

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE

V-E Day...May 8, 1945



V-J Day...August 14, 1945

IN PEACE AND WAR



1775

SPRING 2015

- ★ New National Office Information..... Page 8
- ★ V-E Day Page 24
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\$4.00



Tomb of the Unknown Soldier Honor Guard

- Members of the Army's 3rd Infantry – The Old Guard – posted to Ft. Myer adjacent to Arlington National Cemetery.
- Average tour is 18 months.
- May live on or off base.
- Living quarters under the steps of the amphitheater is for their 24 hour shifts.
- Their gloves are moistened to improve the grip on the rifle.

They walk 21 steps; stop on the 21st step; turn and face the Tomb for 21 seconds; turn to face back down the mat, change the weapon to the outside shoulder, mentally count off 21 seconds; Step off for another 21-step walk down the mat. Twenty-one alludes to the 21 gun salute, the highest honor given any military or foreign dignitary.



The Guard is changed every thirty minutes during the summer (April 1 to Sept. 30) and every hour during the winter (Oct. 1 to Mar. 31). During the hours the cemetery is closed, the guard is changed every 2 hours. The Tomb is guarded, and has been guarded, every minute of every day since 1937, regardless of weather.



Thorough inspections are conducted at each change of the guard.

Sentinels spend hours on practice and drills, studying tomb history, keeping their uniforms impeccable and getting physical training & haircuts.





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The editor and publisher of this magazine assume no
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National President Morris Harvey

Ladies and Gentlemen:

29TH ANNUAL CONVENTION: Wow! By the time you receive this report, the AMMV 29th annual meeting/convention will be only a couple of weeks away. I hope that you have already made your final plans to attend. If you cannot attend, I hope you have made the necessary arrangements to have your vote counted by designating a proxy per the instructions sent to chapter leaders and, for the first time, in a separate mailing, to Members at Large (MALs). We are working hard to have outstanding speakers and entertainment.

The designated April 26th deadline for registering at the \$60.00 convention fee will be fast approaching. Because of the desire to have as many members attend as possible, we are suspending the late registration fee of \$80.00. You will only be charged the lower \$60.00 fee.

EXTRA ACTIVITIES AT THE CONVENTION:

We have added a historic **cruise on the SS John W. Brown** on May 9th. It is being offered for a very reasonable cost of \$130.00 which includes the Cruise cost + Bus transportation – round trip, beverage on bus, and our group will be honored as WWII veterans during the cruise. In addition, the May 8th tour to the **WWII Memorial** will coincide with the 70th celebration ceremonies for V-E Day – the ceremony will last 1½ hours. The ceremony will be followed by the “Arsenal of Democracy World War II Victory Capitol Flyover” which will include historically-sequenced warbird formations flying across our nation’s capital—from the Lincoln Memorial to the Capitol. The Flyover will feature warbirds representing the major battles of World War II, from Pearl Harbor to D-Day, ending with a final Missing Man Formation to “Taps.” The Flyover is set to start at 12:10 p.m. and last approximately 40 minutes. More information about the ceremony and the flyover is available on the website at www.wwiimemorialfriends.org.

JOB ASSIGNMENT CHANGES:

You will note that there are some changes in the job assignments on page 4 of this Magazine. There are new assignments for the convention.

The communication position held by Carol Gutierrez is not included. I have not been able to utilize her knowledge and experience during my presidency. I have been engrossed by the legislative issues and the continuing membership and revenue declines that the organization is facing. I still believe we must right the ship before we involve attention and resources to a new branding and documenta-

tion of the communication issues that would need to be decided. When the organization is stable and headed in a new direction maybe some future president will decide to tackle the issues involved. Please note that Carole is still fully involved in helping to keep the AMMV afloat with her volunteer efforts to provide outstanding graphic exhibits in the News Magazine and for the graphics for A. J. Wichita for the NAUS magazine; producing the convention Memory Book and contributing content for our internet activities. In addition, she handles the RVP-Region 7 position while she publishes the Oregon Chapter newsletter Salty Dog.

LEGISLATIVE ACTIVITY:

JUST RECOGNITION: The new bill, HR-563, now has five co-signers (four more than we had in the last session of congress). Have you contacted your congressperson? This is still one most important action that a member can take. Keep reminding them that WWII veterans have been ignored and kicked down the road for 70 years. We have another option, an on-line petition: A Patti Schfidi created a petition on the Whitehouse.gov website in support of Bill HR-563. It is headed as follows: **We petition the Obama administration to:**

PASS H.R. 563: Honoring Our WWII Merchant Mariners Act of 2015. Let's Keep our Commitments to ALL Veterans."

I am recommending that everyone go to this URL and sign the petition:

<https://petitions.whitehouse.gov/petition/pass-hr-563-honoring-our-wwii-merchant-mariners-act-2015-lets-keep-our-commitments-all-veterans/FGNq9dMj>

Ms. Schfidi did not consult the AMMV before posting the petition – we have no idea of her connection to Merchant mariners. The Whitehouse site has raised the bar on signatures to 100,000 before it will be presented to the President. That is a lot of signatures so let's get to work.

Some of you will remember that we tried a petition on Change.org three years ago with disappointing results - we only enticed 465 individuals to sign. Due to the lack of support from our own members, I was very disappointed



(continued on page 7)



National Secretary Stanley Blumenthal

My campaign for President of the American Merchant Marine Veterans



While I agree with President Morris Harvey that we need younger blood for our future and my opponent, Capt. Chris Edyvean, fits that bill. Nonetheless, it is my belief that the views of an Independent Socialist, who ran for Congress twice, is more likely to get media attention for our various causes. Plus consider that we

have elections every two years, so you can vote for him or anyone else when I will be 92.

Ban outsourcing and protect our remaining and future jobs which includes brain draining

On January 15, 1953 GM CEO Charlie Wilson made himself famous at a Senate Hearing on whether to accept him as Secretary of Defense, as appointed by President Eisenhower, by saying, "What Is good for General Motors is good for American & vice versa." He served honorably until 1957 when he stepped down. This was a time when GM was huge, Detroit was a rich city and there were no Free Trade Agreements and no out-sourcing.

Compare the above with CEO Arnold Donald of Carnival Corp., the largest cruise company in the world announcing a "Memo Of Understanding" to teach the largest state Chinese shipyard how to build and operate cruise Ships. Mr. Donald can now proudly say, "What is good for Carnival is good for China & vice versa". And so can all the other corporations that have out-sourced to China and other countries.

Will Rogers is another one who made himself famous by saying, "We have the best politicians that money can buy". Congress frequently passes laws that favor big businesses but not the workers or our economy - like Free Trade Agreements that resulted in out-sourced manufacturing, at first low skilled jobs, then top skilled jobs, rust belting America. Out-sourcing is self-destructive and unsustainable. If you let one out-source, how do you stop everyone from out-sourcing? Shall we let everyone who wants to outsource and empty this Country?

Even service jobs, like answering telephones, had high paid, heartless CEO's lay off loyal, tax paying employees who spend their wages here, hiring foreigners because they are

cheaper and insulting their own customers figuring they will meekly accept foreign accents because they have no choice. Those CEOs showed no concern for their former employees or our economy. If congress made out-sourcing illegal, as a matter of vital national interest, I would not object to Free Trade Agreements. We would still have now out-sourced factories and phone answering jobs and our unemployment figures would be way down with more taxes collected.

Then we have the simple-minded who think that the government who rules least, rules best. There are those that think cutting corporation taxes will bring back the factories, not realizing long term contracts are signed before building; and even when they expire other countries won't allow abandonment, like we do. Once in a foreign country, you play by their rules and expect those factories to keep on operating no matter who owns them. Every country, including ours, has a right to nationalize industries for the good of the country. You can kiss those out-sourced factories and phone answering jobs good-bye. Proof: Master Lock is still made overseas.

It has been widely reported that on average 22 veterans commit suicide every day. A decent job, I believe, is the best medicine for PTSD and most mentally diseased including criminals.

Yet Congress continues to allow jobs to be out-sourced. Job creators moving jobs overseas is not what our soldiers fight for and is destructive to our country's interest.

It was recently reported that China's huge legislative group has 59 billionaires and I don't know how many millionaires; and they got this way without out-sourcing Chinese jobs that I know of. Yet they make deals, worldwide and at both state and private levels, to the benefit of all. Why can't we do the same?

Cruise ship building industry update:

Germany, Italy and tiny Finland build cruise ships, with Finland building the Oasis class which is the biggest of all at over one billion dollars each. I wouldn't be surprised if American investors are the ones keeping our ship yards from getting orders because the others are cheaper?

Greed before patriotism is ruining our economy along with our disastrous foreign policies. It is up to congress to subsidize and/or organize a Joint Venture, ala China, if we are ever going to build, flag, man a pair of cruise ships and a dry dock to service same. Two sister ships provide flexibility on cruises and are more economical as the 2nd one is less costly then the 1st one and so is spare parts for both.

They also enhance Home Land Security. Once started, we should get more orders for cruise ships proudly built in America providing great jobs. As is, all we provide are paying passengers. If we can build aircraft carriers and all manners of military stuff at tax payer expense, why not tax-generating civilian stuff?

As far as I know there is no media or "think tank" attention as to why we don't build our own cruise ships. In 2006 N.Y. Times financial reporter Louis Uchitelle wrote a book, "The Disposable American". It's brilliant on job give-away; I highly recommend it.

The next Free Trade Agreement is called the "Trans-Pacific Partnership" (TPP) with 9 nations involved and is complicated. Beware it doesn't enable more out-sourcing?

It is my contention that greedy, worst for our country, self destructive, immoral, short term thinking, permanently out-sourcing of factories and businesses, abandoning USA protection, self-interest, unpatriotic capitalist is inflicting irreparable damage to themselves, our vets, workers, tax revenues, and economy and is media protected from serious criticism.

I HAVE A DREAM, that the Propeller Club, and/or Navy League, and/or some Union, and/or anyone, with the news media present, will have the courage to invite the Socialist President (if elected) of the AMMV to debate the issues presented, with questions from the audience invited.

My motto: PATRIOTISM BEFORE PROFITISM.

Stanley Blumenthal

Currently National Secretary AMMV

National President's Report

continued from page 5

and let it die. Another factor was that we did not have an adequate internet presence - especially on social networks.

After that experience I was talking with the lead lobbyist at NAUS about the use of petitions to influence Congress. He advised that he was not aware of any petition that actually influenced congress to act one way or another. He did believe that a petition could raise awareness of our issue.

If this new Whitehouse.gov petition had not appeared, I was considering a new petition. However, when it does happen, it probably will not be on the Whitehouse site and it will address congressional committee leaders. I am still researching the exact approach to do it in conjunction with our AMMV internet sites. Because of this development, I will defer any action until we see how this site develops signatures - we need to advertise and support Ms. Schfidi with this new petition.

Respectfully,

Morris Harvey

Morris Harvey

National President

TORPEDOED for LIFE

The best-selling book that tells the REAL story of the Merchant Marine in World War II, and the injustice shown to these veterans by the U.S. Congress. This book is dedicated to:



Ian Allison

who crossed the final bar as this book was being published.



Gary Starnes, author, and **Ed Trester**, co-author, are World War II veterans and AMMV members.

To order, go to www.createspace.com/4054923

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OR call **Ed Trester** directly (904) 471-8897 for a signed copy. Sale Price is \$24.95 plus S&H.





Editor / AMMV Office Administrator Sindy Raymond

WELCOME ABOARD:

National office has been a bit busy lately welcoming new and reinstated members to the AMMV, following a mailing, funding donated by Hap Bledsoe, High Rollers Chapter, to previous Just Compensation Committee members and prior AMMV members. Many thanks for your responses and WELCOME ABOARD! As our membership dwindles, with age, the new, enthusiastic members are certainly a pleasant addition to our membership and they certainly keep me busily occupied.

A PERSONAL PLEA FOR SUPPORT:

Recently, when I broached the subject of our legislation, HR.563, to a group of Merchant Mariners, I was greeted with groans and comments: "they're waiting for all of us to die off before they do anything" and "we'll never get it!"

I would like to make a personal plea to all of our members: please, LET'S ALL CONTINUE MAKING THE EFFORT TO GET THIS LEGISLATION PASSED, ONCE AND FOR ALL, by whatever means it takes, whether it's letters, faxes, phone calls, emails, petitions, whatever. We need to be heard and to make Congress realize how mistreated WWII Merchant Mariners were, considering how much they contributed to the war efforts.

I have been working on this project for 10 years now and have to admit that I'm getting a little tired of trying, myself; BUT, when I think about what you Mariners went through without the national recognition you deserved, I want to try that much harder before it's too late.

The first 4-6 years of the Just Compensation efforts, I worked for the late Ian Allison, as his only employee. I was in from the inception of the idea, with the late Henry Van Gemert and others, of Just Compensation – doing everything from typing letters for Ian, meeting Congressman Filner many times, compiling, with the help of Shirley and Nelson Cauble, the listing of over 10,000 names on the JCC mailing list, fielding phone calls and emails, working on the testimonies of our members who appeared before the House and Senate Veterans' Affairs committees, organizing and travelling to Washington, DC for same and to Hawaii twice to try to personally persuade ex-Senator Akaka to push our bill forward in the Senate. I/we did anything that could be thought up to help.

Since 2009, I've been with AMMV and have tried to continue, as best I can, to do my part in helping further our legislative efforts. You guys have not been treated fairly and you deserve Government recognition.

I am thankful for the experiences our "Belated Thank You" efforts have given me; HOWEVER, as time passes, we need to bring these efforts to a successful conclusion.

I'm asking for a personal favor: PLEASE, PLEASE, PLEASE try harder to help our cause. Let's get this done in this 2-year Congressional session!!

Please see additional information later in this NEWS Magazine and go to work. We need YOU to help!



Sindy Raymond
SINDY RAYMOND

EFFECTIVE
JUNE 1, 2015

AMMV
National Headquarters
is moving!



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Convention and Memory Book

On behalf of the Convention committee, I would like to thank all of you who are participating in the “Memory Book” for our upcoming 29th National Convention. We have several new people and groups that have added pages to the publication, thanks to the hard work of *Captain Chris Edyvean, Mid West Chapter*, and candidate for AMMV national president. Support for the book underwrites the convention, so even if you can’t attend, you’ve helped make it a success.

However, if you still want to go, there is still time to register. At the top of the convention to do list is electing national officer. We have a good list of candidates that will give AMMV solid leadership. In addition, there are several issues to be decided, including support for the Jones Act, which has come under recent attack from some U.S. Senators.



Operation Survival

A special thanks to our president, Morris Harvey for service to our organization for the last four years. As his term as President ends, perhaps we should take the time to reflect on where we’ve been and, more importantly, where we are heading. When Morris was elected president, he took the reigns from a very capable A. J. Wichita and given the challenge of finding a way for our organization to continue.

Our numbers are shrinking, in part due to advancing age and health issues. We can’t help that, but, if AMMV is to survive, we must add younger people to our numbers. It’s not as easy as it sounds. All membership-driven groups are having trouble attracting new members. The younger generation are not joiners. They need good solid reasons to affiliate themselves with any group.

Speaking candidly, we have been a one issue group ... getting just recognition for the service provided by Merchant Mariners during World War II. It is a worthwhile goal, but not one Korean, Vietnam or Gulf War veterans are necessarily interested in. Bottom line, there is nothing in it for them.

“Operation Survival” is meant to grow AMMV and has been a primary focus of AMMV’s leaders these past four years. Morris has made it his goal to involve younger folks, thereby “passing the torch.” He has had some success, but the job is far from done. We’ve succeeded in gaining a presence on social media and upgrading our web page. That’s a good start.

Selling AMMV is like selling anything else. We have to come up with answers for “What’s in it for me? and “Why should I join?” Without that, all the glitz we come up with will make little difference.

On a personal note

It has been my honor to serve as your Communications Director and Webmaster. Morris moved the responsibility of Webmaster to a professional web designer who has created our new website **AMMV.us**. Now, he has eliminated the Communications portion of the job, saying that the responsibility of communications belongs with the President. I could not agree more. Final decisions for how AMMV is presented to the public do belong on the executive level.

I will, however, remain active on the Editorial Committee of the magazine, continue to produce the Convention “Memory Book,” along with my Chapter’s newsletter and fulfill the duties of Regional Vice President for Region 7.

Carole Gutierrez

CAROLE GUTIERREZ

PROCLAMATIONS TO BE CONSIDERED

For approval at the 29th AMMV National Convention – May 5 - 8, 2015

Submitted by Morris Harvey, National President of the AMMV, who will call for approval voting by those present at the general meeting at the National convention in Linthicum, MD. May 5 – 8, 2015.

Support the Jones Act

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

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

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

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

Preserving the integrity of the Jones Act should be a high priority. The Maritime Cabotage Task Force (MCTF) is now the American Maritime Partnership (AMP), a nationwide

association of grass roots organizations dedicated to educating the public about the importance of this law (the new information site is called Americanmaritimepartnership.com and has new social media applications on Facebook and Twitter. AMP's Facebook Page can be found under American Maritime Partnership (AMP) and its Twitter page is twitter.com/AMP-maritime).

The AMMV supports the position of the American Maritime Partnership.

Cargo Preference and the Food for Peace Program

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

The three main cargo preference laws are:

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

Title I of the 1954 law governs

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

As then Secretary of State Colin Powell noted on the 50th anniversary of "Food for Peace" program, "In order to seize the opportunities of the 21st century, American needs programs like 'Food for Peace.' As we deal with the challenges of terrorism, as we consolidate democracy in nations around the world, as we give hope to people around the world, we'll have to use our strategic tools in ways we have never used them before."

The AMMV will continue to support America's vitally important cargo preference laws and to promote funding at adequate levels.

Continuation of the Ready Reserve Fleet

Established in 1976 to ensure the military's continued access to cargo capacity, the Ready Reserve Force (RRF) is currently composed of 54 vessels.

Strengthened after the 1991 Persian Gulf War, the fleet's vessels are kept in an elevated state of readiness at ports located on the Atlantic, Pacific and Gulf coasts of the United States. Some ships also are kept in a prepositioned status overseas.

According to the Maritime Administration, which oversees the program, there were 91 activations of RRF ships between December 2002 and August 2005. During that time they carried nearly 15 million square feet of cargo.

Funded from the Navy-controlled National Defense Sealift Fund, RRF vessels are managed by private-sector shipping companies and crewed by

civilian U.S. mariners. Ships enrolled in the fleet have a diverse array of militarily useful specialties. Types of vessels include break-bulk, roll on/roll offs, heavy lifts, tankers, LASH, hospital ships and crane ships.

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

The AMMV continues to support an adequate RRF fleet of U.S. Vessels to insure support in times of crises.

Support of the Maritime Security Program (MSP)

The Maritime Security Program (MSP) provides funding for 60 militarily useful U.S.-flag, U.S.-crewed ships that are made available (as well as their land-based logistic infrastructure) to the Department of Defense in times of war or national emergencies. Within this fleet are containerships, roll-on/roll-off (RO/RO) vessels, lighter aboard ships (LASH), tankers, and heavy lift vessels. The program also insures that well-trained American merchant mariners are available to serve as crew.

The MSP became law in 1996, following five years of congressional hearings and committee markups. The program has always enjoyed bipartisan support from the House of Representatives, the Senate and the White House.

Signed by President Clinton, the original measure provided support for 47 vessels during a 10-year period. Maritime labor, industry officials, legislators and military officials recalled the lengthy battle to pass the first measure. They started planning after the turn of the new century on an expand-

ed MSP, and having it in place prior to its expiration in September 2005.

President Bush signed MSP extension and expansion legislation in November 2003 as part of the Fiscal Year 2004 National Defense Authorization Act. This cleared the way for the 60-ship MSP fleet and an increase in the funds for each U.S.-flag vessel made available to the program. (The extended program will expire in September 2015, unless reauthorized.)

However, both the 1996 and 2003 measures included the provision that Congress annually must approve the financial support to the program. Thus, each year, maritime labor, industry representatives and military officials must lobby the Congress for full funding for the next fiscal year. Indications are that the MSP continues to have bipartisan support. Military leaders have praised it as being "a cost-effective program that assures guaranteed access to required commercial U.S.-flag shipping and U.S. merchant mariners, when needed."

The AMMV supports the MSP program and encourages Congress and the President to reauthorize in 2015.

Strategic Sealift

An integral part of protecting America's interests involves getting the necessary troops, supplies and ammunition in position and on time to deal with an international crisis. As a recent Department of Defense study noted, while ships travel more slowly than transport planes, they usually are less expensive to purchase and operate. A single large ship can carry literally hundreds of plane loads of equipment.

Simply put, strategic sealift is the ability to project America's power overseas through water-borne transportation. In any altercation, there are two types of sealift resources: *Surge shipping* of military unit equipment and pre-positioned material—the initial, high-volume, rapid movement of battle tanks, assault vehicles, artillery, helicopters, trucks and immediate combat provisions to support troops

and aircraft flown to the theater; and *Sustainment shipping* to resupply U.S. and coalition forces to meet daily consumption and build up reserve stocks while combat is taking place.

Throughout history, the civilian U.S.-flag maritime industry has played an indispensable role in ensuring that American military planners have an adequate and a reliable source of strategic sealift.

The AMMV is committed to the idea of ensuring that a reliable source of U.S. Flag merchant cargo ships are available.

Honor our Troops in uniform

The members of the AMMV, on the individual and Chapter levels have been involved with direct activities in support of the men and women of the nation's armed services.

Most of our membership is comprised of men and women who had served in World War II. Presidents Franklin D. Roosevelt, Harry S. Truman and Dwight D. Eisenhower called their contributions irreplaceable. Winston Churchill dubbed them "heroes in dungarees."

Throughout the Cold War and post-Cold War eras, maritime workers have stood by the men and women in the military, in both deed and word. Many of our members were there in Korea and Vietnam. A few of our members and of course, we expect future members to have supported them in the first Persian Gulf War, Bosnia, Haiti and Somalia.

Since September 11th, seamen have been protecting American interests in the War Against Terror and in response to national disasters like Hurricanes Katrina and Rita. More than 5,000 merchant mariners supported Operations Enduring Freedom and Iraqi Freedom by serving aboard 157 vessels moving essential supplies to our troops.

All share one thing: a deep love of country. The AMMV membership will remain united in our support of the men and women who wear the uniform of the United States.

Younger Thoughts About Why The Jones Act Matters

Editor's note: This article was submitted by Mid-West chapter member Chris Edyvean. It's from a young acquaintance, John Ingold, who advises that, as a college student, he's looking for an internship this summer in the shipping industry. He can be contacted at johningold@sbcglobal.net. He completed the Unlicensed Apprentice Program offered at the SIU-affiliated Paul Hall Center for Maritime Training and Education, and sailed on vessels contracted to the Military Sealift Command (MSC).

I come from the Midwestern town of Green Bay, Wisconsin. It's a small but proud town of cheese-loving Packers fans. Growing up in Green Bay, I graduated high school in 2009. At the time, Green Bay was facing the economic uncertainty that the most of the United States was feeling. Financing large amounts of student debt to go to college while I was undecided on what to do seemed unwise. I was faced with the very common problem many American young adults and parents are forced to deal with.

One day while studying online with my father on potential career paths, we learned about an apprentice program. It was funded jointly by a labor organization and the companies that rely on that same workforce. This school gives people the opportunity through hard work to earn a free education and employs them in the lucrative but demanding U.S. shipping industry.

After some research I felt as if this program might be right for me. The education begins with an academy-style program that teaches people the basic required classes for safety and security when working on U.S.-flag commercial and government ships, and then sends you out on the contracted vessels as a working apprentice. While on board that commercial or government vessel the student has the opportunity to work in each of the three departments (deck, engine and steward) during a three-month period. When the student returns to the school, he or she chooses one of those departments. The school then further trains that mariner for work in the chosen department.

Altogether, when the mariner completes the program in about one to one-and-a-half years' time, that person now has education and experience in the department they'll be working in. This benefits the ship-operating company immensely because they know the labor force they receive is ready for the job.

This is a great example of labor and management working together for mutual benefit. The Seafarers International Union, in collaboration with American-flag vessel operators, supports the education of mariners so they can enter the industry, and helps enable them to climb the ladder from entry level to higher positions, all the way up to vessel master.

I believe these opportunities also exist in part because of the Jones Act. A strong case can be made that without the Jones Act – formally the U.S. Merchant Marine Act of 1920 – there wouldn't be a U.S. Merchant Marine.

This law dictates that cargo moving from one American port to another is carried on an American-flag, American-owned ship built in the United States and crewed by U.S. citizens. It contributes to our economy and security by keeping our shipbuilding capacity operational and helping maintain a pool

of mariners who are qualified and competent to operate our vessels.

The Jones Act reaches further than this as well. Our armed forces rely on the support of the U.S. Merchant Mariners who work on Military Sealift Command vessels. Many sailors in our industry work on government ships full-time in support of the military. The rest of the civilian mariners work in the private commercial fleet. Part of our commitment as U.S. Merchant Mariners is the obligation to the United States in times of war. In times of conflict, more ships often need to be called out to transport our supplies and to help maintain our naval fleets.

The mariners who sail in the Jones Act trade can be called upon to man those ships when we need them most. Some of our citizens may have never heard of us, but we have always been there for our country when we are needed. If we lost the Jones Act, not only would our economy be victimized by outsourcing, but also we would jeopardize our military by forcing them to rely on foreign crews.

This industry gave me the opportunity for education and employment at the cost of hard work and dedication. In return, mariners have provided the reassurance that our service men and women deployed overseas have the qualified manpower in the industry supporting them when and wherever needed.

My first opportunity came on my very first vessel in the apprentice program. In 2010, I sailed on the M/V Alliance Norfolk for 128 days. I sailed in support of the U.S. military efforts in the Middle East. It required us to sail through the pirated waters of the Red Sea and the Gulf of Aden and into some potentially dangerous ports such as Iraq and Yemen. Standing "pirate watch" was a unique experience to say the least. Without a doubt, though, the security I felt on that vessel working with the professional crew reinforced my belief that we were ready for whatever came at us. Our company brought on a professional group of individuals to secure our safety in hot waters. Our crew had emergency plans that we regularly rehearsed to ensure we would work as a unit in potential situations. We were ready to handle those situations in part because the Jones Act helped make sure that the United States Merchant Marine is always ready to rise to the challenge.

Five years later I have sailed all over the world, from the Middle East to a cruise ship in Hawaii. I've spent the majority of my time, though, working on the Great Lakes on vessels that move iron ore for our steel industry. Mariners' schedules can demand months of work at a time while offering months of vacation. With these large amounts of vacation time I started traveling in my time off. I met a girl on a bus tour while I was traveling through New Zealand. Ever since then, she slowly lured me away from the sea. I now live in Sweden and am going to Jönköping University studying International Economics and Policy. Sailing has enabled me to discover who I am and give me the confidence to pursue my dreams. Even now as I am exiting the industry I still feel compelled to write about it and to advocate it. It has given all of us so much benefit and we need to protect it for our future generations.

My story is just one of the countless stories of Americans all over who have been able to earn the opportunity to succeed in this industry. Protecting our shipbuilders, crews and operators from outsourcing is the equivalent protecting our values as Americans.

Hitler couldn't sink the Merchant Marine but Congress is working on it!

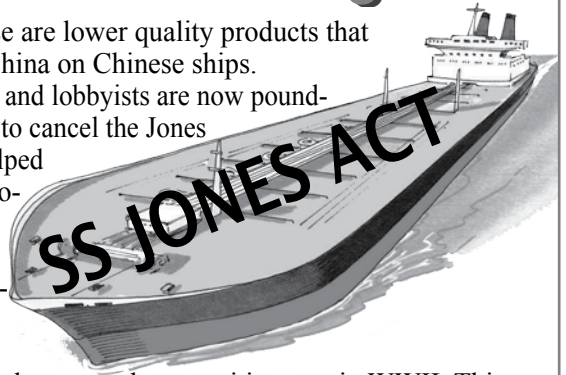
Despite heavy losses by Nazis submarines, the U.S. Merchant Marine sailed on and saved people from starving and armies from slaughter by delivering food, guns and ammunition in WWII ... During the birth of our nation 35,000 merchant seamen did the same for George Washington in his fight for our independence. When General Washington was down to 9 bullets for each soldier's rifle, a merchant ship, an American privateer captured a British ship with a load of gun powder, which they delivered to Washington and the Army continued to fight.

In the last two decades our Armed Forces have been engaged in war. But Congress has virtually eliminated the American Merchant Marine. Now, when we go to war we ask other nations to loan us their ships, as we had to in Desert Storm.

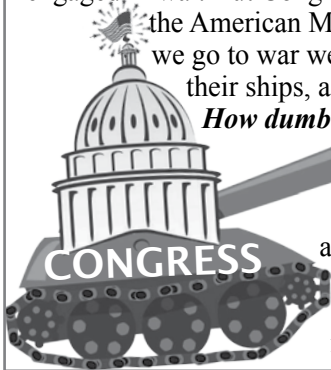
How dumb is that? We have the strongest economy in the world but our Congress is so foolish, it lets politicians' interests and private lobbyists guide them into having other countries supply our basic needs, like clothing, machinery and foodstuffs.

Much of these are lower quality products that come from China on Chinese ships.

Politicians and lobbyists are now pounding Congress to cancel the Jones Act which helped President Roosevelt to develop a large merchant marine which provided the necessary food, guns and ammunition to win WWII. This Jones Act is the foundation of our U. S. maritime industry and cancelling it or parts of it will seriously be reflected in our national economy. Let this happen and America will lose an important part of the framework to challenge foreign power in the next big war. Let this happen and the sunset of American independence is just over the horizon.



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



The loose ends of WWII

When our troops were running out of fuel, ammunition and war supplies, freshly built ships loaded with cargo were ready to depart but did not have seamen to sail them. Heavy loss of ships and sailors by enemy "wolf packs" had left a large hole in the manpower needed to run these replacement vessels. In desperation the Maritime Commission lowered requirements for seaman by soliciting school boys 16 and 17 years of age to help man the ships.

The kids volunteered, the ships sailed and our servicemen got the food and supplies they needed. We won the war and the servicemen came home to victory celebrations. Our generous government gave the returning GIs the benefits of college educations, home loans and substance to sustain them while in school. It even provided veterans medical services for the rest of their lives. Meantime, the merchant seamen came home to: "Your service does not qualify for GI benefits" and "These jobs are available first to the military veterans." The next blow came when merchant seamen, wounded in battle by the enemy, needed follow up medical care after they came home. They had to pay for it themselves or get their families to – why? Because they were not considered "Veterans."

Our American government, if it is anything, is generous. Those, who organized the greatest sealift mankind has ever seen, did a fantastic job and deserve a lot of credit. But, as in all great undertak-



ings, some details were overlooked. The Maritime Commission knew what to do with the ships when the war was over; "give the best ones away to preferred bidders and mothball the rest." What about those merchant seamen the Maritime Commission trained under military conditions? They were sent to sail embattled waters the world over where they suffered the highest loss of life by enemy action in ratio than any other service. But after the War, the attitude was "Well, what about it?"

Congresswoman Janice Hahn (CA-44) and Congressman John Duncan Jr. (TN-2) have done something about it! They've introduced House Bill HR563 "Honoring our WWII Merchant Mariners Act of 2015," requesting a one-time payment of

\$25,000 for the bravery and sacrifice Merchant Mariners endured during the war, which was not recognized by our "generous" government until 44 years after WWII was over.

Please urge your Congressman to sign on to HR563. It is the right thing to do!

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



AMMV

Profit & Loss

July 2014 through February 2015

Ordinary Income/Expense

Income

401 · AD NEWSLETTER	75.00
402 · CONTRIBUTIONS	5,097.54
405 · MISSION SUPPORT FUND	2,500.00
406 · DVD SALES	3,578.00
407 · RECRUITMENT MAIL INCOME	4,800.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	125.00
BEE · BEEHIVE MARINERS	175.00
CAC · CACTUS MARINERS	225.00
CEC · CENTRAL CALIFORNIA	575.00
CHC · CHINA COASTERS	800.00
CIC · CENTRAL INDIANA	525.00
CWM · CARL W. MINOR - CENT. CA. COAST	450.00
DAR · DENNIS ROLAND	3,400.00
DES · DESERT MARINERS	800.00
EMS · EMERALD SEAS	225.00
EOH · EDWIN O'HARA	650.00
GLD · GOLDEN GATE	1,725.00
GUL · GULFSTREAM	1,395.00
HIR · HIGH ROLLERS	425.00
HSE · HIGH SEA ERA	175.00
HSM · HIGH SEAS MARINERS	225.00
HUD · HUDSON VALLEY	875.00
HUM · HUMBOLDT BAY	325.00
JOB · JEREMIAH O'BRIEN	300.00
JTS · JOHN T. SCHMIDT/PALMETTO	525.00
KEY · KEYSTONE MARINERS	200.00
LON · LONE STAR	500.00
MAC · ROBERT J. MAC ALVANAH	984.00
MAL · MEMBERS AT LARGE	20,946.00
MAM · MID AMER. ANCIENT MARINERS	550.00
MCO · MID-COLUMBIA	1,000.00
MGC · MISSISSIPPI GULF COAST	57.00
MON · MON VALLEY	400.00
MOV · MISSOURI VALLEY	800.00
MPA · MARINERS OF PENNSYLVANIA	450.00
MWE · MID WEST	600.00
NBM · NORTH BAY MARINERS	700.00
NOA · NORTH ATLANTIC	750.00
OCA · OCALA CHAPTER	625.00
OHV · OHIO VALLEY	475.00
OJE · OTTO J. ERNST	150.00
OKM · OKLAHOMA MARINERS	375.00
ORE · OREGON	750.00
ORS · OREGON SOUTHERN	450.00
ORV · OSWEGO RIVER VALLEY	75.00
PEC · PECONIC BAY	375.00
SAC · SACRAMENTO VALLEY	1,075.00
SAR · SARASOTA-MANATEE	925.00
SSM · SMALL SHIP MARINERS	300.00
SSP · SS SAMUEL PARKER	725.00
STH · SS STEPHEN HOPKINS	875.00
SUQ · SUSQUEHANNA VALLEY	725.00
SWF · SOUTHWEST FLORIDA	725.00
THR · THREE RIVERS	850.00
VUL · VULCAN CHAPTER	375.00

Total 410 · CHAPTER DUES 51,707.00

Total Income 67,757.54

Expense

500 · FIXED EXPENSE

501 · BANK CHARGE	105.84
503 · EQUIP RENTAL	400.00
507 · TELEPHONE	2,358.88
508 · RENT/OCCUPANCY	2,400.00
509 · UTILITIES	800.00

Total 500 · FIXED EXPENSE 6,064.72

522 · RECRUITMENT MAILING

4,765.24

528 · JCC CLOSING EXPENSE

544.00

530 · NEWS LETTER

533 · POSTAGE	4,483.55
536 · PRINTING	14,648.75
538 · LAYOUT	1,100.00
539 · EDITORIAL FEE	900.00

Total 530 · NEWS LETTER 21,132.30

540 · DVD EXPENSE

542 · DVD REPLICATION	945.00
543 · DVD POSTAGE	958.19
545 · PRINTING	533.24
547 · DVD PRODUCTION SUPPLIES	336.95

Total 540 · DVD EXPENSE 2,773.38

550 · PERSONNEL

551 · ADMINISTRATOR	12,000.00
552 · NATIONAL PRESIDENT	1,785.07
556 · REG. V.P.	381.32

Total 550 · PERSONNEL 14,166.39

560 · OPERATING EXPENSES

564 · OFFICE SUPPLIES	1,026.18
565 · POSTAGE	1,173.24
566 · PRINTING	125.78

Total 560 · OPERATING EXPENSES 2,325.20

Total Expense

51,771.23

Net Ordinary Income

15,986.31

Net Income

15,986.31

Fellow Mariners:

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

George Salovich, National Treasurer

Welcome Aboard to these New Members of the AMMV

PETER M. ACCETTURO	EVERETT	WA	ALFRED D. LYON	FREMONT	CA
HOWARD W. ALBERT	PRINCETON	WV	THOMAS E. MAC CORMACK	BROOKLYN	NY
RICHARD G. ASTRUCKAS	QUAKER HILL	CT	MARY T. MACRIDES	NAPLES	FL
ROBERT AVALON	MARTINEZ	CA	ROBERT MACRIDES	NAPLES	FL
WILLIAM BAER	HAVERTOWN	PA	GUY MARSHALL	PALMER	AK
MURRY BAKEL	GREENLAWN	NY	GLENN H. MARTIN	CANTON	OH
CAPT. WALTER J. BALDWIN	VERO BEACH	FL	JACK S. MC CULLY	DES ALLEMANDS	LA
THOMAS J. BASSETT	TUCSON	AZ	BEN H. MC LENDON	SAVANNAH	GA
DONALD M. BERGER	SEFFNER	FL	JACK T. MILLER	KATY	TX
ELMER E. BOLIA	LENEX	MI	RAYMOND E. MILLS	HOLLIDAYSBURG	PA
STANLEY I. BROOKS	FRIPP ISLAND	SC	FREDERICK M. MOORE	EFFINGHAM	IL
JACK BURCH	CAMARILLO	CA	ROBERT F. MORGENBERGER	SOMERSET	NJ
ALFRED L. BUSH	GRAND RAPIDS	MI	WILLIAM S. MORRIS	JACKSONVILLE	NC
ISAAC CALEF	DEERFIELD BEACH	FL	DAVID NACCARATO	MARINA DEL REY	CA
STEVEN F. CAMPBELL	ELK POINT	SD	FRANK S. NAGY	ALTON	IL
LEROY L. CAPLAN	LAS VEGAS	NV	CAPT. WALTER S. NICHOLAS	SHAKER HEIGHTS	OH
DASNEIL L. CASTROP	EL RENO	OK	DONALD E. NICHOLS	AUGUSTA	ME
JULIO CECCHETTI	STOCKTON	CA	ARTHUR V. NIELSON	CENTRAL POINT	OR
CARLTON J. CHEWNING	JACKSONVILLE	FL	LEONARD NISTLER	EDEN VALLEY	MN
MRS. TED CLARK	CHICAGO RIDGE	IL	HARRY O. OLSEN, JR.	WARWICK	RI
JOHN H. CONRATH	BELLEVILLE	IL	RICHARD PAINTER	FAIRBANKS	AK
JOHN W. COOPER	MOUNDSVILLE	WV	NORMAN O. PANTANELLI	PEMBROKE PINES	FL
WILLIAM G. DAVIES, JR.	MAPLEWOOD	NJ	RONALD B. PATTERSON	OAKDALE	CA
WAYNE W. DAVIS	WEATHERFORD	OK	ALBERT C. PENKSA	AIRMONT	NY
HERMAN J. DEMICK	SPARTA	IL	FRANK PICCOLO	MANORVILLE	NY
CLARENCE DODD, JR.	BROOKFIELD	MO	RICHARD E. PILLMORE	FORT COLLINS	CO
RICK DOUTHIT	THE VILLAGES	FL	PATRICK H. RAFFERTY	LAS VEGAS	NV
RUTH EBRON	NAPLES	FL	EMIL J. REICHERT	LODI	CA
T. R. ELLIS	MUSKOGEE	OK	JOHN "JACK" ROBINSON	GRAND RAPIDS	MI
THOMAS J. ENDER	DIAMONDHEAD	MS	LEROY M. ROCKWELL	PIEDMONT	CA
BEELER C. ESKRIDGE	RALEIGH	NC	SYDNEY H. RODIN	SCOTTSDALE	AZ
WILLIAM R. FORRESTER	PORT ANGELES	WA	CAPT. GEORGE R. SANDBERG	CENTER MORICHES	NY
EVERETT E. FRENCH	BENICIA	CA	ALGIE K. SANDLIN	MESA	AZ
LEO FYER	DEL MAR	CA	BURT A. SHEARER	MERCER ISLAND	WA
JOE GIOCOMARRA	LA CANADA	CA	KATHLEEN A. SHERLOCK	HOLLENBERG	KS
RICHARD GOLDSBOROUGH	ITHACA	NY	DONALD R. SLESSLER	BELCHERTOWN	MA
RAYMOND L. GRISMER, JR.	CINCINNATI	OH	JAVAN K. SNOWDEN	MONTGOMERY	AL
WARREN G. HACKNEY	FAIRBANKS	AK	PHILIP C. SPEER	POMPANO BEACH	FL
C. E. HAGLER	HUNTSVILLE	AL	BENNIE C. STABILE	UNION CITY	CA
LAWRENCE E. HALEY, SR.	CHAFFEE	NY	ROBERT STEIGER	GROSSE PT. FARMS	MI
ARCHER W. HAMILTON	GAINESVILLE	GA	THOMAS E. STRATTON-CROOKE	CLEVELAND	OH
LAWRENCE J. HARDIMAN	ROSWELL	GA	LYLL S. SURTEES	EDMOND	OK
CAPT. HENRY N. HELGESEN	WILMINGTON	NC	ARNOLD G. TEW	NEW HOPE	PA
MILDRED HENDRICKS	SAN DIEGO	CA	FRANK W. THUN	BONNEY LAKE	WA
GENEVIEVE J. HILL	EDWARDSVILLE	IL	DAVID R. TODD	PRESCOTT VALLEY	AZ
MARVIN HILL	EDWARDSVILLE	IL	CHARLES T. UNGER	SEBRING	OH
WALLACE L. HOGLE	FT. WAYNE	IN	BARRY VAN GEMERT	DELMONT	PA
RICHARD W. HOLLINGSWORTH	CLEARWATER	FL	RICHARD J. VAUGHAN	PHOENIX	AZ
PHILIP D. HOLMES	EAST FALMOUTH	MA	RICHARD L. VENABLE	LAKELAND	FL
ARTHUR HORTON	SHERMAN OAKS	CA	WALTER H. VENABLE	MIAMI	FL
AGNES R. JAMES	LAGUNA WOODS	CA	ENRIQUE A. VERA	SIMI VALLEY	CA
BASIL D. JOHNSON	GROSSE PT. FARMS	MI	LEROY VIGE	EUNICE	LA
BRADLEY M. JOHNSTON	BERKELEY	CA	CHARLES L. WAGGONER	HARAHAN	LA
JOSE JUAREZ	SEAL BEACH	CA	PHILIP F. WARNER	SILVER SPRING	MD
ORVILLE KOFSTAD	WARROAD	MN	EDWARD J. WEBER	COCONUT CREEK	FL
MAGGIE LA NOUE	ALBION	MI	CHARLES L. WESTER, SR.	MC DONALD	OH
CLEGG LANGLEY	MILLVILLE	NJ	EDWARD WILLIS	PALMER	AK
CAPT. LEIF H. LINDSTROM	PENSACOLA	FL	WILLIAM W. WITTKOWSKI	CARLISLE	IA
REX B. LINK	LOS ANGELES	CA	JANET A. WOLF	NEW YORK	NY
STANLEY J. LUCZEK	INDIAN ORCHARD	MA	OSCAR F. WOODS	MICCO	FL
MARTHA LYNE	ELLENTON	FL			

North to Alaska – The Forgotten Theater

Even as the likelihood of Japanese aggression mounted in the 1930s, Alaska and the Aleutian Island chain remained virtually undefended.

Although the Aleutians themselves stretch nearly 900 nautical miles west from the tip of the Alaskan Peninsula to the outermost island of Attu – and reach to within 650 nautical miles of what was then Japan's northernmost naval base at Paramushiro in the Kuri Islands – they seemed unlikely candidates for Japanese conquest. Cold, inhospitable, virtually unpopulated, totally lacking in any natural resources but fish, and afflicted with some of the worst weather in the world, in the 1930s, the Aleutians held little military interest for either the United States or Japan.

However, by the mid-30s, it was felt that the islands' strategic value was their ability to control Pacific Great Circle routes. The Japanese reasoned that control of the Aleutians would prevent a possible U. S. attack across the Northern Pacific. Similarly, the U. S. feared that the islands would be used as bases from which to launch aerial assaults against the West Coast.

In 1940, the United States established a naval base in Dutch Harbor, one of the few good harbors on the chain. This area was of great strategic interest, made clear on June 3, 1942 when the base was attacked by Japan. This attack came to be called the "Pearl Harbor of the North".

Diversion but recapture

Early in WW II, small areas of the

Japanese attacks at Midway Atoll and Guadalcanal. The U. S. Navy, having broken the Japanese naval radio codes, knew that this was a diversion and did



not expend a large amount of effort in defending the islands; but realized that something needed to be done to defend American interest in the Aleutians.

Efforts to eliminate Japanese supply convoys were taken at the Battle of the Komandorski Islands in March, 1943. Japan thereafter abandoned all attempts to resupply the Aleutian



garrisons by surface vessels, and only submarines would be used. In May, 1943, the operation to recapture Attu began. A shortage of landing craft, unsuitable beaches, and equipment that failed to operate in appalling weather made it difficult to bring any

force against the Japanese. Soldiers suffered from frostbite because essential supplies could not be landed, or could not be moved to where needed because vehicles would not work on the tundra. And US and Canadian invaders of Kiska Island in August of 1943, found the island abandoned. Under the cover of fog, the Japanese had successfully removed their troops on July 28th. The Army Air Force had bombed

abandoned positions for almost three weeks without suspecting the Japanese were no longer there. As with Attu, Kiska offered an extremely hostile environment.

U.S. supply program

Far from the headline-making battles of the central and southwest Pacific, Liberty ships also helped fight a much lesser-known campaign of the Pacific

war, the defense of Alaska and the recapture of the Aleutians from the Japanese. The war in the Aleutians had as much tedium and as many snafus as any other, but it went on in mists, fog, ice, cold, and howling williwaws and was overshadowed in history by the strategically decisive battles of Midway and the Philippine Sea.

Except for the occasional mention of Dutch Harbor, Adak, or Attu in war communiques, the Alaskan Theatre was as hazy in the minds of most Americans as if it was on the moon. And so it seemed to the thousands of GIs sent to the cold, wet, barren Aleutians, where the campaign ended with an almost comic opera invasion of an island where the enemy had decamped and disappeared. That dismal land, wrote

Samuel Eliot Morison, "might well be called the Theater of Military Frustration... sailors, soldiers and aviators alike regarded an assignment to this region of almost perpetual mist and snow as little better than penal servitude."

The Alaskan run was no short haul. It was 1,700 miles and 8 days from Seattle to the closest port at Dutch Harbor--the same as from Halifax, Nova Scotia, to Kingston, Jamaica--and hundreds of miles more out to Amchitka and Kiska.

When the Alaskan buildup was accelerated in 1942, the territory had half a dozen ports capable of handling Liberty-type ships, and some of them were closed part of the year. Seward was the principal port. In the spring of 1943, the Army built a new port at Whittier on Prince William Sound, with a large pier to handle Liberty ships and a branch rail line to the Alaskan Railroad some 50 miles away.

Within a year this port was handling 55,000 tons of cargo a month. A dozen other new ports were built plus new or expanded facilities at Adak, Shemya, Amchitka, Massacre Bay, and Kiska. The Army built a breakwater and pier at Shemya that was handling 76,000 tons of cargo a month by 1944.

Port facilities for two Liberty-sized ships were developed at Amchitka, where the peak load hit 63,000 tons in September of 1943. By April of 1943, Adak was the busiest port in Alaska, handling as much as 130,000 tons of cargo a month.

A typical Liberty in the Alaskan shuttle was the John Paul Jones,

which spent more than a year hauling thousands of tons of cargo to Kodiak, Ketchikan, Dutch Harbor, Seward, Woman's Bay, and Pleasant Island. The Jonathan Harrington became known as the "Kodiak Express," making many voyages to the inhospitable Aleutians and the Bering Sea, including one call at Point Barrow, the extreme northern tip of Alaska.

Hazardous weather conditions were not easy on Liberty ships:

A particularly vicious storm in the Alaskan area proved what some people

had claimed about Liberty ships--that the welding was not always of high quality and sometimes let a ship come apart at the seams--but the aftermath of the affair proved that welding was,



on the other hand, the best way there was of putting her back together.

The Alexander Baranov, delivered by Permanente Metals Corporation of Richmond, CA., on 17 April 1943, was soon thereafter turned over to the Russians under Lend-Lease and re-named Valeri Chkaluv. She had made several uneventful trips between the West Coast and Siberia with food and war supplies when she was caught in a terrific storm. During the third day



of the storm, under the hammering of tremendous seas, a crack developed in the forward part of the ship and spread, foot by foot, until, after 48 hours, with a boom like the roar of a cannon, the Valeri Chkaluv broke completely in two.

All of the crew except one were in the after portion when the bow broke away. Another Russian ship, this one commanded by a woman, Captain Anna Schetinina, responded to the Chkaluv's SOS, but huge seas prevented a rescue.

By the time a U. S. Navy destroyer and two tugs arrived on the scene, the two sections of the ship were still floating, ten miles apart. As the weather moderated, both ends were captured and towed to North Vancouver, British Columbia, where they were welded together. Then, as good as new, or perhaps even better, the ship went back under the American flag with her original name of Alexander Baranov and sailed on through the war.

The winters of 1943 and 1944 were among the worst on record in Alaskan waters. It was common for ships to report winds of 75 to 100 knots and seas from 40 to 50 feet high. The John P. Gaines, on her second voyage, broke up about

40 miles south of Chirikoff Island on 27 November 1943 and went down with the loss of 11 lives. The John Burke, in the same area at the same time, experienced no trouble. That ship made nine voyages to Alaska; then, on her 10th voyage, to the Philippines, she was lost with all hands off Mindoro on 28 December 1944.

After the John Straub sank in Alaskan waters in April of 1944 with a loss of 15 men, there was a great hue

and cry that the Liberty ship was a poor product of shipbuilding, although survivors reported that faulty construction "was not a factor in the sinking" and that, as a matter of fact, the

sea was smooth and the night clear at the time of the accident.

Much of the criticism came from politicians and editors who didn't know a stroke from a rudder post and who, indeed, probably couldn't distinguish a Liberty from a Victory or a C2. Their clamor was soon deflated, however, when an investigation revealed that the ship's loss was not, as first hastily assumed, caused by weakened deck plates and sea action, but rather the result of a violent underwater explosion.

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.*

ROBERT J. ARBUTHNOT
HERMAN E. BALL
SEYMOUR BEITSCHER
JAMES J. BISHOP
WILLIAM B. CARROLL
HAROLD W. CLARK
ELMA CUEMAN
ROBERT L. FALEY
JAMES V. GANG, JR.
COSMOS HOFFMAN
CLARENCE A. JOHNSON, JR.
WOODROW C. KING
GERALD J. KRUEGER
MILDRED LESIC
EILEEN LIEN
JOHN C. PANELLA, SR.
LOUIS PERRY
JOHN F. ROMAN
JOHN W. SLOAN
ROY G. STANLEY
VALERIA URBİKAS
BRUCE W. WASHMON
MAX M. YOUNG
NARCIZO ZANCHETTINI

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

Dummitt v. Crane Co.

“Friend of the Court” brief submitted on behalf of the AMMV Membership

On behalf of the AMMV I have submitted a “friend of the Court” brief in support of an asbestos court case in New York State. The legal Counsel is Russ Haven, Esq. representing the New York Public Interest Research Group, Inc. (NYPIRG). The case, *Dummitt v. Crane Co.*, is of national significance in the unsettled area of manufacturer products liability. The case soon will be decided by the New York State Court of Appeals. New York’s top court will rule on whether a manufacturer must warn of the hidden and lethal toxic dangers created by the ordinary use of its product—known to the manufacturer at the time of production—where the product was designed and intended to be used with replaceable toxic components. **The U.S. Chamber of Commerce, the National Association of Manufacturers, the Business Council of New York State and many other corporate interests**—groups that have worked to thwart strong consumer protection, environmental, public health and worker protection laws in Congress and in Albany—submitted an *amicus* brief to the Court of Appeals urging it to overturn the *Dummitt* decisions and permit manufacturers to escape liability even where they consciously chose not to warn.

The brief, written by the tobacco industry’s lead defense law firm, *Shook, Hardy & Bacon*, argues for automatically letting manufacturers off the hook, notwithstanding that they are in the best position to provide purchasers with important information about the hidden dangers of their products, which may shape purchase decisions. Placing the duty of warning on manufacturers would ensure that users receive information to prevent illness, injury and death.

Russ Haven, Esq., Legal Counsel, stated that “for us to join in as a “friend-of-the-court” there would be no expenses for your organization and no litigation costs. As a friend of the court, you would not have the responsibilities of a party to the case. Participation by AMMV and other veteran, labor and public health groups is to show the court that people are watching and to help balance out the voices of large business interests who are looking to limit their responsibility for the illness, injury and death caused by their prod-

ucts. We will then submit it to the court on your behalf. You don’t have to file anything with the court and as mentioned, you don’t need to get an attorney to submit it on behalf of AMMV--we’ll do that.”

The letter submitted to the Legal Counsel is as follows:

February 23, 2015

American Merchant Marine Veterans (“AMMV”) is a non-profit organization chartered headquartered in the state of Florida with members in all 50 states. The organization has approximately 2,500 members, a 501c19 veterans organization representing all of whom are former members of the wartime merchant marine. The principal purpose of the AMMV is to promote the interests of the former merchant mariners who served during wartime on Merchant Ships. The organization promotes knowledge and awareness of the service of its members and educates aggressively for recognition of that service and fair recognition and compensation for its members. All of the members of the organization served aboard vessels that contained boilers, pumps, valves, gaskets, packing and insulation similar to the equipment and components at issue in this matter. Many of its members were exposed to these asbestos-containing products and many suffer or suffered from the diseases attributable to asbestos, including mesothelioma, the terminal disease suffered by Master Chief Dummitt in this case. The AMMV has a strong interest in the outcome of this matter as part of its efforts to advance the interests of its members and to obtain just compensation for citizens injured from products used in the course of their service. Those who are currently ill, or may later become ill, would be denied just compensation for their injuries if the results of this matter are reversed.

Morris Harvey, National President
American Merchant marine Veterans, Inc.

Heroic Scottish Rescuers and Recognition

Your Editor recently received an email from Jonathan Miles at jmiles.ssea@gmail.com saying:

"I represent the Arctic Convoy Museum located in Poolewe, Scotland. I am trying to locate United States Merchant Marine veterans who took part in the arctic convoys in WW2. Our museum is keen to link with Merchant Marine veterans and associa-

tions from the U.S. in order to preserve links, record histories and reunite people who may have served together during the convoys from Loch Ewe, Scotland to Archangel.

Jonathan can be reached at : Arctic Convoy Museum, Pool House, Poolewe, Scotland 1V22 2LD or the email above.

A 70TH ANNIVERSARY HONOR CEREMONY - 2014:

The Loch Ewe, Scotland, community took a step back in time during the week of May 5th, 2014, for the annual World War II and Arctic Convoy commemoration week.

Organized by the Russian Arctic Convoy Museum Project, this year's American theme remembered the 70th anniversary of the sinking of the SS William H Welch, an American Liberty ship that went down near the mouth of Loch Ewe on 26th February 1944.

Throughout the week a variety of talks, walks and events took place remembering life in Loch Ewe during World War Two and the Arctic convoys which departed from the area. A "stars and stripes" themed war-time dance on Saturday evening brought events to a close.

Family members of the crew of the SS William H. Welch were invited to attend the ceremonies.

THE SCENE – February 26, 1944:

The wind was out of the northwest with whole gale force, bringing heavy snow, and sleet. The ship had come in from The Minch and tried to enter Loch Ewe, on the western, Rossshire coast of Scotland. She was loaded only in ballast, high out of the water, hard to handle. When she struck the rough granite shoulder of the island near the loch entrance, she did not have a chance.

She was the American Liberty ship SS William H. Welch. It was at 4:20 A.M., February 26, 1944, that she grounded on Fura Island in Black Bay, then instantly began to break in half. She was the vice commodore's ship, the second in a single file column of ten vessels that formed Convoy EN 50 bound for the Royal Navy base at Aultbea for orders to proceed homeward after delivering her cargo to Murmansk.

The waves, smashing fifty feet high, cascaded over



her wheelhouse topside and flying bridge. The strain upon the hull was intolerable. She snapped in half at 6 A.M., her longitudinals broken along the after side of Number Three hatch. All that kept her together then were her twin antimagnetic mine cables, and they almost instantly parted. The height and fury of the waves made the use of both lifeboats and

rafts impossible. The men gathered on the flying bridge.

The ship's complement was seventy-four men. Captain Lee Marshall did his best. She grounded with such sudden violence that he could do no more than ring down the Full Astern order on the bridge telegraph. That was obeyed, but the engine room was already awash with water that came through the ripped bottom plates. Captain Marshall fired distress flares, and those, despite the vast, twisted sheets of snow, hail and spindrift around the ship, were observed ashore.

Charles Macdonald, the local Scottish Coast Guardsman in charge of the rocket apparatus, was sent to the site to make a line-throwing attempt. But the island where the ship had grounded was a quarter mile offshore; the distance was too much for his line to carry.

White-crested, black and evil waves surged over her, each tearing away a few more of the men who clung to her bridge rail. Macdonald and his companions left the rocket gear and went down the cliffside to the shingle beach. They waded out shoulder-deep into the surf and began hauling in the men who were pitched asprawl, pitifully inert toward the shore.

The only surviving officer was George L. Smokovich, the second assistant engineer, who later reported: "I was washed ashore onto a high cliff. I swam out again expecting to be picked up but the oncoming seas were so heavy that I was washed back on the cliffs. I was covered with fuel oil and this fuel oil probably saved my life. Two old women came down the steep rocky cliff and carried me to their home four miles away. An ambulance took me to Gairloch Hospital which was seven miles from the accident."

The women who saved Smokovich were some of the very poor crofter folk who lived out on the open, exposed moor. But word of the disaster had been brought to them from Cove, a hamlet of a couple of crofters' cottages at the road's end from Loch Ewe. All of the local people, although isolated in one of the most remote regions of the western Highlands, were extremely aware of the hazards of war.

The young men of the district, fishermen by trade, were away, serving in the Royal Navy. The majority of the older men worked at the Royal Navy base at Aultbea. That had been since 1942 the assembly point for the North Russia convoys, and to it, bringing the dead, the wounded and the survivors from vessels lost in the Arctic battles, came the returning convoys.

The effort to save the crew of the William H. Welch was very determined and thorough. When he arrived on the scene, the area Y.M.C.A. canteen

supervisor reported: "No small boat would have lived in such a sea, and the local lifeboat dare not put out. One after the other, the remaining men lost their grip on the ship's sides until finally all had disappeared into the sea. It was heart-rending to see many of the members of the crew being washed westwards, away from the beach, and dashed onto the cliff, to be smashed to death by the huge breakers."

Rescue operations went on all day and into the night. The local Coast Guardsman, Charles Macdonald, had worked all day at rescue on the beach and in the surf. Now, with nightfall coming, he asked the officer in charge of an Army detachment to make a search of the hillside back from the cliffs. A survivor was found, the faltering, bloody and oil-marked footsteps followed in the snow. He had taken refuge in the heather, lay comatose there. Macdonald said, "The lad was nearly done. But he came round. Wasn't I pleased?"

The lighthouse-keepers searched the cliffs and the moors also, and discovered two more survivors who had wandered into the heather. Alfred MacLennan, the district bus driver and a husky man, had brought his bus to Cove to pick up survivors. But while he waited he served whiskey from his pocket flask to those who lay on stretchers on the beach. Then he took a man on his back and carried the survivor over the moor track to Cove. He returned and got another, and that man was conscious and warm with whiskey, and hooted as MacLennan lifted him into the carrying position, "Here's the fella that's got the double Scotch."

Miss Edith Belle Manwaring, in charge of operations in Scotland for the American-founded United Seamen's

Service, was informed through Royal Navy channels of the disaster. She was told there were survivors of an American merchant ship at Gairloch Hospital and that she should

come and evacuate them. Her query about the men's needs was simply answered. "Tell the lady if she can imagine us naked as the day we were born, she'll know what to bring."

Miss Manwaring's headquarters were in Glasgow. Loch Ewe and Gairloch Hospital were 250 miles north. She collected five cases of

clothing for the survivors, then took the train for Inverness. She reached Gairloch Hospital by truck, across 100 miles of snowy, mountainous roads. Surgeon Commander Arthur Long, R.N., the Medical Officer, greeted her. She said in her report:

"I found our survivors recovering from shock and although their arms and legs were not yet in good condition, the C.O. felt they could join me the following day and go to Glasgow. The men, most of whom were very young, were as excited as kids over their new clothes. They hobbled about the ward exclaiming over them and exhibiting them to the

other patients who seemed very much interested in the whole procedure. When they found they would be permitted to leave the next day, they refused the offer of financial assistance, but asked if they could share their cigarettes and candy with the few British patients in the ward."

Then she spoke about the crofter folk, and their intense poverty, completely forgotten during the time of disaster. She

mentioned the crofter women's fine, really irreplaceable blankets, and gave their answer to her question. "What," they said, "is a blanket more or less when a man is dying?"

The crofters, men and women, walking the snowy track in the bitter weather, made daily visits to see the survivors. Beneath their shawls, the women had a handful of eggs, or a tiny jar of precious jam for "the Americans."

Before the survivors left for Glasgow, the women arrived with a final gift. It was small bunches of flowers, bluebells, the famous bluebells of Scotland.

(Editor's note: Excerpted from www.armed-guard.com/ag88.html)



WW II Liberty Ship John W. Brown:

Maritime Students Catch a Glimpse into the Past



"Fire in the Galley! Fire in the Galley!"

"Bridge, this is Team # 1, all present at Muster Station"

"Team # 2, all accounted for."

"Captain, this is the On-Scene Leader. Ventilation has been secured. Hose Team # 1 is suited up and proceeding to the fire. Hose Team # 2 is preparing for the role of back-up team."

Students who recently attended a Basic/Advanced Shipboard Firefighting course at the Maritime Institute of Technology and Graduate Studies (MITAGS) in Baltimore, MD were treated to an afternoon training session aboard the WWII Liberty Ship John W. Brown. Following a brief familiarization tour of the historic vessel, these six students performed "Command & Control" communication drills aboard the Brown.

Maritime enthusiasts from around the country are already familiar with the legacy of the John W. Brown. After making several voyages in support of WWII, the Brown served in New York City as a training vessel for many years. The Brown now spends most of its time in Baltimore, MD and is main-



tained by a sincerely dedicated group of volunteers. One of these volunteers is James Clements, the Department Head of Marine Safety at MITAGS, who arranged for the training to be conducted aboard the Brown.

This particular group visiting the Brown has long been accustomed to older vessels, being that most sail on the aged freighters plying our Great Lakes. However, the students quickly found themselves fascinated with the vintage Liberty Ship construction while captivated in exploring the history-rich exhibits aboard the vessel. From the vessel's steam power plant to the antiquated hospital room, there was no shortage of shipboard spaces to explore.

By the conclusion of the training, the firefighting class had tightened up their skills in emergency shipboard communications; this knowledge will be taken back to their respective vessels. The group also had the opportunity to glimpse into the history of the U.S. Merchant Marine, and perhaps a bit of that insight will be passed along as well.

Submitted by Chris Edyvean, Mid-West Chapter.



→ Effective June 1, 2015 ← AMMV National Headquarters is moving



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VE-DAY – MAY 8, 1945

On Mar. 7, 1945, the Western Allies-whose chief commanders in the field were Omar N. Bradley and Bernard Law Montgomery-crossed the Rhine after having smashed through the strongly fortified Siegfried Line and overran West Germany. German collapse came after the meeting (Apr. 25) of the Western and Russian armies at Torgau in Saxony,

Besieged on all fronts, and after the April 30, 1945 suicide of Hitler, Grand Admiral Donitz, who had been President of the Third Reich for a week, signed the unconditional surrender documents ending the greatest conflict ever to envelope Europe on May 7 at General Eisenhower's HQ in the French city of Reims, with senior officers from Britain, America, Russia and France in attendance. The fighting was to cease at 11:01 AM the next day. Six years of bloodshed were over.

London celebrates:

Word of the anticipated surrender had been circling for days. There were two celebratory false starts – one on April 28, another on the morning of May 7. Finally, the official announcement of the cessation of fighting was broadcast on the evening of May 7 and the world erupted

in spontaneous joy.

The war-weary British began to rejoice straight away rather than waiting for the official day of celebration on the 8th. There had been years of

austerity and rationing: five inches of water for a bath, few eggs, no bananas and the motto 'make do and mend'. Half a million homes had been destroyed in the

U.K., thousands of civilians had been killed and many millions of lives disrupted. And although the casualty lists from the battlefields were lower than in World War One, they were still terrible.

In London, the streets were filled with people and street parties. Bands played, flags flew and the air was filled with fireworks. At Buckingham Palace, Prime Minister Winston Churchill appeared with the Royal Family on a balcony overlooking an ecstatic crowd that packed the square below. The city brimmed with unbridled joy.

It was like no other day that anyone can remember. It had a flavor of its own, an extemporaneousness which gave it something of the quality of a vast, happy village fete as people wandered about, sat, sang,

and slept against a slimmer background of trees, grass, flowers, and water...Apparently the desire to assist in London's celebration combusted spontaneously in the bosom of

every member of every family, from the smallest babies, with their hair done up in red-white-and-blue ribbons, to beaming elderly couples who, utterly without self-consciousness, strolled up and down the streets arm in arm in red-white-and-blue paper hats.

The girls in their thin, bright dresses heightened the impression that the city had been taken over by an enormous family picnic. The number of extraordinarily pretty young girls, who presumably are hidden on working days inside the factories' and government offices, was astonishing...Strolling with their uni-



formed boys, arms candidly about each other, they provided a constant, gay, simple marginal decoration to the big, solemn moments of the day. The crowds milled back and forth between the Palace, Westminster, Trafalgar Square, and Piccadilly Circus. Everybody appeared determined to see the King and Queen and Mr. Churchill at least once, and few could have been disappointed.

All day long, the deadly past was for most people only just under the surface of the beautiful, safe present, so much so that the Government decided against sounding the sirens in a triumphant 'all clear' for fear that the noise would revive too many painful memories. For the same reason, there were no salutes of guns-only the pealing of the bells, and the whistles of tugs on the Thames and the roar of the planes, which swooped back and forth over the city, dropping red and green signals

toward the blur of smiling, upturned faces.

It was without any doubt Churchill's day. Thousands of King George's



subjects wedged themselves in front of the Palace throughout the day, chanting ceaselessly 'We want the King' and cheering themselves hoarse when he and the Queen and their daughters appeared, but when the crowd saw Churchill there was a deep, full-

throated, almost reverent roar. He was at the head of a procession of Members of Parliament, walking back to the House of Commons to deliver his Victory address. Instantly, he was surrounded by people - people running, standing on tiptoe, holding up babies so that they could be told later they had seen him, and shouting affectionately the absurd little nurserymaid name, 'Winnie, Winnie!' One of two happily sozzled, very old, and incredibly dirty cockneys who had been engaged in a slow, shuffling dance, like a couple of Shakespearean clowns, bellowed, 'That's 'im, that's 'is little old lovely bald 'ead!'

American sailors and laughing girls formed a conga line down the

middle of Piccadilly and cockneys linked arms in the Lambeth Walk. It was a day and night of no fixed plan and no organized merriment. Each group danced its own dance, sang its own song, and went its own way as the spirit moved it. The most tolerant, self-effacing people in London on V-E Day were the police, who simply stood by, smiling benignly, while soldiers swung by one arm from lamp standards and

laughing groups tore down hoardings to build the evening's bonfires. They were the liberated people who, like their counterparts in every celebrating capital that night, were young enough to outlive the past and to look forward to an unspoiled future.

Celebrations – elsewhere:

Throughout the day of

May 7th, anticipation mounted as people listened to the radio or called their local newspaper for the latest word. The New York Times announced that its revolving news sign in Times Square would remain on continuously during the wait. Many people lingered below the sign, knowing the biggest celebration of all would occur there. The waiting gave cities throughout the country time to announce their plans. Every town and city expected large crowds.

The news of Germany's defeat set off mass celebrations around the world. Many people gathered to dance in the streets. Overjoyed Russians jammed Red Square in Moscow to celebrate. In France, Corporal William S. Dryer, U.S. Air Force, wrote to his fiancé, *"The people went mad. Mad with laughter and mad with happiness, mad with anything and everything. All up and down the streets the cheering populace let it be known that Hitler was KAPUT..."* There was celebrating throughout the

United States with the gathering of thousands in New York City's Times Square after hearing the news.

In Louisiana, one person recalls being on a train with her Grandmother *"and hearing bells ring as we went through little towns.... I didn't know what was going on until the train stopped, and someone told us that the war in Europe had ended. There was rejoicing, sort of dancing in the street and church bells ringing in every little town we went through. In New Orleans, people were literally dancing in the streets. They were singing, dancing, jumping in and out of fountains...It was like Mardi Gras, and just this incredible sense of relief that part of our war, anyway, was finished..."*

Though the war in the Pacific was still being fought and the Japanese surrender would



not come for almost another four months, there was no dampening of the spirits of the American people. They celebrated in the streets with the knowledge that with the victory in Europe this long war might actually be coming to an end.

2015 – 70TH Anniversary:

The Prime Minister of the United Kingdom has confirmed that there will be three days of national commemoration to mark the 70th anniversary of VE Day. The celebrations, likely to mark the last significant anniversary for which any great number of Second World War veterans will be alive, will include a ceremony at the Cenotaph in London on May 8th, a national service at Westminster Abbey and a parade.



Life and Death on the “Death Railway”

Excerpted from an article by Captain George Duffy, Member-at-Large and author of the book: “Ambushed Under the Southern Cross”. Captain Duffy was a Prisoner of War of both the Germans and the Japanese in World War II. Thanks to Toni at the website: www.usmm.org.

Whenever an American Fire Department or Police Department is struck by tragedy, as happened in the Massachusetts cities of Worcester and Holyoke, in December 1999, when six firefighters and one police officer were killed while performing their duties, the outpouring of public grief and sympathy is overwhelming. Thousands of their fellow officers, from all over the United States, including bagpipe bands and color guards, travel to pay their last respects and take part in the funerals and memorial services.

On such occasions my thoughts always revert to the last twelve months before the Japanese surrender in World War II. In those days I, and about 5,000 Allied military personnel -- mainly Dutch and English, but including a little over 200 Australians and 15 Americans, were held as prisoners of war by the Japanese. We were engaged in the building of a narrow-gauge railway across the central portion of the island of Sumatra, in what is now known as Indonesia.

The northern terminal of the railway was the city of Pekanbaru (new spelling), therefore the project became known as the Pekanbaru Rail Line. In more recent years, a Dutch author dubbed it **“The Death Railway Through the Jungle.”**

Indeed death was no stranger there. We were overworked, underfed, provided with little medicine, and subjected to constant physical and mental abuse by our



Japanese overseers.

A hospital for malaria, dysentery, pellagra, and beri-beri patients existed in name only. It was simply a dilapidated bamboo-framed, thatched roof barracks where the sick were placed to await their eventual death. Once in a while, a man recovered his health and returned to the daily camp routine, but it was not the rule.

In April 1945, I was living and working in the Base Camp which contained this

“hospital.” Deaths that month (according to my journal) totaled 106; an additional 14 died out in the construction camps along the line. My job, with 29 other officers, was to cut down rubber trees and carry the logs into camp. There, another group sawed and split them for the cookhouse and the locomotives. (That’s right: wood-burning boilers!) Rarely did the full complement of 30 report for work. Everyone was afflicted with malaria which reduced our number to about 20 on a given day.



We worked in teams of three - an axe man, and two carriers. Rubber trees grow tall and straight. The wood is fairly soft - and wet. Each of us became quite adept at felling a tree and we even had contests to see who could most accurately predict the line of fall. One man chopped while the other two went in and out of the camp. Burlap bags were used to protect the log carriers’ shoulders and also to hide the occasional dried fish, fruit, or vegetables purchased from a passing native vendor. (Such food was available, but the Japanese would not buy it or requisition it, and actually attempted to prevent us from “smuggling” it into camp.)

Therefore, the “wood party” offered an invaluable, though risky, opportunity for its members to create a “black market” inside the camp. We always had a single guard with us. Due to the nature of the work, we were spread through the plantation, so most of the Japs simply spent the day sitting by our camp fire reading



the pornographic books they all carried, or snoozing.

The railway workers carried their mid-day meal with them when they left in the morning. We on the "wood party" came into camp at noon for our meager cup of steamed rice and a watery soup made of tree leaves. Before we went to work in the afternoon someone from the "hospital" would tell us how many deaths had occurred in the previous

24 hours. For each deceased, four of us would be detailed to carry the straw-matting wrapped body to the cemetery which was adjacent to the plantation where we chopped down the trees. Out of respect for the dead, we covered our nakedness with a shirt or jacket. (The sole, daily item of wearing apparel was a Japanese-style loin cloth.)

Several prisoners labored at the unending task of digging the graves and burying the remains. Most of the time we never knew the identities of the lost souls who we carried over the creek and up the hill.

Only if a prisoner had five friends was he accorded a proper burial, generally at the end of the work day.

Such was the case on May 29, 1945, less than three months before V-J Day. Sidney M. Albert, one of the cooks on our ship, the American Leader, had died. In the evening, Stan Gorski, our ship's bosun, a U. S. Marine, an English soldier, and I, were the pall bearers. Another shipmate, Carl Kalloch, carried the shovels and the cross.

All clergy had been left behind on Java when we came to Sumatra, thus the committal service for anyone off my ship became my responsibility. It was brief. The Lord's Prayer. The 23rd Psalm, read from a borrowed Bible. Lower the body. Fill the hole. Erect the wooden cross, and, under the watchful eyes of the Jap sentry, trudge back to the gate and get inside the barbed wire before dark.

The cause of Albert's death was malnutrition, or as it was called out there, "beri-beri." Lack of protein and



vitamins caused kidney malfunction which resulted in fluid retention. A victim would first notice a soft swelling of his hands and feet which eventually progressed to his torso. He ballooned in size to as much as 250 to 300 pounds, losing mobility, and putting a severe strain on his heart. Albert was a load.

My exertion in carrying him to his burial site so sapped me that the next day, according to my journal, I suffered "the worst

attack of malaria that I've had yet. I worked for 31 days without a break, most of the time axe work, and when the 'old bug' hit, I went down for the count. The whole packet -- fever, chills and sweats. I never imagined it could be so bad".

Albert was 49. The average age at death of the 700 who

perished on that railway was 37 years and 3 months.

Five were 57, one was 58, another 66.

They probably had wives and children -- somewhere. Yet most of them when they died had not five friends to mourn for them.

On Su-

matra there were no columns of fellow soldiers, sailors, or airmen. There were no color guards. On Sumatra there were no pipers nor drummers. No flowers. No eulogies. Death on Sumatra rarely arrived as a thunderclap. It moved slowly and inexorably through the "hospital." The men who died knew it was coming, and there was nothing to prevent it.

It is a great mystery, isn't it? The 700 unfortunates of Sumatra are just as dead as the 6 Worcester firefighters and the Holyoke police officer. By comparison, though, how fortunate were these latter 7 men to have had their lives celebrated with such pomp and ceremony. How fortunate were their families to witness the out-pouring of pride and devotion and brotherhood exhibited by their men's peers. How fortunate are we all to be living in a civilization that prides itself on such responses.

How fortunate that we won the war!





CHAPTER NEWS

Central Valley Chapter

MARITIME DAY – SACRAMENTO - MAY 22, 2015

CEO Rufus Hernandez is trying to get as many people as possible together to celebrate MARITIME DAY at the Sacramento Valley Chapter's anchor memorial in Old Town, Sacramento. He is working with Sacramento Valley, Golden Gate, Carl W. Minor/Central California Coast, Humboldt Bay, North Bay Mariners and other chapters to attend the event. Details are not yet quite worked out but MARK "May 22" on the calendar. This is our especially recognized day and all who can need to go to Sacramento to support the Merchant Marines. Contact Rufus at (559) 456-4801 for more detail.

China Coasters Chapter

NATIONAL MARITIME DAY OBSERVATION – THURSDAY, MAY 22, 2015

The annual National Maritime Day Observance and Memorial Service will be held at the American Merchant Marine Veterans Memorial & Walls of Honor, located on Harbor Boulevard at the foot of 6th Street, San Pedro, on Friday, May 22, 2015, starting at 11 a.m. National Maritime Day honors those American Merchant Mariners who have served their country in peace and war from the American Revolution to the present day.

The observance will include speakers representing State and Local offices as well as the U.S. Maritime Industry. In addition, a memorial service will be held, conducted by local clergy and Veterans groups, honoring those U.S. Merchant Mariners who made the ultimate sacrifice in the service of the United States of America.

A luncheon will follow the memorial service at Ports O' Call restaurant at Berth 76, San Pedro. The luncheon will feature a guest speaker associated with U.S. Maritime issues. Lunch will be served at 1230 with a no-host bar available at Noon.

For further information about the Maritime Day Ceremony and/or luncheon please contact John Pitts, President, American Merchant Marine Veterans Memorial Committee, Inc. via phone at 562-716-2899 or e-mail him at ameucman@aol.com.



Golden Gate Chapter

WREATHS ACROSS AMERICA

Wreaths Across America was held at the Veterans National Cemetery in Dixon, CA on Dec. 13, 2014. Golden Gate Chapter members present were Frank Mendez and daughter, Carol Ann, Richard Hill and Sally Raanes. Over 1000 people attended.

Two representatives from the Army, Navy, Marines, Coast Guard, Air Force and the Merchant Marine participated in the ceremony.

Names of the representatives were called and they were escorted to a table of wreaths with the labels of each

organization on a wreath, by 2 Honor Guards dressed in Revolutionary War uniforms. The wreath was picked up



by the two reps and placed on a stand bearing the flag of that organization. **Richard Hill and Frank Mendez** had the honor of placing the wreath under the Merchant

Marine flag. There are 15,000 veterans buried at the Dixon Cemetery and a wreath was placed on each gravesite by the Boy Scouts of America. A very moving affair.

SS JEREMIAH O'BRIEN MEMORIAL DAY CRUISE

May 16 will be the annual SS Jeremiah O'Brien Memorial Day cruise. WWII and Korean Vets are honored with free admission. One of the memorial ceremonies, aboard, will be for the late Elmer "Al" Raanes. For tickets and more details, please call the JOB office at (415) 544-0100.



CHAPTER NEWS

Gulfstream Chapter

GUEST SPEAKER

At our January meeting, our guest speaker was Mr. Luis Colon. He is going to all the surrounding cities to see the Memorials that they have placed in each city. He has written to the people in charge of some which are in disrepair that they should be taken care of. He has also approached Ft. Lauderdale to name the area around our Monument as Veterans Park. Since our Monument is next to the War Memorial Building, it would be fitting to rename this area. We will keep in touch with Mr. Colon to see what we can do to help him in his quest.



Ohio Valley Chapter

Editor's note: The late Burt Hinds was very active, both as RVP and running the Ohio Valley Chapter. His nephew, Bill Hinds and his wife are making a concerted effort to "reconstruct" the chapter and keep it functioning well. This is my first receipt of their newsletter "The Mariner's Log" and I hope they can keep them coming!

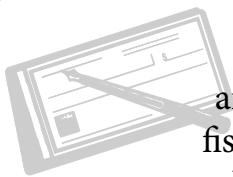
BEWARE OF MEDICARE SCAMS

The Federal Trade Commission (FTC) reports that someone claimed to be calling on behalf of the government to verify information for a new Medicare card or Medicare related package. In fact, it was a ruse to get people's bank account information to make unauthorized withdrawals from their accounts.

The caller said they needed to verify people's identities using information that included the Consumers' bank account number. According to the FTC, the scammers told people that their information would not be used to debit their bank accounts and that there was no charge for their services.

The FTC says that was a lie. Bank accounts were debited for \$400 or more within a couple of months.

Never give out your bank account information to someone who contacts you over the phone.



Membership dues

are due on July 1, 2015 for the fiscal year 7/1/15 thru 6/30/16.

Your continued membership is important to us.

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

After June 1st, all dues need to be sent to 2722 Maynes Ct., Santa Rosa, CA 95405.

See You At The Annual Business Meeting

May 5 - 8, 2015

MITAGS/CCMIT in Linthicum, MD

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

Registration form, hotel and other information available on pages 41-44.



CHAPTER NEWS

Sacramento Valley Chapter

OPINION – by Vice President Bob Ulrich

(reprinted from their newsletter – March, 2015)

Time again to re-elect national officers for the AMMV. Rather than re-print all of the information on candidates let me refer you to page 16 in the last issue of the AMMV News magazine. The only contested office is for President. Cap't Chris J. Edyvean is running as is Stanley Blumenthal. Morris Harvey, our current National President is running unopposed for Vice President. Former National Secretary Nelson Cauble came out of retirement to run again for National Secretary and National Treasurer George Salovich is running again for the office he now holds. A good slate of candidates and the only thing to decide on is who you want for President.

At this point let me offer my opinion. Opinion. Opinion. Opinion.

Although I don't know Mr Edyvean or Mr. Blumenthal personally, I will say I admire anyone who offers to run for this office with the demands it will make on the person selected. We talk a lot about how we are an organization which needs young energetic members to carry on. That's the truth Keemo-saw-bee. We do. Even though Cap't Edyvean is not a seasoned wartime combat veteran, he seems to have the education and knowledge of the Maritime industry and that would serve our organization well. His youth will definitely be an asset to our organization if the AMMV is to continue to be of importance moving forward.

With Capt Edyvean as National President, coupled with a seasoned Morris Harvey of Florida in the Vice Presidential slot, coupled with the experience of Nelson Cauble of Oregon and George Salovich of Montana, I would say that we would have a great and balanced group of national officers.

What I have said above is my personal opinion. If you would like to put forth a argument for electing Mr. Blumenthal as president you can weigh in on this at the next meeting or if you can't attend call either Ken or myself and we will do our best to put your argument forward for consideration.



Southwest Florida Chapter

A HANDMADE SURPRISE

Some World War II veterans got a heartwarming surprise Tuesday.

The local non-profit group "Cape Coral for the Children" donated hand-knit American flag blankets to nearly a dozen vets at the Southwest Florida Military Museum.

The group had already donated blankets to two veterans and they were so great, the museum asked if they could make them for the remaining World War II vets who didn't get one.

"Such a pleasant surprise, you know I've been around a few years and it's just very, very nice; I'm very appreciative," said Merchant Marine veteran Leo Selvey, AMMV Southwest Florida chapter member.

"Because of them, we have what we have here, we're free, we don't have to worry and they need to be honored," said Donna Davis.

The blankets were such a hit that the group will be knitting more, this time for Korean War veterans.

SS Stephen Hopkins Chapter

DEDICATION OF PLAQUE PLANNED

It was decided at the January quarterly meeting that the date for the dedication of our Merchant Marine plaque in Fredericksburg, Texas is set for **April 8, 2015** at 2:00 PM at the National Museum in the Pacific War. We would like for everyone who is able to attend to join us along with their families. Please contact Mike Pixler at 817.929.1557 if you wish to car pool or travel down as a unit with as many as four (4) rest periods planned for travel. So far, Mike has reserved four rooms at his military rate of approximately \$83/night + taxes at the Fredericksburg Inn & Suites; 201 South Washington Street; Fredericksburg, TX (830) 997-0202 – **if you would like to attend, you will be responsible for your own room cost.**





JUST RECOGNITION

COASTWISE MARINERS LEGISLATION REINTRODUCED

AMMV member J. Don Horton, who initiated and fought very hard for Coastwise Mariners legislation in the last Congressional session reported in December:

Historical information from the last session:

“What the German U-boats couldn’t do in WW II, our US Congress accomplished in one single stroke. They torpedoed the chances of some 30,000 WW II Coastwise Mariners to gain recognition as veterans. This action sends the hopes of these mariners down the tubes and scuttled all chance for the future through Congressional efforts. Information received indicates that some committee staff members objected to language contained in the bill and decided against it. This was also done behind closed doors and via staff efforts (through salaried staffers and not elected officials) not on the Senate/House floor for all to see.

However, now he reports: Current legislation REINTRODUCED:

On March 4, 2015 Congressman G. K. Butterfield reintroduced a bill into the House of Representatives – **HR.1288 short- titled: World War II Merchant Mariner Service Act.** It was referred to the Committee on Veterans’ Affairs and to the Committee on Armed Services.

A press release from Congressman Butterfield’s office stated:

Representatives G. K. Butterfield (D-NC) and Walter Jones (R-NC) introduced bipartisan legislation this week that would make deserving World War II U.S. Merchant Mariners eligible for honorary veterans’ status and certain veterans’ benefits, Rep. Butterfield’s office said in a press release.

H.R. 1288, the World War II Merchant Marine Service Act of 2015, would expand the list of documents accepted by the U.S. Department of Homeland Security to prove service and to grant honorary veterans status to a forgotten segment of the World War II Merchant Marine, the Coastwise Merchant Seamen. The bill would also award any commendations, ribbons, or honors earned during time of service, and provide burial benefits to these individuals that played such an invaluable role in the World War II efforts.

“During World War II, thousands of Americans served

as an extension of our armed forces when our nation was in need,” said Butterfield. “These brave men and women were known as Coastwise Merchant Seamen. For far too long they have been denied the proper recognition of their service. With the help of my colleagues in both the House and Senate, I hope to pass this bill so these fine Americans can finally receive the distinction they deserve.”

The Merchant Marines were private citizens employed by freight shipping companies. In an effort to support the American war effort during World War II, freight shipping companies and their employees became an auxiliary to the U.S. Navy. Their mission was to transport bulk war materials including food, clothing, weapons, and even troops to all areas of conflict and coastal installations here at home.

Coastwise Merchant Seamen were tasked with the critically important role of transporting materials for the war effort along the U.S. coast. Although Coastwise Merchant Seamen did not sail across the Atlantic or Pacific Oceans into areas of conflict, they still encountered the enemy while delivering cargo that kept the war effort moving forward.

Congress has previously passed laws to recognize the efforts of the Merchant Marine. However, these laws have failed to incorporate the entirety of those who served in the Merchant Marine during World War II, and have placed onerous and sometimes impossible criteria on these individuals to prove their service.

In most cases, the documentation currently required to prove service no longer exists or can be extremely hard to find. Butterfield’s bill allows Social Security Administration records, validated testimony by the applicant or closest living relative, and other official records that provide sufficient proof of service.

Please help again:

Don say he needs all the help he can get. So please contact your Congressperson to sign on as a co-sponsor of HR.1288. For more information, please contact Don Horton at jdonhorton@embarqmail.com or call him at (252) 336-5553.

HOUSE OF REPRESENTATIVES CONTACT INFORMATION – House bills HR-563 AND HR-1288

Please contact your Congressperson by letter, fax, email or in person. We have found that mail to their offices needs to be sent to the district office, which then forwards it, usually by special courier to their Washington, DC office. When addressed to Washington, DC, mail get diverted for security purposes and is not necessarily delivered on a timely basis. The left most column designates those Congresspersons on the Veterans Affairs Committee, where both bills now reside. The second column from the left: X indicates that this person has been supportive of our legislation previously; N indicates that they are new to Congress. If your Representative is new, perhaps you may need to help educate them as to what Merchant Mariners did for the WWII war effort. PLEASE HELP!

VA				DISTRICT ADDRESS				DISTRICT TELEPHONE	WASH DC TEL A/C 202	WASH DC FAX A/C 202
''	X	Don	Young	R 4241 B St. #203	Anchorage	AK	99503	907 271 5978	225 5765	225-0425
		Robert	Aderholt	R 1710 Alabama Ave #247	Jasper	AL	35501	205 221-2310	225 4876	225 5587
	N	Bradley S.	Byrne	R 11 N. Water St. #15290	Mobile	AL	36602	251 690 2811	225-4931	225 0562
	N	Gary	Palmer	R 3535 Grandview Pkwy. #525	Birmingham	AL	35243	205 968-1290	225 4921	225-2082
		Martha	Roby	R 401 Adams Ave #160	Montgomery	AL	36104	334 277 9113	225 2901	225 2901
	X	Mike D	Rogers	R 1129 Noble St #104	Anniston	AL	36201	256 236-5655	225 3261	226 8485
		Terri A.	Sewell	D 2 20th St. N. #1130	Birmingham	AL	35203	205 254 1960	225 2665	226 9567
		Mo	Brooks	R 2101 W. Clinton Ave. #302	Huntsville	AL	35805	256 551 0190	225 4801	225 4392
		Eric A. "Rick"	Crawford	R 2400 Highland Dr. #300	Jonesboro	AR	72401	870 203 0540	225 4076	225 5602
	N	French	Hill	R 1501 N. University Ave #150	Little Rock	AR	72207	501 324 5941	225 2506	225 5903
	N	Bruce	Westerman	R 101 N. Washington St., #406	El Dorado	AR	71730	870 864 8946	225 3772	225 1314
		Steve	Womack	R 423 N. 6th St.	Fort Smith	AR	72902	479 424 1146	225 4301	225 5713
V	N	Amata	Radewagen	R Fagatogo Square	Fagatogo	AS	96789	not listed	225 8577	225 8757
	X	Trent	Franks	R 7121 W Bell Rd #200	Glendale	AZ	85308	623 776-7911	225 4576	225 6328
	N	Ruben	Gallego	D 411 N. Central Ave. #150	Phoenix	AZ	85004	602 256 0551	225 4065	not listed
		Paul A.	Gosar	R 122 N. Cortez St. #104	Prescott	AZ	86301	928 445 1683	225 2315	225 9739
	X	Raul	Grijalva	D 738 N. 5th St. #110	Tucson	AZ	85705	520 622-6788	225 2435	225 1541
		Ann	Kirkpatrick	D 211 N. Florence St. #1	Casa Grande	AZ	85122	520 316 0839	225 3361	225 9739
	N	Martha	McSally	R 4400E. Broadway Blvd. #510	Tucson	AZ	85711	520 881 3588	225 2542	225 0378
		Matt	Salmon	R 207 N. Gilbert Rd. #209	Gilbert	AZ	85234	480 699 8239	225 2635	226-4386
		David	Schweikert	R 10603 N. Hayden Rd. #108	Scottsdale	AZ	85260	480 946 2411	225 2190	225 0096
		Kyrsten	Sinema	D 2944 N. 44th St. #150	Phoenix	AZ	85018	602 956 2285	225 9888	not listed
	N	Pete	Aguilar	D 8300 Utica Ave. #105	Rancho Cucamong	CA	91730	909 980 1492	225 3201	226 6962
		Karen	Bass	D 4929 Wilshire Blvd. #650	Los Angeles	CA	90010	323 965 1422	225 7084	225 2422
		Xavier	Becerra	D 1910 W. Sunset Blvd. #560	Los Angeles	CA	90026	213 483-1425	225 6235	225 2202
		Ami	Bera	D 11070 White Rock Rd. #195	Rancho Cordova	CA	95670	916 635 0505	225 5716	226 1298
V		Julia	Brownley	D 223 E. Thousand Oaks Bl#411	Thousand Oaks	CA	91360	805 379 1779	225 5811	225 7018
	X	Ken	Calvert	R 4160 Temescal Canyon Rd#213	Corona	CA	92883	951 277 0042	225 1986	225 2004
	X	Lois	Capps	D 301 E. Carrillo St #A	Santa Barbara	CA	93101	805 730-1710	225 3601	225 5632
		Tony	Cardenas	D 9300 Laurel Canyon Bl 2nd Fl	Arleta	CA	91331	818 504 0090	225 6131	225 0819
		Judy	Chu	D 527 S. Lake Ave. #106	Pasadena	CA	91101	626 304 0110	225 5464	225 5467
		Paul	Cook	R 14955 Dale Evans Pkwy	Apple Valley	CA	92307	760 247 1815	225 5861	225 6498
	X	Jim	Costa	D 855 M St. #940	Fresno	CA	93721	559 495-1620	225 3341	225 9308
	X	Susan	Davis	D 2700 Adams Ave. #102	San Diego	CA	92116	619 280-5353	225 2040	225 2948
		Jeff	Denham	R 4701 Sisk Rd. #202	Modesto	CA	95356	209 579 5458	225 4540	225 3402
	N	Mark	DeSaulnier	D 440 Civic Center Pkwy, 2nd fl	Richmond	CA	94804	510 620 1000	225 2095	225 5609
	X	Anna	Eshoo	D 698 Emerson St	Palo Alto	CA	94301	650 323-2984	225 8104	225 8890
	X	Sam	Farr	D 100 W Alisal St	Salinas	CA	93901	831 424-2229	225 8561	225 6791
		John	Garamendi	D 609 Jefferson St.	Fairfield	CA	94533	707 438 1822	225 1880	225 5914
	X	Janice	Hahn	D 140 W. 6th St.	San Pedro	CA	90731	310 831 1799	225 8220	225 7290
	X	Michael	Honda	D 1999 S Bascom Ave #815	Campbell	CA	95008	408 558-8085	225 2631	225 2699
		Jared	Huffman	D 317 Third St. #1	Eureka	CA	95501	707 407 3585	225 5161	225 5163
		Duncan	Hunter	R 1611 W. Magnola Ave #310	El Cajon	CA	92020	619 448 5201	225 5672	225 0235
	X	Darrell	Issa	R 1800 Thibodo Rd #310	Vista	CA	92081	760 599-5000	225 3906	225-3303
	N	Steve	Knight	R 1008 West Ave. M-14, #E	Palmdale	CA	93551	661 441 0320	225 1956	226 0683
		Doug	LaMalfa	R 2885 Churn Creek Rd #C	Redding	CA	96002	530 223 5898	225 3076	226 0852
	X	Barbara	Lee	D 1301 Clay St #1000N	Oakland	CA	94612	510 763-0370	225 2661	225 9817
	N	Ted	Lieu	D 5055 Wilshire Blvd. #310	Los Angeles	CA	90036	310 652 3095	225 3976	not listed
	X	Zoe	Lofgren	D 635 N 1st St #B	San Jose	CA	95112	408 271-8700	225 3072	225 3336
		Alan S.	Lowenthal	D 100 W. Broadway	Long Beach	CA	90802	562 436 3828	225 7924	225 7926
	X	Doris	Matsui	D 501 I Street, #12-600	Sacramento	CA	95814	916 498-5600	225 7163	225 0566
		Kevin	McCarthy	R 4100 Empire Dr #150	Bakersfield	CA	93309	661 327 3611	225 5915	225 2908
		Tom	McClintock	R 4230 Douglas Blvd #200	Granite Bay	CA	95746	916 786 5560	225 2511	225 5444
V	X	Jerry	McNerney	D 2222 Grand Canal Bl #7	Stockton	CA	95207	209 476 8552	225 1947	225 4060
	X	Grace	Napolitano	D 4401 Santa Anita Ave #201	El Monte	CA	91731	626 350 0150	225 5256	225-0027
		Devin	Nunes	R 113 N Church St #208	Visalia	CA	93291	559 733-3861	225 2523	225 3404
	X	Nancy	Pelosi	D 90 7th St. #2-800	San Francisco	CA	94103	415 556-4862	225 4965	225 8259
		Scott H.	Peters	R 4350 Executive Dr. #105	San Diego	CA	92121	858 455 5550	225 0508	225 2558

	X	Dana	Rohrabacher	R	101 Main St #380	Huntington Beach	CA	92648	714 960-6483	225 2415	225 0145
	X	Lucille	Roybal-Allard	D	500 Citadel Dr. #320	Commerce	CA	90040	323 721 8790	225 1766	226 0350
		Edward	Royce	R	1380 S. Fullerton Rd. #205	Rowland Heights	CA	91748	626 984 5123	225 4111	226 0335
V		Raul	Ruiz	D	777 E. Tahquitz Canyon #338	Palm Springs	CA	92262	760 424 8888	225 4330	225 1238
	X	Linda	Sanchez	D	17906 Crusade Ave. #100	Cerritos	CA	90703	562 860 5050	225 6676	226 1012
	X	Loretta	Sanchez	D	12397 Lewis St #101	Garden Grove	CA	92840	714 621-0102	225 2965	225 5859
	X	Adam	Schiff	D	87 N. Raymond Ave #800	Pasadena	CA	91103	626 304-2727	225 4176	225 5828
	X	Brad	Sherman	D	5000 Van Nuys Blvd #420	Sherman Oaks	CA	91403	818 501 9200	225 5911	225 5879
	X	Jackie	Speier	D	155 Bovet Rd. #780	San Mateo	CA	94402	415 566 5257	225 3531	226 4183
		Eric	Swalwell	D	5075 Hopyard Rd. #220	Pleasanton	CA	94588	925 460 5100	225 5065	226 3805
V		Mark	Takano	D	3403 10th St. #610	Riverside	CA	92501	951 222 0203	225 2305	225 7018
	X	Mike	Thompson	D	1040 Main St. #101	Napa	CA	94559	707 221 9898	225 3311	225 4335
	N	Norma	Torres	D	3200 Inland Empire Bl.#200B	Ontario	CA	91764	909 481 6474	225 6161	225 8671
		David G.	Valadao	R	2700 M St. #250B	Bakersfield	CA	93301	661 864 7736	225 4695	225 3196
		Juan	Vargas	D	333 F St. #A	Chula Vista	CA	91910	619 422 5963	225 8045	225 9073
	N	Mimi	Walters	R	not listed		CA			225 5611	225 9177
	X	Maxine	Waters	D	10124 S Broadway #1	Los Angeles	CA	90003	323 757-8900	225 2201	225 7854
	N	Ken	Buck	R	7505 Village Square Dr #207	Castle Pines	CO	80108	720 639 9165	225 4676	225 5870
V		Mike	Coffman	R	3300 S. Parker Rd #305	Aurora	CO	80014	720 748 7514	225 7882	226 4623
	X	Diana	DeGette	D	600 Grant Street, #202	Denver	CO	80203	303 844-4988	225 4431	225 5657
V		Doug	Lamborn	R	1125 Kelly Johnson Bl #330	Colorado Sprgs	CO	80920	719 520 0055	225 4422	226 2638
	X	Ed	Perlmutter	D	12600 W Colfax Ave #B400	Lakewood	CO	80215	303 274 7944	225 2645	225 5278
		Jared	Polis	D	4770 Baseline Dr. #220	Boulder	CO	80303	303 484 9596	225 2161	226 7840
		Scott R.	Tipton	R	225 N. 5th St. #702	Grand Junction	CO	81501	970 241 2499	225 4761	226 9669
	X	Joseph	Courtney	D	55 Main St. #250	Norwich	CT	6360	860 886 0139	225 2076	225 4977
	X	Rosa	DeLauro	D	59 Elm St #205	New Haven	CT	6510	203 562-3718	225 3661	225 4890
		Elizabeth H.	Esty	D	114 W. Main St.	New Britain	CT	6051	860 223 8412	225 5541	225 5933
	X	Jim	Himes	D	888 Washington Bl, 10th flr	Stamford	CT	6901	203 353 9400	225 2265	225 9629
	X	John	Larson	D	221 Main St, 2nd flr	Hartford	CT	6106	860 278-8888	225 2265	225 1031
	X	Eleanor	Norton	D	529 14th St NW #900	Washington	DC	20045	202 783-5065	225 8050	225 3002
		John C.	Carney, Jr.	D	233 N. King St. #200	Wilmington	DE	19801	302 691 7333	225 4165	225 2291
V		Gus	Bilirakis	R	7132 Little Rd.	New Port Richey	FL	34654	727 232 2921	225 5755	225 4085
V	X	Corrine	Brown	D	1010 E. Union St. #202	Jacksonville	FL	32202	904 354-1652	225 0123	225 2256
		Vern	Buchanan	R	1051 Manatee Ave W. #305	Bradenton	FL	34205	941 747 9081	225 5015	226 0828
		Kathy	Castor	D	4144 N Armenia Ave #300	Tampa	FL	33607	813 871 2817	225 3376	225 5652
	N	Curt	Clawson	R	804 Nicholas Pkwy E., #1	Cape Coral	FL	33990	239 573 5837	225 2536	not listed
		Ander	Crenshaw	R	1061 Riverside Ave #100	Jacksonville	FL	32204	904 598-0481	225 2501	225 2504
	N	Carlos	Curbelo	R	12851 SW 42nd Ave. #131	Miami	FL	33175	305 222 0160	225 2778	not listed
		Ron	DeSantis	R	3940 Lewis Speedway #2104	St. Augustine	FL	32084	904 827 1101	225 2706	225 3973
		Ted	Deutch	D	877 Glades Rd. #211	Boca Raton	FL	33434	561 470 5440	225 3001	225 5974
		Mario	Diaz-Balart	R	8669 NW 36th St. #100	Doral	FL	33166	305 470 8555	225 2778	226 0346
		Lois	Frankel	D	2500 N. Military Trl #490	Boca Raton	FL	33431	561 998 9045	225 9890	225 8398
	N	Gwen	Graham	D	300 S. Adams St., #A-3	Tallahassee	FL	32301	850 891 8610	225 5235	225 5615
		Alan	Grayson	D	5842 S. Semoran Bl.	Orlando	FL	32822	407 615 8889	225 9889	225 4085
	X	Alcee	Hastings	D	2701 W Oakland Park Bl #200	Ft Lauderdale	FL	33311	954 733-2800	225 1313	225 1171
	N	David	Jolly	R	425 22nd Ave., N, #C	St. Petersburg	FL	33704	727 823 8900	225 5961	225 9764
	X	John	Mica	R	100 E. Sybelle Ave #340	Maitland	FL	32751	407 657 8080	225 4035	226 0821
V	X	Jeff	Miller	R	4300 Bayou Blvd #13	Pensacola	FL	32503	850 479-1183	225 4136	225 3414
	X	Patrick	Murphy	D	2000 PGA Bl. #A3220	Palm Bch Garens	fl	33408	561 253 8433	225 3026	not listed
	X	Richard B.	Nugent	R	115 SE 25th Ave.	Ocala	FL	34471	352 351 1670	225 1002	226 6559
		Bill	Posey	R	2725 Jud. Fran.Jamison #C	Melbourne	FL	32940	321 632 1776	225 3671	225 3516
	X	Tom	Rooney	R	226 Taylor St. #230	Punta Gorda	FL	33950	941 575 9101	225 5792	225 3132
		Ileana	Ros-Lehtinen	R	4960 SW 72nd Ave. #208	Miami	FL	33155	305 668 2285	225 3931	225 5620
		Dennis A.	Ross	R	170 Fitzgerald Rd. #1	Lakeland	FL	33813	863 644 8215	225 1252	226 0585
X		Debbie	Wasserman-Schul	D	10100 Pines Blvd	Pembroke Pines	FL	33026	954 437-3936	225 7931	226 2052
		Daniel	Webster	R	300 W. Plant St.	Winter Garden	FL	34787	407 654 5705	225 2176	225 0999
		Frederica	Wilson	D	18425 NW 2nd Ave. #355	Miami Gardens	FL	33169	305 690 5905	225 4506	226 0777
		Ted	Yoho	R	5000 NW 27th Ct. #E	Gainesville	FL	32606	352 505 0838	225 5744	225 2256
	N	Rick	Allen	R	2743 Perimeter Pkwy #200-225	Augusta	GA	30909	706 228 1980	225 2823	225 3377
	X	Sanford	Bishop, Jr.	D	235 W. Roosevelt Ave #114	Albany	GA	31701	229 439-8067	225 3631	225 2203
	N	Buddy	Carter	R	1 Diamond Causeway #7	Savannah	GA	31406	912 352 0101	225 5831	226 2269
		Doug	Collins	R	111 Green St. SE	Gainesville	GA	30501	770 297 3388	225 9893	226 1224
		Tom	Graves	R	702 S. Thornton Ave.	Dalton	GA	30720	706 226 5320	225 5211	225 8272
	N	Jody	Hice	R	210 Railroad St., #2401	Thomson	GA	30824	770 207 1776	225 4101	226 0776
		Hank	Johnson	D	5700 Hillandale Dr. #120	Lithonia	GA	30058	770 987 2291	225 1605	226 0691
	X	John	Lewis	D	100 Peachtree St NW #1920	Atlanta	GA	30303	404 659-0116	225 3801	225 0351
	N	Barry	Loudermilk	R	9898 highway 92, #100	Woodstock	GA	30188	770 429 1776	225 2931	225 2844
		Tom	Price	R	85-C Mill St. #300	Boswell	GA	30075	770 998 0049	225 4501	225 4656
		Austin	Scott	R	230 Margie Dr. #500	Warner Robins	GA	31088	478 971 1776	225 6531	225 3013
	X	David	Scott	D	173 N Main St	Jonesboro	GA	30236	770 210 5073	225 2939	225 4628
	X	Lynn	Westmoreland	R	1601 Hwy 34 East	Newnan	GA	30265	770 683-2033	225 5901	225 2515
		Robert	Woodall	R	not listed		GA		770 232 3005	225 4272	225 4696

	X	Madeleine	Bordallo	D	120 Father Duenas Ave #107	Hagatna	GM	96910	671 477-4272	225 1118	226 0341
		Tulsi	Gabbard	D	300 Ala Moana Blvd #5-104	Honolulu	HI	96850	808 541 1986	225 4906	225 4987
	N	Mark	Takai	D	300 Ala Moana Blvd. #4-104	Honolulu	HI	96850	808 541-2570	225 2726	225 0688
	N	Rod	Blum	R	310 3rd St. SE	Cedar Rapids	IA	52401	319 364 2288	225 2911	not listed
	X	Steve	King	R	1421 S. Bell Ave #102	Ames	IA	50010	515 232 2885	225 4426	225 3193
	X	David	Loeb sack	D	125 S. Dubuque St	Iowa City	IA	52240	319 351 0789	225 6576	226 0757
	X	Michael	Capuano	D	110 1st St	Cambridge	MA	2141	617 621-6208	225 5111	225 9322
	N	Katherine	Clarke	D	5 High St., #101	Medford	MA	2155	781 396 2900	225 2836	not listed
	X	William	Keating	D	2 Court St.	Plymouth	MA	2360	508 746 9000	225 3111	225 5658
		Joseph P.	Kennedy, III	D	29 Crafts St. #375	Newton	MA	2458	617 332 3333	225 5931	225 0182
	X	Stephen	Lynch	D	88 Black Falcon Ave #340	Boston	MA	2210	617 428-2000	225 8273	225 3984
	X	James	McGovern	D	34 Mechanic St, 1st FL	Worcester	MA	1608	508 831-7356	225 6101	225 5759
	N	Seth	Moulton	D	17 Peabody Square	Peabody	MA	1960	978 531 1669	225 8020	225 5915
	X	Richard	Neal	D	300 State St. #200	Springfield	MA	1105	413 785-0325	225 5601	225 8112
		Niki	Tsongas	D	11 Kearney Sq. 4th Flr.	Lowell	MA	1852	978 459 0101	225 3411	226 0771
	X	Elijah	Cummings	D	1010 Park Ave #105	Baltimore	MD	21201	410 685-9199	225 4741	225 3178
		John K.	Delaney	D	9801 Washingtonian Bl. #330	Gaithersburg	MD	20878	301 926 0300	225 2721	225 2193
		Donna	Edwards	D	5001 Silver Hill Rd. #106	Suitland	MD	20746	301 516 7601	225 8699	225 8714
		Andy	Harris	R	100 Olde Point Village #101	Chester	MD	21619	410 643 5429	225 5311	225 0254
		Steny	Hoyer	D	6500 Cherrywood Lane #310	Greenbelt	MD	20770	301 474-0119	225 4141	225 4300
	X	C A Dutch	Ruppersberger	D	375 W Padonia Rd #200	Timonium	MD	21093	410 628-2701	225 3061	225 3094
		John	Sarbanes	D	600 Balitmore Ave., #303	Towson	MD	21204	410 832 8890	225 4016	225 9219
		Chris	Van Hollen	D	51 Monroe St. #507	Rockville	MD	20850	301 424 3501	225 5341	225 0375
		Chellie	Pingree	D	2 Portland Fish Pier #304	Portland	ME	4101	207 774 5019	225 6116	225 5590
	N	Bruce	Poliquin	R	6 State St., #101	Bangor	ME	4401	207 9422 0583	225 6306	225 2943
		Justin	Amash	R	110 Michigan St. NW #460	Grand Rapids	MI	49503	616 451 8383	225 3831	225 5144
V		Dan	Benishke	R	307 S. Front St. #120	Marquette	MI	49855	906 273 1661	225 4735	225 4710
	N	Mike	Bishop	R	1000 W. St. Joseph, #300	Lansing	MI	48915	517 702 8000	225 4872	225 5820
	X	John	Conyers	D	231 W Lafayette Blvd #669	Detroit	MI	48226	313 961 5670	225 5126	225 0072
		John	Dingell	D	19855 W Outer Dr #103E	Dearborn	MI	48124	313 278-2936	225 4071	226 0371
		Bill	Huizenga	R	1 South Harbor Ave #6B	Grand Haven	MI	49417	616 414 5516	225 4401	226 0779
	X	Dale	Kildee	D	432 N Saginaw St #410	Flint	MI	48502	810 239-1437	225 3611	225 6393
	N	Brenda	Lawrence	D	26700 Lahser Rd. #330	Southfield	MI	48033	248 356 2052	225 5802	226 2356
	X	Sander	Levin	D	27085 Gratiot Ave	Roseville	MI	48066	586 498-7122	225 4961	226 1033
		Candice	Miller	R	48701 Van Dyke Ave.	Shelby Township	MI	48317	586 997-5010	225 2106	226 1169
	N	John	Moolenaar	R	135 Ashman St.	Midland	MI	48640	989 631 2552	225 3561	225 9679
	N	Dave	Trott	R	625 E. Big Beaver Rd.#204	Troy	MI	48083	248 528 0711	225 8171	not listed
	X	Fred	Upton	R	157 S Kalamazoo Mall #180	Kalamazoo	MI	49007	269 385-0039	225 3761	225 4986
		Tim	Walberg	R	800 W. Garrison St.	Jackson	MI	49202	517 780 9075	225 6276	225 6281
		Keith	Ellison	D	2100 Plymouth Ave. N	Minneapolis	MN	55411	612 522 1212	225 4755	225 4886
	N	Tom	Emmer	R	9201 Quaday Ave. NE #206	Otsego	MN	55330	763 241 6848	225 2331	225 6475
		John	Kline	R	350 W. Burnsville Pkwy #135	Burnsville	MN	55337	952 808-1213	225 2271	225 2595
	X	Betty	McCollum	D	165 Western Ave N #17	St Paul	MN	55102	651 224-9191	225 6631	225 1968
		Richard M.	Nolan	D	11 E. Superior St. #125	Dulith	MN	55802	218 464 5095	225 6211	225 0699
		Erik	Paulsen	R	250 Prairie Center Dr #230	Eden Prairie	MN	55344	952 405 8510	225 2871	225 6351
	X	Collin	Peterson	D	714 Lake Ave. #107	Detroit Lakes	MN	56501	218 847-5056	225 2165	225 1593
		Timothy J.	Walz	D	227 E. Main St. #220	Mankato	MN	56001	507 380 2149	225 2472	225 3433
	X	Wm. Lacy	Clay, Jr.	D	111 S. 10th St. #24-344	St Louis	MO	63102	314 367-1970	225 2406	226-3717
	X	Emanuel	Cleaver	D	101 W. 31st St.	Kansas City	MO	64108	816 842-4545	225 4535	225 4403
		Sam	Graves	R	11724 NW Plaza Circle #900	Kansas City	MO	64153	816 792 3976	225 7041	225 8221
		Vicky	Hartzler	R	2415 Carter Ln. #4	Columbia	MO	65201	573 442 9311	225 2876	225 0148
		Billy	Long	R	3232 E. Ridgeview St.	Springfield	MO	65804	417 889 1800	225 6536	225 5604
	N	David	Young	R	2700 Grand Ave., #109	Des Moines	IA	50312	515 282 1909	225 5476	not listed
		Raul R.	Labrador	R	33 E. Broadway Ave. #251	Meridian	ID	83642	208 888 3188	225 6611	225 3029
		Michael	Simpson	R	802 W. Bannock #600	Boise	ID	83702	208 334-1953	225 5531	225 8216
V	N	Mike	Bost	R	300 E. Main St., #4	Carbondale	IL	62901	618 457 5787	225 5661	225 0285
		Cheri	Bustos	D	100 19th St. #101	Rock Island	IL	61201	309 786 3406	225 5905	225 5396
	X	Danny	Davis	D	2746 W. Madison St.	Chicago	IL	60624	773 533-7520	225 5006	225 5641
		Rodney	Davis	R	2004 Fox Dr.	Champaign	IL	61820	217 403 4690	225 2371	226 0791
	N	Bob	Dold	R	300 Village Green #235	Lincolnshire	IL	60069	847 793 8400	225 4835	not listed
		Tammy	Duckworth	D	1701 E. Woodfield Rd. #1900	Schaumburg	IL	60173	847 413 1959	225 3711	225 7830
		Bill	Foster	D	195 Springfield Ave #102	Joliet	IL	60435	815 280 5876	225 3515	225 9420
	X	Luis	Gutierrez	D	3210 W. North Avenue	Chicago	IL	60647	773 342 0774	225 8203	225 7810
		Randy	Hultgren	R	1797 W. State St. #A	Geneva	IL	60134	630 232 7104	225 2976	225 0697
		Robin L.	Kelly	D	600 Holiday Plaza Dr. #505	Matteson	IL	60443	708 679 0078	225 0773	225 4583
		Adam	Kinzinger	R	628 Columbus St. #507	Ottowa	IL	61350	815 431 9271	225 3635	225 3521
	X	Daniel	Lipinski	D	5832 S Archer Ave	Chicago	IL	60638	312 886-0481	225 5701	225 1012
		Mike	Quigley	D	3742 W Irving Park Rd	Chicago	IL	60618	773 267-5926	225 4061	225 5603
	X	Peter	Roskam	R	2700 International Dr. #304	West Chicago	IL	60185	630 232 0006	225 4561	225 1166
	X	Bobby	Rush	D	700 E. 79th St.	Chicago	IL	60619	773 224-6500	225 4372	226 0333
	X	Janice	Schakowsky	D	5533 N. Broadway St.	Chicago	IL	60640	773 506-7100	225 2111	226 6890
		Aaron	Schock	R	100 N. E. Monroe #100	Peoria	IL	61612	309 671 7027	225 6201	225 9249
	X	John	Shimkus	R	201 N. Vermillion St. #218	Danville	IL	61832	217 446 0664	225 5271	225 5880

	Susan W.	Brooks	R	11611 N. Meridian St. #415	Carmel	IN	46032	317 848 0201	225 2276	225 0016
	Larry	Bucshon	R	101 NW Martin Luther King#124	Evansville	IN	47708	812 465 6484	225 4636	225 3284
X	Andre	Carson	D	300 E. Fall Creek Pk.N Dr #300	Indianapolis	IN	46205	317 283 6516	225 4011	225 5633
	Luke	Messer	R	107 W. Charles St.	Muncie	IN	47305	765 747 5566	225 3021	225 3382
	Todd	Rokita	R	337 Columbia St.	Lafayette	IN	47901	765 838 3930	225 5037	226 0544
	Marlin A.	Stutzman	R	700 Park Ave. #D	Winona Lake	IN	46590	574 269 1940	225 4436	226 9870
X	Peter	Visclosky	D	7895 Broadway #A	Merrillville	IN	46410	219 795-1844	225 2461	225 2493
V	Jackie	Walorski	R	202 Lincolnway E. #101	Misiwaka	IN	46544	574 204 2645	225 3915	225 6798
	Todd C.	Young	R	279 Quartermaster Ct.	Jeffersonville	IN	47404	812 288 3999	225 5315	226 6866
V	Tim	Huelskamp	R	One N. Main #525	Hutchinson	KS	67501	620 665 6138	225 2715	225 5124
	Lynn	Jenkins	R	3550 SW 5th St	Topeka	KS	66606	785 234 5966	225-6601	225 7986
	Mike	Pompeo	R	7701 E. Kellogg #510	Wichita	KS	67207	316 262 8992	225 6216	225 3489
	Kevin	Yoder	R	7325 W. 79th St.	Overland Park	KS	66204	913 621 0832	225 2865	225 2807
	Garland	Barr	R	2709 Old Rosebud Rd.	Lexington	KY	40509	859 219 1366	225 4706	225 2122
	Brett	Guthrie	R	1001 Center St. #300	Bowling Green	KY	42101	270 842 9896	225 3501	226 2019
	Thomas	Massie	R	1405 Greenway Ave #236	Ashland	KY	41101	606 324 9898	225 3465	225 0003
	Harold	Rogers	R	551 Clifty St	Somerset	KY	42503	606 679-8346	225 4601	225 0940
X	Ed	Whitfield	R	1403 S Main St	Hopkinsville	KY	42240	270 885-8079	225 3115	225 3547
X	John	Yarmuth	D	600 Martin Luther KingPL#216	Louisville	KY	40202	502 582 5129	225 5401	225 5776
V	N Ralph	Abraham	R	not listed		LA		not listed	225 8490	225 5639
X	Charles	Boustany Jr	R	800 Lafayette St #1400	Lafayette	LA	70501	337 235-6322	225 2031	225 5724
	John	Fleming	R	6425 Youree Dr. #350	Shreveport	LA	71105	318 798 2254	225 2777	225 8039
N	Garret	Graves	R	2351 Energy Dr., #1200	Baton Rouge	LA	70808	not listed	225 3901	225 7313
	Cedric	Richmond	D	2021 Lakeshore Dr. #309	New Orleans	LA	70122	504 288 0377	225 6636	225 1988
	Steve	Scalise	R	110 Veterans Blvd #500	Metairie	LA	70005	504 837 1259	225 3015	226 0386
	Blaine	Luetkemeyer	R	2117 Missouri Blvd.	Jefferson City	MO	65109	573 635 7232	225 6536	225 5604
N	Jason	Smith	R	2502 Tanner Dr. #205	Cape Girardeau	MO	63703	573 335 0101	225 4404	226 0326
	Ann	Wagner	R	301 Sovereign Ct. #201	Ballwin	MO	63011	636 779 5449	225 1621	225 2563
	Gregorio	Sablan	D	P. O. Box 504879	Saipan	MP	96950	670 323 2647	225 2646	226 4249
	Gregg	Harper	R	1901 Front St. #A	Meridian	MS	39301	601 693 6681	225 5031	225 5797
	Steven M.	Palazzo	R	1325 25th Ave.	Gulfport	MS	39501	228 864 7670	225 5722	225 7074
X	Bennie	Thompson	D	107 W. Madison St.	Bolton	MS	39041	601 866-9003	225-5876	225-5898
		VACANCY	R			MS			225 4306	
N	Ryan	Zinke	R	222 N. 32nd St., #900	Billings	MT	59101	406 969 1736	225 3211	225 5687
N	Alma	Adams	D	321 W/ 11th St., #100	Charlotte	NC	28202	704 344 9950	225 1510	225-1512
X	G K	Butterfield	D	411 W. Chapel Hill St. #905	Durham	NC	27701	919 908 0164	225 3101	225 3354
	Renee L.	Ellmers	R	406 W. Broad St.	Dunn	NC	28334	910 230 1910	225 4531	225 5662
	Virginia	Fox	R	3540 Clemmons Rd. #125	Clemmons	NC	27012	336 778-0211	225 2071	225 2995
	George	Holding	R	3725 National Dr. #101	Raleigh	NC	27612	919 782 4400	225 3032	225 0181
	Richard L.	Hudson	R	325 McGill Ave.NW #500	Concord	NC	28027	704 786 1612	225 3715	225 4036
X	Walter	Jones	R	1105-C Corporate Dr	Greenville	NC	27858	252 931 1003	225 3415	225 3286
	Patrick	McHenry	R	87 4th St. NW/PO Box 1830	Hickory	NC	28603	828 327 6100	225 2576	225 0316
	Mark	Meadows	R	200 N. Grove St. #90	Hendersonville	NC	28792	828 693 5660	225 6401	226 6422
	Robert	Pittenger	R	2701 Coltsgate Rd. #205	Charlotte	NC	28211	704 362 1060	225 1976	225 3389
	David	Price	D	436 N. Harrington St. #100	Raleigh	NC	27603	919 859-5999	225 1784	225 2014
N	David	Rouzer	R	230 Government Center Dr.#113	Wilmington	NC	28403	910 395 0202	225 2731	225-5773
N	Mark	Walker	R	201 W. Market St. #312	Greensboro	NC	27404	336 333 5005	225 3065	225 3065
	Kevin	Cramer	R	220 E. Rosser Ave #328	Bismarck	ND	58501	701 224 0355	225 2611	226 0893
N	Brad R.	Ashford	D	7126 Pacific St.	Omaha	NE	68106	402 916 5678	225 4155	226 5452
	Jeff	Fortenberry	R	301 S 13th Street #100	Lincoln	NE	68508	402 438-1598	225 4806	225 5686
	Adrian	Smith	R	1811 W. Second St. #275	Grand Island	NE	68803	308 384 3900	225 6435	225 0207
N	Frank	Guinta	R	33 Lowell St.	Manchester	NH	3101	603 641 9536	225 5456	225 5822
V	Ann	Kuster	D	18 N. Main St., 4th Flr.	Concord	NH	3301	603 226 1002	225 5206	225 2946
	Rodney	Frelinghuysen	R	30 Schuyler Pl, 2nd Fl	Morristown	NJ	7960	973 984-0711	225 5034	225 3186
X	Scott	Garrett	R	266 Harristown Rd. #104	Glen Rock	NJ	7452	201 444 5454	225 4465	225 9048
	Leonard	Lance	R	425 North Ave. East	Westfield	NJ	7090	908 518 7733	225 5361	225 9460
X	Frank	LoBiondo	R	5914 Main St. #103	Mays Landing	NJ	8330	609 625-5008	225 6572	225 3318
	Tom	MacArthur	R	33 Washington St.	Toms River	NJ	8753	not listed	225 4765	225-0778
	Donald	Norcross	D	515 Grove St. #3C	Haddon Heights	NJ	8035	856 546 5100	225 6501	225 6583
X	Frank	Pallone Jr	D	504 Broadway	Long Branch	NJ	7740	732 571-1140	225 4671	225 9665
X	Bill	Pascrell Jr	D	200 Federal Plaza #500	Paterson	NJ	7505	973 523-5152	225 5751	225 5782
X	Donald	Payne	D	60 Nelson Pl. 14th Flr.	Newark	NJ	7102	973 645-3213	225 3436	225 4160
X	Albio	Sires	D	630 Avenue C, #9	Bayonne	NJ	7002	201 823 2900	225 7919	226 0792
	Christopher	Smith	R	108 Lacey Rd. #38A	Whiting	NJ	8759	732 350-2300	225 3765	225 7768
N	Bonnie	Watson Coleman	D	850 Bear Tavern Rd. #201	Ewing	NJ	8628	not listed	225 5801	225 6025
	Ben Ray	Lujan	D	1611 Calle Lorca #A	Santa Fe	NM	87505	505 984 8950	225 6190	226 1528
	Michelle	Lujan-Grisham	D	505 Marquette Ave. NW #1605	Albuquerque	NM	87102	505 346 6781	225 6316	225 4975
	Stevan	Pearce	R	570 N. Telshor Rd.	Las Cruces	NM	88011	855 473 2723	225 2365	225 9579
	Mark E.	Amodei	R	5310 Kietzke Ln. #103	Reno	NV	89511	775 686 5760	225 6155	225 5679
N	Crescent	Hardy	R	2250 Las Vegas Blvd. N. #500	N. Las Vegas	NV	89030	702 912 1634	225 9894	225 9783
	Joseph J.	Heck	R	2480 E. Pebble Rd. #220	Henderson	NV	89074	702 387 4941	225 3252	225 2185
V	X Dina	Titus	D	550 E. Charleston Bl. #B	Las Vegas	NV	89104	702 220 9823	225 5965	225 3119

	Yvette	Clarke	D	123 Linden Blvd., 4th Flr.	Brooklyn	NY	11226	718 287 1142	225 6231	226 0112
	Chris	Collins	R	2813 Wehrle Dr. #13	Williamsville	NY	14221	716 634 2324	225 5265	225 5910
X	Joseph	Crowley	D	16	Bronx	NY	10465	718 931-1400	225 3965	225 1909
X	Eliot	Engel	D	3655 Johnson Ave	Bronx	NY	10463	718 796-9700	225 2464	225 5513
	Christopher	Gibson	R	25 Chestnut St.	Cooperstown	NY	13326	607 282 4002	225 5614	225 1168
	Richard L.	Hanna	R	258 Genesee	Utica	NY	13502	315 724 9740	225 3665	225 1891
X	Brian	Higgins	D	726 Exchange St #601	Buffalo	NY	14210	716 852-3501	225 3306	226 0347
X	Steve	Israel	D	534 Broad Hollow Rd. #302	Melville	NY	11747	631 777 7610	225 3335	225 4669
	Hakeem S.	Jeffries	D	55 Hanson Pl. #603	Brooklyn	NY	11217	718 237 2211	225 5936	225 1018
N	John	Katko	R	440 S. Warren St. #711	Syracuse	NY	13202	315 423 5657	225 3701	225 4042
X	Peter	King	R	1003 Park Blvd #7	Massapequa Park	NY	11762	516 541-4225	225 7896	226 2279
X	Nita	Lowe	D	222 Mamaroneck Ave #312	White Plains	NY	10605	914 428-1707	225 6506	225 0546
X	Carolyn	Maloney	D	1651 3rd Ave #311	New York	NY	10128	212 860-0606	225 7944	225 4709
	Sean Patrick	Maloney	D	123 Grand St., 2nd Flr.	Newburgh	NY	12550	845 561 1259	225 5441	225 3289
X	Gregory	Meeks	D	67-12 Rockaway Beach Bl.	Arverne	NY	11692	347 230 4032	225 3461	226 4169
	Grace	Meng	D	218-14 Northern Bl.	Bayside	NY	11361	718 423 2154	225 2601	225 1598
X	Jerrold	Nadler	D	201 Varick St #669	New York	NY	10014	212 367-7350	225 5635	225 6923
X	Charles	Rangel	D	163 W 125th st #737	New York	NY	10027	212 663-3900	225 4365	225 0816
	Tom	Reed	R	401 E. State St. #304-1	Ithaca	NY	14850	607 222 2027	225 3161	226 6599
V	N Kathleen	Rice	D	300 Garden City Plza #200	Garden City	NY	11530	516 739 3008	225 5516	225 5758
X	Jose	Serrano	D	1231 Layette Ave., 4th Flr.	Bronx	NY	10474	718 620-0084	225 4361	225 6001
	Louise	Slaughter	D	100 State St #3120	Rochester	NY	14614	585 232-4850	225 3615	225 7822
N	Elise	Stefanik	R	136 Glen St.	Glens Falls	NY	12801	518 743 0964	225 4611	226 0621
X	Paul	Tonko	D	61 Columbia St., 4th Flr.	Albany	NY	12210	518 465 0700	225 5076	225 5077
N		VACANCY				NY			225 3371	
	Nydia M.	Velazquez	D	266 Broadway #201	Brooklyn	NY	11211	718 599 3658	225 2361	226 0327
V	N Lee	Zeldin	R	31 Oak St. #20	Patchogue	NY	11772	631 289 1097	225 3826	225 3143
	Joyce	Beatty	D	471 E. Broad St. #1100	Columbus	OH	43215	614 220 0003	225 6465	225 6754
	John	Boehner	R	7979 Cincinnati-Dayton Rd#B	West Chester	OH	45069	513 779-5400	225 6205	225 0704
	Steve	Chabot	R	441 Vine St #3003	Cincinnati	OH	45202	513 684-2723	225 2216	225 3012
	Marcia	Fudge	D	1225 Lawton St.	Akron	OH	44320	330 835 4758	225 7032	225 1339
	Bob	Gibbs	R	110 Cottage St.	Ashland	OH	44805	419 207 0650	225 6265	225 3394
	Bill	Johnson	R	246 Front St.	Marietta	OH	45750	740 375 0868	225 5705	225 5907
	Jim	Jordan	R	3121 W. Elm Plaza	Lima	OH	45805	419 999 6455	225 2676	226 0577
	David P.	Joyce	R	1 Victoria Pl. #320	Painesville	OH	44077	440 352 3939	225 5731	225 3307
X	Marcy	Kaptur	D	1 Martine Plaza, 6th Flr	Toledo	OH	43604	419 259-7500	225 4146	225 7711
X	Robert E.	Latta	R	1045 N. Main St. #6	Bowling Green	OH	43402	419 354 8700	225 6405	225 1985
	James	Renacci	R	1 Park Center Dr. #302	Wadsworth	OH	44281	330 334 0040	225 3876	225 3059
X	Tim	Ryan	D	197 W. Market St	Warren	OH	44481	330 373-0074	225 5261	225 3719
	Steve	Stivers	R	3790 Municipal Way	Hilliard	OH	43026	614 771 4968	225 2015	225 3529
X	Patrick	Tiberi	R	3000 Corporate Exchange Dr #3	Columbus	OH	43231	614 523-2555	225 5355	226 4523
	Michael	Turner	R	120 W 3rd St #305	Dayton	OH	45402	937 225-2843	225 6465	225 6754
V	Brad R.	Wenstrup	R	7954 Beechmont Ave. #200	Cincinnati	OH	45255	513 474 7777	225 3164	225 1992
	Jim	Bridenstine	R	2448 E. 81st St. #5150	Tulsa	OK	74137	918 935 3222	225 2211	225 9187
	Tom	Cole	R	2424 Springer Dr. #201	Norman	OK	73069	405 329-6500	225 6165	225 3512
X	Frank	Lucas	R	10952 NW Expressway #B	Yukon	OK	73099	405 373-1958	225 5565	225 8698
	Markwayne	Mullin	R	104 S. Muskogee	Claremore	OK	74017	918 341 9336	225 2701	225 3038
N	Steve	Russell	R	4600 SE 29th #400	Del City	OK	73115	405 602 3074	225 2132	226 1463
	Earl	Blumenauer	D	729 NE Oregon St #115	Portland	OR	97232	503 231-2300	225 4811	225 8941
	Suzanne	Bonamici	D	12725 SW Millikan Way #220	Beaverton	OR	97005	503 469 6010	225 0855	225 9497
X	Peter	DeFazio	D	405 E. 8th Ave. #2030	Eugene	OR	97401	541 465-6732	225 6416	226 3493
	Kurt	Schrader	D	544 Ferry St. SE #2	Salem	OR	97301	503 588 9100	225 5711	225 5699
	Greg	Walden	R	14 N. Central Ave. #112	Medford	OR	97501	541 776 4646	225 6730	225 5774
	Lou	Barletta	R	1 S. Church St. #100	Hazleton	PA	18201	570 751 0050	225 6511	226 6250
N	Brendan	Boyle	D	2375 Woodward St. #105	Philadelphia	PA	19115	215 335 3355	225 6111	226 6611
X	Robert	Brady	D	1907 S Broad St	Philadelphia	PA	19148	215 389-4627	225 4731	225 0088
	Matt	Cartwright	D	226 Wyoming Ave.	Scranton	PA	18503	570 341 1050	225 5546	226 0996
V	N Ryan	Costello	R	840 North Park Rd.	Wyomissing	PA	19610	610 376 7630	225 4315	not listed
X	Charlie	Dent	R	3900 Hamilton Blvd. #207	Allentown	PA	18103	610 770 3490	225 6411	226 0778
X	Michael	Doyle	D	2637 E. Carson St.	Pittsburgh	PA	15203	412 390 1499	225 2135	225 3084
X	Chaka	Fattah	D	2401 N. 54th St.	Philadelphia	PA	19131	215 871 4455	225 4001	225 5392
	Michael G.	Fitzpatrick	R	1717 Langhorne Newtown Rd#44	Langhorne	PA	19047	215 579 8102	225 4276	225 9511
	Mike	Kelly	R	208 E. Bayfront Pkwy #102	Erie	PA	16507	814 454 8190	225 5406	225 3103
	Tom	Marino	R	1020 Commerce Park Dr #1A	Williamsport	PA	17701	570 322 3961	225 3731	225 9594
	Patrick	Meehan	R	940 W. Sproul Rd.	Springfield	PA	19064	610 690 7323	225 2011	226 0280
X	Tim	Murphy	R	504 Washington Rd	Pittsburgh	PA	15228	412 344-5583	225 2301	225 1844
	Scott	Perry	R	22 Chambersburg Dr.	Gettysburg	PA	17325	717 338 1919	225 5836	226 1000
	Joseph	Pitts	R	150 N. Queen St. #716	Lancaster	PA	17603	717 393-0667	225 2411	225 2013
	Keith J.	Rothfus	R	6000 Babcock Bl. #104	Pittsburgh	PA	15237	412 837 1361	225 2065	225 5709
	Bill	Shuster	R	310 Penn St #200	Hollidaysburg	PA	16648	814 696-6318	225 2431	225 2486
	Glenn	Thompson	R	3555 Benner Pike #101	Bellafonte	PA	16823	814 353 0215	225 5121	225 5796
	Pedro	Pierluisi	D	Avenida Juan Ponce de Leon	San Juan	PR	901	787 723 6333	225 2615	225 2154

	David N.	Cicilline	D	1070 Main St. #300	Pawtucket	RI	2860	401 729 5600	225 4911	225 3290
X	James	Langevin	D	300 Centerville Rd #200 S	Warwick	RI	2886	401 732-9400	225 2735	225 5976
	James	Clyburn	D	1700 Sunset Bl. #1	West Columbia	SC	29169	803 939 0041	225 3315	225 2313
	Jeff	Duncan	R	303 W. Beltline Blvd.	Anderson	SC	29625	864 224 7401	225 5301	225-3216
	Trey	Gowdy	R	104 S. Main St.	Greenville	SC	29601	864 241 0175	225 6030	226 1177
	Mick	Mulvaney	R	1456 Ebenezer Rd.	Rock Hill	SC	29732	803 327 1114	225 5501	225 0464
	Tom	Rice	R	2411 N. Oak St.	Myrtle Beach	SC	29577	843 445 6459	225 9895	225 9690
	Mark	Sanford	R	530 Johnnie Dodds Blvd #201	Mount Pleasant	SC	29464	843 352 7572	225 3176	not listed
X	Joe	Wilson	R	1700 Sunset Bl. #1	West Columbia	SC	29169	803 939 0041	225 2452	225 2455
	Kristi L.	Noem	R	2310 W. 41st St. #101	Sioux Falls	SD	57105	605 275 2868	225 2801	225 5823
	Diane	Black	R	321 E. Spring St. #301	Cookeville	TN	38501	931 854 0069	225 4231	225 6887
X	Marsha	Blackburn	R	305 Public Sqiare #212	Franklin	TN	37064	615 591-5161	225 2811	225 3004
X	Steve	Cohen	D	167 North Main St. #369	Memphis	TN	38103	901 544-4131	225 3265	225 5663
X	Jim	Cooper	D	605 Church St	Nashville	TN	37219	615 736-5295	225 4311	226 1035
	Scott	DesJarlais	R	807 S. Garden St.	Columbia	TN	34801	931 381 9920	225 6831	226 5172
X	John J.	Duncan, Jr.	R	800 Market St. #110	Knoxville	TN	37902	865 523 3772	225 5435	225 6440
	Stephen Lee	Fincher	R	5384 Poplar Ave. #410	Memphis	TN	38119	901 682 4422	225 4714	225 1765
	Chuck	Fleischmann	R	900 Georgia Ave. #126	Chattanooga	TN	37402	423 756 2342	225 3271	225 3494
V	Phil	Roe	R	1609 College Park Dr #4	Morristown	TN	37813	423 254 1400	225 6356	225 5714
N	Brian	Babin	R	203 Ivy Ave. #600	Deer Park	TX	77536	832 780 0966	225 1555	226 0396
	Joe	Barton	R	6001 W. Ronald Reagan H#200	Arlington	TX	76017	817 543-1000	225 2002	225 3052
	Kevin	Brady	R	200 River Pointe Dr #304	Conroe	TX	77304	936 441-5700	225 4901	225 5524
	Michael	Burgess	R	1660 S Stemmons Fwy #230	Lewisville	TX	75067	972 434-9700	225 7772	225 2919
	John	Carter	R	1717 N. 1H 35 #303	Round Rock	TX	78664	512 246-1600	225 3864	225 5886
	Joaquin	Castro	D	4715 Fredericksburg #512	San Antonio	TX	78229	210 348 8216	225 3236	225 1915
	K Michael	Conaway	R	6 Desta Dr #2000	Midland	TX	79705	432 687-2390	225 3605	225 1783
X	Henry	Cuellar	D	615 E. Houston St. #563	San Antonio	TX	78205	210 271 2851	225 1640	225 1641
	John	Culberson	R	10000 Memorial Dr #620	Houston	TX	77024	713 682-8828	225 2571	225 4381
X	Lloyd	Doggett	D	300 E 8th St #763	Austin	TX	78701	512 916-5921	225 4865	225 3073
	Blake	Farenthold	R	101 N. Shoreline Bl. #300	Corpus Christi	TX	78401	361 884 2222	225 7742	226 1134
	Bill	Flores	R	400 Austin Ave. #302	Waco	TX	76701	254 732 0748	225 6105	225 0350
X	Louie	Gohmert	R	1121 SES Loop 323 #206	Tyler	TX	75701	903 561-6349	225 3035	226 1230
	Kay	Granger	R	1701 River Run Rd #407	Ft Worth	TX	76107	817 338-0909	225 5071	225 5683
X	Al	Green	D	3003 South Loop West #460	Houston	TX	77054	713 383-9234	225 7508	225 2947
X	Gene	Green	D	256 N Sam Houston Pky E #29	Houston	TX	77060	281 999-5879	225 1688	225 9903
	Jeb	Hensarling	R	6510 Abrams Rd, #243	Dallas	TX	75231	214 349-9996	225 3484	225 4888
X	Ruben	Hinojosa	D	100 S. Austin St. #1	Seguin	TX	78155	830 401 0457	225 2531	225 5688
N	Will	Hurd	R	1714 SW Military Dr. #110	San Antonio	TX	78221	210 921 3130	225 4511	not listed
X	Sheila	Jackson-Lee	D	1919 Smith St #1180	Houston	TX	77002	713 655-0050	225 3816	225 3317
	Eddie Bernice	Johnson	R	3102 Maple Ave #600	Dallas	TX	75201	214 922 8885	225 8885	226 1477
	Sam	Johnson	R	1255 W. 15th St. #170	Plano	TX	75075	469 303 0382	225 4201	225 1485
X	Kenny	Marchant	R	9901 E Valley Ranch Py #3035	Irving	TX	75063	972 556-0162	225 6605	225 0074
	Michael	McCaul	R	9009 Mountain Ridge Dr #230	Austin	TX	78759	512 473-2357	225 2401	225 5955
	Randy	Neugebauer	R	500 Chestnut St #819	Abilene	TX	79602	325 675-9779	225 4005	225 9615
	Peter	Olson	R	6302 W. Broadway St. #220	Pearland	TX	77581	281 485 4855	225 5951	225 5241
V	X Beto	O'Rourke	D	303 N. Oregon St.	El Paso	TX	79901	915 541 1400	225 4831	225 2016
	Ted	Poe	R	740 N. Post Oak Rd. #510	Houston	TX	77024	713 681 8763	225 6565	225 5547
N	John	Ratcliffe	R	6531 Horizon Rd. #A	Rockwall	TX	75032	972 771 0100	225 6673	225 3332
	Pete	Sessions	R	12750 Merit Dr #1434	Dallas	TX	75251	972 392-0505	225 2231	225 5878
	Lamar	Smith	R	1100 NE Loop 410 #640	San Antonio	TX	78209	210 821-5024	225 4236	225 8628
	William	Thornberry	R	905 S Fillmore St #520	Amarillo	TX	79101	806 371-8844	225 3706	225 3486
	Marc A.	Veasey	D	1881 Sylvan Ave. #108	Dallas	TX	75208	214 741 1387	225 9897	225 9702
	Filemon	Vela	D	333 Ebony Ave.	Brownsville	TX	78520	956 544 8352	225 9901	226 0475
	Randy K.	Weber	R	122 West Way #301	Lake Jackson	TX	77566	979 285 0231	225 2831	225 0271
	Roger	Williams	R	1005 Congress Ave. #925	Austin	TX	78701	512 473 8910	225 9896	225 9692
X	Rob	Bishop	R	324 25th St #1017	Ogden	UT	84401	801 625-0107	225 0453	225 5857
	Jason	Chaffetz	R	51 S. University Ave. #318	Provo	UT	84601	801 851 2500	225 7751	225 5629
	Mia	Love	R	9067 South 1300 West #101	West Jordan	UT	84088	801 996 8729	225 3011	225 5638
	Chris	Stewart	R	136 E. South Temple St.#900	Salt Lake City	UT	84111	801 364 5550	225 9730	225 5629
N	Don	Beyer	D	5285 Shawnee Rd. #250	Alexandria	VA	22312	703 658 5403	225 4376	225 0017
N	Dave	Brat	R	4201 Dominion Blvd. #110	Glen Allen	VA	23060	804 747 4073	225 2815	225 0011
N	Barbara	Comstock	R	21430 Cedar Dr. #218	Sterling	VA	20164	703 404 6903	225 5136	225 0437
X	Gerald E.	Connolly	D	4115 Annandale Rd #103	Annandale	VA	22003	703 256 3071	225 1492	225 3071
X	J. Randy	Forbes	R	505 Independence Pky #104	Chesapeake	VA	23320	757 382-0080	225 6365	226 1170
	Bob	Goodlatte	R	10 Franklin Rd SE #540	Roanoke	VA	24011	540 857-2672	225 5431	225 9681
	H. Morgan	Griffith	R	323 W. Main St.	Abingdon	VA	24210	276 525 1405	225 3861	225 0442
	Robert	Hurt	R	686 Berkmar Circle	Charlottesville	VA	22901	434 973 9631	225 4711	225 5681
	E. Scott	Rigell	R	4772 Euclid Rd. #E	Virginia Beach	VA	23462	757 687 8290	225 4215	225 4218
X	Robert C.	Scott	D	400 N. 8th St. #430	Richmond	VA	23219	804 644-4845	225 8351	225 8354
	Robert J.	Wittman	R	401 Main St./PO Box 494	Yorktown	VA	23690	757 874 6687	225 4261	225 4382
N	Stacey	Plaskett	D	not listed		VI			225 1790	225 5517
X	Peter	Welch	D	30 Main St. #350	Burlington	VT	5401	802 652 2450	225 4115	225 6790

	Suzan K.	DelBene	D	22121 17th Ave. SE #E-220	Bothell	WA	98021	425 485 0085	225 6311	226 1606
	Denny	Heck	D	1423 E 29th St. S. #2093	Tacoma	WA	98404	253 722 5860	225 9740	225 0129
X	Jaimie	Herrera-Beutler	R	750 Anderson St. #B	Vancouver	WA	98661	360 695 6292	225 3536	225 3478
	Derek	Kilmer	D	950 Pacific Ave. #1230	Tacoma	WA	98402	253 272 3515	225 5916	not listed
X	Rick	Larsen	D	2930 Wetmore Ave. #9-F	Everett	WA	98201	425 252-3188	225 2605	225 4420
X	Jim	McDermott	D	1809 7th Ave #1212	Seattle	WA	98101	206 553-7170	225 3106	225 6197
	Cathy	McMorris-Rodgers	R	10 N. Post #625	Spokane	WA	99201	509 353 2374	225 2006	225 3392
N	Dan	Newhouse	R	402 E. Yakima Ave. #445	Yakima	WA	98901	509 452 3243	225 5816	225 3251
	Dave	Reichert	R	22605 SE 56th St. #130	Issaquah	WA	98029	452 677 7414	225 7761	225 4282
X	Adam	Smith	D	15 S. Grady Way #101	Renton	WA	98057	425 793 5180	225 8901	225 5893
	Sean P.	Duffy	R	208 Grand Ave.	Wausau	WI	54403	715 298 9344	225 3365	225 3240
N	Glenn	Grothman	R	1020 S. Main St. #B	Fond du Lac	WI	54935	920 907 0624	225 2476	225 2356
X	Ron	Kind	D	205 5th Ave. S. #400	La Crosse	WI	54601	608 782-2558	225 5506	225 5739
X	Gwen	Moore	D	219 N. Milwaukee St. #3A	Milwaukee	WI	53202	414 297-1140	225 4572	225 8135
	Mark	Pocan	D	100 E. Doty St. #405	Madison	WI	53703	608 258 9800	225 2906	225 6942
	Reid J.	Ribble	R	333 W. College Ave.	Appleton	WI	54911	920 380 0061	225 5665	225 5729
X	Paul	Ryan	R	20 S Main St #10	Janesville	WI	53545	608 752-4050	225 3031	225 3393
	F. James	Sensenbrenner	R	120 Bishops Way #154	Brookfield	WI	53005	262 784-1111	225 5101	225 3190
N	Evan	Jenkins	R	223 Prince St.	Beckley	WV	25801	304 250 6177	225 3452	225 9061
	David B.	McKinley	R	100 Main St. #101	Wheeling	WV	26003	304 232 3801	225 4172	225 7564
N	Alex	Mooney	R	405 Capitol St. #514	Charleston	WV	25301	304 925 5964	225 2711	225 7856
	Cynthia M.	Lummis	R	2120 Capitol Ave. #8005	Cheyenne	WY	82001	307 772 2595	225 2311	225 3057

The Saga of the Harry Glucksman

Submitted by Alexander J. Reis, Mid-Columbia Chapter, who wrote this at age 20 while serving on the Liberty ship SS Harry L. Glucksman in 1947. He hopes he can be forgiven for the disparaging remarks if any of the recipients are still around.

It was a sunny day,
The eighth of July,
When first I saw her –
Now this ain't no lie.

Hiorth was our Captain,
An able Skipper,
And Wolin our Mate,
Fat little nipper.

Our Chief Steward, Hays,
Shrewd con-man at heart,
Remained in his sack
From the very start.

A rust covered hulk
But better than most,
Though not living up
To Isthmian's boast.

"Happy-Boy" Scofield,
The Third Mate was he,
When called each morning,
Arose laughingly.

Wurzler, a fresh air
Fiend to the letter,
Often shouted, "I
Never ate better."

We signed articles
On that very day-
Bound for Hawaii
And soon under way.

"Natural" Anctil,
Our Navigator,
Turned in at seven
And seldom later.

Black Gang Chief, Burdoff,
A "Company Man",
Relished his food, drank
His beer from the can.

A change in order
To the crew's lament –
The "Glucksman" now bound
For the Orient.

Kearns was our Purser,
A sea-dog he claimed;
But the "Glucksman's" fare
Had even him tamed.

With these and others
For her motley crew,
The "Glucksman" never
Weighed anchor on cue.

Norfolk and Charleston
We stopped for loading.
'Twas the first I had
A grim foreboding.

Sparks, that's me of course,
Made comments that hurt.
His vice was gambling –
He soon lost his shirt.

Monotonous days
And then Manila.
Shore leave at last! "Please
Make mine vanilla."



JUST RECOGNITION

HOW TO WRITE A LETTER TO CONGRESSPERSONS

Writing a personal letter to your representatives in Congress is an effective way to let your voice be heard. When done well, a carefully crafted, concise letter is a powerful tool that can influence lawmakers and bring about change. Nonetheless, congressional leaders are incredibly busy, so take the time and put forth the effort to make your letter well-written and powerful.

1. Though it is tempting to fire off an e-mail, write a letter instead.

Letters do take more effort, both to send and to receive, than e-mail messages, and they therefore warrant more attention. It is easier to overlook an e-mail than it is to disregard a letter (particularly a handwritten letter).

2. State your purpose.

Be specific. Keep your letter focused by addressing only one issue or topic, and state your main purpose in the opening paragraph of your letter.

3. Make your letter personal.

Keep your letter unique; don't just copy a form letter and send it. Sending one hundred (or even one million) copies of the same letter is not an effective way to communicate the real concerns of real people. Instead, write a personal letter, from your heart. Make sure to introduce yourself, and explain who you are. If there is a particular reason (such as professional or personal credentials or experience) that you are qualified to address the topic you are writing about, say so.

4. Support your stance.

Be informed when you write your letter, and as you write, be honest and accurate in the information you present. Use specific statistics, numbers, or examples.

5. Make your request.

Indicate the specific action that you would like the representative to take, and by when (if applicable). For example, indicate whether you are writing in favor of our legislations, and state what you hope that the representative will do. Be sure to identify the bill numbers correctly.

6. Remain professional and courteous.

No matter how upset you might feel, be courteous and professional. Again, it is perfectly acceptable (even preferable) to show your passion for the topic in your writing, but that does not mean you should resort to mud-slinging, name calling, swearing, or similar tactics.

7. Keep your letter clear and concise.

As you write, don't resort to waxing flowery or being long-

winded. Your representatives are busy; make their lives easier by stating clearly and concisely what you want, why, and by when. Generally, you should keep your letter to one page.

8. Close your letter.

Close your letter by restating your purpose for writing the representative and repeating your request for action. Then thank the person for taking the time to read your letter.

9. Know to whom to send your letter.

Send your letter to your local representatives. You may think it worthwhile to really let your voice be heard by sending a letter to every member of Congress, but they will likely forward the letter on to your local officials (who in turn may get quite annoyed at receiving dozens of copies of the same letter from the same person).

You can find the name and address of your representative by going to Congress.org OR listed in this issue of the NEWS. When addressing your letter, use the following format:

For Your House Representative:

The Honorable (full name)

District office address

Dear Representative (last name):

10. Proofread your letter.

Before you sign and seal your letter, make sure to proofread it first. Ensure that you have not left out any important, pertinent information. If you've repeated yourself or if something isn't as clear as it could be, revise. After making any necessary changes, read over your letter one more time to check for spelling, punctuation, grammar, and other errors.

11. Know that your vote counts.

Congressional leaders exist to serve you, a representative of the American people. Most of them truly want to represent faithfully the concerns of those they serve. And they understand that without your vote, and that of others like you, they will not remain in office. Moreover, because representatives receive relatively few personal letters, your letter may hold more sway than you think. So write with confidence!

12. Include your name, address and phone number.

Be sure to include your name, complete mailing address and telephone number on the letter.



JUST RECOGNITION

SAMPLE LETTER #1

The first of samples of a letter that could be written to your Congressperson requesting that they support our legislation for the U. S. Merchant Mariners of WWII – House bill HR.563. This one was excerpted from an article in the American Legion Magazine by Harold Hudson, AMMV Central California Chapter.

REQUEST FOR CO-SPONSORSHIP OF HOUSE BILL HR.563 "HONORING OUR WWII MERCHANT MARINERS ACT OF 2015".

Dear Congressman _____

One of the most overlooked facts of World War II focuses on the tiny group of Veterans known as the Merchant Marine. Their organization suffered a higher death rate than any of the armed forces. In fact, **1 in 26 mariners service aboard merchant ships in World War II died in the line of duty.**

Yet they have been denied Veteran benefits for over 60 years. We do not have to look very far to get some insight into the hazardous duty that these servicemen faced while delivering critical supplies and troops under fire.

By the most conservative estimate, more than 730 Merchant vessels were sunk and more than 6,800 Merchant seamen were killed or missing in action during World War II. Yet Merchant Marine veterans status went unrecognized until 1988. And despite the passage of the Seaman Act of 1988, described as a "watered down" G. I. Bill of Rights by some, **some portions of the G. I. Bill have never been made available to veterans of the Merchant Marine.**

The effect of these veterans to the overall war effort is immeasurable. It has been estimated that an average soldier required 7 to 15 tons of supplies per year. These supplies were, of course, delivered by the Merchant Marine.

For those who might wish to argue that their mission was not combat duty, merchant ships shot down at least 107 enemy planes during the almost continuous air attacks.

Over the years, strong supporters of the Merchant Marine, like President Franklin D. Roosevelt, General Eisenhower and Winston Churchill, have rallied for our cause. And over the past decade or so, WWII Mariners have been fighting another battle – Just Recognition for their efforts.

There are pros and cons to every piece of legislation. The biggest resistance to this legislation that would bring equity to the Merchant Marine seamen is, of course, financial concern. Who pays the bill for the benefits that are so long overdue to this group of heroes who braved the great dangers involved in transporting goods in a slow, barely armed ship over hostile and frequently submarine infested water? Surely, our great Country can find a way.

We are requesting your support and Co-sponsorship of House Bill HR.563. Please contact Congresswoman Janice Hahn's office and support our cause.

Thank you,

SAMPLE LETTER #2

This sample of a letter to your Congressperson was submitted by Leo Selvey of AMMV Southwest Florida Chapter.

REQUEST FOR SUPPORT OF HOUSE BILL HR.563
"HONORING OUR WWII MERCHANT MARINERS ACT OF 2015"

Dear Congressperson _____

We hope you can help us with a cause. It would be appreciated; not just by me but by many more citizens of the United States.

Let me explain. I am a member of the American Merchant Marine Veterans' _____ chapter. As members of this WWII group, we are limited in membership due to the fact that only those Merchant Mariners who served during the period of hostilities in the zone of hostilities – in World War II – are now considered Veterans. Our youngest members are all pushing ninety years of age. During the limited time frame of December 7, 1941 to December 31, 1946, we were considered, and indeed were, civilians except and in times of war, we fought side-by-side with members of our armed forces. During this time-frame, also, more members of the Merchant Marine (percentage-wise) were killed than those of any branch of our Armed Services.

A big difference - those who were unfortunate enough to be on a sinking ship, were out of work as they were paid to man their ship. No ship, no job, no pay – wherever they were stranded. Transportation home was not paid for, medical care was not supplied, and there were no gravestones for the over 9,000 Merchant Mariners lost at sea.

Veterans status and the accompanying benefits were lost to Merchant Mariners, although strong governmental support had been promised. And there were no GI Bill of Rights for those mariners. In 1988 those Mariners who served during this period were recognized as WWII Veterans and were granted medical service by the Veterans Administration and the right to be buried in a National Cemetery.

Now, to the point: a group of these Veteran Mariners began seeking "Just Compensation" over a decade ago, for benefits not received those years since their war-time service. They have used their own funds in this effort. Please understand our cause and our wish to right this injustice. Our members, nation-wide, are helping and we can forward any additional information you may request.

Congresswoman Janice Hahn of California has re-introduced our legislation – House Bill HR.563. I respectfully request that you study this bill and then become a Co-sponsor.

Many thanks for your attention and I look forward to having you as a Co-sponsor of this important cause of our ancient Mariners.

DRAFT- revC: PROPOSED SCHEDULE: 29TH ANNUAL MEETING - MAY 5-9, 2015

DAY	START TIME	END TIME	ACTIVITY	ACTIVITY + REMARKS
4-May-15	1400	1700	Prep-Work Room	EARLY ARIVAL-STAFF; PREP-REGISTRATION
MONDAY	1700	1900	<< MITAGS DINNER	
5-May-15	0700	0900	<< MITAGS BREAKFAST	
TUESDAY	0900	1200	Prep-Work Room	EARLY ARIVAL-STAFF; PREP-REGISTRATION
	1130	1400	<< MITAGS LUNCH	
	1300	1400	Registration	meet and greet with Sally
	1300	1500	Hospitality Room	
	1500	1630	BOD	
	1630	1800	Hospitality Room	
	1530	1800	Registration	meet and greet with Sally
	1700	1900	<< MITAGS DINNER	
	1800	1930	RVP/Chapter -Workshop	Open Discussion
6-May-15	0700	0900	<< MITAGS BREAKFAST	
WED.	0800	0900	Registration	registration-meet and greet with Sally as Marilyn in
	0845	0915	Prelude	dj by Roy
	0915	1000	Opening Ceremonies	dj by Roy; Color Guard + Songs by Sally
	1000	1100	Opening Session	Planned Program
	1130	1400	<< MITAGS LUNCH	
	1200	1330	Lunch with Sally & Roy	Speaker: Cpt. Phillips
	1345	1500	Budget + state of AMMV	
	1500	1630	ELECTIONS	National Officers
	1700	1900	<< MITAGS DINNER	
	1730	TILL	Welcome Event + speaker + entertainment	Speaker: Don Marcus, President MM&P; Entertainment- with Sally and Roy
7-May-15	0700	0900	<< MITAGS BREAKFAST	
THUR.	0900	1130	Resolutions + Open Mic	
	1130	1400	<<<< MITAGS LUNCH	
	1400	1630	Business Session	Barbara Voulgaris; Program Historian- MarAd
	1700	1800	Open Bar	
	1700	1900	<<MITAGS DINNER	
	1800	TILL	Dinner + Speaker+ Entertainment	Speaker: Maritime Industry Leader Entertainment with Sally and Roy
8-May-15	0700	0900	< MITAGS BREAKFAST	
FRIDAY	0800	1600	WWII Memorial	Carry Out Bag Lunch. TOUR/RALLY
	1700	1900	<<MITAGS DINNER	
9-May-15	0700	0900	<< MITAGS BREAKFAST	
SAT.	0700	1730	Historic Cruise	SS John W. Brown
	1700	1900	<<MITAGS DINNER	
10-May-15			DEPARTURE	Have a safe and happy trip home
SUN.				

The American Merchant Marine Veterans

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

29th ANNUAL CONVENTION, May 5 to 8, 2015

MITAGS, Linthicum Heights, MD

INFORMATION FORM: ROOM RESERVATIONS

V150124-A



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

Comfortable Rooms

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

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

Shuttle Service

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

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

Make Reservations Directly With CCMIT

692 Maritime Boulevard, Linthicum, MD 21090

Reservation Phone Line: 410-859-5700

SPECIAL ROOM RATES:

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

RATES INCLUDE BREAKFAST, LUNCH AND DINNER BUFFETS

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

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

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

Your convention committee has guaranteed a minimum number of rooms.

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

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

REGISTRATION FORM



The Conference Center
at the Maritime Institute

CCMIT, Linthicum Heights, Maryland

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

ANNUAL BUSINESS MEETING AND REUNION

Name: _____ Spouse/Other: _____

Affiliation/Chapter: _____ Phone: _____

Address: _____

City/State/Zip: _____

E-mail: _____

See separate sheet for Hotel reservation information.

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

CONVENTION FEE: (no charge for spouse/companion)

TOTALS

EARLY BIRD to April 15th: \$60.00 x _____ =

\$ _____

April 16th to May 5th: \$80.00 x _____ =

\$ _____

LUNCH WITH Sally & Roy:

\$10.00* x _____ =

\$ _____

(Extensive Full Course Buffet served 1130 to 1400 hours. Paid for in room cost)

(ADD: \$20.50/person if you do not stay at MITAGS)

WELCOME DINNER:

\$15.00* x _____ =

\$ _____

(Extensive Full Course Buffet served 1700 to 1900 hours. Paid for in room cost)

(ADD: \$28.00/person if you do not stay at MITAGS)

CONVENTION/REUNION BANQUET:

\$15.00* x _____ =

\$ _____

(Extensive Full Course Buffet served 1700 to 1900 hours. Paid for in room cost)

(ADD: \$28.00/person if you do not stay at MITAGS)

TOUR/RALLY: WASHINGTON D.C. Mall (WWII Memorial): \$44.00 x _____ =

\$ _____

(Bus Transportation w/box nourishment – round trip- Friday May 8th)

(The Memorial is honoring Veterans on the 70th anniversary of V-E Day)

TOUR: HISTORIC CRUISE - SS John W. Brown. \$130.00 x _____ =

\$ _____

(Cruise cost + Bus transportation – round trip, beverage on bus, May 9th)

(Our group will be honored as WWII veterans during the cruise)

TOTAL DUE: \$ _____

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

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

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

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

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

(V150306-B)

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acting. As an adult, and after being encouraged to use her 3 1/2 octave range by a voice teacher, she auditioned and won the role of Maria in "The Sound of Music" for which she won an award for favorite female vocalist.

[illegible]

Theme for the AMMV 29th Convention: The trend of decreasing participation of U.S. Flag vessels in International trade. What role can the AMMV play to reverse this trend?

IN CONGRESS: The Status of the Merchant Marine hearing Wednesday, September 10, 2014, of the Subcommittee on Coast Guard and Maritime Transportation reported a deplorable status of the U.S. Flag Merchant Marine in international trade. Over the past 35 years the number of U.S. Flag ocean going vessels has dropped from 850 to 85; international commercial cargoes carried on U.S. flagged vessels has fallen from 25 percent in 1955 to approximately 2 percent today. Speakers and meeting discussions will address this issue.

MARINER RALLY AT NATIONAL MALL

We are working to solicit media coverage for our convention, including a tour to the WWII Monument. If we manage to get media coverage then this will be a RALLY. We will be prepared to address the media and offer them information to support the bill called “Honoring Our WWII Merchant Mariners Act of 2015” and other initiatives that are in process.

Due to time limitations this event was still in the planning stages when our Magazine went to press.

More on the cost and schedule of this event in the next issue.

★★★★★ DVD Order Form ★★★★★

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

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Please send your check to:

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

For more information, please contact:

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

Please allow 10 days for delivery!



APPLICATION FOR MEMBERSHIP

Join the American Merchant Marine Veterans, an effective organization of active and retired seamen. Help us gain recognition for what we, the men of the Merchant Marine, have done for our Country in war and peace. We stand for a strong American Merchant Marine and will help launch and support legislation to strengthen this position. We work to help the cause of American seamen and American seapower.

DATE _____

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ E-MAIL ADDRESS _____

AGE _____ DATE OF BIRTH _____ HIGHEST POSITION ATTAINED _____

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

Please check the appropriate box(es):

☐ WW II ☐ KOREA ☐ VIET NAM ☐ DESERT STORM ☐ MIDDLE EAST ☐ PEACETIME ☐ NAVY ARMED GUARD

☐ ARE YOU AN ACTIVE U.S. MERCHANT SEAMAN ☐ ACTIVE OR RETIRED MEMBER OF THE U.S. ARMED FORCES

☐ WIFE OF MEMBER ☐ WIDOW OF MEMBER ☐ ASSOCIATE/OTHER _____

☐ MARITIME ACADEMY CADET ☐ CHILD/GRANDCHILD/DESCENDANT OF MEMBER

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

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

- 1) CHAPTER MEMBER: Membership dues paid through chapter. To locate a chapter locally, contact the National Office as shown below.
Or 2) MEMBER AT LARGE (Member not associated with a Chapter) – \$32.00 Check enclosed _____
Or 3) ASSOCIATE MEMBER: Children, grandchildren and descendants of members and any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry. These persons may join as an Associate Chapter Member or as an Associate Member at Large per above schedule.

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

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

AMERICAN MERCHANT MARINE VETERANS

P.O. BOX 186

FERNDAL, CA 95536-0186

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

NAUS and the AMMV: Joining Forces on Capitol Hill



NATIONAL ASSOCIATION FOR UNIFORMED SERVICES



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



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

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



YES!

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

AMMV12

Special NAUS Dues for AMMV Members

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

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

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

Membership Term: _____ year(s) _____ Life

Dues: \$ _____

Name

Rank/Grade

Branch of Service

Spouse Name

Address

City

State

Zip

Email Address

Phone Number

Date of Birth

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

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Acct. No _____

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

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May 5 - 9, 2015

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