uhaku Park, Matson; Gunner Lundeborg, SUP, Representative Janice Hahn (D-California); Dave Boatner, MM&P; Anthony Poplawski, MFOW and Capt. R. J. Klein, Council of American Master Mariners*



*SUP President Gunnar Lundeborg, MEBA President H. Marshall Ainley, MM&P; President Don Marcus and MFOW President Anthony Poplawski*



*Meeting with Senator Susan Collins (R-Maine)*

# ★★★★★ DVD Order Form ★★★★★

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For more information, please contact:

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

***Please allow 10 days for delivery!***

After a historic 22-year run, the Fabulous Palm Springs Follies — one of the longest running dance and musical revues in the United States — played its' last-ever show on May 18. It was a Ziegfeld Follies style show which performed

1991, almost 4 million people have seen the show. Perhaps one of the most notable things about the show, and why it is so popular, is the age of its cast. They ranged from 55 to 83 years of age, with chorus girls in their 70s and 80s. Why? The show's

founders, Riff Markowitz and Mary Jardin, required that performers actually lived in the early- to mid-20th century.

Outside of the Las Vegas strip and Branson,

have been described as grounded in the music and the values of the early 20<sup>th</sup> century, which required the “exclusive use of people of a certain age” who had an innate understanding of the period rather than a cast of “young people pretending they understood.”

## THE CAST

The ensemble of 17 main performers, all AARP qualified, performed up to nine shows a week November through May. Interviewed backstage, cast members said they hadn't found the pace of performances daunting. Suzanne Vitale, 75, stated “I don't think it's challenging at all. I think it's such a gift. And I think we're all

# FAREWELL TO THE PALM SPRINGS FOLLIES

seasonally at the historic Plaza Theatre in Palm Springs, California - the last season was titled “The Last Hurrah”.

With its lavish celebration of the music, dance and comedy of the 1930s, '40s, and '50s, the Fabulous Palm Springs Follies was something of a show-biz legend. Since it opened in

MO., revues don't tend to run for decades. But this troupe fell on hard times, despite a top ticket price of an already steep \$95. “The \$1 million required to produce each new edition, plus the costs of 122 employees doomed the Follies”, Markowitz said.

## THE SHOW

The show included big production numbers with chorus girls and boys; a parade of “long-legged lovelies” in feathery headdresses and flesh-colored tights; a novelty act such as a juggler, ventriloquist or animal trainer; a headliner; and Markowitz making wisecracks between acts as the “Follies Man” The 2-1/2 hour show ended with what Markowitz called a “red, white and blue, patriotic and way the hell over the top” salute to America and the military service members, including the Merchant Mariners, in the audience.

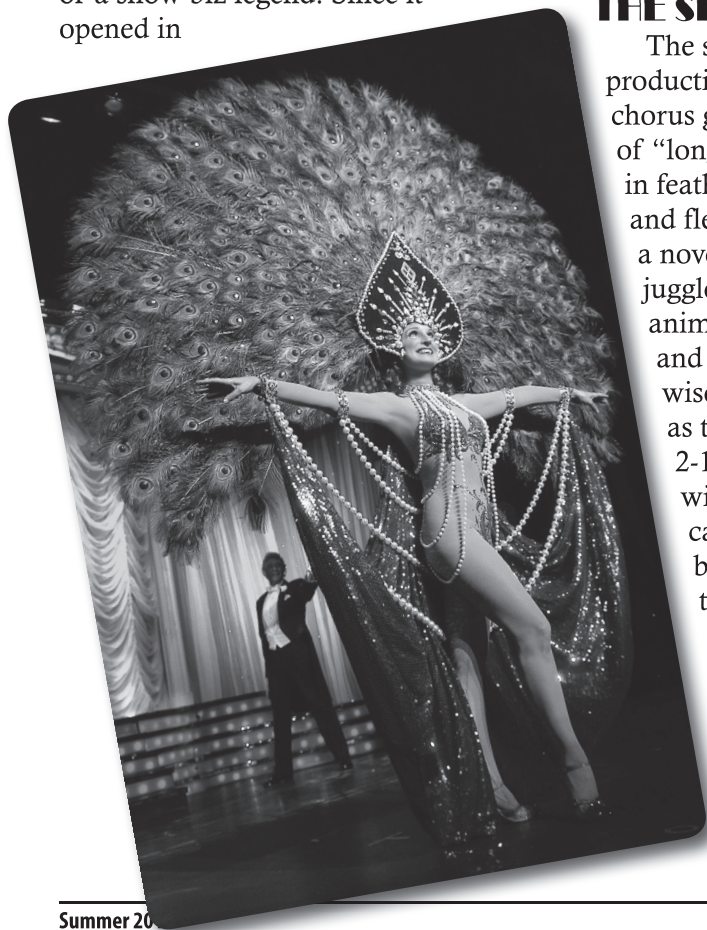
The “Follies”



so passionate about what we do. And I only feel joy when I go on stage at night...I feel like I can't wait to get out there and do it. I will miss it for the same reason.” Another cast member, age 65 reported “It's a gift, but I'm not going to lie, that Jacuzzi feels good at night.”

## THE PLACE

Riff Markowitz explained other problems which are forcing the closure, saying: “Needing to make a 78-year-old movie house function as a Broadway-caliber performance space — and many other factors — all combined to make the Follies



a money-losing proposition.” The Follies had given new life to the venue which housed the show: the city’s landmark 809-seat Plaza Theatre.

Originally planned to provide film entertainment for the resort’s seasonal celebrity audiences, in its heyday the Plaza Theatre also was the site of national broadcasts by Bob Hope and Jack Benny, and later hosted live performances by Frank Sinatra, Donald O’Connor and others. But — at least until the “Follies” arrived — little matched the glamour of the theater’s opening night, December 12, 1936, when it hosted half of the double-premiere, one in New York and one in Palm Springs, of Greta Garbo’s now-classic film, *Camille*.

Why a Palm Springs opening for MGM’s big film? Simple. Just before the film began, a woman clad in slacks and wearing a dark hat and dark glasses snuck quietly into a balcony seat. The theater’s owner, Earle Strebe, claimed it was the film’s star herself, then the most famous woman in the world, Greta Garbo. Although the studio wanted a big New York opening, Garbo wanted one where her passion for privacy was respected. Rumors persist that the print of *Camille* that was shown that night in 1936 is hidden somewhere in the building’s walls.

In 1991, when Markowitz began heading up the Follies, the space had already been shuttered, a seeming victim of the popularity of television and other forms of mass entertainment. When founders Markowitz and Jardin came up with the notion of a Ziegfeld Follies stage show and pitched it to the City of Palm Spring, the theater had no wing space, no fly space and a stage “the size of my desk.” They



retrofitted the Plaza into a live theater, converting the boiler room in the basement into a dressing room, among other changes

Right now, the future for the Plaza Theatre seems up the air, but the city is working on finding a full-time use for it. And what of the future for the Fabulous Palm Springs Follies? Sadly, like Greta Garbo, the show now belongs to legend.

## IN THE BEGINNING

The show opened on January 29, 1992. Few people expected the “Follies” to succeed in the beginning; but if anyone was under the impression that the producers had raided a senior center for an amateur talent show, they would have been wrong.

Co-founder Mary Jardin says that it took a few years for the show to hit its stride. But in 1995, a New York Times reporter assigned to the O.J. Simpson murder trial was spending a weekend in the desert and he heard about the show. The New York Times did a front page article in their entertainment section, twice, which really put the show on the map.

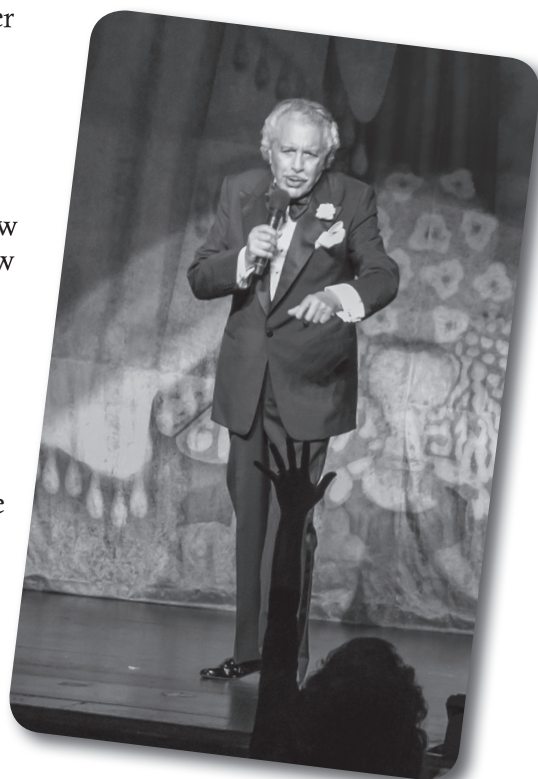
Other national exposure has included a “People magazine” article and “Still Kicking,” a 39-minute documentary that was nominated for a 1997 Academy Award.

## AND NOW?

It has been suggested that the show should be taken on the road and played at a different venue for a week or so, but it is felt that this would be extremely expensive and extremely exhausting to get the cast and the show up and running on the road. And it’s just not financially feasible at all.

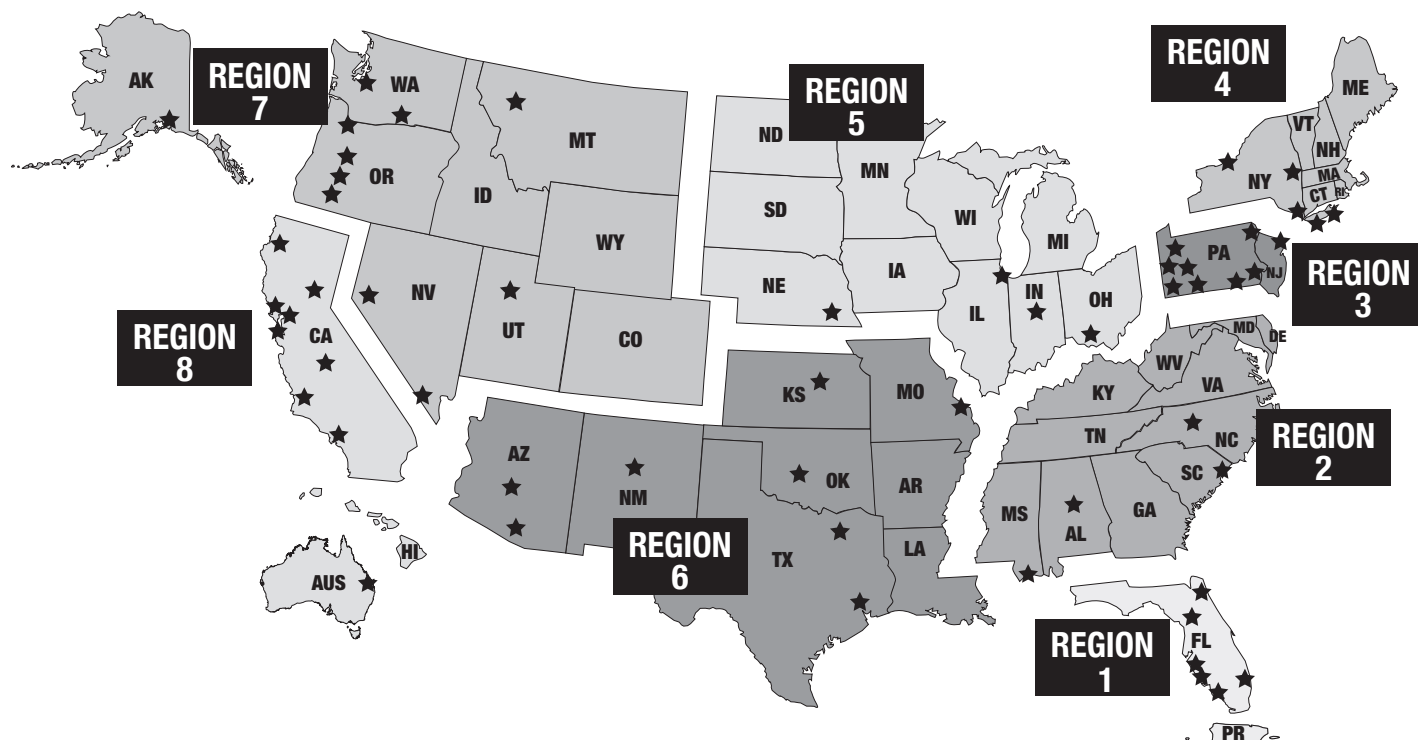
Management is still trying to figure out what to do with the assets, including costumes, props, sets, lighting and sound equipment. It is in the talks to send its notebooks from 23 seasons to the Palm Springs Historical Society. When asked what they’ll miss most about the “Follies” cast members said the dressing room that used to be a boiler room.

*Editor’s note: Submitted by C. L. “Burt” Burton, Member-at-large, Menifee, CA. To view a video of how the Follies saluted veterans in the audience, check out [www.youtube.com/watch?v=NV5INxH6](http://www.youtube.com/watch?v=NV5INxH6)*



# ..... American Merchant Marine Chapters .....

by region with contact as of July 2, 2014



<b>REGION 1</b>	<b>STATES: FL, PR</b>				<b>727-392-5648</b>	<b>RVP RICHARD ARCAND</b>	<b>rearcand@yahoo.com</b>
GULFSTREAM	10525 NW 71ST ST.	TAMARAC	FL	33321-2237	954 720 1613	MERCEDES FRASSETTI	merru105@hotmail.com
OCALA	PO BOX 5482	OCALA	FL	34478-5482	352 259 7893	DOMINIC CARPANI	
ROBT. J. MACALVANAH	P. O. BOX 494141	PORT CHARLOTTE	FL	33949-4141	941 697 2123	PETER GANNON	pfg@poolmartspas.com
SARASOTA-MANATEE	5674 BAY PINE LAKES BL.	ST. PETERSBURG	FL	33708-4513	727 392 5648	RICHARD ARCAND	rearcand@yahoo.com
SOUTHWEST FL	17754 DRACENA CIR.	NORTH FT. MYERS	FL	33917-2011	239-543-4072	MARY HODGES	fbmrsfb@comcast.net
MALS - CONTACT RVP	5674 BAY PINES LK. BL.	ST. PETERSBURG	FL	33708-4513			
<b>REGION 2</b>	<b>STS: AL, DC, DE, GA, KY, MD, MS, NC, SC, TN, VA WV</b>				<b>510-543-0966</b>	<b>RVP GEORGE BRUNO</b>	<b>gibruno@pacbell.net</b>
MS GULF COAST			MS			UNKNOWN	
VULCAN MARINERS	5213 SUMMERSIDE DR.	TUSCALOOSA	AL	35404-3640	205 553 4658	DENNY CAPLEY	
OTTO J. ERNST	8463 ARROWPOINT LN.	FORT MILL	NC	29707-9740	704 904 2462	JOHN NOWAK	candjnowak@gmail.com
JOHN T. SCHMIDT	6001 S. KINGS HWY #45	MYRTLE BEACH	SC	29575-4959	843 685 1964	ART POLLARI	
MALS - CONTACT RVP	2131 HWY 130 W.	SHELBEYVILLE	TN	37160			
<b>REGION 3</b>	<b>STATES: NJ, PA</b>				<b>412-714-8548</b>	<b>RVP DON TRIMBATH</b>	<b>dtrimbath@gmail.com</b>
DENNIS A. ROLAND	PO BOX 351	MIDLAND PARK	NJ	07432-0351	908 638 8384	HANK KAMINSKI	hskaminski@embarqmail.com
DELAWARE VALLEY	P. O. BOX 57	MATAMORAS	PA	18336-0057	570 491 5528	BILL LAMAC	
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MALS - CONTACT RVP	101 GARDEN DR. #G	PITTSBURGH	PA	15236			
<b>REGION 4</b>	<b>STATES: CT, MA, ME, NH, NY, RI, VT</b>				<b>NOT LISTED</b>	<b>RVP: J. FRED RODRIGUEZ</b>	<b>caronia010449@yahoo.com</b>
EDWIN J. O'HARA	345 W. 58TH ST. #8-H	NEW YORK	NY	10019-1334	917 545 0753	GABRIEL FRANK	robertbrizel@aol.com

HUDSON VALLEY	40 EVERGREEN AVE.	CLIFTON PARK	NY	12065-4030	518-371-9162	J. WALLY HASSETT	wally9827@yahoo.com
NORTH ATLANTIC	71 SHEFFIELD AVE.	WEST BABYLON	NY	11704-5207	631 669 6805	SALVATORE ESCALDI	
OSWEGO VALLEY	2948 STATE ROUTE 3	FULTON	NY	13069-4881	315-592-5608	KEITH BAKER	
PECONIC BAY	163 ORCHARD RD	EAST PATCHOGUE	NY	11772-5510	631-475-2650	BEN BALSAMO	
MALS - CONTACT RVP	P. O. BOX 164	STATEN ISLAND	NY	10301-0164			
<b>REGION 5</b>	<b>STATES: IA, IL, IN, MI, MN, ND, NE, OH, SD, WI</b>			<b>402-488-1576</b>		<b>RVP: BURT YOUNG</b>	<b>lmbyyoung@gmail.com</b>
MID WEST	5905 S. NARRAGANSETT AVE.	CHICAGO	IL	60638-3408	773-297-3705	CLIFFORD MATTHEW	cliffordmatthewd@yahoo.com
CENTRAL INDIANA	8770 CARRIAGE LN.	PENDLETON	IN	46064-9338	765 221 7513	"DON" ELLWOOD	
MO VAL MARINERS	1610 BUCKINGHAM DR	LINCOLN	NE	68506-1718	402 489-7025	BEECH DALE	
OHIO VALLEY	7337 LAWYER RD.	CINCINNATI	OH	45244-3291	513 232 7540	BILL HINDS	
MALS - CONTACT RVP	7200 VAN DORN #318	LINCOLN	NE	68506			
<b>REGION 6</b>	<b>STATES: AR, AZ, KS, LA, MO, NM, OK, TX</b>			<b>480-399-4314</b>		<b>RVP ROBERT WOODS</b>	<b>bgoodnow1@gmail.com</b>
CACTUS MARINERS	PO BOX 43691	TUCSON	AZ	85733-3691	520-297-6528	LOWELL LOWE	lhlowe1@msn.com
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MIDAMER. ANCIENT MAR	6922 CAENEN AVE	SHAWNEE	KS	66216-2689	913-268-5736	ROBERT FORNEY	
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SS STEPHEN HOPKINS	1900 CLEBURN DR.	ARLINGTON	TX	76012-2028	817 460 4037	JOE CAMPERSON	jcampers@hotmail.com
MALS - CONTACT RVP	28221 N. SHUNDEEN CIR.	SAN TAN VALLEY	AZ	85143-6779			
<b>REGION 7</b>	<b>STATES: AK, CO, ID, MT, NV, OR, UT, WA, WY</b>			<b>503-252-8250</b>		<b>RVP CAROLE GUTIERREZ</b>	<b>photos@clear.net</b>
ALASKA GREATLANDS	P. O. BOX 879527	WASILLA	AK	99687-9527	907 357 2179	ELDON GALLEAR	no email
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HI SEA ERA	11190 VINCENT LN.	RENO	NV	89511-9562	775 853 5224	A.J. "DAN" DANNA	
HIGH ROLLERS	PO BOX 71502	LAS VEGAS	NV	89170-1502	702-558-0643	ROY MAHAN	meicoroy@aol.com
EMERALD SEA	55410 DELTA DR	BLUE RIVER	OR	97413-9708	541-822-3760	EDGAR LINGENFIELD	beryllingenfield@hotmail.com
OREGON	3740 NE 135TH AVE	PORTLAND	OR	97230-2712	503 789 7932	MAX GUTIERREZ	photos@clear.net
ROGUE VALLEY	100 SURSIMCORDA HTS.	JACKSONVILLE	OR	97530-9443	541 899 7030	DAVID SERGENT	serjack@q.com
SOUTHERN OREGON	2657 GREYFOX DR	SUTHERLIN	OR	97479-9001	541-459-7982	NELSON CAUBLE	riverbank2@charter.net
BEEHIVE MARINERS	6457 CARL DR	WEST JORDAN	UT	84084-5709	801-966-3104	HENRY E. KVIST	hanry.kvist@msn.net
MID COLUMBIA	8153 W. 9TH AVE.	KENNEWICK	WA	99336	509-586-1418	ROBERT CAUBLE	caubleje@charter.net
PUGET SOUND	825 S. 143RD PL.	BURIEN	WA	98168-3627	206 243 9569	ALF LOSNEGARD	
MALS - CONTACT RVP	3740 NE 135TH AVE.	PORTLAND	OR	97230-2712			
<b>REGION 8</b>	<b>STATES: CA, HI, AUS.</b>			<b>530-265-8340</b>		<b>RVP LARRY STARN</b>	<b>lstarn139@comcast.net</b>
CARL W. MINOR	7862 SANTA YNEZ AVE	ATASCADERO	CA	93422-4025	805-461-1268	GEORGE HALE	gnnhale@gmail.com
CENTRAL CALIF	PO BOX 1382	FRESNO	CA	93716-1382	559-456-4801	RUFUS HERNANDEZ	russellbmm45@yahoo.com
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GOLDEN GATE	200 GRAND AVE.	OAKLAND	CA	94610-4534	510 251 0690	FRANK MENDEZ	mendezlaf@aol.com
HUMBOLDT BAY	P. O. BOX 186	FERNDALE	CA	95536-0186	707 786-4554	SINDY RAYMOND	saaren@frontiernet.net
JEREMIAH O'BRIEN	15 HEARTHSTONE CT	SAN RAFAEL	CA	94903-1305	415-499-1866	BILL CANTUA	jobammv@yahoo.com
NORTH BAY MARINERS	344 PAYRAN ST.	PETALUMA	CA	94952-3208	707 763 8167	MICHAEL HOGE	peterhoge@hotmail.com
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SMALL SHIP MARINERS	28 TALLAWALLA RD	COOMBA PRK, AUS				ERN FLINT	eaflint@bigpond.com.au
MALS - CONTACT RVP	13973 GAS CANYON DR.	NEVADA CITY	CA	95959-8802			



# CHAPTER NEWS

## Dennis A. Roland Chapter

### VETERAN OF THREE WARS CROSSES THE BAR

Chapter Vice President George E. Murphy crossed the bar at the age of 90. He devoted more than 70 years of his life to the maritime industry at sea and ashore. He graduated from Mass. Maritime Academy and worked his way up to Port Engineer. A strong advocate of the fight in 1988 to gain veteran's status for WWII Merchant Mariners, an author and a hard worker for the AMMV, George was first and foremost an American Merchant Mariner.

He was honored and respected by his peers and loved by his family and friends and was truly a unique, talented and honest man.

## Gulfstream Chapter

### MARITIME DAY, MAY 22, 2014



*L to R: Arthur St. Pierre, Fred Calicchio, Lillian Calicchio, Ben Fischman, Mercedes Frasseti, William Hommel)*

Maritime Day was celebrated by Gulfstream at the American Maritime Officers (AMO) school in Dania Beach, FL. After the annual Maritime Day luncheon, the Gulfstream chapter was given the floral arrangement to bring to our monument, which was much appreciated.

## Lone Star Chapter

### DEDICATION OF DISPLAY



*L to R: Santos Flores, Ruben Santos, Salvadore B. Santillian, Manuel Arellano, Father Rivers Patout, Bryan T. Bayley, Charles A. Mills.*

In a ceremony, with items blessed by Father Rivers Patout from the Houston International Seamen Center, Lone Star chapter donated a cap and decal that will be shown, along with those of the other services, at the Michael E De-Bakey Veterans Hospital in Houston, Texas. Deputy Medical Direct of the hospital, Bryan T. Bayley, assisted in the presentation.

## Mid-West Chapter

### CHAPTER PARTICIPATION

#### *National Maritime Day, May 22, 2014*

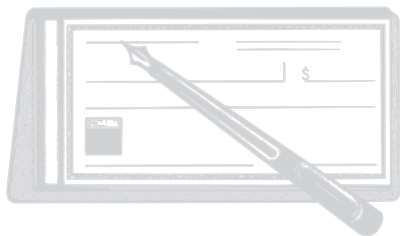
The Chicago ceremony was held at 11:00 AM, at the Captain at the Helm statue, dockside just south of Navy Pier. Lots of Coast Guard captains, Shipmasters Association and chapter members in attendance. Speeches were short, President O'Bama's proclamation was read, & much praise for the Merchant Marine. Then it was up the gangway of the Shoreline tour boat for final prayers, & tossing the wreath into Lake Michigan, followed by refreshments.



*L to R: Walter Paas, Chicago Mayor Rahm Emanuel, Parade Grand Marshall Lt. Col Tammy Duckworth*

## **Chicago Memorial Day Ceremony, May 24, 2014**

The Great Lakes Navy Band played our song, "Heave Ho My Lads", along with those of the other services. Chapter Secretary Walter Paas represented the Merchant Marine, sitting alongside Admirals & Generals from the other 5 services. Later in the program he assisted in the wreath laying, behind the Mayor Rahm Emanuel and Grand Marshall Tammy Duckworth. Accompanied by the hymn "Eternal Flame".



Membership dues were due on July 1, 2014 for the fiscal year 7/1/14 – 6/30/15. If you have not paid yet, please do so now. Your continued membership is important to us.

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

## **Sacramento Valley Chapter**

### **WESTERN REGIONS CONVENTION Reno, NV., Sept. 28 - Oct. 1, 2014**

The Sacramento Valley Chapter and the Golden Gate Chapter are once more sponsoring the Western Region Convention in late September. We invite everyone to join us – registration forms and other information are found elsewhere in this NEWS Magazine.

This convention is a long-time tradition with our two chapters promoting the sense of camaraderie that comes with conventions – we have a great hospitality room and you might even hear a "shaggy dog" story or two, who knows? With impending age, a little physical help with the hospitality room arrangements would be appreciated; for information call Frank Mendez at (925) 689-2686 or Ken Blue at (530) 477-1908.

Of course, business is always attended to and we have some great speakers. Besides there are always the other Reno activities available. So, SEE YOU THERE!

## **Silicon Valley Chapter**

### **IN MEMORY OF CEO PERRY ADAMS**

It is with sad hearts that we let you know that Perry Adams passed away May 30th. He was 90 years old and died feeling grateful for his life and the many connections he had with family and friends. The meaningful projects he involved himself with in his later years, notably his work on genealogy and his advocacy work with the Merchant Mariners, were especially gratifying to him. He will be deeply missed by all who knew him.

*(Editor's note: Over my years working for the Just Compensation Committee and the accompanying legislation, Perry worked really hard for our cause. It seems like, for five years or so, that semi-monthly, we would get a fax from Perry saying that he had just faxed all House of Representative members and Senators, who had not co-sponsored yet, a letter. In this time, he must have sent thousands or maybe tens of thousands of faxes and emails to our Congresspersons asking for support of our legislation. His dedication to this project will be sorely missed, too. —Sindy)*



# CHAPTER NEWS

## SS Stephen Hopkins Chapter

### HIGH SCHOOL "OPERATION MEET A HERO" EVENT

The SS Stephen Hopkins participated once again, along with thirty-one other Veterans, at the annual Bryan Adams High School "Operation Meet A Hero" High School event in Dallas, Texas. Al D'Agostino, Nelson Smith and Charles Smith attended from the SS Stephen Hopkins Chapter. The chapter has participated in this event for 4-5 years now. The students have a list of questions they ask the veterans and then they are required to write a report for class. The veterans also share their experiences, as a Merchant Mariner or other service, describing their life at the age some of the students, who they're talking to, are right now.

We have been told that a couple of the students have applied to the Merchant Marine Academy after learning about the Merchant Marine from our visit. This event is rewarding and if you are physically able, it may be very worthwhile to participate in it here next year or to join other events, like this, in your area.



*Al D'Agostino talking to the students about his MM experiences. His wife, Barbara D'Agostino is beside him.*



*Charles Smith talking to the students about his MM experiences.*



*Nelson Smith talking to the students about his MM experiences.*



# CHAPTER NEWS

## Susquehanna Valley Mariners Chapter

### MEMORIAL DAY SPEAKER – A MERCHANT MARINER

On Memorial Day, 2014 chapter members and others paraded down Main Street in Lititz, PA to the Monrovia Cemetery for a memorial ceremony, which featured guest speaker, CEO William Balabanow. In a newspaper article, published in the Lititz Record, writer Merriell Moyer reported about Balabanow's speech:

"Well, what do we call these members of the Merchant Marines?" he asked. "The preferred name is Merchant Mariner or Merchant Seaman. Never, ever, do you call them a Marine." A round of laughter accompanied that remark, before he continued.

"A Marine is, by common acceptance, reserved for the U.S. Marine Corps. The Marines did the fighting while, quite often, it was us Mariners who took them en masse to the general staging areas and took them as much fighting material as we could get through, and then brought them home again after their job was done."

A significant part of Balabanow's service was during WWII. He said, "The role of the Merchant Marines in WWII was one word - logistics. The fighting branches had very few if any vessels to carry cargo. They needed tons of supplies per fighting man, millions of tons of heavy equipment in every war theater. This is what made the Merchant Marines so indispensable to the war efforts. How else would the fighting men get there? Also, the fighting men require mountains of hardware, food and medical supplies. This stuff did not just show up on a beach waiting for fighting people to come and make a war. It had to be taken there and placed in service while the beaches were being secured. And that is where the Merchant Marine came in."

While some may have known the job the Merchant Mariners were expected to carry out, it is unlikely that

anyone in attendance expected to hear what Balabanow had to say next.

"As you all know, Pearl Harbor was attacked by the Japanese on Dec. 7, 1941. However, here are a few little known facts that scarcely got a headline. The unarmed American vessel, the City of Rayville, was struck by a

freshly laid German mine off the coast of Australia on Sept. 8, 1940. This was the first casualty of the war, as one Mariner was killed due to this war-like activity. Now this was a full year before Pearl Harbor. Prior to Pearl Harbor, there were 23 American-owned vessels that were chartered and subsequently sunk with 243 Merchant Mariners killed in action even though the U.S. technically was still neutral. This backs up our motto, "First to go and last to return."



*William Balabanow, Susquehanna Valley Mariners Chapter*

Another unexpected and surprising piece of information shared by Balabanow was the difficulty the Merchant Marine ships had simply escaping from our own coast.

"For a while the Merchant Marine vessels were being sunk off the coast from Halifax to Key West and in the Gulf of Mexico at an unbelievable rate," he explained. "Sinkings occurred so close to shore that beach-side residents could see a ship exploding, burning and sinking. Records show that approximately 300 ships fall into this category. The newspapers did not carry this news, only the local residents knew of these actions. In many cases, the government suppressed this news, and in some cases actually distorted the facts as it did not want the American nation to know of these horribly tragic events. It was bad for morale and detrimental to the recruiting services."

*(continued on next page)*



# CHAPTER NEWS

Despite the heroic efforts of the Merchant Mariners in transporting our servicemen and women, keeping them supplied, and bringing them back home, they weren't given much recognition until recently. Balabanow said, "It was only in 1988, after 43 years and numerous lawsuits that WWII Merchant Mariners received veteran status making them eligible for some limited benefits from the Navy and the Veterans Administration. The American Merchant Marine participated in every war and every operation since 1776. The U.S. first honored the Merchant Marine by acknowledging May 22 as National Maritime Day. Sadly for us, many calendars still do not report that date."

After making the crowd assembled at the cemetery aware of the sacrifices made by the Merchant Marines, Balabanow made sure to remind everyone of the sacrifices all members of the Armed Services have made to keep this country free. He ended his speech by saying, "Please look around at yourselves. Thank a vet. Thank a vet for our freedom. It didn't come cheap. God bless America!"

## Three Rivers Chapter

*Editor's note: Submitted by Don Trimbath, RVP – Region 3.*

Recently, the French Embassy bestowed on nine Veterans of WW11, the Chevalier of the Legion of Honor, as a sign France's gratitude for personal contribution to the liberation of their country. August Pace, of the Three Rivers Chapter of the American Merchant Marine Veterans of WW11, was given said medal.

August Pace was in the Merchant Marine for three years, serving in the Engine Dept. He sailed on The SS Cristobal, a troop ship, making nine voyages. Traveling to France, England, Italy, Africa and Scotland, the ship would carry 5,000 military personnel



*August Pace, Three Rivers Chapter*

over and on the return trip would carry the like number of German prisoners back to the USA.

August has been a very active Three Rivers Chapter member since the beginning of this Chapter and continues until this day. He also formed the South Hills Veterans Honor Guard in June, 2000, which consists of 20 Members.

If more members of our organization were as willing to participate as August has done, our organization would be a lot better off.

*(Editor's note: Unfortunately, on page 38 of the Spring 2014, the chapter titles in the right-hand column were erroneously switched. We apologize and at special request are re-printing, below, the Three Rivers article.)*



## 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.

**I'll be in Reno for the  
Western Regions'  
Conference, September  
28th thru October 1st.**

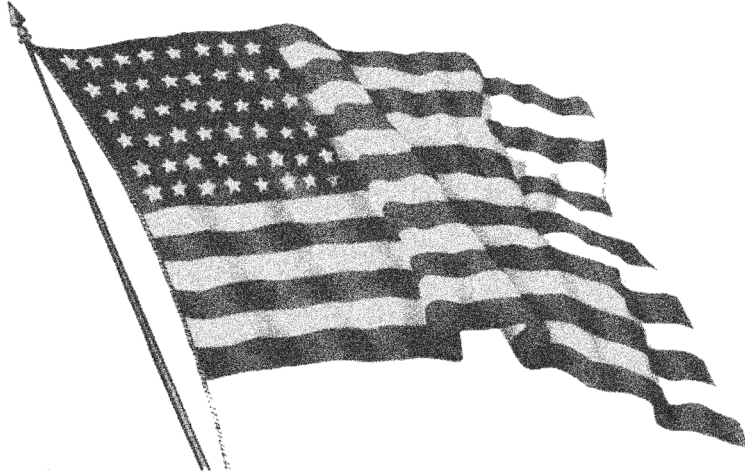
**Hope to see you there!**

*Sandy*



# CHAPTER NEWS

## Viking Chapter



### Freedom's Saving Shield

*A tribute to the United States flag; written by Michael McGlynn*

Our flag is more than just a symbol of a nation brave and free,  
And it's so much more than just an emblem proclaiming liberty,  
Old Glory is truly a monument as its pillars rest on high ideals,  
Dedicated to those who pass the staff of freedom's waving shield.

We carried it proudly throughout history to wherever duty called,  
From the dark days at Valley Forge to Yorktown's thunderous fall,  
Gallantly streaming over Fort McHenry through that perilous night,  
Proved to the world we're here to stay in the early morning light.

Fluttering in the fields of Gettysburg to engage all who would enslave,  
Under its unfurled colors our full measure of devotion is what we gave,  
Intrepidly leading the way in battle against oppressors' imposing will  
From the Halls of Montezuma to its valiant charge up San Juan Hill.

From the great crusade at Normandy to the summit of Suribachi it flew,  
Waving out a clear warning to tyranny that the fight is coming to you.  
It followed us ashore in Korea; over the skies of Vietnam it streaked,  
Across Iraqi's sea of endless sand to Afghanistan's mountainous peaks.

Guiding us clearly through the fog of war as we liberated many lands,  
Defending man's inalienable rights and the republic for which it stands,  
Flying over our heroes' graves promising our mission will never cease,  
As we wield our banner onward in the relentless pursuit of peace.

# LIFE IN THE MERCHANT MARINE WITH WOODY GUTHRIE

*Editor's note: the following are excerpts from "Woody, Cisco and Me" written by one of three pals of singer Woody Guthrie, a Merchant Mariner. When Woody cajoled his other two pals, to join, in 1943, they signed on, as stewards, on the SS William B. Travis, a Liberty ship.*

It took three weeks to unload our cargo in Palermo. During that time the Germans didn't bomb the port once; the Allies took all of Sicily; the Red army drove the Nazis back toward the German border; Giovanni One Ear drove half the crew to his noble signorine; half of that half got the clap; half of that half recovered; Woody wrote a hundred pages of his book; plus fourteen songs; Cisco finished Darwin; and I finally mastered the F chord on my guitar.

As soon as the last bomb was removed from our holds, we moved out to the middle of the bay to wait for sailing orders. Three weeks later we were still there. During that time the Italian government surrendered to the Allies; the Red Army drove the Nazis closer to Germany; Giovanni drove the other half of the crew to the two signorine; half of that half got the clap; half of that half recovered; Woody wrote another hundred pages of his book, plus sixteen songs; Cisco reread Martin Eden; and I went nearly crazy thinking of my girl, Gabrielle, and wondering when the hell we were going home.

On the twenty-first day of our anchorage, we got our orders to sail – to North Africa. That evening we took on passengers, forty American military police. Destination: Tunis, seventy miles across the Mediterranean at its narrowest point. At ten o'clock we lifted anchor and began moving toward the open sea, alone, without any naval escort.

"Alone?" One of the soldiers turned to me. "How can they send us alone? I can't even swim!" "Don't worry, we'll be there by tomorrow morning." The sea was a flat black mirror reflecting the biggest moon I'd ever seen. We were a well-lit sitting duck.

"Well, Reb Longhi, what did you think of the land of your ancestors?" Woody asked.

What I thought was: good-bye heat, dust, diesel-oil fumes, noble signorine, ten-year-old pimps, eight-year-old whores, and dead sons on the Russian front, good-bye to the stupidest campaign and the dumbest waste of American lives ever thought of in all the combined history of the Allies. But all that was too much to say. What I said was, "F.... you, Guthrie."

"What are you guys doing?" Cisco called to some

soldiers who were spreading their blankets on the hatch cover's canvas.

"Tell you the truth, sailor," one answered, "We're too scared to sleep below deck."

"I can understand that," Cisco said, "but if we catch a torpedo in that hold, the air pressure has no place to go but up. It'll blow the hatch covers and you halfway up to heaven."

"Okay, sailor, thanks – we'll sleep on the deck."

After we warned the soldiers on the other hatches, we turned in.

I couldn't sleep. I kept seeing our ship cutting through the glassy sea, all alone, spotlighted by the big moon, making us a perfect target. The U-boat wouldn't even bother to submerge. But at least we were rid of our cargo. If we were hit now, I wouldn't die ignominiously, without knowing it – unless we caught a torpedo directly under our cabin. As I fell asleep, I thought: Dear Supreme Intelligence, which for lack of a better name Einstein calls God, if you are at all interested in me, please don't let me die without at least hearing the explosion.

Ten minutes after falling asleep, my prayer was answered. BOOOMM! The torpedo's explosion blasted me out of my unconsciousness. My God, we're hit! Tremendously hit! The blast expanding inside my brain is going to blow my head apart! The air is squashing me! I can't breathe! I can't see! It's so black – I'm so cold – this is my last second! Why am I standing? Because the ship is on its side – she's teetering on her side. The blast went through my skull, and the air pressure suddenly released me as the ship threw herself backward and flung herself from side to side, violently, agonizingly; her death throes accompanied by the crash of steel against steel from her torn innards, the crash of pots, pans, of everything smashing against everything else from side to side, until the ship lay still. Then men began shouting. In the pitch dark I couldn't tell if Cisco and Woody were dead. I jumped from my bunk and collided with both of them.

"Hold onto me!" Cisco shouted as he found the door and led us through the confusion of the blacked-out alleyway, out onto the afterdeck. Men shouted as they dashed to the lifeboats. The three of us made for the life raft and looked up at the boat deck for the captain's signal to abandon ship. The ship's horn gave four forlorn-sounding blasts. "Is that it?" I asked Cisco. "No, that means we've been hit." "But there's nobody to hear us." "It's standard procedure."

From the boat deck, a red rocket shot high above us.

"And nobody to see us. Look!" I pointed to the bow. "We're sinking up forward!" The moonlight made everything almost as clear as day.

"Christ, we can go down in a minute!" somebody cried out.

"Swing those boats out! Swing them out!" the second mate shouted.

"Shall we let the rafts go?" somebody shouted to the mate.

"No. Wait for abandon-ship order!"

"It may be too late!" the mate shouted back. "We may be sucked down with the ship."

"Take it easy!" the mate shouted back. "The captain's checking the damage."

"It's the number-three hold!" Some black-gang men stumbled onto the deck. They were covered in oil. "We caught it in number-three hold! She's filling up with oil and seawater!"

"Anybody hurt?" "No, we all got out" "Two of my men are gone!" an army sergeant cried out. "They were sleeping on the hatch covers!" He turned to Cisco, "I told them to listen to you." "Man the guns," the lieutenant commander called down from the boat deck, "and watch for the submarine!" The navy kids jumped to their stations.

"You men stand by the lifeboats," the second mate called, "and if the captain orders abandon ship, you better move fast. Bosun, take three men and search for casualties."

The ship gave another shudder, and the bow dropped lower. "I've got to get my guitar anyway," Cisco stepped toward Bosun, "I'll go with you." "Me, too." Woody went to the bosun. I had no choice. "Okay, but let's do it fast. Let's go!"

Bosun turned on his flashlight and led the way down the black alley-way. We banged doors open. "Anybody here?" we shouted, louder that was necessary.



*L to R: Cisco Houston, Woody Guthrie and Jim Longhi singing at the NMU hall, New York City, 1943.*

Bosun led us to the ladder going down to the 'tween deck of number-three hold. The acrid smell of explosives rose out of the blackness below. Bosun flashed the light around. The 'tween deck was gone, blown up right through the hatch covers.

We could see the moonlit sky above us. The center of the hold was filled with

oil. We stayed close to the sides, because the steel deck was very slippery. "Anybody here?" we shouted.

Bosun flashed his light around. "God know what's holding this ship together. Let's get out of here." "Wait!" Cisco froze. "I hear something." "Oh God – oh God – oh God –" The moaning came from the pool of oil. Bosun flashed his light around. "There he is."

A black figure, half-submerged, clung to the hold's ladder. The four of us held hands as Bosun edged out toward the man. He grabbed the man's wrist, but his hand slipped. Bosun quickly pulled off his shirt, wrapped it around his hand, grabbed the man's wrist and pulled him up. The man's face was covered with oil. Blood was coming from his nose and ears. He was incoherent. His oil-soaked shirt was army. We carried him by his arms and legs.

"He's got to be one of those two soldiers who slept on the hatch covers," Cisco said. "His buddy must have been blown overboard, and this guy fell back into the hold."

When we got the soldier topsides, the purser took over from us. I looked up at the sky. How wonderful it was to be in the open again. It felt like we'd been gone for three weeks instead of three minutes.

"Shit!" Cisco shook his head. "We forgot the goddamned guitars!"

This time we were gone only twenty seconds.

*The book is titled "Woody, Cisco and Me" by Jim Longhi and is a very entertaining read. Although published in 1997, used copies are still available on [www.amazon.com](http://www.amazon.com).*



# JUST RECOGNITION

## JUST RECOGNITION - MARITIME DAY, MAY 22, 2014 - FOR HR-1936

WASHINGTON, DC-- Today, in recognition of National Maritime Day, Congresswoman Janice Hahn (CA-44) spoke on the House Floor about her bill "Honoring Our WWII Merchant Mariners Act of 2013" that will finally recognize the valor and service of merchant mariner veterans.

The bill will provide a monthly benefit of \$1000 to the nearly 10,000 World War II Merchant Mariner veterans who were not eligible for the benefits afforded to other veterans in the G.I. Bill.

Her remarks:

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



service and sacrifice across the centuries. On this day, we reflect on the service of the men and women of the Merchant Marine who served during World War II—many thousands of whom died delivering the arsenal of democracy over the seas to the battlefields of Europe and the Pacific. Merchant Mariners died at a higher rate in World War II than any uniformed service.

"Unfortunately, the veterans of the Merchant Marine who risked their lives in the service of this nation and all freedom-loving nations were never eligible for the provisions of the G.I. Bill that helped millions of veterans go to college, secure a home and transition seamlessly into civilian life.

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

## COASTWISE MARINERS LEGISLATION

*Submitted by J. Don Horton, Member-at-large*

### UPDATE ON PROGRESS FOR SENATE BILL S.1361

On 28 Apr. 2013, the AMMV signed a resolution in support of Alternative Methods of Recognition for Coastwise Merchant Mariners. This resolution demonstrated their full support for these seafarers and they have continued that support continuously ever since. Together we will see this through to fruition. Thank you AMMV.

JUNE 30, 2014—Just thought I would update you regarding the status of HR 1288 WW II Merchant Mariners Service Act. We finally got another amendment to the House National Defense Authorization Act HR 4435 that included HR 1288 and it passed the House and is currently sitting in the Senate harbor awaiting Senate action from a companion bill. The companion bill to HR 1288 is S 1361 and is hard aground in the Senate Armed Forces Committee. The companion bill to HR 4435 in the Senate is S 2410 and we just sent a letter to the cosponsors of S 1361 (7) headed up by Senators Chris Murphy D-CT and R. Blumenthal. D-CT and Susan Collins, R-ME, (attached) requesting they sponsor an amendment to S-2410 to include S-1361 as was done in the House. We are standing by for action on that and hoping it will be when the Senate comes back from recess.

JULY 3, 2014—The Navy League of US has graciously consented to assist us in reaching out to all in hopes of gathering signatures requesting support for the Coastwise Merchant Marine in obtaining their due recognition as Veterans. I am requesting your assistance in gathering such. Please sign and send this email on to your contacts requesting same. We have about a month to make it happen. Thanks. Below is the web address of the new Navy League of the US and the petition is located at that site.

<http://cqrcengage.com/navyleague/app/write-a-letter?0&engagementId=53252>

Select the site and move down to the bottom of the page C and click to get to the second page and on the bottom of that page will be the petition.

JULY 11, 2014—Just got word that an amendment to S 2410 was accepted (SA-3548). It was introduced by Senator Chris Murphy, D-CT. We now have an amendment to both the House and Senate National Defense Appropriations Act. We must now concentrate on all Senators and request their support. So, please, contact your Senators and ask them to sign on S.2410.

Don

# Another Re-Discovery of An Old Steamship

APRIL 23, 2014—A steamship that sank with 16 passengers aboard in 1888 has been located, again, under the Golden Gate Bridge, leading to the release of new sonar images of the boat sitting upright, covered in mud, by the National Oceanic and Atmospheric Administrations (NOAA) Marine Sanctuaries team.

The 202-foot long steamship *City of Chester* had just left San Francisco and was headed up the California coast to Eureka with 90 passengers on August 22, 1888, when around 10 a.m. it was struck by the steamer *Oceanic*. Impaled on *Oceanic*, which was arriving from Asia, *City of Chester* remained afloat for six minutes before sinking. Sixteen people died in the accident.

Reports at the time initially criticized *Oceanic*'s Chinese crew in the racially charged atmosphere of the times. Criticisms turned to praise, however, when the bravery of the crew in rescuing many of *City of Chester*'s passengers was revealed. The wreck was then largely forgotten.

This NOAA team was not the first to find the shipwreck. It was 125 years earlier that the U.S. Coast and Geodetic Survey, NOAA's predecessor agency, which was charged with responsibility for charting the nation's coasts and harbors, believed it had located the *City of Chester*, in early September 1888, by dragging a wire from the tugboat *Redmond* to snag the hulk.

A veteran salvage diver of the time, Capt. Robert Whitelaw, also claimed to have relocated the wreck, sending a hard-hat diver down more than 200 feet in 1890 to report *City of Chester* nearly cut in two, with the tide running through the cut "like a millrace." No attempt was made to raise the wreck then and there are no plans to do so today.

The ship was most recently found in 200 feet of water about a quarter mile away from the Golden Gate Bridge in May 2013, when coastal teams were scouring the bottom of the bay before the America's Cup. But the NOAA waited until Wednesday to present its findings publicly, after months of sorting through data and sonar imagery.

After working with historic data provided by NOAA historians, the Coast Survey team conducted a multi-beam sonar survey and a sonar target the right size and shape was found. The team spent nearly nine months sorting through the data. A follow-up side-scan sonar survey confirmed that the target was *City of Chester*, sitting upright, shrouded in mud, 216 feet deep at the edge of a small undersea shoal. High-resolution

sonar imagery clearly defined the hull, rising some 18 feet from the seabed, and the fatal gash on the vessel's port side.

James Delgado, director of maritime heritage for the NOAA's Marine Sanctuaries, called the rediscovery of the passenger ship the "*City of Chester*," which was first located more than 100 years ago, quite remarkable. And not just because it was the Bay Area's second most deadly shipwreck.

The find is significant, Delgado said, because its revelation allows the public to learn more about ordinary people put in extraordinary circumstances. And re-examining the story of the ship, he said, allows for a bit of Gold Rush-era Chinese bigotry to be erased.

"Connecting to the history of the *Chester* is sad in one way, but we were also

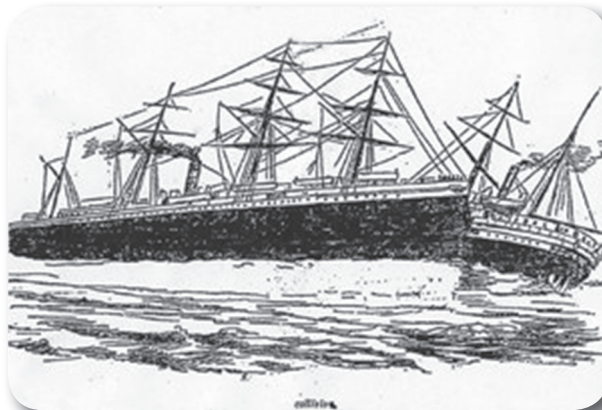
connecting to scientific history on a different level." said NOAA NRT6 team leader Laura Pagano. "Using our high-tech multi-beam echo sounder to re-discover a wreck originally found over a century ago – by Coast Surveyors dragging a wire across the seafloor – is immensely fulfilling. We are equally proud to have provided information on an important link to the rich heritage of the San Francisco Chinese American community."

Today, it is a protected site and a grave belonging to the state of California. "Whether we see them or not, wrecks like *City of Chester* should be remembered today and in future generations," said NOAA's Delgado.

Delgado went on to say: "Not every discovery is the *Titanic*."



*SS City of Chester*



*Newspaper illustration of the collision between RMS Oceanic and SS City of Chester*



## 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 (2<sup>nd</sup> 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.*



## APPLICATION FOR MEMBERSHIP

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

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

DATE \_\_\_\_\_

NAME \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

AGE \_\_\_\_\_ DATE OF BIRTH \_\_\_\_\_ HIGHEST POSITION ATTAINED \_\_\_\_\_

DD214: Do you have one in your possession? Yes\_\_\_\_ No\_\_\_\_ Issued by what service? \_\_\_\_\_

*Please check the appropriate box(es):*

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

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

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

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

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

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

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

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

**AMERICAN MERCHANT MARINE VETERANS**

**P.O. BOX 186**

**FERNDAL, CA 95536-0186**

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

# NAUS and the AMMV: Joining Forces on Capitol Hill



NATIONAL ASSOCIATION FOR UNIFORMED SERVICES



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



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

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



## YES!

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

AMMV12

### Special NAUS Dues for AMMV Members

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

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

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

Membership Term: \_\_\_\_\_ year(s) \_\_\_\_\_ Life

Dues: \$ \_\_\_\_\_

Name

Rank/Grade

Branch of Service

Spouse Name

Address

City

State

Zip

Email Address

Phone Number

Date of Birth

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

### Charge my dues of

\$ \_\_\_\_\_

Acct. No

Expiration Date

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Name on Credit Card

Signature

Or make your check  
payable to NAUS

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

**or Join online at [www.NAUS.org](http://www.NAUS.org) (enter code AMMV12)**

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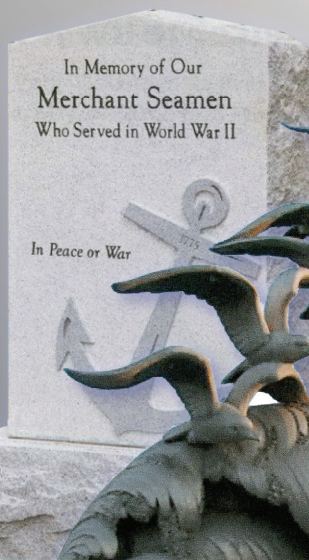
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the sacrifices of our  
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DEDICATED TO THE UNITED STATES  
MERCHANT MARINE VETERANS OF WORLD WAR II  
THERE WERE 243,000 VOLUNTEER SEAMEN  
THAT SERVED THEIR COUNTRY. MORE THAN  
6,000 MERCHANT MARINERS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



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

U.S. NAVY ARMED GUARD  
145,000 WHO SERVED ON BOARD  
6,236 AMERICAN AND ALLIED SHIPS  
1,810 WHO LOST THEIR LIVES  
833 AMERICAN SHIPS SUNK

DEDICATED BY CANTON HALL OF FAME CHAPTER