

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE

New Orleans

“Laissez les bon temps rouler”
(“Let the good times roll”)



IN PEACE AND WAR



1775

WINTER 2015/2016

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\$4.00

DON'T MISS The American Merchant Marines 30th Annual Convention

March 29 - April 2, 2016 at Hilton New Orleans Airport, New Orleans, LA

A Tribute to All Merchant Marines: old, young and those who have crossed the bar.

"HELL NO, WE WON'T GO AWAY!"

Featuring International Professional Speaker & Consultant

- Made over 5,000 paid speeches in all 50 states & 22 foreign countries
- Written 2 best-selling books
- Received a gold record for his R.C.A. recording "Don't Tell Em Sell Em"
- 1st American to appear in Sydney Australia's famous Opera House.
- Invited to the White House 3 times
- Appeared in over 100 training movies for major U.S. corporations



DAVE YOHO

AND...He is ONE of US

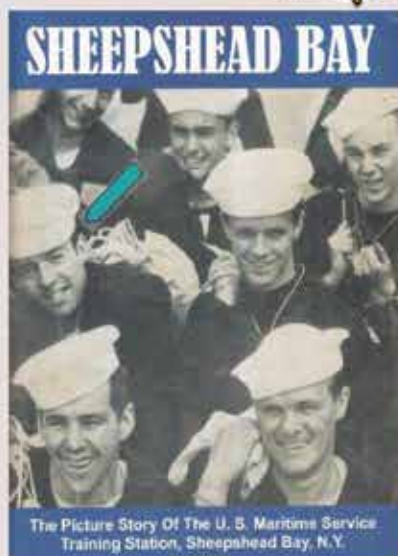
- Sheepshead Bay 1944
- On cover of 1944 Recruiting Magazine (left - 2nd from bottom)
- 1st Ship - T/2 Tanker - newly built as a fleet oiler (sent to So. Pacific)
- Member engine crew (Fireman Wtr. Tender)
- Support for combat ships (So. Pacific)
- When war ends ship diverted to North Atlantic

ABOVE ALL:

- He is proud to have served in the Merchant Marines
- He has made 3 commercials supporting A.M.M Veterans
- He has been interviewed by The WWII memorials in both Washington D.C. and New Orleans, LA

HIGHLIGHTS:

- Graduate of Temple University; BS degree (Business)
- Graduate studies in Clinical Psychology
- First employment (1949) by a company acquired by Reynolds Metals (building material products - SALES)
- Became top salesman in 500-man sales organization. Voted manager of the year four years in a row.
- Started his own business at the age 28; (a conglomerate)
- Currently: president of a consulting group with national and international clients
- Appeared on most TV talk shows including the Tonight and Today Shows
- In 1981, he received the Oscar of Public Speaking (The Cavett)
- Dunn's Business Report calls him the "SUPERSTAR OF MOTIVATION & TRAINING"
- Frequently quoted in Dunn's Business Report, Entrepreneur Magazine, Forbes, Wall Street Journal and numerous trade/industry publications





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2016 National Convention:

Co-Chair – Capt. Chris Edyvean *Midwest Chapter*
Co-Chair – Morris Harvey *Ocala Chapter*
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Finance Chair – Sindy Raymond *North Bay Mariners Chapter*
Memory Book Design and Production – Carole Gutierrez *Oregon Chapter*

Internet &

Social Media: **Capt. Chris Edyvean** *Midwest Chapter*
Morris Harvey *Ocala Chapter*



National President Capt. Chris Edyvean



2015 In Review

I'd like to wish a very "Happy New Year" to all of our members, friends, and supporters. 2016 brings fresh opportunities for AMMV to make continued progress in many areas. As we consider our future organizational goals, we should also take a moment to reflect on the highlights of 2015:

- On January 27th, Congresswoman Janice Hahn introduced H.R. 563: The Honoring our WWII Merchant Mariners Act of 2015.
- The 29th annual National Convention was held in early May, which included top industry speakers and a cruise on the S.S. *John W. Brown*.
- In mid-June, five WWII AMMV members participated in a historic effort deemed as "Storm the Hill" by rallying in Washington DC for nearly a week to gain Congressional support of H.R. 563.
- On July 9th, Congresswoman Susan Brooks of Illinois introduced H.R. 2992: The Merchant Marine of WWII Congressional Gold Medal Act.
- Our Sacramento Valley and Golden Gate Chapters hosted another successful Western Region Conference in late September.
- A new WWII Merchant Marine exhibit was opened to the public at the National WWII Museum in New Orleans on December 11th.
- During 2015, nationally known business/training consultant and speaker Dave Yoho raised a significant amount of Mission Support donations for AMMV.
- With only limited past internet exposure, the AMMV organization made a heavy splash with the launching of a carefully engineered website and with official social media platforms staffed by skilled volunteers. The gain of several dozen new members is a direct result of our internet initiative, and our social media outreach has linked us with many supporters of our causes.

Korean/Vietnam Era Mariners

AMMV will be resuming work toward gaining Veteran status for U.S. merchant mariners who sailed in support of the Korean and Vietnam Wars. Our most recent challenge

concluded with a denial letter from the Department of Defense Civilian/Military Service Review Board (C/MSRB) dated October 23, 2013 which cites insignificant evidence on our part. (This letter may be viewed on the AMMV website.)

AMMV member Michael Helbig has shown interest in this matter and has accepted an invitation from Morris Harvey to Co-Chair our Government Affairs Committee. Morris will continue to lead legislative efforts for WWII merchant mariners while Michael will handle post-WWII issues. Regarding these renewed efforts for Korean/Vietnam mariners, we are seeking assistance from anyone who can contribute in any manner, whether it is conducting research, supplying/locating documentation which may serve as evidence, or providing legal consultation or services. If you believe you can be of assistance, please contact us!

Monuments & Memorials

AMMV Chapters and members have been visible in memorial services across the country in recent months. A few highlights include:

- Two of our members attended a Veterans Day ceremony by invitation at the National WWII Monument in Washington, DC.
- The Dennis A. Roland Chapter participated in Veteran's Day activities at the Veterans Memorial Library in Roselle, NJ. A Merchant Marine flag and a copy of the book, "A Careless Word, A Needless Sinking" were donated to the library. DAR President Hank Kaminski was the speaker for this event.
- The Ohio Valley Chapter completed a major restoration project with a WWII Merchant Marine memorial in their location. Chapter President Bill Hinds provided details of the exhausting efforts put forth to ensure survival of this important monument.

Opening of Merchant Marine Exhibit

Perhaps the biggest news to report since the fall edition is the opening of a new Merchant Marine exhibit at the National WWII Museum in New Orleans, LA. Please see the article in this issue which provides details of the new exhibit and coverage of a special museum ceremony.

30th Annual National Convention

As a reminder, a trip to the National WWII Museum is

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on the agenda as part of our planned Convention activities. AMMV National Vice President Morris Harvey was not only among the AMMV members on hand for the museum exhibit opening, but he also experienced the SS *Natchez* riverboat cruise and visited the Hilton New Orleans Airport Hotel. Morris reports an all-round positive experience of his trip to New Orleans.

RVP Election

Among other organizational business, the 2016 National Convention in New Orleans will include our Regional Vice President election. Most of our current RVP's and interim RVP's have agreed to continue to serve; however, some expressed they would be happy to hand over the torch to another member who has a greater interest in actively serving the membership. If you think you fit this bill and would like to serve, please contact our Nominating & Credentials Officer, Richard "Ben" Benjamin, as soon as possible. (As of this writing there are no challengers to any of these eight positions.)

Help Wanted!

I've already mentioned the need for help with the


Korean/Vietnam era mariner efforts and the need to find future RVP candidates. Frankly, AMMV is running thin with volunteers at the National level. We have a handful of people that are deeply involved in many areas, including running our social media outlets, promoting membership drives, handling Convention related tasks, and working hard at our legislative concerns. The members doing this are volunteers, and they are truly overloaded with all of these duties. I urge anyone who has the time and ability to perform some volunteer work to contact AMMV National Headquarters and declare your willingness to do so.

WWII MM Legislation

I don't think I need to remind anyone that we are running out of time in the 114th Congress. If your district's Congressperson has not yet Co-sponsored H.R. 563: The Honoring Our WWII Merchant Mariners Act of 2015, please continue to address this issue with follow-up emails, letters, and phone calls.



Captain Chris Edyvean
AMMV National President



Visit our website for the latest
developments on our Just Recognition
efforts and other legislative concerns,
information on the 30th National
Convention in New Orleans,
WWII video stories, and much more!

<http://ammv.us/>



National Vice President Co-Chair, Government Affairs Committee **Morris Harvey**



***Happy New Year –
I am also praying for
health and prosperity
for everyone.***

***Just Recognition, Korea
and Vietnam***

GOOD NEWS: In this issue please note that we have added a co-chairman to our Government Affairs Committee. Michael Helbig of N. Tonawanda, NY has

agreed to join the committee and will concentrate on the Post WWII Merchant Mariner Just Recognition issues. From the little conversation and communication that we have had, Mike will be an outstanding volunteer, dedicated to advancing the cause for veterans status with Just Recognition and benefits for our members who served in our countries military conflicts since WWII. Look for an article submitted by Mike in this issue. Call him if you have any questions about his article. I believe he will tell you that our course is a stormy one.

HR-563: Honoring Our WWII Merchant Mariners Act of 2015

We have a total of 51 co-sponsors as of Jan. 15, 2016; Thirty-three of them are after our StormTheHill initiative in June. Our strategy has not changed. I have addressed this in prior issues and the message is still the same. We need all members to keep pressure on their Congressperson. A constituent is the only one that can influence many lawmakers. Every co-signer makes it more likely that the VA committee will move the bill. There are many positive indications that some members have been able to gain recognition thru the media (I include the web media because supporters see the posting and repost it on their web outlets). If one media outlet runs a story, it is likely that others will pick it up in their news cycle.

I have been asked about not having a Senate sponsor and how it affects our progress. Based on my experience and responses from people working on-the-hill, it probably does influence our ability to obtain co-signers in the House. Rep. Hahn's office indicated that if we could get a

Republican Senator it would help in the House. So, you say, what if the bill passes the House and we still do not have a Senate sponsor? I have been told that the bill would be sent to the Senate and the Senate would handle getting a sponsor and assigning it to the VA Committee. One person told me that the committee could sponsor the bill. I am not sure who really knows until it happens.

The StormTheHill group approached several Senators on the last day of our initiative. People like: Patti Murray (D-WA). Her policy director said she would definitely co-sponsor but could not devote enough time to sponsor the bill; Marco Rubio, (R-FL). His chief policy director said he would present it; but his boss was at that time throwing his hat in the ring and it might be tough – not a rejection but?; Mike Rounds, (R-SD). His staff accepted our handouts and promised to present our request to their boss; same with Dean Heller's staff. We only had one day scheduled for the Senate so we were not able to visit more offices. We have not had any message of acceptance of our request from any Senate contact. We would welcome any help from anyone who might have a Senator they might be able to influence.

HR-2992: Merchant Marine of World War II Congressional Gold Medal Act

This legislation now has gained major support in the last few weeks – now up to 92 co-sponsors as of Jan. 15, 2016. Sixty-nine of those since January 11th. Although HR-563 is our first priority and the most significant legislation to our members, we recommend that you address this bill along with HR-1288, Coastwise Mariners.

WWII Museum Dedication of Road to Tokyo and Merchant Marine Exhibits

On December 11th I was privileged to attend the dedication of the "Road to Tokyo" and the long anticipated "U.S. Merchant Marine" exhibits at the National WWII Museum in New Orleans. I believe the inclusion of a Merchant Marine exhibit in this National Museum is a major and most significant event along the long road to gaining Just Recognition for the Merchant Mariner service in WWII. The exhibit covers the central core of contributions and sacrifices made by Mariners during WWII. I know that many of my now departed shipmates would be very pleased to gain this recognition.

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2016 Annual AMMV Convention

Coincidentally, we are having our 2016 annual convention in New Orleans. Consequently, I took the advantage of the situation and stayed at our Hotel choice, the Hilton at the airport. I can report that the personnel and facility are equivalent to prior locations – very friendly and competent with good food in the on-site restaurant. For you imbibers, the drinks are delicious. The Hotel has given us a reduced rate, which is very low by New Orleans standards and they have made them available from March 26th thru April 3rd - come early and stay late to enjoy the sights and sounds of New Orleans.

One day, my wife and I took sailors week-end cruise for a luncheon on the historic paddle-wheeler style river cruise ship, the SS Natchez. It has been 66 years since I have seen New Orleans from the river – it was a memorable occasion. I have been up and down that river many times but I did not remember that the river depth at the crescent curve is a natural 200 feet deep – this info was part historical story of the New Orleans Sea Port. There is a very good jazz band on board and the buffet style lunch was tasty. I spoke with the band leader and he was delighted to hear that our group would be coming aboard and plans to be ready for us with special music – maybe, just maybe even our song “Heave Ho”. Let’s fill the buses on this trip.

Morris Harvey

Morris Harvey
National VP

Co-Chair, Government Affairs Committee

SS Natchez



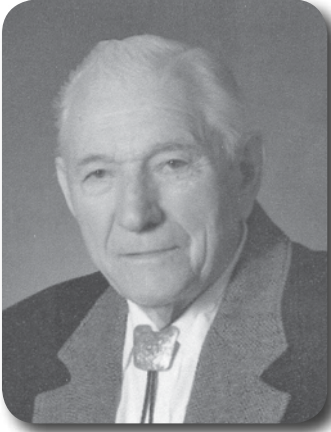
New Orleans, Louisiana

Welcome Aboard to these New Members of the AMMV

RONALD L. ALLEN	NORFOLK	VA
CHARLES ANDREWS	FORT MILL	SC
WILLIAM BALDWIN	RICHFIELD	MN
JONATHAN T. BOLDING	GREER	SC
RICHARD CORBETT	LEONARDO	NJ
JAMES P. CURRAN	JACKSONVILLE	FL
BRIAN DAVIS	PORT HADLOCK	WA
DAVID DE GAUSTPORT	ST. LUCIE	FL
CAPT. JAMES N. FLYNN	FORT MYERS	FL
GLENN J. GRACEY	BROKEN ARROW	OK
ROBERTA GRAY	VALLEJO	CA
KATHRYN GRISSOM	BELLEVILLE	IL
DOUGLAS R. HOERLE	MARINA DEL REY	CA
ROBERT J. HUDSON	PORT CHARLOTTE	FL
MARK F. HUNTE	RKALAMAZOO	MI
LAWRENCE KASINOWSKI	CAPE CORAL	FL
CAPT. ROBERT J. LIBBY, JR.	DULUTH	MN
JOHN MARSETT	FRANKFORD	DE
PHILIP MICELI	BRAINTREE	MA
RICHARD OHLSEN	SHIRLEY	NY
EDWARD F. PASCALE	MELBOURNE	FL
EARL D. PASHARD	LAS VEGAS	NV
MICHAEL W. PECK	AMERICAN CANYON	CA
CAPT JOHN PETERLIN III	GALVESTON	TX
ARNOLD D. PICKAR	PORTLAND	OR
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TERRY TOED	TOWENSVILLE	OH
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JOSEPH R. WYATT	GLEN BURNIE	MD



National Secretary Nelson Cauble



Greetings to you all and Happy New Year!

I'm having trouble even thinking "Two Thousand Sixteen" but here we are. What is also hard to accept is that we are now getting ready to celebrate our 30th AMMV convention! Where did those 30 years go? I remember the first National convention that Shirley and I attended, along with my brother Bob

and Janell Cauble. It was in Seattle in May of 2002, and it was a big event. Huge attendance and was very well, ... interesting, to say the least. The voting became an "in your face" event on the floor of the meeting room, over the counting of the ballots that were being counted somewhere in another room.. The poor Bosun got between them and kept saying "now, boys! now boys!" It ended up that one group loaded up and went home! We wondered what we had just gotten ourselves into.

During these years we have seen the acceptance of ladies at conventions and chapter meetings. At one of our earlier convention meetings, Shirley and Janell were asked if our chapters actually allowed women! He listened and just shook his head but probably wished he hadn't asked them!

A simple thank you is not credit enough to give to our indispensable ladies who work so hard for us: our Office administrator, Sindy; our RVP and very talented and also indispensable Carole in Portland, OR.; and there's Toni, who has the answers to anything you would ever need to know about the Merchant Marine. Also, we salute each of those special ladies all across the country, who work hard for our chapters and AMMV; they have made a difference.

How very fortunate and proud we are now of our new President Chris and are truly blessed to have had our past Presidents A. J. Wichita and then Morris, who have led the way. We certainly owe each of them a huge debt of gratitude for their friendships, time, efforts and accomplishments.

So, after 30 years, we are still up and going, and have made our country pay attention to not only

our part in the wars of so long ago but now in our fight for Just Recognition. There's much work left to do and it gets harder as the days and years go by. So to wrap this up, I want to share the words of an old friend from long ago. When asked "how are you?", his reply was always "WELL, I SURE DO FEEL MORE LIKE I DO NOW, THAN I DID WHEN I CAME IN." Yep, he was right!!

I truly thank you for allowing me to be part of these 30 years and serve as National Secretary and National Vice President of the American Merchant Marine Veterans.

Sincerely,

Nelson Cauble

Nelson Cauble

National Secretary AMMV

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Editor / AMMV Office Administrator Sindy Raymond

PUBLIC RECOGNITION SHOULD BE A PRIORITY

If you look up public recognition in Roget's Thesaurus, you will find synonyms that include prominence, exposure, focus of attention, public eye, spotlight and many others.

Long strides have been made in Merchant Mariners' quests for public recognition. Just browsing through this edition of the NEWS, there is evidence of public recognition in a great many areas:

- the dedication and refurbishment of monuments;
- public interest stories in newspapers and other media;
- recognition at National level occasions, public ceremonies and schools;
- exposure to the public at the National WWII Museum in New Orleans and other venues;
- and, of course, public recognition and support from the Co-sponsors of pending legislation.

However, much more PR is needed. How often have you mentioned Merchant Marine to someone and they say "What did they do?" Your Editor wasn't even there to provide the services that Merchant Mariners did in World War II and later conflicts but this lack of awareness of the work and supply support really riles her. She feels very strongly that public recognition, in the form of Veterans' status, was, and is, wrongly denied. Merchant Mariners should have been recognized and treated equally, along with the Armed Services, from the beginning. No one can deny that our government did not treat you fairly. So, let's tell them what you did before it's too late.

When browsing for the above definitions, an interesting sentence was used as an example:

A PUBLIC RECOGNITION OF WHAT WE HAVE BEEN WHEN WE SHALL BE NO LONGER!

As time passes, this is getting closer to being so true. Think about it! Your Editor's plea to our members is to do whatever you can to keep the historical heritage that is the United States Merchant Marine in the public eye, even if it's just wearing your MM hat when you go out in public. Or if you're home-bound, writing letters to your Congresspersons requesting support of HR.563 shouldn't be too much to ask. Let's get out there and show 'em!

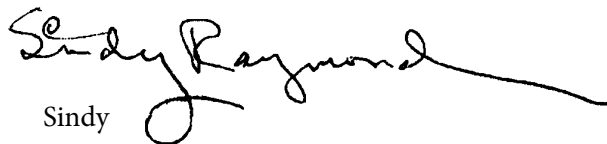
You've accomplished a great deal but there's more to be done. Please do what you can and continue to forward evidence in our direction. Perhaps you can think of new ways to attain public recognition that your Editor hasn't thought about. Do your part in making the U. S. Merchant Marine a proud part of history.

30TH NATIONAL AMMV CONVENTION

While we're on the subject of Public Recognition, let's all let New Orleans know who we are! This convention is lining up to be an outstanding one, with great speakers, great entertainment, interesting side trips and a little business besides. I, for one, am ready for a little jazz on the "Natchez" while cruising the wide Mississippi.

Granted, this one may be a little pricier than others but the venue and atmosphere will certainly make up for it.

SEE YOU THERE!


Sindy





Editorial Committee & Graphic Design Contributor **Carole Gutierrez**

On a personal note

It's been some time since my last message, partly because of my extensive involvement in our last issue, and partly because I really didn't know what to say to all of you who were so kind and supportive after I lost my dear husband, Max. It is through his involvement with our local chapter that I first began donating time to AMMV. It is my honor to be working with such a wonderful bunch of people. Your friendship means a lot to me. Your support through this awful time gives me strength. I am not myself and your understanding and help is appreciated. All I can say is **Thank You!**



The Convention.

Our next big project is the 30th National Convention. It is earlier than usual which means we all are focusing on the many tasks that need to be done about a month earlier than usual. The Memory Book is a big part of what makes our meeting a success. While many of our members are unable to attend the Convention due to health or mobility issues, you can do your part by supporting the Memory Book. Your support of the this publication helps make the convention a financial success. Thank you for that.

However, if you can, please consider attending this Convention. You won't be too overwhelmed as often happens at conventions. This the time our Regional Vice Presidents are elected and other issues important to the organization are discussed. It's a time to meet new people or meet ones you've only talked with. You can catch up with folks you haven't seen for a while. It's relaxed and fun. Consider going!

Other thoughts

My hat's off to Morris Harvey, our past president and current Vice President. Most past presidents slow down their contributions to the organization. Not Morris! A big part of his job as Vice President is heading our Government and Legislative Affairs activities. He organized our recent Storming the Hill event to garner support for HR 563. Successfully, I might add. He continues his dedication by spearheading this convention. He has lined up the entertainment and, I suspect, helped our new president Chris Edyvean with the organization. In addition to being president which is a full time in and of itself, Chris is young enough that he is still working full time. Morris is also overseeing our web site, AMMV.US. I think he is a glutton for punishment and has a very understanding partner in his wife Irene. He is carrying more than his fair share.

Not everyone can do what volunteers like Morris and Chris do, but you can help on the local level. First, pay your dues on time. Read your newsletters and provide comment. Make phone calls, if needed. That can all be done from the comfort of your home and without the need to find transportation or driving to the meeting. That is what keeps local chapters going. We've been losing chapters because the work is being done by just a few people and no one is willing to help. Some chapters fold because they can't even find people willing to be officers. That is sad.

Carole Gutierrez
CAROLE GUTIERREZ

AMMV

Profit & Loss

July through December 2015

Ordinary Income/Expense

Income

402 · CONTRIBUTIONS	1,847.00
406 · DVD SALES	120.00
408 · WAR MEMORIAL FUNDS	805.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	125.00
AKG · ALASKA GREATLANDS	288.00
BEE · BEEHIVE MARINERS	150.00
CAC · CACTUS MARINERS	175.00
CEC · CENTRAL CALIFORNIA	475.00
CHC · CHINA COASTERS	350.00
CWM · CARL W. MINOR - CENT. CA. COAST	400.00
DAR · DENNIS ROLAND	2,825.00
DES · DESERT MARINERS	500.00
EMS · EMERALD SEAS	80.00
EOH · EDWIN O'HARA	805.00
GLD · GOLDEN GATE	1,475.00
GUL · GULFSTREAM	1,275.00
HIR · HIGH ROLLERS	450.00
HSE · HIGH SEA ERA	150.00
HSM · HIGH SEAS MARINERS	200.00
HUD · HUDSON VALLEY	725.00
HUM · HUMBOLDT BAY	350.00
JTS · JOHN T. SCHMIDT/PALMETTO	475.00
LON · LONE STAR	425.00
MAC · ROBERT J. MAC ALVANA	475.00
MAL · MEMBERS AT LARGE	21,963.00
MALW · MEMBER-AT-LARGE - WEBPAGE	1,993.80
MAM · MID AMER. ANCIENT MARINERS	625.00
MCO · MID-COLUMBIA	700.00
MGC · MISSISSIPPI GULF COAST	32.00
MOV · MISSOURI VALLEY	775.00
MPA · MARINERS OF PENNSYLVANIA	325.00
MWE · MID WEST	50.00
NBM · NORTH BAY MARINERS	525.00
NOA · NORTH ATLANTIC	625.00
OCA · OCALA CHAPTER	650.00
OHV · OHIO VALLEY	582.00
OJE · OTTO J. ERNST	150.00
ORE · OREGON	900.00
ORV · OSWEGO RIVER VALLEY	75.00
PEC · PECONIC BAY	400.00
PUG · PUGET SOUND	300.00
ROG · ROGUE VALLEY	225.00
SAC · SACRAMENTO VALLEY	925.00
SAR · SARASOTA-MANATEE	675.00
SSP · SS SAMUEL PARKER	650.00
STH · SS STEPHEN HOPKINS	775.00
SUQ · SUSQUEHANNA VALLEY	375.00
SWF · SOUTHWEST FLORIDA	275.00
THR · THREE RIVERS	775.00
Total 410 · CHAPTER DUES	47,518.80
Total Income	50,290.80

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	112.00
503 · EQUIP RENTAL	300.00
507 · TELEPHONE	1,176.55
508 · RENT/OCCUPANCY	1,800.00
509 · UTILITIES	600.00
511 · SERVICE CHARGES - PAYPAL	78.30
Total 500 · FIXED EXPENSE	4,066.85
512 · MEMORIAL EXPENSE	805.00
522 · RECRUITMENT & SPECIAL MAILING	523.73
528 · JCC CLOSING EXPENSE	440.00
530 · NEWS LETTER	
533 · POSTAGE	2,462.53
536 · PRINTING	7,534.20
538 · LAYOUT	2,200.00
539 · EDITORIAL FEE	600.00
Total 530 · NEWS LETTER	12,796.73
540 · DVD EXPENSE	
543 · DVD POSTAGE	28.62
Total 540 · DVD EXPENSE	28.62
550 · PERSONNEL	
551 · ADMINISTRATOR	9,300.00
552 · NATIONAL PRESIDENT	511.95
Total 550 · PERSONNEL	9,811.95
560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	513.65
565 · POSTAGE	1,025.95
566 · PRINTING	82.22
567 · LICENSES & FEES	70.00
Total 560 · OPERATING EXPENSES	1,691.82
Total Expense	30,164.70
Net Ordinary Income	20,126.10
Net Income	20,126.10

Fellow Mariners:

Would the Treasurer of each Chapter please carefully check the amounts that we show as having been received from you in the first half of this fiscal year and verify if they are correct. This is the only check we have to make sure monies are properly credited. If there is a difference, please contact Sindy at (707) 546-6349 or saaren@sonic.net.

George Salovich, National Treasurer

Sally and Roy

With us through-out the convention



- ★

If additional transportation is needed, we will try to accommodate everyone, but it will definitely be more costly.
(Nothing is cheap in New Orleans any more.)



WWII THE NATIONAL WWII MUSEUM
NEW ORLEANS

HELPING KEEP A MONUMENT IN GOOD ORDER

Long planned restoration of the Ohio Valley Chapter monument began on September 8, 2015 and was completed on October 10th. When CEO C.E. "Bert" Hinds passed away several years ago, he left specific instructions about maintaining our monument, which is placed on a river bank in the town of New Richmond, Ohio. By this year, the much needed work definitely needed to be done. "Bert's" nephew Bill Hinds, now CEO of the chapter, felt it was time to move forward.

The restoration addressed two issues: (1) street water run off causing the brick mortar bed to fail and (2) overgrowth of the plants. It is intended that these upgrades will correct drainage and make maintenance less of an issue. The whole process, though laborious, was enjoyed for the cooperation, generosity and excellent weather.

Bill writes: "There is a special place in our hearts for the Village of New Richmond, Greg Roberts, Mike Diekmann (Rosewood Masonry), Scott Lewin (Lewin Monument Co.) and of course Leo and all of the other volunteers. We would also like to thank LST 325 for the sail by on September 11th and all the visitors both human and water fowl.

Hopefully, the outcome of our endeavors will please all. By Maritime Day, 2016, the bushes will be greening up and drainage performance can be inspected."

A Veterans' Day ceremony at the memorial was attended by 21 members and supporters and there is a Maritime Day ceremony planned there on May 21, 2016. See you there!



March 13, 2015 flood stage by river behind monument



National Wreaths Across America Ceremonies

In Ohio

Saturday, December 12th, was national Wreaths Across America Day. For the second year every deceased veteran in Ottawa County, Ohio, has a wreath laid at their grave to honor them for their service to the United States of America, per SS Stephen Hopkins chapter member Frank Custard, who participated in the ceremony.

"The mission of Wreaths Across America is to Remember, Honor, Teach: Remember the fallen, honor those that serve and their families and teach children the value of freedom.

"Over 900,000 wreaths are laid across our county at the graves of veterans to honor them for this event," said David McDougall, secretary of the Ottawa County Veterans Service, at the ceremony in Riverview Cemetery. "Twenty-eight cemeteries in Ottawa County have veterans that will be honored in our area."

"We are here to honor the sacrifice made by the veterans who preserved our freedom," said McDougall. "These freedoms do not come without cost."

"Truth, liberty and justice is what the United States stands for," said McDougall at the ceremony. Rose Isaac, president of VFW Post 2480 Auxiliary spoke and said, "A wreath is a symbol of eternity, it has no beginning or end." This is symbolic of the never ending gratitude Americans have for those who served their country.



In San Diego, CA

Member at Large Byron Ayres reported: "We had a beautiful day for the "Wreaths Across America" ceremony on December 12th. I was told that the Merchant Marine were also honored at the Mira Mar ceremony."



And In Dixon, CA

Sacramento Valley chapter member and President of the Navy League's Pacific Merchant Marine Council Phelps Hobart and AMMV member Richard Quarles presented a wreath for the American Merchant Marine. Several hundred persons were in attendance at the Dixon, CA. Sacramento Valley National VA Veterans Cemetery. The Dixon facility has become one of the national busiest National Veterans Cemeteries.



EFFORTS TOWARDS AN INTERNATIONAL MERCHANT NAVY REMEMBRANCE DAY

Stephane Ouellette, President and Chief Executive Officer of the Canadian Merchant Navy Commemorative Theme Project (MNCTP) recently submitted this information covering their quest to establish an international Merchant Navy Remembrance Day on September 3rd each year.

Dear Sirs:

To all a very Happy New Year.

It was over a decade ago, when I first came into contact with the late Mr. Ian T. Allison, who at the time was the Co-Chairman of the Just Compensation Committee. In a letter to me, dated February 26, 2004, he wrote then that he didn't have the energy for another cause. However, efforts towards our quest have continued. Now, it has been almost two years, since that special day in May 2014, when I had the privilege of addressing the members of the American Merchant Marine Veterans, at your 28th National Convention, at the Gold Coast Casino and Hotel, in Las Vegas, Nevada. It was also on September 7, 2014, for the first time in history, that members of the AMMV participated in a wreath laying ceremony, at the National War Memorial, located in Ottawa, Canada.

Throughout time immemorial, shipping and shipbuilding (serving both in times of peace and war) have been and continue to be a vital human activity, whereas our prosperity and security depend primarily on international and interregional trade. In fact, transportation has been called one of the four cornerstones of globalization, along with communications, international standardization, and trade liberalization.

During the times of imperial expansion, the Merchant Navy and Merchant Marine of European states served as an important lifeline to the overseas colonies. Supplying the New World with vital supplies and food for establishing the settlements, the Canadian Merchant Navy and American Merchant Marine faced the daunting task of fighting the elements to make these important Atlantic journeys.

Today, our national and international maritime history is disparate, highly fragmented, and virtually unknown by the common person. In fact, the Allied Merchant Navy and American Merchant Marine Veterans are perhaps the most marginalized group of war veterans in world history.

Indeed, in his article *The Forgotten Heroes of World War II*, Mr. Bruce L. Felknor, a radioman in the American merchant marine during World War II, said the following:

"National Maritime Day is celebrated every year on May 22. In its 72 years it has become the nation's most ignored national day, memorializing its most forgotten great accomplishment, and honoring the most ignored vital element of its military capability, the U.S. Merchant Marine."

Given Canada's and the United States of America's proud dual heritage and strong European ties, world governments must stop

relegating such important elements of our past to the outskirts of present day policy. We must ensure that the stories of our Allied Merchant Navy and American Merchant Marine are told alongside their military and civilian counterparts.

In 2015, the MNCTP launched the Allied Merchant Navy Promotions and Commemorative Celebrations (AMNPCC) as part of our new Global Maritime Promotion Integration and Outreach Strategy (GMPIOS). The AMNPCC has been created to unify nations of the world under common veterans' and maritime themes.

The AMNPCC is the foundation for: building a global partnership among nations of the world; public and private sector and non-for-profit organizations; educational institutions; the general public; and much more. The AMNPCC consists of a series of proposed programs, projects, products, and special events aimed at unifying our people through a common understanding of our history.

Support for our program is building. Due to this forward momentum, on September 1, 2015, the Apostolic Nunciature in Canada announced that His Holiness Pope Francis would include a special remembrance in his prayers for the souls of the men and women who lost their lives serving their countries in the Allied Merchant Navy. On behalf of the Holy Father, the letter stated (in part):

"Approaching the day of the commemoration of the sacrifices of the Canadian Merchant Navy, in the name of the Holy Father, I wish to assure you and all the present members, of a special remembrance in his prayers for the souls of the men and women who lost their lives serving their countries in the Allied Merchant Navy during the Second World War."

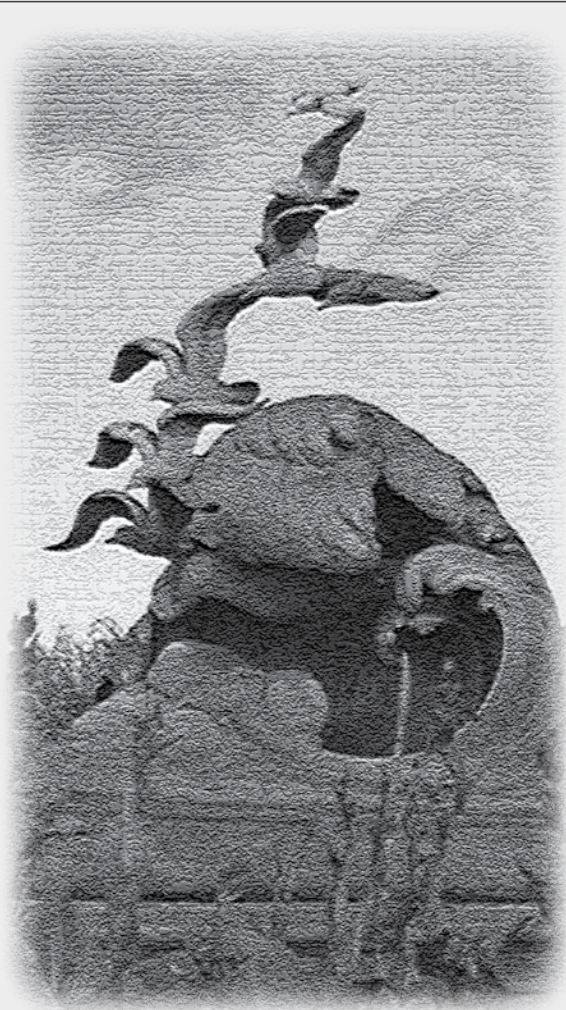
On September 3, 2015, on Merchant Navy Veterans Day in Canada, the provinces of Saskatchewan and Manitoba made proclamations declaring September 3 as Merchant Navy Day, in their respective provinces. Also, the Honorable Paul Davis, Premier of Newfoundland and Labrador, provided a support message, that included:

"On behalf of the Province of Newfoundland and Labrador, we are proud to recognize September 3 as Merchant Navy Remembrance Day and pay tribute to these valiant heroes. This day of remembrance is a small but important gesture to honour the significant contributions and sacrifice of Canadian merchant mariners, as well as Allied Merchant Navies and American Merchant Marine veterans."

As we begin 2016, the MNCTP and her partners will continue to forge ahead. And under the collective banner of the Allied Merchant Navy and American Merchant Marine, I will ensure that the American Merchant Marine Veterans are the MNCTP's top priority. In this way, I am looking forward to our continued collaboration.

My very best regards,
STEPHANE OUELLETTE

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.*

TONY ALBARELLO

WILLIAM A. BREWER

CYRIL E. BUTLER

JOE CAMPERSON

FRANCIS M. CORDER

WILLIAM J. CROWLEY

RONALD DERNBACH

HENRY J. DUNLAP

JOHN EASTLAND

FRANCIS H. ELMERICK

KENNETH L. FAUGHT

DAVID T. FITZGERALD

WILLIAM G. HART

JAMES HEIDER

CLETUS HEINRITZ

JAMES M. HERR

ALLAN M. HILL

EDWARD JENSEN

PAUL E. JUNGERMANN

KEN KLEPACH

RICHARD MALLET

JAMES F. McCULLOUGH

JESSE E. MELTON

MILTON G. NOTTINGHAM

ALBERT J. NOWAK

DAVID E. OBERA

MURIEL ROTHWELL

ORVILLE SOVA

PAUL P. WAGNER

WILBUR J. WALLACE, SR.

CARL WERTZ

JAMES W. WOOD, JR.

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, 2722 Maynes Ct., Santa Rosa, CA 95405-8408.

VIETNAM — A WAR WITHOUT A FRONT

BUILDING UP FOR WAR

In February 1951 the Military Sea Transportation Service (MSTS) aircraft carrier *Windham Bay*, was the first large ship to navigate the Long Tam River since 1925. While the ship was docked at Saigon (French Indochina) 17 hand grenades were tossed at the ship by terrorists.

The Military Sea Transportation Service was established in 1949 to provide sea transportation to the military as a successor to the Army Transportation Service. MSTS operated a fleet of ships and had charter agreements with commercial shipping firms. MSTS was succeeded by Military Sealift Command.

In 1954, after the partitioning of Vietnam, MSTS evacuated Vietnamese refugees from North to South Vietnam. USNS *Howze* was one of many MSTS ships involved in "Passage to Freedom" bringing 300,000 refugees and 200,000 tons of Cargo from North Vietnam

The Military Sea Transportation Service had the job of bringing war supplies to Vietnam -- 10,000 miles from the Pacific coast. MSTS had four separate customers to serve: the Army, Air Force, Navy and Marine Corps. MSTS ships were staffed by "civilian" crews, but carried 95% of the supplies used by our Armed Forces in Vietnam including bombs and ammunition into combat zones under fire. Crew members were given Navy grades and rank identification in event of enemy capture. During Vietnam, MSTS first utilized roll-on/roll-off ships and container ships which speeded loading and unloading.

DELIVERY PROBLEMS

Initially, most waterborne cargo arriving in South Vietnam was received at the Saigon Port, the only port

with deep draft piers except for a small two-berth pier at Cam Ranh Bay which had been constructed in 1964 under the Military Assistance Program. The Saigon Port



was a civilian port under the management control of the Republic of Vietnam's governmental port authority. It consisted of ten deep draft berths. US Army cargo was unloaded by Vietnamese civilian stevedores at berths assigned by the civilian port authority. Coordination of military cargo

unloading and port clearance was handled by the Navy's Headquarters Support Activity Saigon.

When the buildup began, the port continued to operate in this fashion. Headquarters Support Activity



Saigon never knew from day to day how many berths or which berths would be made available to them for the unloading of U.S. cargo. In addition, customs at the Saigon port dictated that cargo discharged from ships be placed on pier aprons to await port clearance by the cargo owner. It was up to the consignee to remove the cargo from the port. Cargo not consigned to US Forces remained on the piers for weeks and sometimes months, creating undesirable and crowded working conditions which adversely affected port operations. Repeated efforts to get South Vietnam to clear the piers were unsuccessful. Some of the cargo being received by South Vietnam was US Military Aid equipment which became South Vietnam equipment as it was un-

loaded. US Forces were accused many times of improper port clearance because this equipment was olive drab in color. But such equipment frequently proved to belong to South Vietnam and the US Army had no authority to move it.

The overloaded port facilities and the operational

necessity to selectively discharge cargo to get high priority cargo ashore before less urgently required items resulted in excessive ship turn-around time which increased the total number of ships required. This situation was complicated as cargo was manifested by broad categories only, for example, general cargo, making it impossible to locate specific items. Holding the ships for lengthy periods resulted in demurrage charges of from \$3,000 to \$7,000 per day per ship. Also the inadequate and insecure railroads and highways forced the distribution system to rely heavily on shallow draft vessels for transshipment of cargo between the Saigon Port and other locations, and intratheater airlift between Tan Son Nhut air terminal and other locations. The problem was further aggravated by a shortage of shallow draft vessels both military (LCMs and LCUs) and civilian assets, which were used for offloading cargo from deep draft vessels at ports not having adequate berthing facilities for the larger ships. Civilian lighterage as well as military landing craft, primarily LCMs and LCUs were used for this purpose.

There was insufficient berth service available on ships operating on routes from the United States to Vietnam to meet the increased cargo requirements. Also, some berth service operators were reluctant to



carry military cargo to Vietnam because of the potential risks, the extreme delays in unloading cargo in that area, and the resultant disruption of their commercial berth service. Much of the additional cargo was ammunition which was more suitable for shipment on time charter ships than on berth service ships because of safety factors, loading and unloading priorities, and incompatibility with certain commercial cargo which created stowage and scheduling problems for berth service operators.

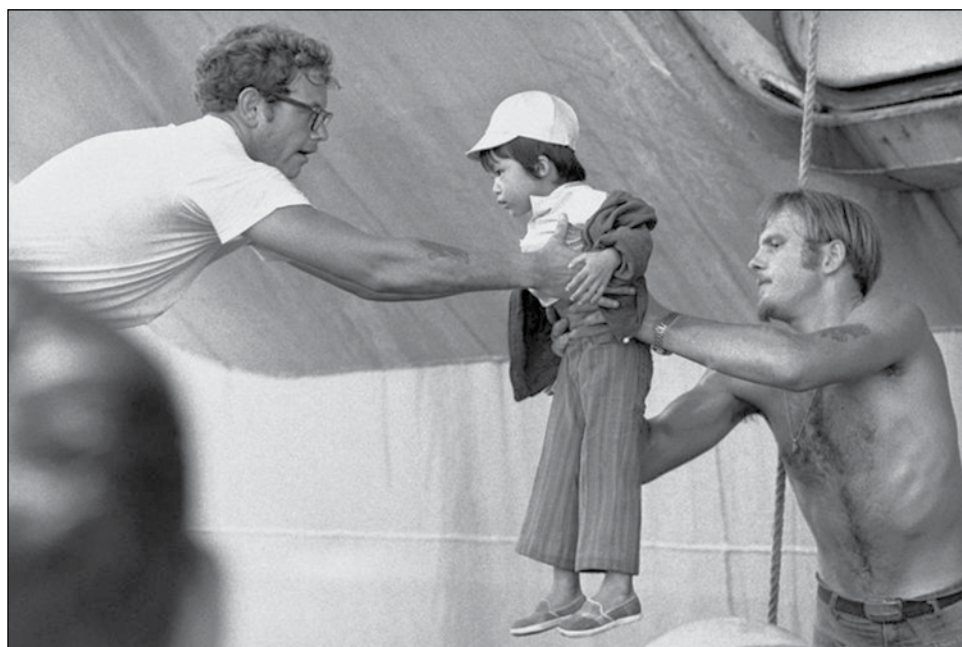
HELP NEEDED

MSTS took about 100 Victory ships out of the National Defense Reserve Fleet (mothball fleet), repaired them, and assigned them to private companies for operation to carry ammunition across the Pacific. MSTS

carried guns, tanks, trucks, trains, riverboats, barges, helicopters, bombers, fighters, reconnaissance planes, food, fuel, and medical supplies. By 1965 MSTS had 300 freighters and tankers supplying Vietnam, with an average of 75 ships and over 3,000 merchant mariners in Vietnamese ports at any time.

Early in the Vietnam War, troop ships such as the USNS Upshur, Geiger, and Gordon carried two thirds of U.S. troops to Vietnam; later, most American troops traveled by air. However, Korean troops were transported by MSTS throughout

(continued on next page)



(continued from previous page)

the war, with the first 2,000 coming on the MSTS Mann in March 1965. In August 1966 USNS Patch and Darby carried troops 12,500 miles from Boston to Vietnam, the longest trooplift in U.S. military history. In October 1966 the converted Liberty ship SS Benjamin Chew and the SS Meredith Victory were added as troop carriers. Men and equipment of the Army 1st Cavalry Division went to Vietnam aboard the baby flattops USNS Kula Gulf and Point Cruz which were taken out of mothballs to transport the 434 aircraft and other equipment. Other escort carriers which saw WWII duty included the USNS Core, Card, Croatan, and Breton.

Da Nang harbor was the home of the Marine Amphibious Force Logistic Command which handled the gear necessary to support 81,000 Marines. MSTS brought 96% of their war materiel including tanks, airplanes, ammunition, and food -- even ice cream.

Between 1965 and 1969, MSTS carried 7.6 million tons of supplies for the Air Force, about half going directly to Vietnam, the rest to staging areas in the Pacific. MSTS delivered the goods "Special Express" and kept some of its 19 ammunition ships anchored offshore near combat areas as floating warehouses to ease storage problems experienced by the Air Force. SEA Express was the name of the program which delivered other Air Force supplies from Oakland, California to Saigon between 1965 and 1967, in an average of 23 days.

In 1965, US Coast Guard Squadron One, composed of 17 patrol boats was sealifted to the Philippines for Vietnam duty on the SS Pioneer Myth, SS Transcaribbean, SS Aloha State, and the SS Ocean Cloud. MSTS delivered bulldozers, cranes, steel and cement for use by Navy Seabees. MSTS and the Merchant Marine transported oil and aviation gas to support Navy fleet operations.

In 1968 MSTS sealifted 19 million tons (39 billion pounds) of cargo to Vietnam for the Army at a cost of \$570 million. The MSTS Corpus Christi Bay, which housed an Army aviation-maintenance battalion, was positioned as necessary along the coast of Vietnam to provide aircraft maintenance facilities.

MSTS and chartered ships delivered to many ports in Vietnam during this "War Without a Front." The following were among the 46 precautions to be taken by the crew of the SS President Garfield (and other ships) during the particularly hazardous 35 mile river transit to Saigon:

- Bridge personnel in helmets and flak suits.
- Sandbags around bridge. Wheelhouse doors and windows open.
- Grenade screens secured on portholes.
- Engineers to go to full engine speed at first indication of attack without notifying bridge.
- Only necessary persons on duty in Engine Room or on open deck. Off duty crew spread out in alleyways.
- Purser standing by with medical kit.
- Fire fighting equipment ready. Bilge and ballast pumps warmed up, ready to use.
- Towing wires ready for tow without assist from ship crew.
- Both anchors ready for dropping.

A NEW NAME

In 1970, Military Sealift Transport Service (MSTS) was renamed Military Sealift Command (MSC) but operations in Vietnam did not change.

An October 1973 article in Military Sealift Command's "Sealift Magazine" states there were 138 enemy actions against MSC or MSTS chartered and owned ships, which resulted in 16 deaths and 45 wounded during the period May 1964 to November 1972.

In late 1974 and early 1975 MSC helped evacuate refugees from Da Nang and later, Saigon. On March 28, 1975 the Pioneer Commander, the Pioneer

Contender and the Navy's U.S.S. Miller evacuated about 10,000 refugees each. Returning the next day when the Communists had already overrun Da Nang, the ships evacuated thousands more.

FALL OF SAIGON

In April, 1975, Saigon fell to its northern Communist neighbors.

On May 12, 1975, the SS Mayaguez was seized by Khmer Rouge. US marines suffered heavy casualties during the attempted rescue of the 39 seamen and the ship. Six mariner volunteers from the USNS Greenville Victory received Merchant Marine Distinguished Service Medal for their role during the action.

Editor's note: Our thanks, once again, to Toni Horodysky and the special website: www.usmm.org for most of the information in this article. You can find anything you want to know about the U.S. Merchant Marine at this site.



Refugees wait on SS Pioneer Contender to be evacuated



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Make this convention a success!

GOLD GOLD GOLD GOLD!

That was the headline that set off the stampede to the Klondike in July of 1897. “What’s that have to do with me?” you ask. Well, let’s change the title of this article a bit and then you’ll see:

RECORDS, RECORDS, RECORDS, RECORDS!

There’s a goldmine of merchant marine records you should know about that, while they won’t make you rich, they could be of future benefit to you or your loved ones. You won’t find them in the Klondike, however, since they’re in the hands of the federal government. And because some things never change, you’ll have to do the digging if you want them.

Most of us have heard of the coveted DD Form 214 issued to veterans of the Armed Forces upon discharge or separation. Our WWII mariners are familiar with it, especially those men of the “American Merchant Marine in Oceangoing Service” who won the right to Veterans Administration benefits, provided they **individually** meet the eligibility criteria:

“Before an individual can receive any Veterans Administration benefits, the person must first apply for an Armed Forces Discharge Certificate by filling out a DD Form 2168....[etc]”

This requirement was first announced in the *Federal Register* in 1988 (Vol. 53, No. 20, Feb. 1; pg. 2775). The DD Form 214 is now titled “Certificate of Release or Discharge from Active Duty” and it can be viewed along with its governing 47-page DoD Instruction No. 1336.01 (a bear for government clerks to prepare) on the Defense Technical Information Center’s website. Go on the Internet and enter:

<http://www.dtic.mil/whs/directives/corres/pdf/133601p.pdf>

But what, exactly, is the DD Form 2168? Its title is “Application for Discharge of Member or Survivor of Member of Group Certified to Have Performed Active Duty with the Armed Forces of the United States.” Its current edition is dated April 2010, and the “Group Certified” refers to our two groups of recognized Merchant Marine veterans who served during WWII. This single-page form is deceptively simple and the information required in each block is not exactly clear. The form was not tailored to seamen, but to civilians in general whose service has been recognized as equivalent to active duty in the Armed Forces. For example, mariners are joined and discharged under articles aboard vessels in ports, rather than enter and separate from

service at military installations. The form, as is typical of government forms, certainly doesn’t provide enough space to enter all of the necessary information required. The back of the form mentions the types of supporting documents needed to prove that the individual qualifies as a member of the group. But again it is not specific to mariners and it doesn’t tell the applicant where to obtain the documents.

Some of the records needed to establish group membership may already be in possession of the applicant, such as the “Merchant Mariner’s Document” and the “United States Coast Guard Certificate of Discharge to Merchant Seaman.” Other evidence, however, we may never have received or even have heard of. The application, once completed, must be mailed to the Coast Guard at the National Maritime Center (or in the case of Civil Service mariners, to the Navy or Army). The government is responsible for converting the information supplied on and attached to the DD Form 2168 into a viable DD Form 214, meaning something that the Department of Veterans Affairs will accept as evidence of eligibility for its various veterans programs. This can get complicated when matters of disability and pension rights are adjudicated. Our veterans know just how frustrating that process can be, of course.

The Coast Guard has made great strides over the years to support the merchant marine. In preparing the DD 214 forms it has to deal with such issues as pay grades, awards and character of service that we as mariners generally don’t concern ourselves with. Once again, the government is attempting to fit civilian employment matters onto a form that was designed to record armed forces service in order to satisfy Veterans Affairs requirements for benefit eligibility determinations. A good example is the character of service issue. As mariners our discharges are specifically prohibited from recording such characterization under Title 46 of the United States Code (Shipping—Chapter 18—Merchant Seamen).

But where can we get the needed documentation? There is no central repository of records pertaining to merchant marine service. That’s where the digging comes in, and the Freedom of Information Act means that only the individual or his survivor can get at this information. Of course, it’s not easy, writing all of those letters, proving your identity, waiting and paying the search/copy costs if something of value is found. But if you are patient and persistent, you might be able to write your memoirs some day

with this information. Or, if we're able to eventually qualify our Korean and Vietnam era sailors for equivalent active duty service—veteran status—these documents will be of obvious value. The Coast Guard's National Maritime Center website is worth checking into (<http://www.uscg.mil/nmc>). There you can see what the DD Form 2168 looks like and you will also find "Reference Information Paper #77" with its four appendices listing valuable sources and contacts for records. CAUTION: Some of the addresses are out-of-date.

The Department of Veterans Affairs uses an adjudication procedures manual that contains a 30-page section that tells its clerks where to write for merchant marine records. They do that work for claimants who are seeking disability pensions, but you as a mariner can also use that information to make your own inquiries. It complements the Coast Guard's reference. Go on the Internet and enter:

http://www.benefits.va.gov/warms/docs/admin21/m21_1/mr/part3/subptiii/ch02_secf.doc

In addition to above, there are other federal sources of supporting records that would be of assistance in verifying employment, earnings, draft status, etc. These include the National Personnel Records Center (for Selective Service records), The IRS, the Social Security Administration, the U. S. State Department and likely others that still hold records apart from the National Archives and Records Administration. All of these sources might prove useful in documenting your merchant marine service.

There's gold in them thar hills. Have you got a shovel?

Submitted by Michael Helbig, Co-Chairman of the Government Affairs Committee

LETTERS TO THE EDITOR

WE SHOULD SAVE THE SS UNITED STATES

AMMV Members and Friends,

One of the finest moments of the post WWII American Merchant Marine was the building and sailing of the SS United States. She was the creation of William Francis Gibbs, America's greatest naval architect. In 1952 that ship recorded the fastest average crossing speed of the Atlantic ever made: Eastbound 35.59 knots,

Westbound 34.51 knots. The story of Gibbs, his ship and the 20th century of the American Merchant Marine is masterfully told in Steven Ujifusa's book, "A Man and His Ship," one of the 10 best nonfiction books of 2012 (Wall Street Journal), and a book I recommend wholeheartedly to all of you.

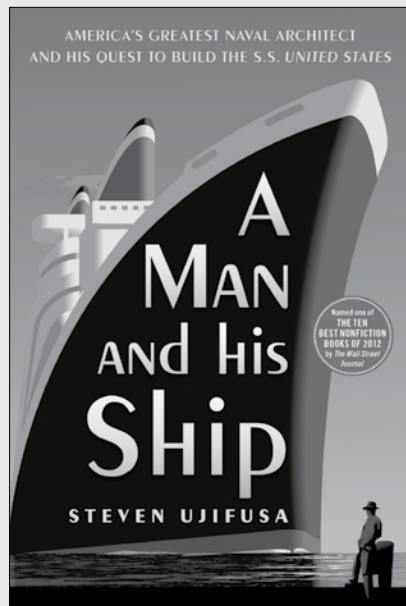
An article in the 10/08/15 New York

Times on the front of the business section is titled, "A Final S. O. S. For a Steamship" and speaks of the



effort of the S.S. United States Conservancy to save her from being sold for scrap. She is currently docked in Philadelphia and deteriorating. To me selling this ship for scrap is like selling the John W. Brown or the Jeremiah O'Brien, the only Liberty ships in existence, for scrap! I urge each and every one of you, to the extent that you have extra funds available, to join me in the effort to save this valuable symbol: the finest passenger ship ever built by American labor and sailed in the American Merchant Marine.

Larry Starn, RVP Region 8, Sacramento Valley Chapter



Grand Opening of the Merchant Marine Exhibit

Written by Patti Scafidi,
AMMV Membership Committee
member

My husband Don and I were lucky enough to attend the December 11th and 12th opening of the Maritime Gallery at the National WWII Museum in New Orleans. The same day, the museum's Road to Tokyo exhibit opened. This exhibit retraces the grueling trail that led from Pearl Harbor to Tokyo Bay. It explores the evolving strategy for fighting relentless Japanese forces in Asia and the Pacific, examining cultural differences, logistical challenges and the staggering range of extreme conditions that confronted American military forces in Asia and the Pacific.

The Merchant Marine Gallery is a stand-alone gallery that honors the mariners who risked their lives transporting weapons, men and material to distant warfronts. Features include a video, artifacts, a model of a Liberty



Morris Harvey, AMMV National Vice President and actor Gary Sinise



Don Scafidi leading one of the "Victory Belles" around the dance floor



Merchant Marine information wall

ship and an engaging array of personal narratives, collected especially for this exhibit. The gallery is situated in the Solomon Victory Theater complex, at the end of the American Spirit Bridge—a new glass-and-metal bridge that connects the Museum's Louisiana Memorial Pavilion with the rest of the six-acre campus.

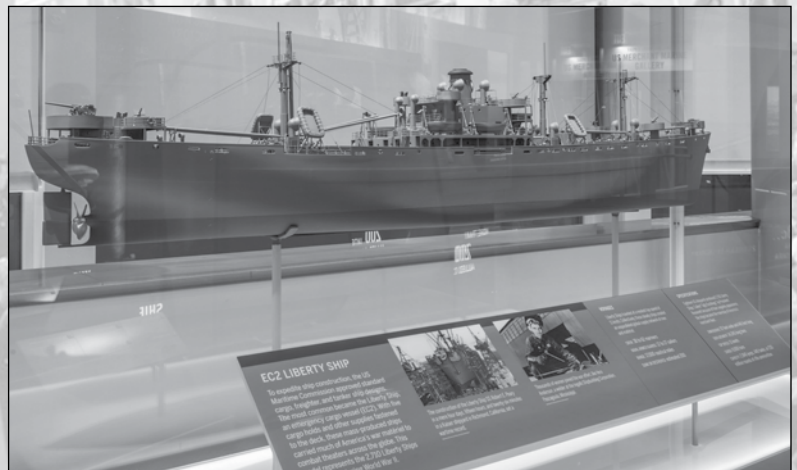
Every moment was amazing and the Museum has done a fabulous job. I hope you all get to go there one day. The last day's ceremony was wonderful--The Kings Point Band played--the Honor Guard was spectacular. It was wonderful to see so many old guys just having the time of their lives. I am so grateful to have been part of it. We lunched in grand style with the "Victory Belles" entertaining us and dancing and kissing the fellows on the cheek. A great time was had by all!

The Exhibit is amazing--a lot of you will see it in late March as a side

trip for the 30th National AMMV Convention.

I am not going to describe the exhibit, except:

-Formal name of exhibit: Ralph E. Crump, LTJG, USNR, U.S. Merchant



Interactive 3-D model of a Liberty Ship

Marine Gallery

-Looping video wall which educates viewers in the Merchant Marine's role in WWII

-3-D diagram of a Liberty Ship which allows for virtual access to the ship and touch-screen exploration

-Narrated video about convoys, enhanced with embedded animation

-Scale model of the Liberty Ship
Robert E. Perry

-Total of 940 square feet of space dedicated to this exhibit

t at the National WWII Museum in New Orleans

I do want to tell, however, you about the most touching moment for me during the festivities; and one that left a profound impact on me. The last night, there was a dinner with great food and great company--over a hundred WWII Veterans were there dining. Don and I were sitting with Morris Harvey and his beautiful wife, Irene.

The main benefactor of many of the Veterans' ability to be at this grand opening, head of the Gary

He was very humble.

Then came an impromptu moment. Tom Gibbs, who was in charge of the Merchant Marine project, from the museum standpoint, is



The Kings Point Band traveled from New York for the exhibit opening



Merchant Marine ship wall

Sinise Foundation, Gary Sinise himself, was in the room that night, and he got up to speak to us. He told us about his family history of WWII veterans and that he had just lost the last one, his uncle, recently. He sincerely was so happy that his Foundation, along with American Airlines and the Museum, were able to bring over 100 Veterans and their guardians to New Orleans for this momentous occasion. He didn't speak long and he didn't laud himself.

Road to Tokyo exhibit

a young man who has just received his Master's Degree in History. Tom got up and spoke extemporaneously about his most touching experience.

Tom said that when he came into the Maritime Gallery while Merchant Mariners were viewing it for the first time, he

noticed Merchant Mariner, Mr. Walter Broll listening to his own oral history, (which Tom had taken). The moment actually moved Tom to tears. Walter Broll was the only man Tom could find who had been at Bari, Italy on December 2, 1943 and who'd experienced firsthand, "The Second Pearl Harbor."

Most people don't know about this event because it was classified for many years. Tom actually cried upon the podium when he talked about the great sacrifices our Merchant Marine and many others made that day. I don't think there was a dry eye in the room.



The “Adriatic Pearl Harbor” would not be talked about for generations, as it was deemed classified and Churchill demanded that all injuries and deaths be chalked up to the air raid itself. In fact, because of the secrecy, the doc-

tors were not able to save as many lives as they could have if they had known about the 2000 tanks of Mustard Gas that were secreted aboard the SS John Harvey when it was bombed by German aircraft in December 2, 1943.

The John Harvey exploded, killing all of its crew and spreading liquid mustard gas across the harbor in the air and the water. As the cargo was secret, no one in the harbor knew that the clear chemical with a slight garlic odor was deadly, until the effects became evident. More than 628 military victims were hospitalized with mustard gas symptoms, and by the end of the month, 83 of them had died. The number of civilians hurt or killed by the mustard gas was never recorded. The existence of the mustard gas continued to be kept secret after the explosion.

One man’s experience:

On December 2, 1943

Walter’s Liberty Ship--SS Grace Abbott - was moored at the north east end of the harbor at the long jetty that juts out there, discharging a cargo mostly consisting of munitions. There were 30 or 40 ships in the harbor waiting to unload... an excruciating wait for the S.S. John Harvey, I am sure.

“We had been there for three weeks and still had quite a while to go to off load munitions. I was standing near the gangway waiting on some buddies to go into town for some R&R. I was watching the Italian Longshoremen unload artillery quite slowly. They would roll the bombs up the pier and stack them for pick up.

“A major convoy of at least 25 vessels had shown up in the last few weeks and there were ships everywhere,

Interview with Walter Broll – who was aboard the Liberty Ship SS Grace Abbott in Bari, Italy, December 2, 1943

Written by Patti Scafidi, following her trip to the opening of the Merchant Marine Exhibit at the National WWII Museum in New Orleans, where she met Walter Broll.

biding their time to get to the seawall to discharge. I wasn’t privy to what was going on--I’m just an ordinary seaman. But there were a LOT of ships out there.

“Kaboom! What the hell was that?!! Then a huge roar of

engines from above and another bomb goes off! Then machine gun fire, flares and strafing! Air Raid!!! I ran back up the gangway to my gun position and tied myself in to position at the gun....by then my mate was there with the magazine of twenty caliber anti-aircraft shells...All hell had broken loose and the skies were so full of smoke and flares and explosions--I can’t remember if we fired or not. It took

a while for the Canadians to get to the shore battery which was up on the seawall, but I believe at some point they were firing fruitlessly into the smoky sky. This barrage just came out of nowhere.

“The raid itself didn’t last long--perhaps seemed like 30 to 45 minutes; I guess when the John Harvey blew, along with a tanker---and I don’t know if it was 3 or 30 minutes, but I woke up lying 30 feet from the gun. The explosion had knocked me across the deck . I must have

hit something because as I got up, my knee was bleeding and hurt pretty bad. I thought it was shrapnel at the time. The boys asked me if I wanted to go to the Eighth’s sick tent--of course not! There were explosions and carnage all around us. Shrapnel and incredible debris was raining down.

“The Captain and some others were on the way back to the ship and detoured on out to pick up a couple of men from the water. I gimped along with two or three other guys and we headed into the water. We found a fellow, whose stomach had been sliced open--and grappled to get a hold on him because his body and the water was so oily. Although the lights on the dock had been knocked out -- it was still like daylight out there and explosions were going



off from ship to ship.

"We got the poor guy up to the mess-hall and laid him across the table. He was in bad shape as his guts were outside of his body by now. A medic came in and just stuffed everything back in and poured sulfa powder across him...I don't know if he made it... but we headed back down the gangway and into the water to bring another man to shore. He was burned very badly. I don't think this one made it because the next morning he was still laying down there. Anyway, that night we just kept pulling men out, until we were called back to the Grace Abbott as there was a fire in one of the holds.

"You see, all our hatches were open or partly open. They were unloading the ship 24/7 and it was as natural as anything that the hatches were open. Nobody told an ordinary seaman nothin'! We just did as we were told. But I was nosy. I had made a 'friend' with one of the armed guards on board ...and I eventually asked him what he was doing there. He said they was there to protect that hold and its contents. He explained to me that there was a newfangled artillery booster called Pentolite and that's what he was there to watch over. There were 200 tons of it on the ship in the form of pellets. He confided in me that unlike regular TNT, it was malleable and more resistant to water and less dangerous to carry. But also, (I found out later) that it was over 60 percent more powerful than Regular TNT and we were carrying 200 tons of it. Damn I thought, 'if that's the case--and it blows--I WONT KNOW IT! It'll be a millisecond and we'll all be blown to



kingdom come.

"I didn't see much fire in the hatch with the Pentolite pellets --but they sure had us spraying it down just in case. It's a good thing nothing happened to it--because the Bari Harbor would have been made a lot bigger all at once!

"Now, remember this is 70 years ago, and that night from 0720 to morning sort of runs together!

We were told to stay on the ship and see that she didn't catch fire. It was chaos--screaming men being burned alive--in the oily fire water all around us. Debris, Dunnage and large pieces of metal rained down all night. Rescues were being made and explosion after explosion sounded. Bodies all around... It was a helluva thing. I doubt anyone slept.

"Just after daylight the next morning explosions were still happening on the other side of the port from us. One crewmember was examining the Grace Abbott for damages, which were quite significant, from shrapnel, and who knows what kind of debris. He took note of a tremendous black scar on what I believe was the port side of hatch number 2--but I can't swear to it because I can't remember which way we had been moored....but the big black scar was to the port side of the hatch and

had pretty much laid down a portion of the steel combing. Someone called me over there to look down, and down at the port side of the tween deck opening the steel was bunched up like a crumpled piece of paper and was all black as if powder had gone off or there was bunker C fuel there. Definitely some terrific force had hit it.

(continued on next page)

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“Next thing I know there are three Eighth Army “Ordnance Men” rowing out to our ship. They came aboard and headed for the hatch. A crewmember and I were ordered to throw down a pilot’s ladder, and I was to climb down and secure it. Then the three ordnance men from the 8th came down the ladder with lights and sure enough, about six feet away from me, was what seemed to be the bottom of a large shell or bomb. It was imbedded vertically into the bottom of the cargo hold with only about three inches sticking out. Was it a dud bomb from one of the German planes? If you ask ME it *had* to have been. But that was not the diagnosis by the Ordnance guys... They claimed it was an unarmed shell that had probably been blasted way up in the air from a capital ship and ended up bedded at least three feet into our inner bottom tank. My feeling is, that since it would not be possible to remove it, probably we were told this to allay our fears that it could explode.

“I don’t know; but wherever it came from, I have always felt it had come from about a mile up to land vertically in that hold and imbed so deeply in the bottom of the hold. I think it was a German DUD. But again, I was just an Ordinary Seaman! There was no flooding of water or bunker C in there so the hatch was closed and repairs were being made to get underway. Probably 3/4 of our cargo had been discharged during the three weeks we were there-- but the Pentolite would remain on board until we reached Bizerte, in Tunisia.

“As we headed for the channel a few days later, ammo was still going off here and there... I remember a vessel sitting on top of a breakwater. It was smoldering and every once in a while a boom or bunch of ammo pings would go off and she would shudder. Half sunken ships littered the harbor and

would fire off some random bullet or shell. I can tell you, it was a damned eerie feeling sailing out of that place, which had been so calm, peaceful and beautiful when we sailed in a month earlier.”

Mr. Broll’s ship, SS Grace Abbott, sailed south and west and into Bizerte, Tunisia (which was then under French domain) to finish unloading. That would take a while. Broll knew there were Roman ruins all around and that’s what he wanted to see. He and his little group somehow finagled a jeep and were allowed to set off for a bit of R&R. He was determined to see something significant that had been built in the 2nd or 3rd century.

So, in a matter of hours after taking off in their jeep, Mr. Broll found himself in the very small town of El-Djem, where his group discovered the second or third century Roman (Flavian style) Amphitheatre which was in much better shape and almost an exact replica of the famous Coliseum of Rome. THAT he says, was the highlight the whole trip, to him.

Over his life, he has not constantly contemplated the awfulness of Bari. He feels he was just a boy, and lucky enough to be able to choose his memories. To a T, he remembers the beauty, magnificence and history of the Amphitheatre at Bizerte. He says, “Boy I’d like to go there again to see those ruins.”

I think he should, but maybe not via Bari this time.

Thank you, Walter and hope to see you at our convention in late March.





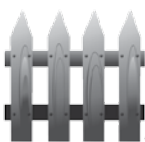
Friends & Neighbors

Liberty Or Death



As mankind first evolved they began to make judicious decisions. Two people could solve more problems than one. Two people could also create more people. And since our maker made it a fun thing to do our world population has grown to 7.3 billion people. In Europe as communities became more populated people began to move to new lands and then across the sea. In the land which became known as America, the natives had not seen the white face before. Despite the difference in appearance these new visitors were whole-heartedly welcomed at the time. The visitors or immigrants brought new skills to this unblemished land and new communities sprung up with common courtesies established in which to live by.

Back in jolly old England it was not uncommon to throw the contents of a thunder pot (commode) out of a second story window whenever it needed to be emptied. In this new country people had plenty of land and had "outhouses" built a distance away from the main living space. This deliverance and others from England's normal living conditions no doubt helped populate the new world. Now that people did not have to live on top of each other in America, the abundance of land gave the new arrivals space for a home, a garden and space for an outdoor privy (outhouse).



Boundary recognition for property owners was still necessary. In the city, home owners built fences, gates, doors and windows that could be locked. As farms developed, these too were fenced in. Doors and locks helped maintain privacy and ownership of the possessions within, and it may very well have helped keep errant passions from becoming public knowledge. This could not be considered a guarantee but it has been reported to be helpful.

As a country, America, (the United States) could be accessed through our Canadian and Mexican borders. Our neighbors from the north and the south are both good friends and good trading partners. Our enemies lay across the seas. Some would blow us out of the western hemisphere if they knew how, but they did not. America was blessed with a vibrant merchant marine and trade our goods world wide. Our businessmen also carry on a very large trade within our own country using the thousands of miles of internal waterways that connect many of the states and Canada.



America is the land of the "free and the brave" and the most desired country in which to have citizenship. Our country is protected by an "all volunteer" army, navy, marine corp and coast guard which have bravely fought several wars to maintain our freedoms. Each year the citizens celebrate on the "fourth of July" this hard won freedom with gusto and fireworks.

Our school children pledge their allegiance to the United States of America in the classrooms every school day. They learn to show respect to this nation and to honor the legions of men and women who fought and died for our liberty so our citizens could live in peace and to enjoy the greatest prosperity of any nation on earth.

The value of liberty is clearly voiced by one of America's earliest patriots and founders, Patrick Henry when he spoke these words "give me liberty or give me death!" please realize your brother, your sister or your father and your kinfolk also pledged to give their life for America's freedom, and its citizens, when they signed on to serve in America's armed forces.



by A.J. Wichita

God bless the armed services that guarantee our freedom.





CHAPTER NEWS

Dennis A. Roland Chapter

NEW MERCHANT MARINE MONUMENT UNVEILED



Dennis Roland chapter members Hank Kaminski (speaker), Ed Martin, Ray Mombelardi, Chris Christensen, Stephan Antonsen, Jim Spring and Tony Petrovich participated in a Veterans Day ceremony on November 11th for a new monument unveiling at the Veterans Memorial Library in Roselle Park, NJ. A Merchant Marine flag and the book "A Careless WordA Needless Sinking" were presented to the Library.



Golden Gate Chapter

A NEW, OLD ADDRESS

We are happily back in our prior location in the War Memorial Building in San Francisco. The address is 401 Van Ness Ave., Rm. 213-D, San Francisco, CA 94102. Phone number is (415) 252-0760. This room is smaller than our previous space but it's nice to be "home"!

Gulfstream Chapter

TOYS FOR TOTS CHRISTMAS LUNCHEON



L TO R: Judy, Lillian and Capt. Fred Calicchio, USCG Capt. Coan and CEO Capt. Liz Clark



We had a very nice time at Tropic Acres Restaurant for the combined AMMV and Council of Merchant Mariners Christmas party. Three members of the U.S. Coast Guard were aboard for lunch and to pick up the "Toys-For-Tots" donations. Our thanks go to our Secretary/Treasurer Mercedes Frassetto for all the work and preparations she made to see that all went well in arrangements and buying the toys. Thanks, too, to Bob Kenney for his usual fine job in taking photos of the affair.

USCG Capt. Carlson was more than happy with the array and amount of toys that were donated. He said they filled three big cartons, which will be distributed to military children. When invited to be guest speaker at one of our meetings, he graciously accepted.



CHAPTER NEWS

Mariners of PA & Mon Valley Chapters

A LONG-AWAITED DEDICATION

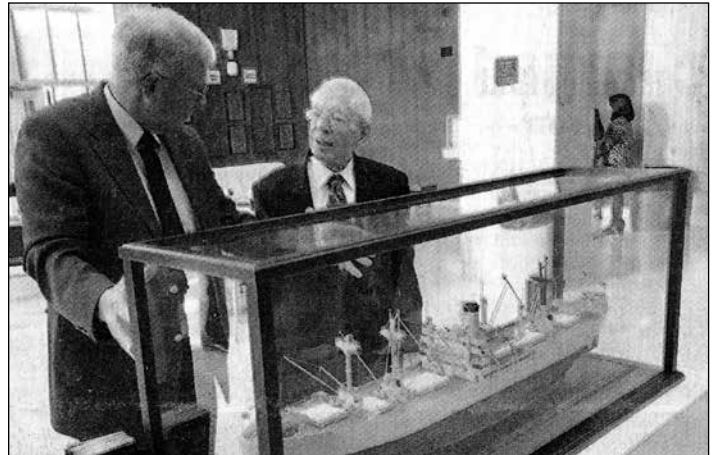
Just days before his 90th birthday, Walter Luikart still remembers what it was like aboard the SS Westminster Victory. On November 9th, he attended a dedication ceremony, at local Westminster College, for a 4-foot replica of the SS Westminster Victory which will be permanently displayed in their Orr Auditorium lobby.

Westminster College alumnus Mark S. Gleeson, 88, of the MON Valley chapter helped to bring the replica to the college and served as the main speaker of the ceremony for Westminster's annual Veterans Day Chapel and Recognition program.



L to R: Hugh Hart of Westminster College, Mark S. Gleeson, Mon Valley Chapter, and Walter Luikart, MPA Chapter

Gleeson has written and published "The Life and Times of the SS Westminster Victory", a book outlining the history of the WWII vessel. He explained that "originally our goal was to have the ship model, but as I kept digging and digging, I found out so many interesting things that I ended up writing a book." Profits from the book will be used to support future Veterans Day programs. Gleeson said he hopes that the pairing of a ship replica and his book – the only such combination in the country at a university or college paying tribute to a Merchant Marine ship – helps to bring a greater awareness of the Merchant Marine.



L to R: Philip Tack, alumnus and Ed Kinter, MPA chapter

Sacramento Valley Chapter

LEARN BEFORE YOU LEAP (INTO SALVAGE OPERATIONS.)

At the Western Regional Convention in Reno, one of the speakers was Capt. Tuuli Messer-Bookman, a professor in the Marine Transportation Department of the California Maritime Academy in Vallejo, CA. She has written a textbook: Maritime Casualties; Causes and Consequences, but instead she chose to speak on the Law of Salvage, which is more nuanced than you would think. The object of salvage must be (1) maritime property, (2) abandoned, (3) rescue must be completely voluntary, (4) you have to be successful, at least in part, (5) what is saved must be worth something, (6) it must have been imperiled.

Salvage is intended to be lucrative. However, the award is based on the following factors: (1) how much danger was it in, (2) how much effort was made by the salvors, (3) the value of the property saved including its cargo, (4) the value of the salvaging equipment, (5) how dangerous were the efforts, and (6) what was the risk to the environment.

This does make one think twice about jumping into these (ad)ventures.



CHAPTER NEWS

North Atlantic Chapter

ANOTHER LOSS

Long time AMMV member, Richard D. Mallett crossed the final bar on December 16th in his library surrounded by the things he loved – his family, his papers and his books.

He joined the now defunct Long Island Sound chapter in 1991 and served as Chapter Vice President. Additionally, over the years he served as Northeast Regional Vice President, National Vice President, under Hank Cap, National President, and he became National Historian in 2006.

He was in the first group to receive the AMMV



Distinguished Service Award and lobbied for Merchant Marine Memorial sites in various locations, collecting the information and pictures that were the basis of our later MM memorial DVD. He monitored the condition of the Mariners Memorial at Battery Park in New York and served on the Executive Committee of the Maritime Association Foundation (Port of NY/NJ), which has been responsible for maintaining the condition of that memorial since 2004. He served for over 10 years doing volunteer curatorial work at the Merchant Marine Museum at Kings Point and he and his wife, Helene, did foreign flag ship visits in the Port of NY/NJ under the auspices of Seaman's House, monitoring crew conditions.

When the AMMV King's Point chapter closed down, Richard transferred to the North Atlantic chapter and on March 25, 2016, they will hold a memorial for him at their monthly meeting held at the Bay Shore, NY library. All who knew Richard are invited. For further details, please call Pete Brady or Cindy at (516) 313-9968 or (631) 983-7473.

SS Samuel Parker Chapter

A TOUCHING INTERVIEW

Before he passed in October, late member Orville Sova was interviewed by a young man named Flo from France. Flo is traveling, in a van, around the United States interviewing WWII Veterans in order to collect, preserve and share their testimonies.

He writes, on his website, that "For years, I have had a great interest in History and particularly in World War II. It began when I was a child, the day I saw the Normandy beaches for the first time, where thousands of allied soldiers landed and paid the ultimate sacrifice during the summer of 1944. When I visited the cemetery of Colleville-Sur-Mer where 9387 American soldiers rest in peace, I was very moved by the vision of so many young lives sacrificed for the freedom of my country."

Beginning in September, 2014 and continuing in October, 2015, Flo has travelled to over 30 states and interviewed over 111 veterans. He requests that each veteran sign the outside of his van and Orville was



very pleased to do so. By the end of his first trip to the States Flo had collected more than 400 hours of video recordings and thousands of personal pictures and scans.

For more information on Flo and his project, check out his website at ww2veteransmemories.com or on Facebook at World War II Veterans' Memories.

American Merchant Marine Veterans
30th National Convention
March 29 – April 1, 2016
Hilton New Orleans Airport, NOLA



COMMEMORATIVE BOOK SPACE - ORDER FORM

We extend an invitation to recognize the contributions of the U.S. Merchant Marine - especially our WWII MM & Navy Armed Guard veterans - by placing an ad in our annual Convention "Memory Book". AMMV Chapters, individuals, maritime organizations, and other groups are urged to participate.

MEMORY BOOK RATES

*Deadline for submittals is **FEBRUARY 19, 2016***

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

★ Full page submittals can be printed in color for an additional \$175.00 per page

★ Premium location: (Color only) Back cover, inside front cover or inside back cover.
Available on a first come, first serve basis. Contact us for additional information.

*All submittals must be camera ready * No bleeds except back and inside cover * Original Art – No photo copies please
Digital copies accepted (PDF Format preferred) * Email artwork to photos.mcg@gmail.com*

The AMMV Convention Committee reserves the right to accept /reject any essay for publication and to edit and/limit the word length.

Contact: _____ Phone: _____ E-mail: _____

Chapter Name (if applicable): _____ Send copy of Memory Book to this address:

Paid by: _____ Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

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

Please make check payable to AMMV 30th National Convention - 2016

Mail check (no cash please) and completed form to:

AMMV 30th National Convention-2016 (c/o Sindy Raymond)
2722 Maynes Ct., Santa Rosa, CA 95405

E-mail digital files to Carole Gutierrez at photos.mcg@gmail.com

FOR MORE INFORMATION:

Patti Scafidi (228) 671-6384 or patti.scafidi@gmail.com
Carole Gutierrez (503) 252-8250 or photos.mcg@gmail.com



JUST RECOGNITION

ANOTHER ARTICLE SUPPORTING HR-563

Representatives push to give surviving WWII Merchant Mariners one-time 'honor' payout

By Joseph Weber

Published January 13, 2016; FoxNews.com

The U.S. Merchant Marine played an essential role in winning World War II, ferrying American troops and supplies into war zones at great risk -- but their contributions went largely unrewarded for decades.

Now, House members are trying to repay some surviving members of the Greatest Generation under a bipartisan plan to give them a one-time, \$25,000 payout.

The effort is being championed by California Democratic Rep. Janice Hahn, whose southern Los Angeles district includes the harbors and ports from which thousands of Merchant Mariners set sail during the war. "The World War II Merchant Mariners are true heroes," Hahn told FoxNews.com. She said the payout would give them the "recognition and honor they have long been denied for their wartime service and vital role in our military victory."

Passing the bill at a time of fiscal austerity may be a heavy lift. The total price-tag is \$125 million, to establish a compensation fund for the lump-sum payouts -- with only about 5,000 mariners still alive, all in their 80's and 90's. But supporters argue it's a modest amount.

"We're looking for some recognition and just a little bit of money," 95-year-old Charles Mills told FoxNews.com. Mills said he joined the Merchant Marine at 17 to help his family through the Great Depression, with hopes of eventually being included in the G.I. Bill that President Franklin D. Roosevelt signed in 1944.

"We were the supply line for U.S. soldiers, but we had to fight our way to them," Mills said. "The military had to depend on us." He recalled several harrowing missions, particularly the 1942 Allied Forces invasion of North Africa, also known as "Operation Torch." "We were sitting ducks as soon as we left the port -- enemy submarines, surface vessels, aircraft fire," Mills said. His crew's mission was to get supplies through the Strait of Gibraltar and into the Mediterranean. "Ships were getting torpedoed and our guys were in the water, but we had orders not to slow down," he said. The Honoring Our WWII Merchant Marines Act of 2015 is essentially limited to those who served directly in the war effort between Dec. 7, 1941 and Dec. 31, 1946.

An estimated 9,000 mariners were killed and thousands more were wounded during the war.

The Merchant Marine, whose roots trace back to the Revolutionary War, during peacetime sails imports and exports around the world. But in 1942, its shipping fleet and more than 250,000 sailors were pressed into military service when Roosevelt created the War Shipping Administration to help fight Germany, Japan and other Axis powers.

Yet the survivors didn't achieve full veteran's status until 1988, when many were already in their 60's, after years of being called "draft dodgers" and decades without medical care through the Department of Veterans Affairs and other G.I. benefits. "We have spent trillions now on the wars in Iraq and Afghanistan and the overall war on terror," said Tennessee Rep. John Duncan, the bill's Republican sponsor. "There are so few of these Merchant Mariners remaining, surely we can carve out this very modest amount from our massive defense spending to honor these brave men who made such a huge sacrifice during World War II and have asked for so little."

The bill has solid bipartisan backing with 39 Democratic and 12 Republican sponsors but like similar, previous efforts has a tough road to passage -- in part because Congress is run by fiscally conservative Republicans.

Hahn, a native of San Pedro, Calif., which is home to the S.S. Lane Victory, a floating museum to Merchant Marine sailors and Navy Armed Guardsmen, has been working on such a plan since arriving on Capitol Hill in 2011.

After Hahn tried unsuccessfully to get the measure passed as part of separate Coast Guard and National Defense authorization acts, it is now in a House Veterans Affairs subcommittee. Mills was part of group that came to Capitol Hill this past summer to ask Veterans Affairs Committee Chairman Rep. Jeff Miller, R-Fla., and others for their backing. No hearing has been scheduled for the bill. But a congressional source says the committee is considering another bipartisan effort that includes provisions to help WWII-era Merchant Mariners including commendations and burial benefits, sponsored by a House Republican.

Editor's note: Forwarded from Congresswoman Hahn's office on January 13, 2016. You can access the article at: <http://www.foxnews.com/politics/2016/01/13/rep-push-to-give-surviving-wwii-merchant-mariners-one-time-honor-payout.html>.



JUST RECOGNITION

Update for HR 1288 and S 1775 WW II Merchant Mariners Service Act

Ahoy Mates. As we embark on a new year we look forward toward what we can do to reach those goals that have been elusive for so many years. For more years that we care to think about we have reached out to have our mates from WW II recognized for what they did and for what we feel they are owed. Some of us have been on an arduous trip to have our members of congress step up and do the right thing. These same members of congress have steadfastly stated they must do whatever is necessary to pay our veterans back for the services performed. Some of those services were the ultimate. Still we fight to have these members of congress follow through on promises made many years ago. Some still don't seem to get it, do they?

This past year there has seen a good surge in the attention placed on supporting our coastwise mariners from WW II whom have yet been given what we feel is just recognition for their services. We have had stories published in many cities throughout our nation identifying actions that advocates have put forth in their efforts to bring the issues of our WW II mariners to those in congress.

From visits to DC to writing and calling members of congress begging for their support by cosponsoring the two bills we have in Congress, we have called to their attention the need to offer a small bit of recognition for those that stepped up and did the right thing by manning old wooden hulled barges moving the bulk cargo to the defense plants for the production of war equipment carried overseas to the troops keeping the war mostly away from our shores.

There are two bills in congress supporting those that

served on coastwise barges and tugs, House bill HR 1288 and Senate bill S1775, WW II Merchant Mariners Service Act. At the time of this writing, they have 164 and 8 cosponsors respectively. These bills simply ask for recognition as a veteran with no monetary benefits whatsoever. With less than three to five hundred coastwise mariners left, time is most important.

With a CBO score of DeMinimis (no appreciable cost) and strong bi-partisan support, little is left to squabble about.... other than that of patriotism. We all know where we should stand on that. For this nation to have a single veteran go unrecognized is tragic. To have thousands or even hundreds go unrecognized is a national disgrace. To have our members of congress be non-supportive is Un-American and totally unacceptable. We need your help to change this. Reach out to your member of congress and ask them to step up and be counted. Ask them to do the patriotic thing and cosponsor our bills.

Here's hoping each of you have a very prosperous new year and please show your member of congress that our mariners from WW II truly need to be recognized and they need to step up and be counted.

Thank you,

J. Don Horton

Chairman

WW II Coastwise Merchant Mariners

104 Riverview Ave., Camden, NC 27921

252-336-5553





JUST RECOGNITION

VETERANS' DAY – NOVEMBER 11, 2015

Site: National WWII Memorial, Washington, DC



L to R: Arthur Murray, "Chip" Jaenichen and Philip Warner

The AMMV was represented by Philip Warner of Silver Spring, MD and Arthur Murray of Arnold, MD. Arthur submitted the following report:

The Veterans Day celebration at the National World War II Memorial was an interesting and memorable occasion. The weather was remarkably good in spite of a cool and sometimes rather strong breeze. Ms. Kim Anderson of the Maritime Administration was extremely gracious and helpful getting my wife, my son, and me to our assigned seats, and explaining the agenda and protocols for presenting the wreaths. She introduced Phil Warner and his wife and a friend to us and made sure that Mrs. Warner and Phil's friend were seated in the front row with my wife and son.

In response to a request I made at the close of the ceremonies, Ms. Anderson sent me a copy of Capt. Jaenichen's keynote address and photographs of the ceremony

via email. The people wearing yellow jackets and yellow ball caps are National Park volunteers one of whom were assigned to look after each one of us "old veterans". It was a demonstration of very good planning since some of the WW II veterans were showing the price of advanced age.

The presentation of the wreaths at the wall of gold stars went very well with the sound of a single piper playing "Amazing Grace" in the background. The ceremony ended with a bugler playing "Taps". Afterwards there were so many people taking pictures it was not possible to tell who were just visitors and who were members of the media. I may be wrong, but my impression is that the Merchant Marine got somewhat more attention than the other services.

Regards,

Arthur Murray



JUST RECOGNITION

KEYNOTE SPEAKER

Paul "Chip" Jaenichen U.S. Maritime Administrator

Good morning. I have the distinct privilege of serving as Maritime Administrator of the United States - and it is my honor to represent the Obama Administration, the U.S. Department of Transportation, and my hardworking colleagues at the Maritime Administration.

I would like to thank the Friends of the National World War II Memorial for inviting me to speak today. And I would like to thank all of you that have proudly served our nation as members of the armed forces - as family and loved ones of service members - as well as those of you that have not- but prioritize being part of this observance.

From the birth of our fledgling nation, citizens fighting to win independence - to breaking the 1812 British blockade on our Atlantic Coast. From taking the offensive on the western front-to bravely storming the beaches of Normandy. From containing communism in Southeast Asia - to supporting freedom and democracy in the Middle East. America's veterans have always answered our nation's call to duty.

Members of our military have loved family and friends - yet found the strength to leave them behind. Our servicemen and women have embraced change and accepted the strict and hard rules of a regimented life style. They have learned and grown proficient with the many and increasingly complex tools of war. They have thought and acted in the spirit of freedom and democracy and embodied American ideals and values. And they have prepared to face pain or death in defense of these values.

America's veterans have fought bravely for our nation's safety and security - for our rights and freedoms - and for those of millions of people all throughout the world. That is why every November 11th-every Veteran's Day-a grateful nation pays tribute to their service.

Never before in world history have weapons been carried for a nobler cause than defending democratic values. For democracy is the will of the people-advancing the happiness and interests of the people.

That is why we honor our veterans. That is why we salute their service and willingness to fight for those who can't-and for those who won't. That is why we will forever

commemorate their deeds and actions - and never forget what they have done for us. Today-our nation pays tribute to the over 400,000 servicemen that perished in World War II-the nearly 200,000 that fell in combat in Korea-the almost 60,000 killed in Vietnam-the nearly 7000 service members who have perished in Iraq and Afghanistan- and the hundreds of thousands of proud Americans lost to other conflicts across the globe.

Those that gave their all for the greater good of our nation.

Today-we recognize those that made the ultimate sacrifice for life, liberty and the pursuit of freedom - and we recognize all of those that stood shoulder to shoulder with them- prepared to do the same.

Today-we honor those that served in the Army, Navy, Air Force, Marine Corps and Coast Guard - and we honor those that served in the U.S. Merchant Marine - the often unrecognized service branch of our armed forces that suffered the highest rate of casualties of any service in World War II.

The service that Franklin d. Roosevelt called our nation's "4th Arm of Defense."

Today-we honor bold Americans like Phil Warner and Arthur Murray-who enlisted and served on vessels that carried half tracks, jeeps, ammunition and aviation gasoline to the theaters of the Second World War. Not knowing if like 1500 other Merchant Marine ships carrying supplies for the war effort - theirs would be torpedoed, shelled or bombed.

So today -let us commemorate the bravery and service of all of our nation's veterans - in war and peace-in every branch and division of support-in every conflict involving American forces. Everyone-please join me in proudly telling our veterans that "we as a nation salute you!"

We as a nation salute you!

President Coolidge once said that "the nation which forgets its defenders will itself be forgotten." And as I stand here today before you -looking at this gathering, your proud faces, these flags and those wreaths-I am sure of one thing. The United States of America is one nation that will never be forgotten.

So go forth and celebrate this Veterans Day with remembrance-with pride-and with joy. Let us honor those that served. Let us honor those who are currently serving both at home and abroad. And let us forever recognize and cherish what they gave their solemn oath to protect.

Thank you.





JUST RECOGNITION

Sidney, New York Develops Memorial Including Merchant Marine Veterans

Submitted by Morris Harvey, National Vice President and Co-Chair- Government Affairs Committee

I have just received a very exciting letter from Richard Germond, (USN Ret.) regarding a Memorial that his city is constructing that will include Merchant Marine Veterans. His town, Sidney, NY, is populated by about 600 people, none of whom are Merchant Mariners nor do they know of any residents who were Mariners in WWII. However, their memorial will include the Merchant Marine flag and emblem because of the contribution and sacrifices made by Mariners in WWII. I am not aware of any other Memorial or Monument that included Merchant Marine Veterans without a Mariner or a family member being on-hand to make the case.

The purpose of the letter is to invite WWII Merchant Marine Veterans and others in their name to be involved and to participate in their building of the park and to attend their dedication. Following is an excerpt from the letter:

"The new Sidney Veterans Memorial Park, located in Upstate New York, will be dedicated on Saturday, 28 May 2016 and will recognize the United States Merchant Marines and the World War II American Merchant Marine Veteran in the same manner as all other military services and veterans. Accordingly, I'm writing to inform you, and trusting you will share with your membership, that in designing the park our association is recognizing and honoring the service and sacrifices of American Merchant Marine Veterans by flying the flag and displaying the emblem of the United States Merchant Marines in the very same manner as all our military services and Coast Guard.

In addition, the park will uniquely accommodate the recognition or memorializing of individual veterans with a nameplate to be located alongside the walkway to the central plaza and main monument or a black granite plaque to be installed on the Bluestone Memorial Wall directly behind the flag court and main monument. Applicants for a name plate or plaque need not be from this area." The pricing and size of the name plate is (3"Wx2"H - \$50.00) or the plaque is (12"Wx8"H - \$300.00) installed on the monument.

Another excerpt talks about options that we might suggest if there are no MM Vets available to participate:

"In the event there are no individual American Merchant Marine Veteran is desiring to be recognized and honored in the park, I'd like to discuss an alternate idea, as we feel it is important for park visitors to understand the critical role and sacrifices made by our merchant marines during World War II."

I will be sending this info to our NY members to give them a chance to be involved in this invitation. More details about the park and development schedules are available on their website: www.sidneyveteransmemorialpark.org. Mr. Germond's contact info is phone: 607-643-8318 or email: fmfchief@gmail.com.

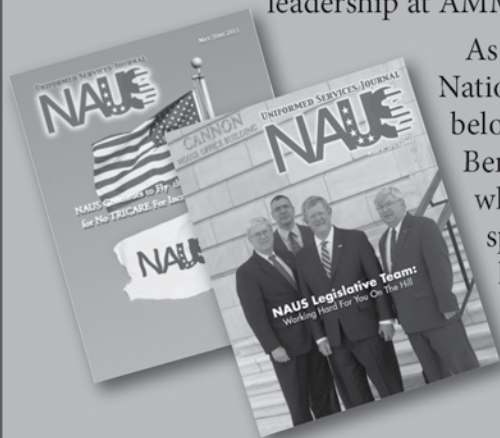
NAUS and the AMMV: Joining Forces on Capitol Hill



NATIONAL ASSOCIATION FOR UNIFORMED SERVICES



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



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

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



YES!

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

AMMV12

Special NAUS Dues for AMMV Members

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

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

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

Membership Term: _____ year(s) _____ Life

Dues: \$ _____

Name

Rank/Grade

Branch of Service

Spouse Name

Address

City

State

Zip

Email Address

Phone Number

Date of Birth

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

Charge my dues of

\$ _____

Acct. No

Expiration Date

to my credit card:

☐ VISA ☐ MC

☐ AmEx ☐ Discover

Name on Credit Card

Signature

Or make your check
payable to NAUS

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

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

T2 TANKERS – GONE, BUT NOT FORGOTTEN

Fondly remembered by all who sailed on them, T2 tankers, like the five-cent cigar and nickel Hershey bars, are a thing of the past; the last surviving one went to the breakers in 2010. But in their day, they were one of the most important vessels afloat – stealthy workhorses that served both the Navy and merchant fleets equally well worldwide for nearly 50 years. Some feel that the United States of America could not have won WWII without them.

Fuel is the lifeblood of our armed forces and the T2 type tanker carried the petroleum products which kept our fighting fleets at sea, our air force in the sky, our mechanized armies on the move, and our Allies in the fight.

Construction and design

These tankers were constructed and produced in large quantities in the United States during World War II. The largest “navy oilers” of the period, over 500 T-2s were built between 1940 and the end of 1945. Updated with several different design features which resulted from a production bottleneck – the limited availability of the precision machinery needed to manufacture reduction gearing. In response, Sun Shipbuilding & Drydock Company worked around this problem by designing a T2 variant which employed turbo-electric propulsion; wherein the steam turbine ran a generator, which in turn powered electric drive motors without the need for gearing.

Compared to conventional geared turbines, turbo-electric systems produced less power for the same size and weight, so Sun’s T2-SE (steam-electric)-A1 design could only develop 6000-shaft horsepower for 14-kts. However, since commercial tankers typically made only 12- to 13-kts, this was acceptable. Acknowledging the practicality of the design for merchant service, the Maritime Commission ordered 72 T2-SE-A1s from four shipyards in May, 1941. Ultimately, 536 T2-SEs would be built, thus becoming the most produced tanker design in history.

Yet another design change

Unfortunately during the Spring and Summer of 1942, German U-boats were sinking tankers in the Atlantic faster than they could be built. In response, in late July, the Maritime Commission decided that the new Marinship yard at Sausalito, California, created to produce Liberty ships, would instead construct T2-SE tankers, with an initial order of 22 vessels. However, there simply were not enough of



the specified generator plants available. On the other hand, General Electric indicated it could instead provide the larger 10,000-hp turbo-electric plants especially designed for the P2-SE2-R1 Admiral-class fast transports. Marinship’s Naval architects hurriedly modified the original Sun design engineering spaces to make room for the larger installation. The Marin-built T2-SE-A2’s engine rooms were cramped, but it all fit and better still, the new design provided speeds in excess of 15-kts.

Hard to sink

Axis leaders Hitler and Hirohito well understood the consequences of not having adequate sources of petroleum to keep their military on the move. The severe shortage of petrol proved disastrous to Japan and Germany on many occasions, and in the end helped bring about their collective defeats. For this reason, sinking Allied tankers became a top priority of Japanese and German submarine commanders. And sink them they did in droves all over the world, especially in the Atlantic. But the slow, ponderous tankers went down hard and it was not uncommon for a U-boat to have to expend three or four torpedoes to sink a tanker because of their abundance of buoyant tanks which – empty or filled – could absorb tremendous damage. Proof of this is the fact that the US Navy only lost four oilers in all of WWII. Of the 4774 merchant vessels sunk in WWII, only 23% were tankers of all types, many of them T2s. A further 14 T2s were lost to accidents, fires, and groundings.



Later safety issues

Many T2s remained in service for decades after the war, and like other World War II ships pressed into peace time service were the subject of safety concerns. A United States Coast Guard Marine Board of Investigation in 1952 stated the ships were prone to splitting in two in cold weather and they were then belted with steel straps. This occurred after two T2s, the Pendleton and Fort Mercer, split in two off Cape Cod within hours of each other.

A rescue at sea

One of them, the Pendleton had been built by the Kaiser Company in 1944 and departed Baton Rouge, LA on February 12, 1952, laden with a full cargo of 122,000 barrels of kerosene and heating oil, with a crew of 41 including the master, Captain John Fitzgerald. Late on the evening of February 17th, she arrived off Boston. The weather was foul with extremely limited visibility. The captain opted to stand off and headed his vessel east-northeast at a slow speed into Massachusetts Bay with prevailing sea conditions. These conditions worsened throughout the night, building into a full-scale “nor’easter” gale with snow and high seas.

About 5:50 a.m. on February 18th, after a series of explosive cracking noises, the Pendleton took a heavy lurch and broke in two. At the time

of the break, the vessel’s circuit breakers tripped, leaving the bow section without power. The stern section continued to operate normally, including all machinery and lighting.

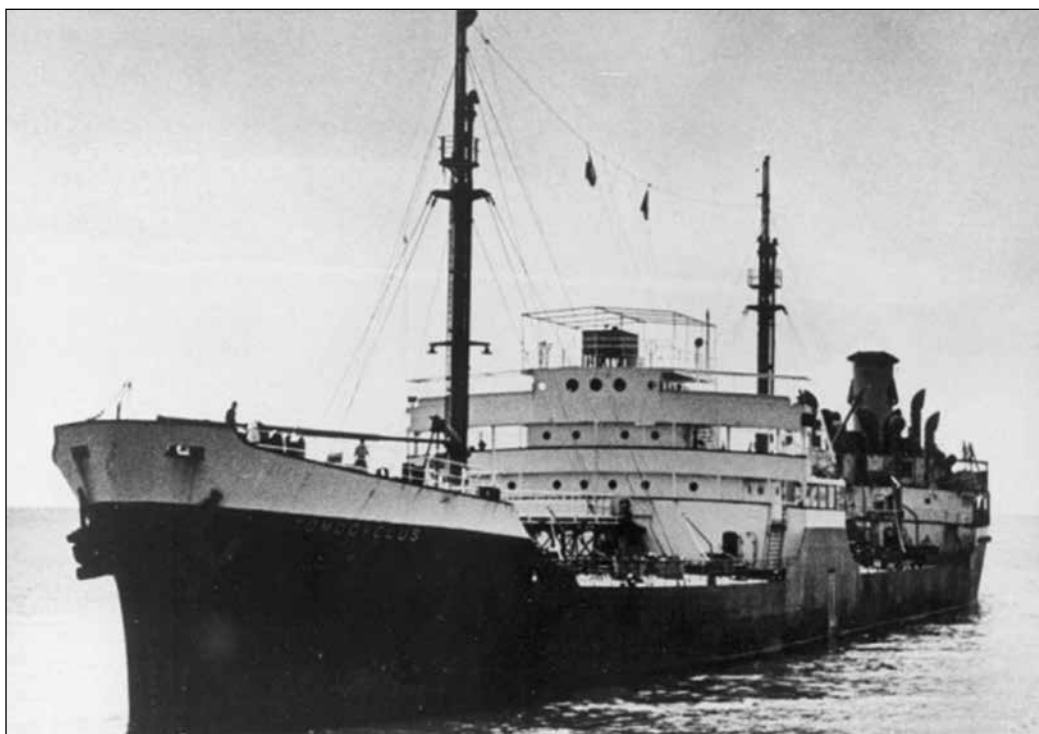
Gone in the darkened bow section were the Captain and seven other crewmen, all destined to perish. In the stern, the Chief Engineer immediately took charge, mustered his 32 survivors and assigned them duties.

Alone, adrift, in mountainous seas, the stern section and its human cargo drifted south with a slight port list to about six miles off Cape Cod. No S.O.S. had been issued and the U.S. Coast Guard crew at the Chatham Coast Guard Station were assisting those survivors from the Fort Mercer. One of the Coast Guard people, who remained on shore for other duties, remembers thinking “My God, do they really think a lifeboat and its crew can actually make it that far out to sea in this storm and find the broken ship amid the blinding snow and raging seas with only a compass to guide them? If the crew of the lifeboat didn’t freeze to death first, how would they be able to get the men off the storm-tossed sections of a broken tanker?” He would soon find out.

Shortly after 4 p. m. a CG PBY aircraft, which had been assisting with the Fort Mercer rescue, made the first positive identification of both sections of the Pendleton. The Coast Guard now knew for the first time it had two stricken T2 tankers and four different possible rescue situations.

At 5:55 p.m. a CG crew of 4 men left the pier in their

(continued on next page)





wooden 36-foot-long motorized lifeboat, #CG-36500, driven along by its single 90 horsepower gas engine. On the Pendleton's stern, Engineer Sybert saw the stern section headed for grounding on Chatham's bar and certain disaster. Sybert used the tanker's engines to keep the tanker off the bar, but this only increased the vessel's list and trim dangerously. When some of Sybert's crew heard that a motor lifeboat from Chatham was on the way on their personal radios, efforts to maneuver the stern were stopped.

However, as the CG-36500 crossed the bar, the boat was smashed by a mountain of a wave and thrown high in the air. She landed on her side between waves. The self-righting boat recovered quickly and was smote again, this time tons of seawater crashed over it, breaking the windshield and flattening coxswain Webber.

Weather observations from nearby cutters involved in the Fort Mercer and Pendleton rescues indicated sea heights between 40 to 60 feet. Creeping forward roller-coaster fashion for about an hour, Webber

sensed, rather than saw, something ahead. Their small searchlight was energized and revealed a pitch black mass of twisted metal, which heaved high in the air upon the massive waves and then settled back down in a "frothing mass of foam." Each movement of the giant hulk produced a cacophony of eerie groans as the broken ship twisted and strained in the 60-foot sea. No lights were apparent as coxswain Webber maneuvered the small lifeboat aft along the port side of the Pendleton's stern section.

After multiple approaches and with 32 survivors onboard, coxswain Webber had to make a choice – head east into the seas and hope to survive 10-12 more hours until a new day's light brought the slim chance of transferring passengers yet again to a larger rescue ship. Or, put the

wind and seas on the CG-36500's stern and let them force the vessel ashore someplace where help might be nearby. He chose to beach the CG-36500 at the first opportunity. On cue, the Pendleton crew gave a cheer of approval and support as the CG-36500 headed for land. Very soon, a red flashing light appeared! And the lifeboat's searchlight revealed the buoy that marked the turn into the entrance of Old Harbor, Chatham and safety.



TENATIVE SCHEDULE: 30TH ANNUAL CONVENTION/MEETING/REUNION - NEW ORLEANS, LA				
MAR 27(Early Arrivals)-APR 3(Late Departing), 2016 (See Hotel Rates)				
DAY	START TIME	END TIME	ACTIVITY	LOCATION + REMARKS
MONDAY			Arrival of Volunteer Workers	Board Member arrivals
28-Mar	1300	1700	Volunteers Work Session	ROOM: Rivertown Ballroom-A
TUESDAY				
29-Mar	0700	0845	BREAKFAST: on your own	
	0900	1130	Volunteers Work Session	ROOM: Rivertown Ballroom-A
	1130	1300	LUNCH - on your own	
	1300	1700	Credentials Check-in	See Ben Benjamin: Rivertown Ballroom-A
			Registration & Hospitality Room	ROOM: Rivertown Ballroom-A; Meet & Greet-Mae West (By Sally)
	1300	1700		
	1700	1800	DINNER - on your own	
	1830	2030	BoD Meeting	ROOM: Rivertown Ballroom-B+C - Business Mtg
WEDNESDAY				
			CONTINENTAL BREAKFAST	
30-Mar	0730	0845		ROOM: Rivertown Ballroom-B+C
	0900	0945	Opening Ceremony	ROOM: Calcesieu-A&B
			Motivational Speaker:	
	1000	1100	David Yoho	ROOM: Calcesieu-A&B
	1130	1230	Morning Break	ROOM: Rivertown Ballroom-B&C
			Bus Loading for Natchez Cruise	
	1230			Historic Paddle Wheeler: music + Dance + lunch
			President's Reception BUFFET	ROOM: Rivertown Ballroom-B+C: Sally&Roy: a cajun night
	2000	TILL		
THURSDAY				
			CONTINENTAL BREAKFAST	
31-Mar	0730	0900		ROOM: Rivertown Ballroom-B&C
	0900	1030	Business Program:	ROOM: Calcesieu-A&B
	1030	1100	Morning Break	ROOM: Rivertown Ballroom-B&C
	1100	1145	Business Program:	ROOM: Calcesieu-A&B
				ROOM: Rivertown Ballroom-B&C With Sally & Roy; Speaker: Rusty Albaral - Port Meteorological Officer
	1200	1330	LUNCH	
	1330	1430	R-VP election	ROOM: Calcesieu-A&B
	1430	1500	Afternoon Break	ROOM: Rivertown Ballroom-B&C
	1500	1630	Program - Open Mic	ROOM: Calcesieu-A&B
			FAREWELL BANQUET	
			David Heindel; Secretary-Treasurer; Seafarers International Union	ROOM: Calcesieu-A&B: Raffle; Sally&Roy: popular celebrities for Cajun - Mardi Gras show
	1700	TILL		
FRIDAY				
	0700	0800	BREAKFAST: on your own	
1-Apr	0815	1700	TOUR: WWII MUSEUM	ALL DAY - Includes Merchant Marine Exhibit. AFTER: Rivertown Ballroom-A (about 1700)
SATURDAY				
			DEPARTURE:	
2-Apr			Weigh Anchor	Have a Safe Trip Home

General information-HOTEL Reservations
AMMV 30th Annual Convention - New Orleans, LA - 2016

**CANCELLATION NOTICE: SPECIAL EXCEPTION REFUND REQUESTS ACCEPTED UNTIL
MARCH 15, 2016 (Submit request by email to morris27@centurylink.net)**

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

NEW THIS YEAR: COVERING OF THE CONVENTION ON OUR NEW INTERNET OUTLETS

**GO TO www.ammv.us AND <https://www.facebook.com/AMMVI775> AND
<https://www.facebook.com/AMMVNATIONAL>**

New Orleans Airport Provides Comfort and Convenience

Hilton New Orleans Airport hotel offers the perfect base to explore a culturally rich and historic city. Our hotel specializes in convenience, offering guests a comfortable place to rest in addition to a number of hotel amenities. We strive to provide the best value for travelers at Hilton New Orleans Airport.

Directly across from Louis Armstrong International Airport (MSY)

Free Wifi in lobby & for HHonors members that book direct.

Over 21,000 sq. ft. of flexible New Orleans airport meeting space.

Our hotel also features a 24-hour business center.

Free parking and complimentary 24-hour airport shuttle service to New Orleans airport.

Complimentary access to the modern fitness center, outdoor swimming pool and whirlpool.



**Be sure to include this fun cruise when you
complete the registration form.**

WWII THE NATIONAL WWII MUSEUM

A SPECIAL TOUR ON APRIL 1ST

HILTON - NEW ORLEANS AIRPORT
901 AIRLINE DRIVE, KENNER, LOUISIANA, 70062,
HOTEL RESERVATIONS CALL 1-800-HILTONS (445-8667)
USE GROUP CODE: AMM

Our special room rate is \$109.00 plus State tax & fees from March 26th thru April 4th – come early & stay late.

Need more info: WWII Museum tour or N.O. events – Contact Morris Harvey

Phone=352-564-0267; email= morris27@centurylink.net .

- A) Check-in: 3:00 pm (earlier based on availability); Check-out: 12:00 pm; B) Early departure charges apply.
C) Smoking: Available - A penalty of \$300.00 USD will be charged for smoking in non-smoking guest rooms.
D) Parking: Self-parking parking Lot; Valet: Not Available; E) Pets: Service animals allowed: Yes; Pets allowed: No

Some Fine Print: 1) Hotel reservations can be cancelled up to one day in advance of arrival. 2) Special medical or physical concerns: Please detail needs with hotel check-in personnel at registration time. 3) It would also be helpful to please detail needs request on separate sheet and include with your registration forms. 4) Convention Cancellation Notice: Refunds by special exception before March 15, 2016.

5) AMMV will charge \$25 for returned checks.

160114



Convention Registration Form

Name _____ Affiliation/Chapter _____

Spouse/Other _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Convention Fee (AMMV Members who are not Spouse/Companions)

NO Fee for Spouse or Companion: \$ 75.00 x _____ = \$ _____

Business Meeting: Opening Ceremony & Morning Business Session (Wednesday, March 30th)

Food + Beverage Expense: \$ 30.00 x _____ = \$ _____

INCLUDES: **Continental Breakfast:** (Chilled Orange & Cranberry Juices; Selection of Breakfast Bakeries; Butter, Preserve and Cream; Cheese, Coffee, Decaffeinated, Hot Imported & Herbal Tea); **AM Break:** (Individual Bags of Trail Mix; Coffee, Decaffeinated Coffee, Hot Imported & Herbal Tea; Assorted Sodas & Bottled Water)

Jazz with Lunch on the Steamboat NATCHEZ (Wed, March 30; 1:00 to 5:30 pm)... \$ 60.00 x _____ = \$ _____

Bus transportation; Two Hour Cruise on Mississippi River; Lunch; entertainment; Live narration of historical facts and highlights of the port; Museum quality Steam Engine Room open to visitors; Cocktail and wine options available for purchase on board

Presidents Reception: (Wednesday, March 30: 6:30pm Till) \$ 25.00 x _____ = \$ _____

Sliced Turkey Breast, Roast Beef, Honey Ham, and Smoked Pork Loin, Sliced French Bread and Warm Rolls, Regional and Traditional Condiments; Freshly Baked Cookies; Coffee, Decaff Coffee, Hot Imported & Herb Tea; Sodas & Bottled Water + Cash Bar

Business Meeting: General Session (Thursday, March 31, All Day)

Food + Beverage Expense: \$ 70.00 x _____ = \$ _____

INCLUDES: **Continental Breakfast:** (Chilled Orange & Cranberry Juices; Selection of Breakfast Bakeries; Butter, Preserve and Cream; Cheese, Coffee, Decaffeinated, Hot Imported & Herbal Tea); **AM Break:** (Individual Bags of Trail Mix; Coffee, Decaffeinated Coffee, Hot Imported & Herbal Tea; Assorted Sodas & Bottled Water); **Lunch:** (Mixed Green Salad Served with Ranch & Italian Dressing, Chicken Marsala-Boneless Breast of Chicken Topped with a Marsala Cream Sauce, Roasted New Potatoes, Haricot Vert, Warm Rolls & Butter, New Orleans Bread Pudding With a Warm Vanilla Sauce, Coffee, Decaffeinated and Iced Tea Service; **PM Break:** (Assorted Freshly Baked Cookies, Coffee, Decaffeinated Coffee, Hot Imported & Herbal Tea, Assorted Sodas & Bottled Water.

Farewell Banquet (Thursday, March 31) \$ 60.00 x _____ = \$ _____

Banquet meal will be served with a Mixed Green Salad; Couscous Jambalaya; Sautéed Asparagus; & Homemade Apple Pie + Cash Bar.

Please indicate your preference by placing a mark in the appropriate box.

- ☐ _____ Grilled Chicken Medallions and Sautéed Shrimp with a Chardonnay Sauce.
☐ _____ 10 oz. Rib Eye, Seasoned with Cajun Herbs and Spices, Served with a Natural Au Jus.

WWII Museum Tour (Friday, April 1: 8:15am – 4:30pm: **WWII VETS**) \$ 45.00 x _____ = \$ _____

WWII Vets get free pass for Museum. This fee is for Bus & Box Lunch.

ALL OTHERS (Non WWII VETS): \$ 75.00 x _____ = \$ _____

Breakfast (on your own) at Hotel: Includes- Bus Transportation; The WWII museum + Beyond All Boundaries 4-D film - narrated by Tom Hanks + Final Mission: The USS Tang Submarine Experience & Box Lunch.
 Purchases not included at on-site American Sector Restaurant + Bar + Stage Door Canteen.

Total Due for Convention Fee, Meals, Event & Tour = \$ _____

Please make check payable to AMMV 30th National Convention 2016
Mail check (No Cash Please) with completed form to:
Sindy Raymond, 2722 Maynes Ct.; Santa Rosa, CA 95405



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

2722 MAYNES CT.

SANTA ROSA, CA 95405-8408

PHONE: (707) 546-6349 • CELL PHONE: (707) 235-6598 • saaren@sonic.net

Crossing the Bar

Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;

For though from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.

Alfred, Lord Tennyson (1889)

The Tower Hill memorial is a national war memorial in Trinity Square Gardens in Tower Hill, London. It is dedicated to all the Merchant Navy and fishing fleets who lost their lives' during both world wars.

American Merchant Marine Veterans
2722 MAYNES CT.
SANTA ROSA, CA 95405-8408

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New Orleans

through the eyes of
Mark Twain

with Tom Sawyer and Huck Finn

