

AMERICAN MERCHANT MARINE VETERANS

AMMMV NEWS

MAGAZINE

The Ship of Miracles



Captain Leonard P. LaRue
SS Meredith Victory

IN PEACE AND WAR



1775

WINTER 2016-2017

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\$4.00

T/S Golden Bear

**Training ship for cadets at the
California Maritime Academy
Vallejo, California**



**Captain Harry Bolton,
California Maritime Academy,
Master of Training Ship Golden Bear
will be a guest speaker at the
31st National AMMV Convention in Reno
March 27 - 30, 2017**



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NATIONAL HEADQUARTERS

American Merchant Marine Veterans

Sindy Raymond

2722 Maynes Ct.

Santa Rosa, CA 95405

Phone: (707) 546-6349

Cell: (707) 235-6598

saaren@sonic.net

NATIONAL CORPORATE OFFICE

American Merchant Marine Veterans

8055 N. Dacca Terrace

Dunnellon, FL 34433-5413

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EDITORIAL COMMITTEE

Capt. Chris Edyvean.....President

Sindy Raymond Editor and AMMV Office Administrator

Carole Gutierrez..... Editorial Committee and
Graphic Design Contributor

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AMERICAN MERCHANT MARINE VETERANS

National Officers

National President **Capt. Chris Edyvean** *Midwest Chapter*
P.O. Box 41 – Hurley, WI 54534-0041 – (715) 862-2531 – cjedyvean@hotmail.com

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

National Secretary **Nelson Cauble** *Oregon Chapter*
2657 Greyfox Dr. – Sutherlin, OR 97479 – (541) 459-7982 – riverbank2@charter.net

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

Regional Vice Presidents

Region ONE – FL, PR

Richard Arcand *Sarasota-Manatee Chapter*
5674 Bay Pines Lake Bl. - St. Petersburg, FL 33708-4513 - 727-392-5648 - rearand12@gmail.com

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

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

Region THREE - NJ, PA

Howard Pfeifer *Three Rivers Chapter*
2592 Cole Rd. - Wexford, PA 15090-7805 - (724) 935-6465 - howdypfeifer@yahoo.com

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

Michael Fiorenza (interim) *Member-at-Large*
234 N. Beech St. – Massapequa, NY 11756 – (516) 784-9516 – michael fio.gr@sunymaritime.edu

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W.F. "Speed" Hinds (interim) *Ohio Valley Chapter*
7337 Lawyer Rd. - Cincinnati, OH 45244-3291 - (513) 232-7540 - speedhinds46@yahoo.com

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

Bob Ross *Member-at-Large*
111 Stroud St. - El Dorado, AR 71730-5353 - (870) 863-4738 - csknight@suddenlink.net

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Carole Gutierrez *Oregon Chapter*
3740 NE 135th Ave. - Portland, OR 97230-2712 - (503) 252-8250 - photosmcg@gmail.com

Region EIGHT – AUS, CA, HI

Larry Starn *Sacramento Valley Chapter*
13973 Gas Canyon Dr. - Nevada City, CA 95959-8802 - (530) 265-8340 - lstarn139@comcast.net

Appointed Officers

Judge Advocate: **Melvin Tublin** *Member-at-Large*
(718) 858-4738 – meltublin@aol.com

Chaplain: **Bob Ross** *Member-at-Large*

Editor,

National Magazine: **Sindy Raymond** *North Bay Mariners Chapter*
(707) 546-6349 – saaren@sonic.net

Historian: **vacant**

Nat'l Public Relations: **A.J. Wichita** *SS Stephen Hopkins Chapter*
President Emeritus
(972) 231-5464 – ajwichita@sbcglobal.net

Standing Committees

Editorial: **Capt. Chris Edyvean** *Midwest Chapter*
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Government Affairs: **Morris Harvey (Co-Chair)** *Ocala Chapter*
Michael Helbig (Co-Chair) *Member-at-Large*
(907) 244-4238 – hanshelbig.helbig08@gmail.com
Charles Mills *Lone Star Chapter*
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Veterans Affairs: **vacant**

Constitution & By-laws: **Richard Arcand** *Sarasota-Manatee Chapter*

Nominating &

Credentials: **Richard "Ben" Benjamin** *Member-at-Large*
(317) 902-1491 – hoosierben@gmail.com

Special Projects &

Veterans Outreach **Sheila M. Sova** *Member-at-Large*
(618) 659-3401 – shesova@aol.com

Membership: **Capt. Chris Edyvean** *Midwest Chapter*
Sindy Raymond *North Bay Mariners Chapter*
Patti Scafidi *Member-at-Large*
(228) 671-6384 – patti.scafidi@gmail.com

Internet &

Social Media: **Capt. Chris Edyvean** *Midwest Chapter*
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2017 National Convention Committee

Co-Chairman **Frank Mendez** *Golden Gate Chapter*
(925) 689-2686 – mendezlaf@aol.com

Co-Chairman **Ken Blue** *Sacramento Valley Chapter*
(530) 477-1908 – ken1@nccn.net

Committee Members **Bob Ulrich** *Sacramento Valley Chapter*
(530) 758-6570 – robteulrich@gmail.com
Larry Starn *Sacramento Valley Chapter*

Finance Chair **Sindy Raymond** *North Bay Mariners*

Memory Book Design

& Production **Carole Gutierrez** *Oregon Chapter*

Memory Book Sales **Patti Scafidi** *Member-at-Large*



National President Capt. Chris Edyvean

**National 31st Convention – Reno, NV,
March 26-30, 2017 - Update:**



Our sponsoring chapters have confirmed two more top notch speakers for the 31st annual National Convention: **Jeremy Hope**, Pacific Ports Agent with the International Organization of Masters, Mates, and Pilots; and **Captain Harry Bolton**, Director of Marine Programs & Leadership Development and Master of the *T/S Golden Bear*, California

Maritime Academy, will be our evening banquet speakers on March 27th and 29th, respectively. Other scheduled speakers/presenters include **William Geroux**, author of *The Mathews Men: Seven Brothers and the War Against Hitler's U-boats*; **David Alberg**, Sanctuary Superintendent with the National Oceanic and Atmospheric Administration; and **Douglas Alvord**, an artist who is creating large-scale sculptures to honor the victims of WWII U-boat attacks. Other presenters may be scheduled, too. For more details, please see the tentative agenda and other convention details elsewhere in this magazine.

Convention Memory Book:

It's that time of year again! We are collecting ads and/or tributes for our convention program book (aka Memory Book), which is an important element as it helps offset convention costs. Anyone may purchase book space; we encourage participation and creativity. Many contributors honor the WWII MM as a whole, while others pay tribute to individuals or specific groups. We also accept advertisements. Perhaps you own a business or have written a book about the Merchant Marine – this is the perfect place to advertise. Our rates are very low and have not changed in years; information is available in this issue.

It takes a significant amount of work and communication each year to complete this critical project, so I'd like to acknowledge the individuals who make this special book come to life. **Sindy Raymond** works behind the scenes in tracking pay-

ments and making bank deposits. **Patti Scafidi** is marketing the book for the second consecutive year. (Speaking from experience, it is no easy task!) However, it is **Carole Gutierrez**, our Graphics Design Contributor, who makes the Memory Book a real treasure. In addition to piecing together nearly 70 pages of material, she often assists customers with the creation or revisions of their ads. The Memory Book would be a dry publication without her talent and expertise. A big 'thank you' to Sindy, Patti, and Carole!

Update On Legislative Matters:

What follows is a summary of the WWII Merchant Marine legislation during the final weeks of the 114th Congressional session, which ended on December 31st.

Merchant Marine of WWII Congressional Gold Medal Act – HR.2992 and S.2989:

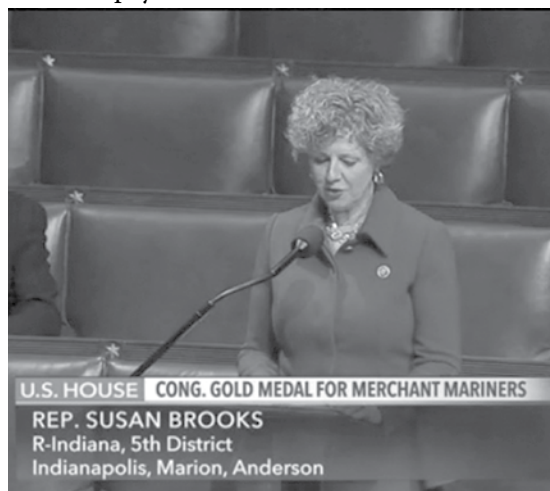
On November 30th during a special session of Congress dealing with "legislation considered under suspension of the rules", H.R. 2992: The Merchant Marine of World War II Congressional Gold Medal Act passed the U.S. House of Representatives. This special action was required since the rules otherwise permit only one Congressional Gold Medal per session of Congress, which had already been finalized. It is notable to mention that two other WWII groups also saw their Gold Medal legislation passed in this session. (In 2014, seven Congressional Gold Medals were awarded to various groups and individuals.)

Speaking on the House Floor were Rep. Bill Huizenga (R-MI), Rep. Bill Foster (D-IL), and Rep. Susan Brooks (R-IN), who introduced the bill. Together, these three representatives did a wonderful job in laying out the facts, leaving no stone unturned. H.R. 2992 had outstanding support with 312 co-sponsors prior to this hearing.

The passage of H.R. 2992 was a short lived victory, as the focus shifted to companion Senate bill S. 2989. Support for this legislation quickly rose from 10 to 34 thanks to a hard push from our members, advocates, and sponsoring Senators. Yet, there was not enough overall interest to push the bill beyond this point.

AMMV gives our sincere thanks to Rep. Susan Brooks, (former) Rep. Janice Hahn, and Senator Lisa Murkowski who worked hard to gather co-sponsors for this legislation. I would personally like to

(continued on next page)



(continued from previous page)

thank our volunteers who put so much time and effort into promoting H.R. 2992 & S. 2989.

The Honoring Our Merchant Mariners of World War Act of 2015 – HR.563:

H.R. 563 - the compensation bill designed to give WWII MM Vets a one-time cash payout of \$25,000, died in the House with 84 co-sponsors. AMMV rallied hard to gather support for this bill, but there was little interest in the House and virtually no interest in the Senate in supporting this legislation. A common concern from several Congresspersons was the lack of budgeted funds to provide for the pay-out.

GOOD NEWS: On the deadline date of this AMMV News issue, we learned that **Rep. Al Green** (D-TX) has taken the lead on the issue of WWII Merchant Mariner compensation. According to the “govtrack” website, Green introduced **H.R. 154** on January 3rd. This bill directs the Secretary of Veterans Affairs to establish a Merchant Mariner Equity Compensation Fund to provide benefits to certain individuals who served in the United States Merchant Marine (including the Army Transport Service and the Naval Transport Service) during World War II. No further information is available as we go into press.

Remembering the Role of Merchant Mariners in the Korean Conflict:

The front cover of this issue features the *Meredith Victory*, which was utilized to evacuate 14,000 North Korean refugees from Hungnam on December 23rd, 1950. Captain Leonard P. LaRue was the Master of the *Meredith Victory* during this historic event (and was also a WWII veteran of the Murmansk run). LaRue came ashore in 1954, joining the Benedictine Order and assuming the name Brother Marinus.

AMMV is working with Fr. Sinclair Oubre of the Apostleship of the Sea USA to initiate a cause for sainthood for Captain LaRue/Brother Marinus.

Also included in this issue is a report from Government Affairs Co-Chairman Michael Helbig, which summarizes his work towards a C/MRSB application to gain Veterans’ status for American Merchant Mariners who sailed in support of the Korean War. Helbig’s efforts are of extreme importance to AMMV and its future as a Veterans’ organization.

An Unexpected Contribution

AMMV received a very large donation in December from Dave Yoho and his children. Previous contributions attributable to Dave have made the difference between AMMV maintaining a healthy bank balance and losing money, as we simply cannot survive on dues alone. In effect, expanded outreach efforts have been possible, resulting in new members. Our sincere thanks and appreciation to the Yoho family!

Member-at-Large Voting Opportunity:

The election of National Officers will take place at our convention in late March. AMMV is truly at a crossroads with our membership base, as chapter membership continues to shrink while the number of Members-at-Large is on

the rise. Unfortunately, our By-Laws, as currently written, are set-up primarily for chapter voting. A revision to reflect our current membership trend is desperately needed. We struggled to find a method (not in conflict with our By-Laws) which would allow for MAL voting. The solution: If you are a MAL, you should have a ballot included in this NEWS issue which can be mailed in to AMMV HQ. If you are a member of an organized AMMV chapter, you should simply continue to vote in the traditional manner as part of your group.

There are two post-WWII AMMV members on the ballot for National Office. John Pitts, who is the President of the American Merchant Marine Veterans Memorial Committee (AMMVMC) has put his name in the hat for National Treasurer. Christian Yuhas, who is the VP of Golden Gate Chapter and a Patrolman with the MEBA union, is running for National Vice President. These two individuals have my full support as I believe each will play a positive role in carrying AMMV into the future.

In closing, I wish a very **HAPPY NEW YEAR** to all of our members, friends, and supporters. I hope to see you all in Reno!

Respectfully,

Christopher J. Edyvean

Captain Christopher J. Edyvean
AMMV National President

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

“Wreaths Across America”, 2016



This is the 11th year for the “Wreaths Across America” nationwide program to distribute holiday wreaths as a tribute to Veterans laid to rest at VA national cemeteries and state Veterans cemeteries.

The Ocala and Rudy Kozak Chapters

have participated for most of those 11 years at the Florida National Cemetery in Bushnell, FL. Over the years, we have had as many as ten people counting wives. As expected our numbers have decreased to the point that there only two or three WWII mariners left that are able to serve – this year two were scheduled, then several days before the event on December 17th, my co-heart was disabled by a flu type virus. However, the general audience has been increasing with the younger veterans continuing to recognize the fallen. There were 20,000 wreaths placed in the cemetery this year. That seems like a lot (and it is) except there are more than 120,000 graves in the Florida National Cemetery.

I was also scheduled to be the guest speaker and tell the story of our service in WWII including the unfair and unjust treatment of Merchant Mariners in recognizing the service with Veterans Status. As the schedule was arranged, it worked okay for me to participate in the laying of the MM wreath and then go to the podium. My talk was not about my service, which was miniscule compared to others who chose the Merchant Marine as a volunteer. I told the story of accomplishments as outlined in the report to President Roosevelt from the War Shipping Administration. One of my favorites is that 8500 tons of cargo was delivered every hour of every day during the last year of the war. I then included the cost: although I included hardware losses the emphasis was on the dedication and patriotic sacrifices of the mariners. Many people stayed past the closing ceremony to compliment me on my talk and to express their lack of awareness regarding the MM service in WWII. They want me back next year so maybe then I will talk about the service of the Merchant Marine and their support to the Military services in the conflicts of today.

The “Wreaths Across America” organization:

“Wreaths Across America” (a 501(c)3) nonprofit organization was founded to continue and expand the annual wreath-laying ceremony at Arlington National Cemetery begun by Maine businessman Morrill Worcester in 1992. The “Wreaths Across America” mission – Remember, Honor, Teach – is carried out in part each year by coordinating wreath-laying ceremonies in December at Arlington, as well as at hundreds of veterans’ cemeteries and other locations in all 50 states and beyond.



This is the 25th year that the Worcester Wreath Company of Harrington, Maine, is sending holiday wreaths to Arlington National Cemetery. Through this program, company president Morrill Worcester seeks to recognize



Veterans, active duty military and their families. His goal is to remind the public to **remember the Veterans, honor their service, and teach children the value of freedom.**

The Civil Air Patrol organizes the wreath-laying ceremonies with assistance from local citizens and Veterans service organizations. All 135 VA national cemeteries receive at least seven wreaths, one for each service branch, one for the Merchant Marine and one for Prisoners of War and those Missing In Action (POW/MIA). In the cemetery ceremonies these wreaths are ceremoniously placed in front of the flag of each respective service and the POW flag.

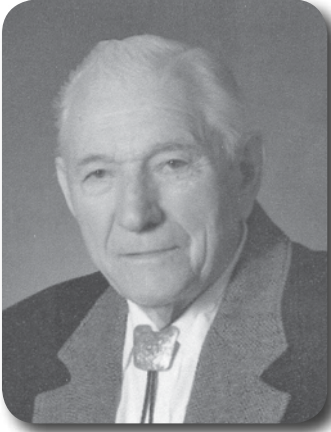
For more information or to sponsor a wreath please visit www.WreathsAcrossAmerica.org.

Morris Harvey

Morris Harvey, National VP



National Secretary Nelson Cauble



My Greetings to all, with my wish for a good year ahead. The days go by so fast that it is hard to keep up but I am honored to "talk" to you again.

I am so proud of our AMMV group that has worked so hard to contact and convince our Washington leaders that Merchant Mariners do matter. This group has accomplished so

much and I thank them.

Over the years, keeping members and getting new members to support our cause has been a challenge. I remember those years long ago when, on one occasion, Shirley and I sent 3,000 letters by mail with enclosed envelopes and stamps to encourage folks to join the AMMV. These letters were mailed to every name and address we could find and to several countries. Another time, we wore out our fax machine sending invitations to join and giving information. All so very long ago. So we understand the time and effort our group has made and thank each one of them.

I wish to give great honor and thanks to our National officers, who continue to hold this group to the highest positions and have made it work. Captain Chris and Secretary Sindy are to be greatly applauded for their untiring efforts on our behalf.

Our year with you has been fairly normal, whatever that is; and our health is also in good shape for our age. We are blessed now to have our son and daughter-in-law living about 12 minutes from us. They seem, though, to be having a little trouble adjusting to "Oregon time".

Shirley and I have been concentrating on helping the Oregon Coast Military Museum that's being established in Florence, Oregon. We just returned from our trip today

over to Florence to check on the progress of the Museum. We were recently asked by the Director to submit to him some of the early information about the Merchant Marines. He is Army and has said that he knows very little about MM and that is from what we had provided earlier. So we had a box of documents, books, magazines and other incidentals that we felt would be very helpful to him. We arrived at the museum door, and it opened and Director Cal Applebee was coming out. So we were then able to show him what we had brought with us, and explain any items that he might not recognize. Good visit. Very friendly volunteers that work the displays and the gift shop, where they now have MM T-shirts with MM logo on them. There are other volunteers ready to explain what is there all through the area to see.

We were shown the partially complete Merchant Marine section and the backdrop will be a very impressive ocean with fierce waves. The 4 ft. replica of a Liberty ship

was ordered weeks ago but has been delayed at the facility that is making it so they won't have it for several more weeks.

They also said they are

going to enlarge the display of the names and information about the Oregon MM that we lost, including POWs, along with their home town, etc. We encourage anyone who's in the Florence area to stop by and take a look.

It has been an honor to have had a part in these years, with AMMV, and I look forward to this new year and will be at my desk and ready for action if re-elected again this time. We have sent in our convention form and paid for our meals. We're looking forward to seeing you there. Please make every effort to join us. I will watch for you.

Sincerely,

Nelson Cauble

Nelson Cauble,
National Secretary





Editor / AMMV Office Administrator Sindy Raymond

WHAT SEEMS LIKE A DAUNTING PROJECT:

Sitting down to write a book seems like one is facing a monumental challenge to me. One asks oneself: how in the world am I going to write enough material for a page, much less a book? How will I make it interesting reading for the public, even if it's interesting to me? This thought pervades but I guess I still want to do it and hopefully will one day.

In this issue of the AMMV NEWS Magazine we have the honor of having submittals from two authors who have faced that challenge and succeeded royally – Capt. Arthur R. Moore, author of what I consider the Merchant Marine Bible – “A Careless Word ... A Needless Sinking,” and Gerald “Jerry” Reminick, author of many books on the Merchant Marine and U.S. Navy Armed Guard.

Capt. Moore first published his memorable volume “A Careless Word...” in 1983, but he hasn't stopped collecting information for it. Several months ago, he sent me a reprint of an article that was printed in the AMMV NEWS Magazine in 1994 – remember it? Since then Capt. Moore has gleaned more information about the men covered in the article and he offered this to us for our benefit. Please enjoy.

AMMV National President Capt. Chris Edyvean approached Gerald “Jerry” Reminick for submittal of some background information to publish in conjunction to a book review that Chris was going to do. Jerry's response was so complete that the review wasn't needed. It's interesting, though, that while producing this background information, Jerry, who had felt that he was finished writing books about the Merchant Marine and USNAG, has been inspired to tackle another volume. We look forward to reading it.

THANK YOU to both these authors for their contribution to the U.S. Merchant Marine.

ANOTHER DAUNTING PROJECT:

Our quest for Veterans Status for post-WWII Merchant Mariners has been ongoing for quite a number of years now. However, member-at-large Michael Helbig, Co-chairman of the Government Affairs Committee, submitted a very detailed progress report for this issue. It has probably taken Michael thousands of hours to research this information and we owe him a huge debt of gratitude for his persever-

ance in this endeavor. Thank you ever so much, Michael!!

AN UNEXPECTED GUEST:

As you're all aware, the 31st National AMMV Convention is coming up the end of March, 2017. Capt. Chris and many others are working very hard to make it an interesting meeting. Last year's convention in New Orleans was opened by Dave Yoho, an inspirational and motivational speaker, who has been a major supporter of AMMV since he “discovered” us



a couple of years ago. Last year, Dave's presentation inspired our “unofficial” logo and carried us forward in our quest.

Just days before publication of this issue, DAVE YOHO volunteered to speak to us again at this upcoming convention in Reno, so I'm afraid he's not included in the tentative agenda.



Dave Yoho

However, we certainly look forward to hearing him and hope you can join us. SEE YOU THERE!!!

Until we get together in Reno,

Sindy Raymond
SINDY RAYMOND



A Sweet Farewell

The final load of sugar from Maui went out of port at Kahului Harbor early in December. Blaring boat horns could be heard throughout central Maui as the departure marked the end of an era for sugar in the Hawaiian islands.

Earlier that week, the last load of sugar cane was offloaded into the Pu'unē Sugar Mill.

Hawaiian Commercial & Sugar Company began operations more than 145 years ago. Over time, the operation grew into Hawaii's largest farm with 36,000 acres under cultivation. In early 2016, parent company Alexander & Baldwin announced that the plantation would transition to a new diversified agriculture model, with sugar operations ceasing at the end of the year. Citing loss of income and environmental issue, such as cane burning and water diversification, the company announced the decision a year or so ago.

The final load of 32,000 tons of sugar and 2,000 tons of molasses, carried on "the sugar ship", the *Moku Pahu* was bound for the C & H Sugar refinery in Crockett, California, 2,500 miles away. Built in 1981, from a distance the *Moku Pahu* looks like a regular freighter, equipped with a towering bridge at

the stern, tall cranes and six gigantic cargo holds. A closer look reveals that the ship is actually made up of two parts: a barge and a tugboat with catamaran-like hulls. The barge goes between the hulls and slides into a notch that locks it in place. Captain Lou Terramorse says of her, "We handle just like a ship. We're just a ship that can come part. Like a Transformer. We're more than meets the eye."

Designed especially for the Hawaiian sugar trade, the 685.5 foot long and 139 feet from the keel to its tallest point, the ship has two engines and six cargo holds capable of transporting nearly 40,000 tons. In better times, the company had 12 of these type ships in operation but the *Moku Pahu* is the only one left; the others have been scrapped or destroyed. The future of the *Moku Pahu* is unclear.

That day, in a letter that MM&P member Captain Louis "Capt. Lou" Terramorse, Jr. of the *Moku Pahu* shared with those who have helped to fuel the ship, offload sugar, and deliver food and other supplies over the years, he wrote:

Everyone,

I wanted to take this time to express just how deeply touched I was at the sendoff you all gave us this morning. I have been sailing now for 26 years and over 20 of it has been proudly served on board this Mighty Moku Pahu as a part of the proud Hawaiian sugar trade. My heart swelled with pride and joy, and I am not too proud to admit that my eyes grew watery as we backed away from the berth and the entire harbor came to a stop to line up and salute the Pahu as she made her final departure out of the harbor.

I have heard of a 21 gun salute but that was the first time I ever experienced a 21 horn and whistle salute. To see everyone on the dock and anywhere in the harbor just standing and seeing us off with all the drivers lined up in their vehicles

blaring their horns along with the Matson tug, it was a great moment for an aging ship and her aging captain. Even the paddle boarders were all lined up just watching us depart this morning. My crew was honored and we all know this will be an event in our lives that we will never forget.

Personally, I have been honored to be able to be a part of the 145 year era that was Hawaiian sugar. The bulk

of my career has been working on the last Hawaiian sugar ship and the last 13.5 years I have been the proud captain of the last Hawaiian sugar ship. No matter where my career takes me, I will always consider myself a sugar captain. You always made me feel like I was a part of the sugar family and the Kahului harbor family. The friendships that developed over the years will never be forgotten, and I will cherish the time I had working with you all. The ending of Hawaiian sugar is sad, but the saddest part for me will be not working with all of you anymore.

When I find myself back on Maui (I will have to come back because it is like a second home to me) I will look you all up so that we can break bread, enjoy a nice beverage, and tell story about the old sugar days.

I can never thank you enough for the honor I felt with the great sendoff you gave us.

*Mahalo to you all, and everyone stay healthy and safe
Until we see each other again,*

Aloha

Capt. Lou



NATIONAL OFFICERS ELECTION – NEW CANDIDATES

2017 is the year for bi-annual National Officers elections. These will be held at the 31st National Convention in Reno, NV March 26 – 30th. Current National President Christopher Edyvean will be running for re-election as will Nelson Cauble, our current National Secretary. Several proposed candidates for other offices include:



NATIONAL VICE PRESIDENT:

Christian Yuhas – *Golden Gate chapter* - is a Merchant Marine Chief Engineer with the Marine Engineers' Beneficial Association (MEBA). He graduated from the California Maritime Academy in 1992, and is currently finishing his Masters of Science Degree in Transportation and Engineering Management. Christian has sailed to faraway places like Antarctica and highlights of his career include sailing as Chief Engineer of the Hawaii Super-ferry and bringing back the deadline following Operation Enduring Freedom in Kuwait. Christian is a strong advocate for the American Merchant Marine and looks forward to working with the American Merchant Marine Veterans to gain just compensation and recognition for veterans, retired and active duty mariners that have served our country.



NATIONAL SECRETARY:

Stanley Blumenthal – *Gulfstream chapter*. Stan submitted: For those who do not know, I am a lifelong Socialist who at one time was a proud member of the Communist Party, U.S.A. when the cold war and the Joe McCarthy era shrunk the CP to almost nothing. Because of my membership I was asked to turn in my Seamen's papers without a trial and many years later got them back without a trial simply by sending in a letter asking for them when I learned there was a shortage of Radio Officers. Also would like to point out that I ran for U.S. House Of Representatives as an Independent Socialist in 2010 where I got just over 1% against Debbie Wasserman Schultz and just under 16% (31,664) the 2nd time against Republican Mario Diaz-Balart.

It is my understanding that the wrong kind of politics could cost the AMMV their Tax Free status which I didn't endanger the first time I was national secretary and whoever is President and all the elected Officials this next time can be counted on to see that our Tax Free status is not lost this time.

However, while we are primarily a Maritime organization, the last time I spoke against importing cars from China when they weren't importing cars from the U.S.A. on the basis that if we want support from Auto Workers on our issues we should support them on their issues plus it is jobs we sorely need here.

Further: I am 91 years old, a Widower, have three children, four grandchildren.



NATIONAL TREASURER:

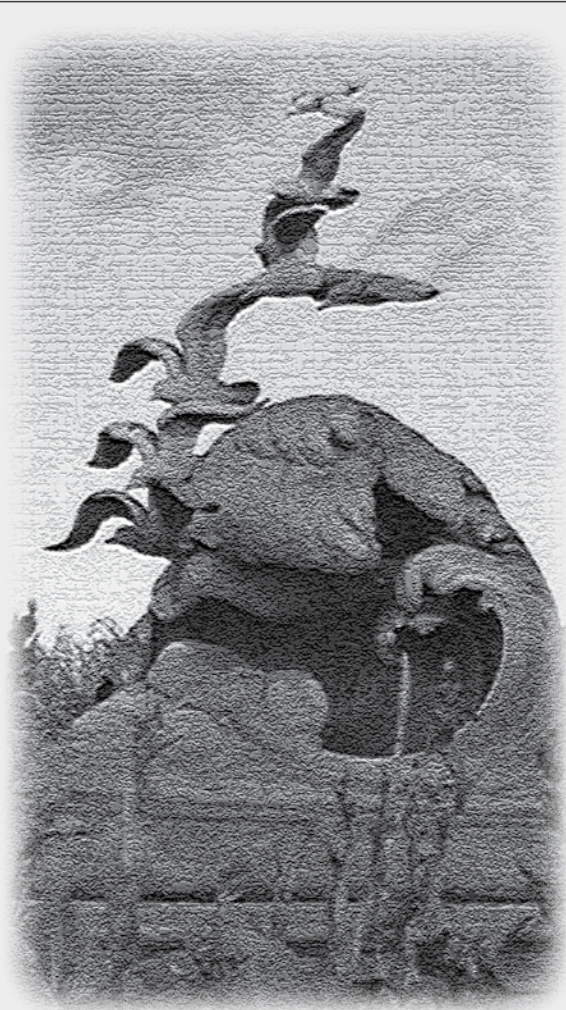
John Pitts - *member-at-large* - has been associated with the US Merchant Marine, as an active mariner since 1972. Employment with Atlantic Richfield Company and Polar Tankers, Inc. has provided for International and Coastwise voyages. Having held several seagoing ratings, he is currently rated as Boatswain.

In addition to seagoing employment, John has also held several representative offices in the Atlantic Maritime Employees Union of which he is presently serving as Chairman.

As a member of the Board of Directors of the American Merchant Marine Veterans Memorial Committee, Inc., he oversees the maintenance, improvement and administration of the Memorial dedicated to and by US Merchant Mariners, located in San Pedro, California. He has served as Board member, Treasurer and is currently President of the Committee.

John's career in the US Merchant Marine is approaching its 45th year. He is employed by Polar Tankers, Inc. at this time, and has been an AMMV member for quite a few years..

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.*

ARTHUR B. BLEECHER
JOSEPH E. BODNER
LAWRENCE BROOKS
BRADLEY J. CULBERTSON
PAUL W. DE WITT
JOHN W. GALLAUGHER
MARY HODGES
EGON JORGENSEN
CAPT. CASIMIR T. KARPIEJ
RICHARD N. LAKE SR.
ERNEST D. NORRIS
DONALD C. OPPELT
HOWAR K. PRENTICE, JR.
FRANK REICHART
GLENN W. SCHUTT
WILLIAM G. STEELE, JR.
WALTER J. SCHWARTZ
GERARD K. STEWART
CALE H. WILLIAMS

To honor a loved one, memorial donations may be made to the American Merchant Marine Veterans organization on the loved one's behalf. This is a tribute to their memory and the dedicated service they gave to their country and to mankind. Thank you for your thoughtful gesture. Donations may be sent to: AMMV, 2722 Maynes Ct., Santa Rosa, CA 95405-8408.

AMMV

Profit & Loss

July through December 2016

Ordinary Income/Expense

Income

402 · CONTRIBUTIONS	11,983.29
403 · INTEREST INCOME	11.07
406 · DVD SALES	96.00
407 · RECRUITMENT MAIL INCOME	700.00
409 · MISCELLANEOUS INCOME	628.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	140.00
AKG · ALASKA GREATLANDS	128.00
BEE · BEEHIVE MARINERS	125.00
CAC · CACTUS MARINERS	192.00
CEC · CENTRAL CALIFORNIA	300.00
CWM · CARL W. MINOR - CENT. CA. COAST	325.00
DAR · DENNIS ROLAND	2,400.00
DES · DESERT MARINERS	325.00
GLD · GOLDEN GATE	1,450.00
GUL · GULFSTREAM	1,045.00
HIR · HIGH ROLLERS	375.00
HSE · HIGH SEA ERA	50.00
HSM · HIGH SEAS MARINERS	0.00
HUD · HUDSON VALLEY	725.00
JTS · JOHN T. SCHMIDT/PALMETTO	525.00
LON · LONE STAR	325.00
MAC · ROBERT J. MAC ALVANAH	375.00
MAL · MEMBERS AT LARGE	22,282.00
MAM · MID AMER. ANCIENT MARINERS	600.00
MGC · MISSISSIPPI GULF COAST	64.00
MOV · MISSOURI VALLEY	725.00
MPA · MARINERS OF PENNSYLVANIA	405.00
MWE · MID WEST	50.00
NBM · NORTH BAY MARINERS	475.00
NOA · NORTH ATLANTIC	500.00
OCA · OCALA CHAPTER	675.00
OHV · OHIO VALLEY	550.00
ORE · OREGON	1,125.00
ORV · OSWEGO RIVER VALLEY	75.00
PEC · PECONIC BAY	350.00
PUG · PUGET SOUND	250.00
ROG · ROGUE VALLEY	325.00
ROR · ROAD RUNNER	350.00
SAC · SACRAMENTO VALLEY	850.00
SAR · SARASOTA-MANATEE	525.00
SSP · SS SAMUEL PARKER	600.00
STH · SS STEPHEN HOPKINS	550.00
SUQ · SUSQUEHANNA VALLEY	250.00
SWF · SOUTHWEST FLORIDA	325.00
THR · THREE RIVERS	700.00
Total 410 · CHAPTER DUES	41,406.00

Total Income 54,824.36

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	107.50
503 · EQUIP RENTAL	300.00
507 · TELEPHONE	1,701.14
508 · RENT/OCCUPANCY	1,800.00
509 · UTILITIES	600.00
510 · MEMBERSHIP PROMOTION	522.37
Total 500 · FIXED EXPENSE	5,031.01
520 · MISSION ADVANCE	
525 · MISSION SUPPORT EXPENSE	945.77
520 · MISSION ADVANCE - Other	150.00
Total 520 · MISSION ADVANCE	1,095.77

522 · RECRUITMENT & SPECIAL MAILING	702.95
526 · INTERNET INITIATIVE	115.00
528 · JCC CLOSING EXPENSE	521.00
530 · NEWS LETTER	
533 · POSTAGE	2,353.12
536 · PRINTING	7,393.48
537 · GRAPHIC DESIGN	200.00
538 · LAYOUT	2,200.00
539 · EDITORIAL FEE	600.00
Total 530 · NEWS LETTER	12,746.60
540 · DVD EXPENSE	
543 · DVD POSTAGE	8.49
Total 540 · DVD EXPENSE	8.49
550 · PERSONNEL	
551 · ADMINISTRATOR	9,300.00
Total 550 · PERSONNEL	9,300.00
560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	765.19
565 · POSTAGE - OFFICE	872.91
566 · PRINTING - OFFICE	78.95
568 · TRANSPORTATION	317.42
Total 560 · OPERATING EXPENSES	2,034.47
Total Expense	31,555.29
Net Ordinary Income	23,269.07
Net Income	23,269.07

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) 546-6349 or saaren@sonic.net.

George Salovich, National Treasurer

Salute to the Heroes

They ran the Union blockade to Savannah;
The U-boats and the Stukas did not keep
from Murmansk.

The winds filled the sails of the
China-bound clippers,
And mine fields could not stop their
Liberty ships

From battles to which they nobly carried
their brothers at arms.

....Those men of the American Merchant Marine.

They sail through snow, high seas and fair weather
Through seas that are kind and hostile,
With bosuns who are good, with
mates who are not.

To them it's a choice that's really no choice.

....Those men of the American Merchant Marine.

The morning tide swept them up from
New York Harbor

For years before Miss Liberty raised her torch.

And the evening tide took them beyond

Diamond Head,

Away from their homes, away from their friends.

As they proudly serve

....Those men of the American Merchant Marine.

Sail on, sail on. The fog is dense;

the look-out is cold,

The deck hands are rigging the ship for the storm,

The black gang says: "steam is up...

it's full speed ahead".

The coffee pot is on.

Reflect, dear reader, on where you would be

Without those hard fighting men

of your Merchant Marine.

Submitted by Richard E. Bonilla, member at large, Poteau, OK.

Welcome Aboard to these New Members of the AMMV

ERIC W. "BILL" ANDERSON	SANDY	UT
ERIN BANKE	FERNDAL	CA
DANIEL J. CAMPBELL	JACKSONVILLE	FL
L. SHELDON COOLEY	DE QUINCY	LA
DELORIS DONOHOO	GEORGETOWN	OH
KENNETH R. EDWARDS	LAS VEGAS	NV
MICHAEL FINDLAN	NEW RICHMOND	OH
J. D. GEELHAAR	NEW MILTON	WV
ROBERT J. GUTTING	PANAMA CITY	FL
CAPT. EDWARD C. HARRIS	TRAVERSE CITY	MI
ANGELINA HERR	LARGO	FL
TIMOTHY A. HONCHELL	AURORA	CO
TARA KIRK	GALENA	OH
EARLINE KVIST	TAYLORSVILLE	UT
CAPT. AARON MENOUGH	SARASOTA	FL
FR. SINCLAIR OUBRE	PORT ARTHUR	TX
NORMAN A. PENMAN	EAST FALMOUTH	MA
ALEXANDER J. ROMO	SAN FRANCISCO	CA
THOMAS SMITH	SEABROOK	TX
JOE WALTERS	WASHBURN	WI
RONNIE P. WHITMAN	MANISTIQUE	MI
KATHLEEN WILLIAMS	PATASKALA	OH



Honoring the 9,000 Who Died on the Beaches of Normandy

Editor's note: Submitted to the AMMV NEWS Magazine by Region 5 RVP Wm. J. "Speed" Hinds

As a tribute to the roughly 9,000 civilians, Allies and German soldiers alike, who lost their lives on D-Day, June 6, 1944, the ambitious project **"The Fallen 9000 Project"** was conceived as a reminder of the staggering cost of lost peace and a stark visual reminder of the loss of the many people involved.

On Peace Day, September 21, 2016, British artists Jamie Wardley and Andy Moss, accompanied by numerous volunteers, took to the beaches of Normandy at Arromanches with rakes and stencils in hand to etch 9,000 silhouettes representing fallen people into the sand.

The original team consisted of 60 volunteers, but as word spread nearly 500 additional local residents arrived to help with the temporary installation that lasted only a few hours before being washed away by the tide.

About 160,000 Allied soldiers landed on the beaches of Normandy on that fateful day in 1944. At least 9,000, if not 10,000 of them, became casualties.



“Missing and Unaccounted For”

by Capt. Arthur R. Moore

Editor's note: a few months ago, Capt. Arthur R. Moore sent us a copy of an article from the AMMV NEWS Magazine – Winter, 1994 edition. He requested that we reprint it since he did not include it in the first printing of his historical reference book “A Careless Word....A Needless Sinking”, having not researched the story fully. However, new information has come to light which he hopes our readers will be interested in.

What happened to two of the POWs?

Six hundred fifty-three (653) American merchant seamen were Prisoners of War during World War II. Sixty-four (64) are known to have died while prisoners of the Japanese. Some died from the cruel and abusive treatment received while in prison camps. Others were lost aboard Japanese transports that were sunk by American and British submarines while on route to Japan or Japanese controlled countries where they were being used as slave labor. The Captain and Chief Mate of the tug, *JUSTINE FOSS*, were executed while prisoners of the Japanese on Wake Island. The Master of the Socony-Vacuum tanker, *SS CADDO*, died of natural causes in a German prison camp for Allied merchant seamen.

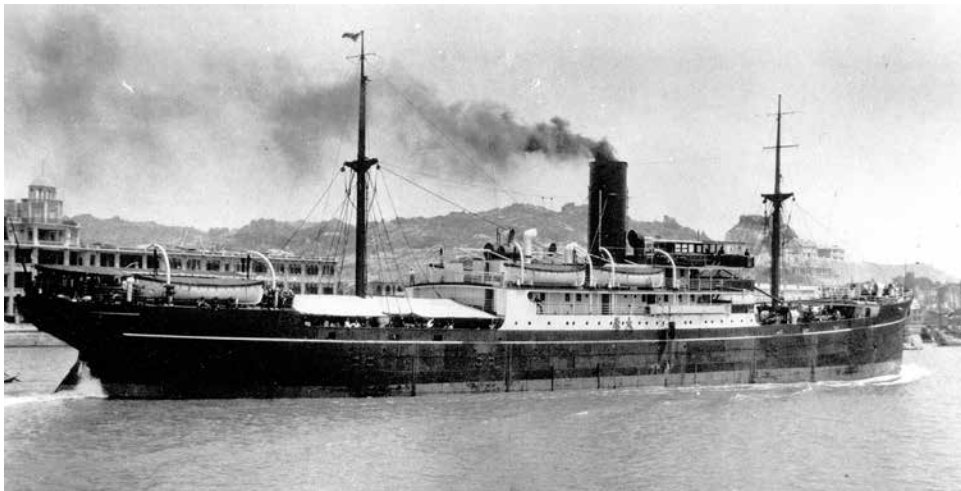
Five hundred and eighty-eight (588) were repatriated. Some were exchanged during the war, but most of them after the hostilities ended. However, Roy Edgar Woodruff and William Bernard Barr were not among them according to the U.S. Coast Guard list of repatriated prisoners. They weren't even listed as missing in action! Why? What happened to them?

This story evolved while I was doing research for additional information for my book, “A CARELESS WORD...A NEEDLESS SINKING”. I was attempting to match up the names in the repatriated prisoners list with the ship they were aboard when captured, fifty (50) of which I had not yet identified. Three names without ships caught my attention. Available records showed the three men had been held in

a prison camp in Java. All the other POW's on the list who were held in prison camps in Java had been identified with their ship except these three. They were Carl Olaf Young, Rockwell Alonzo Horn, and Clifford Leslie Godfrey. By checking the addresses of their next of kin I found that all three came from the Puget Sound area.

For help I contacted George Appellof, a member of the Puget Sound Chapter and asked him if he could locate any of these men or their families. He inquired of several veteran seamen in the area and was able to come up with some vital information on Carl Young. It seems Mr. Young and the other two had been members of the crew of the *SS COLLINGSWORTH*, an American Mail Line Hog Islander. Mr. Young had been the 2nd Assistant Engineer.

Further inquiries revealed that on February 19, 1942, while the *COLLINGSWORTH* was in the port of Surabaya, Java, these three men signed off the ship and volunteered to help man a British ship, the *SS TAIYUAN*, which was a freighter registered in Hong Kong. This ship was loading



SS Taiyuan

supplies for the American and Filipino forces defending Bataan and Corregidor.

This new information not only provided new data for my book but it revealed another, yet unknown, act of bravery on the part of three American merchant seamen during World War II. This data was first published in the 1988 edition of my book. Although this news intrigued me and aroused my curiosity, it never occurred to me that there was much more to the story. The rest of the story was uncovered about two years ago.

Additional information – 1992

For some time I had wanted to get a complete list of merchant seamen who had been awarded the Meritorious Medal for Bravery during World War II. Since this subject had not been completely researched, it was a subject I hoped to cover in my book. The Maritime Administration in Washington, D.C., provided me such a list as well as the reasons why they had been awarded.

While reading down this list of names, I noted the name of Roy Edgar Woodruff from the SS COLLINGSWORTH who had been awarded the medal posthumously. In checking over the list of men lost on the COLLINGSWORTH when she was torpedoed and sunk on January 9, 1943, I did not see his name listed. This aroused my curiosity so much that I wrote to MARAD again asking for information about this seaman. I received an answer from MARAD along with copies of three letters plus the citation awarding Woodruff the medal. Much to my surprise this citation revealed that Roy Woodruff was another of those men who signed off the COLLINGSWORTH to join the TAIYUAN along with Godfrey, Young, and Horn.

One of the letters was written by Capt. Elmer J. Stull, Master of the COLLINGSWORTH, at the time these men signed off. It was written to the Marine Cooks and Stewards Union of the Pacific Coast and dated April 2, 1942. Written from Capetown, South Africa, it reads, partially, as follows:

"Your union may well be proud of one of your members, Clifford L. Godfrey, a Steward who, on Feb. 17th, volunteered to go on an extremely dangerous mission for our U.S. Armed Forces. This mission was kept very secret at the time and I don't know yet if the occasion for secrecy had passed so I cannot give the details at present.

More of this vessel's crew wanted to volunteer than could be spared but the following five men were at last released by mutual consent after two days were taken to consider the matter from all angles: C.L. Godfrey, W.B. Barr, R.E. Woodruff, C.O. Young, R.A. Horn

Mere words foil short in praising men of such daring. Our American history glows with similar cases in other wars of men who were willing to risk all. We know that this war can only be won by men like these who have enthusiasm, determination, and a deep sense of loyalty and love of country. And these men know what war means for we had been bombed in Singapore. Events moved with such swiftness after we left there it is doubtful that the mission was able to get started but I wish to make this point plain. Whether they succeeded in getting started or not does not lessen the worth of their noble intentions. They should be accorded full honors. May their courage be an inspiration to us all"

According to this letter, I noted that a fifth man, William B. Barr, also signed off the COLLINGSWORTH to join the TAIYUAN.

Another letter dated July 22, 1943 from the Marine Cooks and Stewards Union to the War Department requesting information about this "secret mission" brought the following response from Col. H.H. Hicks, Army Transportation Corps, in a letter dated Nov. 14, 1943 (note that it took 4 months for a reply).

"In reference to your letter of July 22, 1943 requesting information regarding a secret mission accomplished by crew members of the SS COLLINGSWORTH, E. J. Stull, Master. Please be advised that details of this mission are not known

to this office nor do files of the Transportation Corps show any information concerning the personnel listed in Mr. Stull's letter." (End of letter).

Evidently, the War Department didn't know what this mission was all about even after the war was over because the next letter is one from Capt. Stull, dated Nov. 16, 1946. Note this letter was written over a year after the Japanese surrender. It is apparent that the Army wrote to Capt. Stull to find out what he knew about the affair. Here is his letter just as he wrote it nearly 50 years ago.

"Answering your query in regard to the following named men who I commanded, in letters to the various labor unions, of which they were members, for their true courage. C.L. Godfrey, Steward, C.O. Young, 2nd Asst. Engr., W.B. Barr, Deck Engr., R.A. Horn, A.B., R.E. Woodruff, O.S.

On or about Feb. 14, 1942, the above named men, members of my crew, volunteered in the port of Surabaya, Java, to help man a ship being loaded in that port with arms and supplies for the relief of MacArthur then defending Bataan. The blockade runner was being readied for a hazardous venture by the U.S. Army officials at Surabaya, who came aboard my vessel, the SS COLLINGSWORTH, and asked for volunteers, stating their mission and that the volunteers would be under the command of the Army and the pay of the Army. A bonus was of course to be given to the crew of the blockade runner if she got through.

Unfortunately, the mission never got away from Surabaya. The ship, fully loaded, was blown up at the dock by Army authority to keep her from falling into the hands of the Japanese who had closed in swiftly a few days after my ship sailed on the night of Feb. 19th on orders of the Dutch Admiral.

I learned about these details later. The crew of the TAIYUAN became prisoners of the Japanese and were interned until the end of the war. One, R. E. Woodruff, was beheaded by the Japanese.

Of course, when I wrote these letters (to the unions) I could not disclose the mission but I hoped such commendation would fire the imaginations of brave men who merely needed to be awakened to our country's danger. I think the above named men are worthy of some recognition by our country. They all suffered great hardship during their internment. Two of the men returned to their homes here in the Puget Sound area. Their health is still impaired." Signed, Capt. E. J. Stull

Although there is no solid proof of this atrocity, rumors and hearsay abound. If it is true, however, then it is a disgrace on the part of the U.S. Government because this atrocity has never been acknowledged in any official records. It is just as if it had never happened!

This news about Woodruff gave me an even greater incentive to research this matter. I wrote to the U.S. Coast Guard in Washington seeking the personnel files of Woodruff and Barr. Their answer came back stating there were no files available for either seaman. However, they did send me

copies of official letters concerning this matter:

From the War Department to Clifford L. Godfrey, 3223 West 60th St., Seattle, Washington, dated March 20, 1946:

"Dear Mr. Godfrey: I am writing to you relative to your claim under the Missing Persons Act as a civilian employee of the War Dept, as a crew member of the SS TAIYUAN. It has been determined by the Commanding General, U.S. Army Forces, Western Pacific, that you and other crew members of the SS TAIYUAN, who have submitted claims for accrued pay under the provisions of the Missing Persons Act do not come within the provisions of that law and are not therefore entitled to the benefits of the law.

The War Department, upon its own initiative, has reviewed the case of the officers and crew members of the merchant ship SS TAIYUAN who were employed under the contract entered into between Capt. [John E. W. Warrior of the British merchant ship TAIYUAN and Col. John A. Roberson, U.S. Army, on February 16, 1942 at Surabaya, Java, concurs in the decision of the Commanding General, U.S. Army Forces, Western Pacific for the reasons set for below: The contract of 26 February 1942 is the instrument from which the relationship of the U.S. and the officers and crew of the ship must be determined. That instrument must be interpreted to be a contract for the performance of a specific mission by the Master of the ship on behalf of himself and the ship. Captain Warrior must be held to have contracted for the performance of the agreement as an independent contractor agreeing to furnish certain equipment (the ship) and personnel (officers and crew) essential to the Accomplishment of the mission. Neither the Master nor the other members of the crew became civilian employees of the War Department as a result of the execution of the contract. Therefore, they are not entitled to the benefits of the Missing Persons Act. This determination is limited to a determination of status of the subject individuals under the Missing Persons Act and no attempt is made herein to determine their rights or entitlement to pay and allowances for services actually performed prior to the destruction of the TAIYUAN or the rights of beneficiaries to certain insurance benefits enumerated in the contract, as it is not within the province of the Casualty Branch, Adjutant General's Office to determine those questions.

Your case has been referred to the Claims Division for action relative to pay and allowances due you for your services actually performed prior to the destruction of the TAIYUAN and that office will communicate with you further, relative to that matter. It is regretted that a more favorable reply cannot be made." Very truly yours, Edward F. Withell, Maj Gen. Adjutant General of the Army.

No pay?

This appeared to be nothing more than doubletalk and a passing of the buck of the first degree. This letter meant that Godfrey, Young, and Horn were not entitled to one cent of pay for the more than 3 1/2 years they spent as POW's of the Japanese. There is no further information

available as to how these three made out with their appeal to the government. I wish someone was alive today to tell us if they ever got any compensation for their ordeal. You should notice there is no mention of Woodruff or Barr in this letter.

I'm sure that during those days of horrible confusion in Surabaya, Col. Roberson wasn't telling these men that the contract was between them and the Master of the TAIYUAN! He told them they would be under the control and pay of the U.S. Army. Otherwise, they would never have volunteered for this mission. These five men signed up believing they were on the Army payroll. But, after the war was over, the Army said it was between them and the Master of the TAIYUAN.

Rubbish!

Another letter dated March 27, 1946 was written to Cdr. R. H. Farinholt, Chief of Merchant Marine Personnel, U.S. Coast Guard in Washington, D.C., from Capt. F. M. Sassel, of the U.S. Army Adjutant General's Office: MEMORANDUM FOR: Cdr. R. H. Farinholt SUBJECT: Status under the Missing Persons Act of five seaman paid off by the SS COLLINGSWORTH at Java.

"Reference is made to your memorandum dated October 3, 1945 to the Casualty Branch, AGO above subject. After careful consideration of all available information, it has been determined by the War Department that the officers and crew of the SS TAIYUAN do not come within the provisions of the Missing Persons Act and therefore are not entitled to the benefits of the act. Attached herewith are copies of letters of notification of the above decision to Carl Olaf Young, Rockwell A. Horn, and Clifford L. Godfrey.

There is no record in this office of William B. Barr or Roy Edgar Woodruff. Neither of these men are shown on the contract of Feb. 26, 1942 at Surabaya, Java between Capt. John E. W. Warrior of the British merchant ship TAIYUAN and Col. John A. Roberson." Signed, F. M. Sassel, Captain, AGO

So what happened to them? At a dead end, I asked for assistance from Charles Dana Gibson, who was writing a history of the Army Transport Service from the time of the Revolutionary War through World War II. He wrote a letter to the Army Records Center in St. Louis inquiring if there were any records for either of these men. He received an answer saying there were no records of either of these men in their files of Army civilians or civil service employees. Another dead end! I am including his letter in this narrative because it contains pertinent information not heretofore covered.

These five seamen signed off the SS COLLINGSWORTH with the permission of the Master in order to join a makeshift ship's crew being assembled in Surabaya Java by Col. John A. Roberson, U.S. Army. During the first week in February 1942, an Army Captain had delivered to Col. Roberson, then at Surabaya, \$250,000 in U.S. currency. This was intended to provide ships and the supplies they could carry for the relief of

the beleaguered American Army on Bataan and Corregidor. Col Robenson was able to find the ships, but willing Masters and crews to make such a hazardous trip were another matter. It was becoming clear to everyone, Europeans, Americans, and the East Indian natives that the Philippines were a lost cause and that the run to that area would be almost suicidal if attempted.

Two British officers of the Hong Kong registered ship TAIYUAN volunteered for the trip. For a crew, Robenson scoured the waterfront and finally was able to assemble enough men. Five Americans and five Europeans signed on plus 20 East Indian natives. One of the inducements to the Americans and Europeans was the promise of life insurance in case of death. The TAIYUAN was loaded with foodstuffs including freshly slaughtered pigs which were packed in salt for the voyage. According to a letter prepared at the time by Col. Robenson, the ship was to make its voyage under the authority of the American, British, Dutch, and Australian Joint Command. This and the fact that the crew was promised life insurance point to the fact that Robenson hired the Americans and Europeans as U.S. Army contractual employees.

One good account of the transaction is given in the book, "DESTINATION CORREGIDOR", by Underbrink. He makes mention that the Americans and Europeans were to receive compensation by claim to the Chief Finance Officer, U.S. Army in Washington, D.C. This employment contract which the Americans and Europeans signed, was for a period of 60 days from the date of hire. Col. Robenson later managed to get out of Java to safety in Australia taking with him the records of the TAIYUAN transaction. Unfortunately, the Japanese Navy closed in before the TAIYUAN could get underway from Surabaya. She was destroyed by scuttling on March 2, 1942 at the dock in Surabaya. Provost Marshall records note that Young, Godfrey and Horn were located in 1943 by the International Red Cross in Java where they were being held as military prisoners of war not civilians.

These three were listed as having been repatriated following the end of the war by the U.S. Coast Guard as arriving in the U.S.

Of Barr and Woodruff there is no record. Presumably they were either killed or died in captivity before the Red Cross made their inventory in Java in 1943 or perhaps they escaped.

Woodruff was later mentioned in unofficial correspondence as having been beheaded by the Japanese while he was a prisoner but there is nothing to substantiate that. The Coast Guard seems to have no record of these men following their signing off the COLLINGSWORTH in Java. Since they were subsequently hired under contract to the Army by Col Robenson, they, like other similarly situated contracted civilian seamen, were probably carried from thenceforth on U.S. Government records as civil service personnel.

I would greatly appreciate whatever information you can obtain for me on these five men, particularly the details of the

fates of Barr and Woodruff." Signed, Charles Dana Gibson (End of letter)

Note in this letter the many references to the fact that these men were under contract to the U.S. Army. To sum it up, we have Col. Robenson in Surabaya desperately trying to get a crew of volunteers to sail a ship to the Philippines. He was making all kinds of promises such as being employed by the U.S. Army and offering bonuses, life insurance, and who knows what else. Then we have these five men who volunteered in good faith, got captured, and spent over 3 1/2 years in Japanese prison camps. Two of them did not come back. When the other three tried to collect their pay they were told by the Army the agreement was between them and the , Master of the TAIYUAN. This whole matter started with Col. Robenson but in all the official records I have seen so far, he is never called to testify about the contract. It is not known if he was killed in the war, but he is never heard from again.

So you see, the American Merchant Marine also has its MIA's. It is my hope that someone is still alive today to tell us what really happened and then perhaps the mystery of Woodruff and Barr's disappearance can be solved. Unfortunately, none of the three repatriated seamen are alive to tell us their experiences and if their dispute with the U.S. Army was ever resolved.

It is known that Carl O. Young died in Seattle on Oct. 1, 1962 at the age of 62. His ashes were scattered at sea. Nothing is known of Godfrey. The Coast Guard did write me that Horn might still be alive but they refused to give me his address. Instead, I had to send them an undressed, stamped envelope and they would forward it to his last known address. I did this and have never received an answer.

Further information about the men involved:

Roy Edgar Woodruff was born January 6, 1911 in Cincinnati, Ohio. His wife lived at 3376 Glengyle St. in Cincinnati. Efforts to locate her or any of his family in that area have turned up nothing. William Bernard Barr was born in Fall River, Massachusetts. His mother lived at 176 Ashburton St. in Yonkers, New York. There is no one by that name at that address today.

Capt. Elmer J. Stull was later awarded the Distinguished Merchant Marine Medal as Master of the SS SAMUEL PARKER for the manner in which he handled his ship during many enemy air attacks in the Mediterranean in 1943. The PARKER also received the Gallant Ship Award.

Everett G. Johnson of Wenatchee, Washington, was a Fireman on the COLLINGSWORTH at the time these men signed off the ship. He remembers the voyage well. He had heard rumors that Woodruff had been executed by the Japanese but said they were only rumors. Johnson went on to say that the COLLINGSWORTH had been in Singapore before arriving in Java. While there they were

subjected to daily air attacks by the Japanese but were fortunate to escape damage or injuries to any of the crew. He also said they were lucky to get out of Java with their lives. The *COLLINGSWORTH* had to leave Surabaya on one hour's notice under orders from the Dutch Admiral. Escorted by the old gunboat, USS ISABEL, the ship sneaked along the north coast of Java finally clearing Sundra Strait on February 22nd. (A good account of this escape can be found in the book, "THE FLEET THE GODS FORGOT", by W. G. Winslow.) Johnson doubts if any of the crew of the *COLLINGSWORTH* are still alive as they were all somewhat older than he. He was 19 years old at the time.

The *COLLINGSWORTH* surely led a charmed life on that trip. She was just one step ahead of the Japanese Navy as she left Java. After clearing Sundra Strait the USS ISABEL left her and she was on her own. She sailed all alone to Colombo, thence to Capetown, then across the South Atlantic where German raiders were very active. Then she made it up the East Coast of the U.S. during the time when the German U-Boats were sinking ships at will, arriving in New

York on May 3, 1942, six months after leaving Vancouver, Washington. But her luck ran out on January 3, 1943 when she was torpedoed and sunk by the U-124 with the loss of 12 lives including the Master, Capt. Barney Kirschbaum.

We have learned (recently) that William B. Barr was able to escape and got on a ship (unknown) to Australia along with other civilians. In Australia he signed on a U. S. Lines and got back to the U. S. aboard that ship. I do have the name of this ship but it is in the file of the *TAIJAN* in the library at Kings Point Merchant Marine Academy.

Nothing about Roy E. Woodruff has been found and I don't think we'll ever know.

It is my hope that this article emphasizes the need for further U.S. Government review of the contributions of R.E. Woodruff and W.B. Barr — two merchant seamen who deserve to be accounted for by their government.

Sincerely,

Capt. Arthur R. Moore

USMM Veteran, WWII

ANOTHER SAD EVENT: A PREVIOUS AMMV NATIONAL PRESIDENT

Lawrence W. "Larry" Brooks, 88, of Wareham, MA crossed the final bar surrounded by his loving family on Friday, Nov. 18, 2016 after a long battle with Alzheimer's disease. He is survived by his loving wife of 66 years, Priscilla F. Brooks.

Priscilla wrote to AMMV NEWS Magazine: Larry joined the Merchant Marine at age 16. After training at Sheepshead Bay, he made seven trips across the Atlantic on a Liberty ship and three ATS troop ships as a messman, wiper, fireman and oiler. He was awarded the Merchant Marine Combat Bar, the Atlantic War Zone Bar, Mediterranean War Zone Bar and the Victory medal.

In December 1984, Larry responded to a Florida newspaper ad about the AMMV. The ad was placed by Leon Kalwara, one of the four founding fathers of the organization.

Larry joined the Southwest Florida chapter and attended the 2nd AMMV National Convention in 1986 and every subsequent AMMV convention until 2010.

In 1985, Larry started the New England chapter by placing newspaper articles covering the WWII Merchant Marine. The New England chapter started with 12 members but eventually grew to 212 members. Larry arranged for meeting space for them at the Massachusetts Maritime Academy and served as the CEO for ten years.

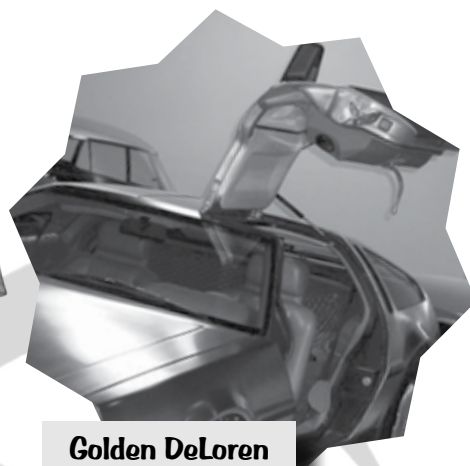
In 1992, Larry was elected National President of the AMMV and served in that capacity until 1995. His friend, Joe Bracken, served as Vice President under him. Larry also served at national level as Constitution and By-Laws Chairman for three years and then as Judge Advocate for two years.

He is sorely missed.





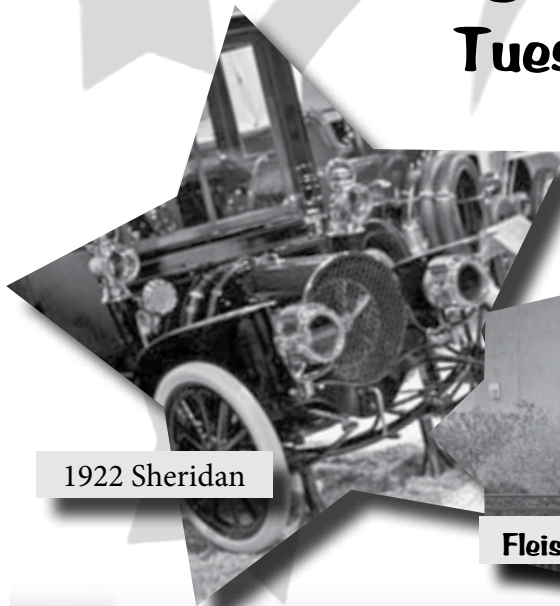
Elvis Presley's Cadillac



Golden DeLoren

***American Merchant Marine Veterans
2017 National Convention
March 26-30, 2017***

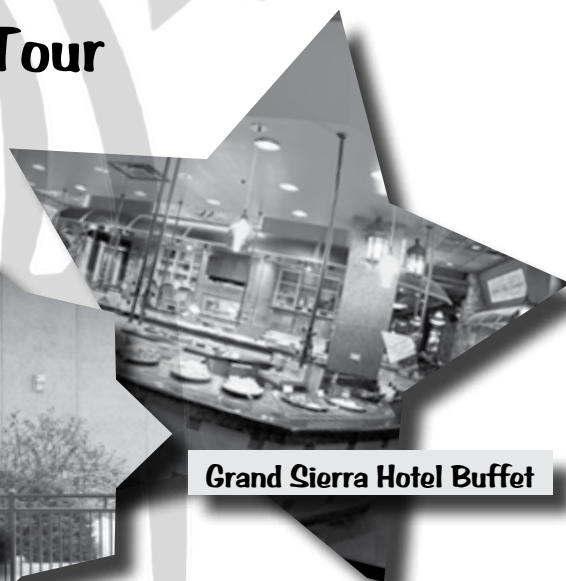
***Sands Regency Casino and Hotel
Tuesday's Bus Tour
Attractions***



1922 Sheridan



Fleischmann Planetarium



Grand Sierra Hotel Buffet



LETTERS TO THE EDITOR

A VERY SPECIAL SURPRISE

Dear Sindy:

This year on Veteran's Day, my wife Nancy and I attended the Veteran's Day festivities at the Davis, CA National Cemetery. I have been in contact with the organizers of this event for quite some time now and hoped that the band would play our Merchant Marine song "Heave Ho", along with those of the other services, as I supplied them with the music or thought I did. They didn't. HOWEVER, the matter was taken care of. Anyway, as you know, I feel pretty strongly about "Heave Ho" not being played at these occasions and this newspaper article from the next day did my heart proud. It was a very special occasion for both Nancy and I.

Bob Ulrich

Sacramento Valley chapter - AMMV

The Merchant Marine and musical magic in the Davis Cemetery

By Andy Jones November 18, 2016

Minor mistakes can be addressed. One can write a note of apology, or send flowers. One can stay up through the night revising a draft. One can work harder at a job, or on a relationship. When a mistake is acknowledged, an important lesson can be learned.

On Nov. 11, I got to witness a mistake and an immediate remedy. As Davis poet laureate, I was honored to read a few original poems at the Davis Veterans Day ceremony, speaking after Mayor Robb Davis, and before the keynote speaker, Ryan Edwards, a U.S. Army veteran of the war in Afghanistan.

After the prepared remarks, the Davis Madrigal Singers performed, presenting golden harmonies that rival those of the Beach Boys. They sang "America the Beautiful" and the "Armed Forces Medley" that includes the recognizable tunes for each of the U.S. armed forces. As the name of each branch of the armed forces was called out, active and retired members of that service stood and were recognized.

As the singers finished their songs, a woman in the second row rose to be heard. She pointed out that the Merchant Marine had not been recognized with its song, for her husband sitting next to her had served in the Merchant Marine during World War II. She declared that his service also should be recognized.

Indeed, our entire country has been slow in

recognizing the service of the Merchant Marine. While their service and casualties were often concealed for strategic reasons, today historians recognize their significant sacrifice. During World War II, one in 24 merchant mariners died at sea, suffering the highest mortality rate of any service in the U.S. armed forces.

The host thanked this particular mariner for his service, and thanked his wife for pointing out the omission. The morning's ceremonies concluded with a benediction, after which we all paused in reflection. Then, unexpectedly, the Davis Madrigals formed a semicircle around the old mariner, prompting him to get up from his seat, standing tall in the morning sun, despite his advanced years.

It turns out that the singers did know the song of the Merchant Marine, and they performed it for him right then. The World War II veteran sang along quietly, while his wife wiped a tear from her eye. We all cheered as the singers finished with these words:

Damn the submarine,

We are the men of the Merchant Marine!

Then strangers stepped forward to hug the wife and her mariner, many of them no doubt remembering parents and grandparents of that generation. We realized that we had just been treated to the most poignant moment of the ceremony.

Some mistakes can be remedied, while others are so large that no solution but time can be imagined, and sometimes perhaps not even time can right the wrong. As the ancient Greek poet Agathon said about our grandest blunders, "Even the gods cannot change the past."

— *Andy Jones, a lecturer in the UC Davis University Writing Program, is Davis' poet laureate*



American Merchant Marine Veterans

National Convention

March 26 – March 30, 2017

Sands Regency Hotel and Casino – Reno, NV



COMMEMORATIVE BOOK SPACE - ORDER FORM

This is an invitation to offer recognition of Merchant Marine and Navy Armed Guard veterans of WWII. We offer this publication as a way for chapters, organizations, individuals and all other supporting groups to express recognition, support AMMV, give a message, or document their own involvement in WWII and the Maritime Industry and all other supporting groups.

MEMORY BOOK RATES

Deadline for submittals is **FEBRUARY 17, 2017**

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

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

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

All Submittals must be camera ready • No Bleeds except back and inside covers • Original Art – No Photo Copies please
Digital Copies accepted (PDF Format preferred) E-mail artwork to photos.mcg@gmail.com

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

Contact: _____ Phone: _____ E-mail _____

Chapter Name (If available): _____

Send copy of the Memory Book to this address:

Paid by: _____ Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Space: \$ _____ + Color \$ 175 = Total \$ _____

Please make check payable to AMMV Convention
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E-mail digital files to Carole Gutierrez at photos.mcg@gmail.com

FOR MORE INFORMATION:

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

Looking for a spiritual mentor

*Submitted by Fr. Sinclair Oubre
of the Apostleship of the Sea –
Diocese of Beaumont
in conjunction with historian
and AMMV member
Rear Admiral J. Robert Lunney
(USNAG ret.).*

Growing up in Port Arthur, Texas, I would watch the ships sail along the Port Arthur Ship Channel. Their superstructures like buildings moved across the top of the trees. These ships and the mystery of the sea were always part of my life.

In the 60's, I was completely immersed in all things of the sea. I watched every episode of Jacques Cousteau, *Voyage to the Bottom of the Sea*, *Sea Hunt*, and all the black and white documentaries on World War II naval battles. I even had a Navy sailor GI Joe.

Even though I had this strong attraction to the sea, by 4th grade, I felt I wanted to be a priest. There didn't seem to be any way of putting these two things together, and anyway, God made sure that I did not know of the existence of Texas Maritime Academy in Galveston, only 80 miles from my home.

However, in the seminary, I met a seminarian from Lafayette, Louisiana, who had worked on Gulf workboats. He talked about life at sea, and he offered to help me get on with a boat company in Morgan City, Louisiana.

During Easter break of my sophomore year, we traveled to Morgan City, picked up an Intention to Hire letter from the boat company, and headed over to New Orleans, where we held our own with the other partiers. Showing up at the New Orleans Coast Guard office, I looked and felt a whole lot like Arlo Guthrie when he showed up at the induction office in *Alice's Restaurant*.

After showing the letter, and being asked a few questions, the Coastie

signed off on my paper work, and soon, I had my first z-card.

That summer of 1978, I began my sea career sailing on the 165' gulfstack-workboat, *M/V South Tide* and 185' *M/V Tropic Tide*. The next summer, I sailed as the saloon messman on the tanker *S/S Guadalupe*.

In 1986, I was ordained a priest, and then in 1990, I joined the Seafarers International Union, and have sailed on most of my vacations with them as an AB. I have served on Jones Act-tankers, oceangoing tugs, and even on a cable ship. My last voyage was in

introduced to the captain who became a monk, Captain Leonard LaRue/ Brother Marinus. Sadly, by this time, he had already passed away.

As a priest and a merchant mariner, the story of Captain Leonard LaRue captivated me. Here was a man who graduated from the Pennsylvania Nautical School in 1934, and was a veteran of World War II merchant marine operations in the North Atlantic. He was a faithful Catholic, who before sailing the *S/S Meredith Victory* to Japan, stopped at Old St. Mary's Church in San Francisco to pray.



2015, working for Crowley on their Jacksonville-San Juan run.

However, with all my theological and maritime experience, I was playing it by ear as I went along, and wished that there was someone who could share some light on how one combines religious life and seafaring.

The discovery of that someone

With the publication of Bill Gilbert's book, *Ship of Miracles*, I was

The SS Meredith Victory story: the greatest rescue operation of all time

With the Chinese troops, aiding Communist North Korea, closing in on them, thousands of civilians knew that if they were caught, they were certain to be tortured and killed. Captain Leonard LaRue, Master of the 455-foot, 10,658 ton, *S/S Meredith*

Victory, his officers, and crew rescued 14,000+ refugees. Captain LaRue, without hesitating in his decision and without his officers questioning his decision, loaded the refugees onto the *Meredith Victory* by using booms and makeshift elevators. The ship was equipped to handle 35 crew members, 12 officers, and had room for 12 more passengers. Once aboard, the refugees filled five cargo holds and covered the entire main deck. The passengers on the main deck had to stand shoulder to shoulder in freezing weather with no food, no water, no doctor, no interpreters, no protection against the enemy, and the only place to go to the bathroom was right where they stood. As if this wasn't enough, the ship was carrying 300 tons of jet fuel in 52-gallon drums.

While dodging mines, the ship sailed towards Pusan, arriving on Christmas Eve. Thousands of refugees

the Korean people, as stoic as they are, were able to stand virtually motionless and in silence." J. Robert Lunney, Staff Officer on the ship and a Navy Veteran of WWII, stated "We were impressed by the conduct of the refugees, despite their desperate plight. We were touched by it."

In later years, Captain Leonard P. LaRue stated "I think often of that voyage, I think of how such a small vessel was able to hold so many persons and surmount endless perils without harm to a soul. And, as I think, the clear, unmistakable message comes to me that on that Christmastide, in the bleak and bitter waters off the shores of Korea, God's own hand was at the helm of my ship."



Captain LaRue

Afterwards

When the *Meredith Victory* was laid up in 1952, Captain LaRue took up the command of the S/S *Mormactide* from 1952-1954, and then came ashore. Yet, he did not follow the regular course of ship masters by joining the office staff at Moore-McCormack. Rather, responding to a call to serve God in a different way, this man, who was a leader of men, and the savior for 14,000 Koreans over Christmas of 1950, joined the Abbey of St. Paul in Newton, New Jersey, and took final vows as a Benedictine monk.

Even as a monk, taking the name of Brother Marinus, Captain LaRue did not follow the typical path. This would have had Brother Marinus attending graduate school, receiving a masters degree in theology, and receiving Holy Orders to the priesthood. Instead, this ship captain took on the monastic equivalent of a messman. He performed the menial tasks of dishwashing, working in the gift shop, and ringing the abbey's wake up bell each morning.

The more I read about Captain



had already arrived in Pusan so the Captain was told they had to head 50 miles southwest to Koje-Do, an island in the Sea of Japan. Once arriving in Koje-Do, the refugees were gradually unloaded onto LSTs to be transported to the beach, where conditions were primitive.

The arrival of the S.S. *Meredith Victory* in Koje-Do on Christmas Day marked the end of this miraculous voyage where not a single life was lost and five babies were born.

"There's no explanation for why



LaRue/Brother Marinus, the more I felt that I had missed an important opportunity to learn from a great mariner, and a humble and prayerful monk. At

main deck facing the harsh winter seas, it was a miracle that no one died of exposure.

Finally, I believe that it was truly a miracle that St. Paul Abbey in Newton, New Jersey, where Brother Marinus served, was saved from closure. By October 2000, only a handful of monks remained at the abbey. Discussions had begun for the closing of the abbey, and moving the remaining monks to other abbeys. Then Korean Benedictine monks came to the abbey's rescue. On Oct. 12, 2001, Father Kim, of Waegwan Abbey in Korea, accepted

When a vessel is in imminent danger, the ship's master looks for a harbor of refuge to run in. I believe that through the prayers and petitions of this old ship captain, St. Paul Abbey was brought to that harbor of refuge, and once that was completed, Captain LaRue/Brother Marinus' work was done on this earth.

The quest for sainthood for Brother Marinus

It is one thing to believe that someone is a saint. It is another thing for the Catholic Church to proclaim it. This is a process that has many steps, much research, significant expenses, and takes decades to complete.

First, once the local bishop becomes aware of the possibility of a



the same time, I grew to believe that this was not only a great merchant mariner who braved the wolf packs and the Luftwaffe while sailing in the Murmansk convoys, but also a great ship captain who did not waiver when asked to evacuate 14,000 Koreans from the port of Hungnam. Here was a man of deep faith with a profound personal relationship with Jesus Christ, but also a saint.

One can almost hear the scoffers saying, "A merchant seaman, a saint?" But for me, I truly believe that he was a saint, and as people learn more about him, they, too, would recognize that this was a man who shows us what great things can be done when people let God guide their lives.

A final accomplishment for Brother Marinus

Captain LaRue/Brother Marinus also shows us that real miracles are happening all around us. For those who know about the Murmansk convoys, to survive these voyages was no small miracle. Then when Captain LaRue took on 14,000 Korean refugees, the *Meredith Victory* miraculously avoided the shelling from the advancing Chinese troops, and the mines in Hungnam's harbor. In a difficult and harsh Korean winter, with thousands of refugees on the *Meredith Victory's*

the mission to send monks to St. Paul Abbey in Newton, New Jersey. Two days later, on October 14, 2001, Brother Marinus died at the age of 87, and two months later, the first Korean monks arrived at St. Paul Abbey.





cause for sainthood, he begins an initial investigation into the person's life. If this initial inquiry demonstrates that there is a possibility of a cause, the local bishop begins a more in depth inquiry by ordering the gathering of the documentary proofs. If no insurmountable difficulties appear, he will proceed to hear witnesses and, then close the inquiry. The local bishop will send the acts to the Vatican congregations, who will study the evidence presented in the Inquiry, and issue a nihil obstat, that is "nothing stands in the way."

At this point, the person being proposed for sainthood, receives the title of Servant of God, and the real work begins.

The local bishop sets up a formal process to gather additional evidence. When this has been completed, it is then sent to the Congregation for the Causes of Saints, where a person called a postulator will oversee the advancement of the cause.

After the postulator has completed his inquiry, the Congregation will vote on the cause, and if they approve it, they will recommend it to the Holy Father, who considers their recommendation, and if in agreement, he will issue a Decree of Heroic Virtue. There is no appeal to the Holy Father's decision. If his decision is positive, the Servant of God is given the title of Venerable.

When the Congregation for the Causes of Saints approves a miracle attributed to the Servant of God, and with the Holy Father's approval a Decree of a Miracle is issued. The Servant

of God can be beatified. He now receives the title of Blessed.

When a second miracle is approved by the Congregation for the Causes of Saints, and by the Holy Father with a Decree of a Miracle, the person can be declared a Saint by the Holy Father through the Rite of Canonization.

Further efforts needed

In the meantime, there is a need to make known the person's heroic virtue among the faithful, and encourage the faithful to pray for the advancement of the person's cause. In addition, a guild should be formed to assist in the promotion of the cause, and to raise the resources necessary for the cause.

The faithful should also ask for the intercession of the Servant of God, and report any favors received to the local bishop who will then communicate them to the postulator and the Congregation.

I have tremendously oversimplified the process which can take decades to complete, and has many substeps. This process can seem overwhelming at the beginning. However, every cause begins with the same first step, and comes to completion because of the heroic virtue of the person, and the continued prayer and support of the faithful.

While this process is beginning, join me in praying for the cause of Captain LaRue/Brother Marinus, and that our initial steps will bear fruit.

Here is a prayer that you can use:

God, our Father, Creator of the seas, Protector of refugees, and all those in need, you called Captain Leonard LaRue to recognize Your Son Jesus Christ in the faces of the Korean refugees, and led Brother Marinus to a

life of prayer and service in the tradition of St. Benedict. Let his life be an inspiration to us, and lead us to greater confidence in Your love so that we may continue his work of caring for the people of the sea, welcoming those who are refugees from war, and deepening all the faithful in their prayer and work of service. We humbly ask that you glorify your servant Captain Leonard LaRue/Brother Marinus on earth according to the design of your holy will. Through Christ our Lord. AMEN.

Thank you for anything you might do to help our cause of sainthood for Captain LaRue/Brother Marinus. If you would like to contact me further, please do:

Fr. Sinclair Oubre, J.C.L.

Phone: 409-749-0171

Email:

aos-beaumont@dioceseofbmt.org

Mailing Address:

The Apostleship of the Sea -

Diocese of Beaumont

1500 Jefferson Drive

Port Arthur, Texas 77642



THE UNTOLD STORY OF THE *SS VIRGINIA VICTORY* IN KOREA

Submitted by Ned Forney

In December of 2015 I had the good fortune of meeting Bob Lunney, an officer who served aboard *SS Meredith Victory* during its historic 1950 voyage from the North Korean port of Hun-



gnam to Goeje Island, South Korea. Bob had been invited to Seoul to participate in the opening ceremony of The Museum of Contemporary Korean History's "65th Anniversary of the Hungnam Evacuation" Exhibit, and as a writer living in South Korea researching the Korean War, I was eager to interview him and hear more about *Meredith Victory's* Captain, Leonard LaRue, and his crew's role in the dramatic rescue of 14,000 North Korean refugees.

I had spent the previous month corresponding with Bob via email, learning as much as I could about *Meredith Victory* and the brave refugees who had left their homes, and in many cases, families, to escape the approaching Communists. These terrified men, women, and children, literally fleeing for their lives, were hoping the Americans would take them South - to freedom - aboard US Navy and Merchant Marine vessels. The more I studied the event, the more fascinated I became; the story seemed almost unbelievable, reminding me of a script from a blockbuster movie, but *it had happened*.

During Bob's short visit to Seoul, I spent hours interviewing him, bombarding him with questions and asking for material that would help me piece together the events that took place during Hungnam's cold, dark days of December 1950. Over the next eight months, we continued to write one another, and thanks to Bob's dedication, meticulous records, and passion for keeping the memory of his Captain and shipmates alive for future generations, I soon had countless documents, articles, letters, pictures, and a copy of the ship's log. He even introduced me to Burley Smith and Merl Smith, the other two surviving officers of *Meredith Victory*, who also graciously allowed me to interview them and provided a wealth of information.

Today, Bob, his wife, Joan, Merl, Burley, and I are friends, and I was privileged to spend a weekend at the Lunney's Bronxville, New York, home this summer for a mini-*Meredith Victory* reunion.

It's been a rewarding year, and with all the knowledge and first-hand accounts I've acquired, I now have a complete story of *Meredith Victory* for a book I'm writing on the Hungnam evacuation and two men - Colonel Edward H. Forney, USMC,

and Dr. Bong-Hak Hyun - who played a significant role in the operation. Throughout my book, I have strived to pay tribute to the dedicated, hard-working, and gallant men of the US Merchant

Marine, and, according to the three officers of *Meredith Victory* who've read the chapters about their ship and provided valuable feedback and suggestions, I have accomplished my goal of telling their story accurately and honorably.

But that's only half the story.

In my detailed research of the evacuation, I discovered that another ship, identical to *Meredith Victory*, with its own courageous Captain and crew, also rescued 14,000 refugees from Hungnam. The official Army X Corps after-action report lists two Merchant Marine ships departing with 14,000 refugees: *SS Meredith Victory* (14,500) and *SS Virginia City Victory* (14,000), and Colonel Forney, the Evacuation Control Officer, also makes reference to the ships in his report. I was immediately intrigued. How was it that I had never heard about *Virginia City Victory*?

After months of searching government archives, reviewing Merchant Marine publications and documents, and requesting information from the US Merchant Marine Academy, I came up empty handed. I then contacted the American Merchant Marine Veterans, where Christopher Edyvean introduced me to Michael Helbig - a painstakingly detailed researcher - who was also fascinated with the story and determined to help me uncover the facts of *Virginia City Victory*.

Unfortunately, after looking tirelessly for months, Michael found only minimal references to the ship's role in the evacuation and was unable to acquire the ship's log. But I continue to be grateful for his dedication to researching the role of *all* Merchant Marine vessels during the Korean War and am optimistic that with his help, the men of *Virginia City Victory*, like those of *Meredith Victory*, will get their due recognition.

I am convinced that through organizations like the American Merchant Marine Veterans and the American public's renewed sense of urgency to document the stories of those who served their country at sea during World War II and the Korean War, the accounts of *Meredith Victory*, *Virginia City Victory*, and hundreds of other ships with similar stories, will become a permanent part of the proud history of the US Merchant Marine.

Editor's note: Ned Forney can be reached at ned.forney1985@gmail.com.

AMMV 31st National Convention

Reno, Nevada – March 26 – March 30, 2017

Sands Regency Hotel

TENTATIVE AGENDA

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

Sunday, March 26

13:00 – 17:30 Convention Registration – Regency Room E & F;
Hospitality Room open
18:30 – 20:30 Board of Directors Meeting, room TBD

Monday, March 27

09:00- 11:30 Opening ceremonies; President's Report; Status of Korean War
Merchant Mariners Veterans application
12:00 – 13:30 Ladies Luncheon; Hospitality Suite opens
13:00 – 15:30 National Elections/Resolutions/By-Laws
15:30 – 16:30 Guest Speaker TBD
17:30 – 18:30 Hospitality Suite Open
18:30 - BANQUET; Guest speaker: Jeremy Hope, Pacific Ports Agent,
International Organization of Masters, Mates, & Pilots

Tuesday, March 28

09:00 – 10:30 General Session
11:00 – 16:00 Bus Tour: Lunch buffet at Grand Sierra Hotel; Harrah's Auto Showroom
(tour of antique cars); visit Planetarium at University of NV-Reno
11:00 – 16:00 Hospitality Room open; late Registration
(Free night to explore or gamble)

Wednesday, March 29

09:00 – 11:00 Guest Speaker: William Geroux, author of "*The Mathews Men: Seven
Brothers and the War against Hitler's U-boats*"
11:00 – 12:00 'Remembrance Ceremony' for *M/S City of New York*, torpedoed 75
years to the day (March 29th, 1942). Baby Jesse Mohorovic was born in
lifeboat while awaiting rescue. Survivors and descendants are expected
to be in attendance. Dr. Leonard Conly will be posthumously honored as
WWII MM Veteran. The press will be invited.
12:00 – 13:00 Lunch break (Hospitality Room open)
13:00 – 15:30 Guest speakers/presenters: Mr. David Alberg, NOAA Sanctuary
Superintendent; Mr. Douglas Alvord, sculpture artist
15:30 – 16:30 "Open Mic"
16:30 – 17:30 Hospitality Room open
18:00 - FAREWELL BANQUET; Guest Speaker: Captain Harry Bolton,
California Maritime Academy, Master of *Training Ship Golden Bear*
Awards ceremony
Hospitality Suite open

Thursday, March 30

HOMEWARD BOUND

Michael Fiorenza - AMMV Regional Vice President (Region 4)



Michael Fiorenza's profession in the maritime industry began in 2005 when he graduated from the State University of New York Maritime College in the Bronx, NY. He earned his Bachelor of Science in Marine Transportation and U.S. Merchant Mariner license as Third Mate of Self-Propelled Vessels of Unlimited Tonnage upon Oceans.

In 2006, he joined Grand River Navigation working on Great Lakes freighters and became a member of the International Organization of Masters, Mates, and Pilots. In 2007, he transitioned to sailing oceans with Military Sealift Command where he is currently sailing as Chief Mate. He has sailed on various platforms consisting of tankers, cargo, ammunition, and hospital ships that directly support the mission of the U.S. Navy and NATO allies through at sea replenishment operations and fostering foreign relations. He has received the Merchant Marine Expeditionary Award for sailing in support of Operations Iraqi Freedom and Enduring Freedom and the Global War on Terrorism medal.

In addition to actively sailing, Michael is an active member of the Navy's Strategic Sealift Officer Program where he currently holds the rank of Lieutenant Commander. He has served in multiple roles and commands that consist of joint exercises, replenishment scheduling, and coordination for U.S. Navy and Coalition Naval Forces and as a Deck Training Officer onboard New York and Massachusetts Maritime Academy's training vessels.

Michael has studied extensively at many schools. In June 2015, he graduated from the U.S. Army Command and General Staff College where he earned a Diploma and Joint Professional Military Education Phase One. In 2010, he earned his Master of Science in International Transportation Management from the State University of New York Maritime College.

Mr. Fiorenza holds a U.S. Merchant Mariner license credential for Chief Mate of Self-Propelled Vessels of Unlimited Tonnage upon Oceans; Radar Observer (Unlimited); GMDSS Radio Operator and Vessel Security Officer.



"THE BRAVE NEVER DIE"

Sculpture by Doug Alvord

A tribute to the innocent men, women and children who were victims and survivors of the WWII German U-Boat attacks off the United States' East Coast in 1942.

Submitted by Sheila Sova

There is a way you can help fund this monument for the Merchant Marine of WWII. You can log into the Go Fund Me website at <https://www.gofundme.com/2qzpm3xb> and pledge a donation. It will be much appreciated.

An update on the project:

Maritime artist & writer, Doug Alvord will be working with the founder of Hometown Heroes, Randy Murray, to assist with the fundraising efforts. If you are coming to Reno for the 31st National AMMV Convention you will meet both Doug and Randy.

Even though we got off to a good start, the fundraising has been slow until recently when it was shared again on social media. Sharing it through email and social media is the key because any form of recognition brings attention to our cause. We even received a donation from Paris, France!

From the list of petition signers and donors to the Go Fund Me Page, it appears that the sons, daughters, and grandchildren are coming out to support this honor to the brave men of the WWII Merchant Marine. It is also no surprise that the modern day mariner is beginning to recognize the importance of their predecessors. Remember, no donation is too small!



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JUST RECOGNITION



PROGRESS REPORT ON QUEST FOR VETERANS STATUS FOR KOREAN WAR MARINERS

*Submitted by Michael Helbig, Co-Chairman AMMV Government Affairs Committee
As of 12-23-16*

Group Application to Secretary of the Air Force seeking recognition of the oceangoing service of American Merchant Seamen employed by the Military Sea Transportation Service (MSTS) and by commercial shipping lines aboard public and private vessels of United States registry and sailing in direct support of the Armed Forces of the United States during the “Korean Conflict” (defined by the Department of Veterans Affairs for benefit purposes as 27 June 1950 to 31 January 1955, inclusive).

Established under: “GI Bill Improvement Act of 1977” approved 23 November 1977 (Citation: Public Law 95-202, Title IV, Section 401; 91 Statutes 1449, as amended).

Codified as: United States Code, Title 38—Veterans’ Benefits, Section 106 note (2012 Edition).

Implementing regulations: Code of Federal Regulations, Title 32—National Defense, Part 47—Active Duty Service for Civilian or Contractual Groups (7-1-15 Edition).

Governing: Department of Defense (DoD) Directive 1000.20 “Active Duty Service Determinations for Civilian and Contractual Groups” dated 11 September 1989 (Certified Current as of November 21, 2003).

Work Accomplished to Date

- 137 handwritten pages of text (about 112 type-written, double-spaced pages)
- Downloaded or copied about 750 source documents from books, newspaper articles, and Internet websites
- Selected tentatively for inclusion in application: 3 crew lists; 25 charts/graphs/diagrams; 14 maps (including trade routes); 33 photographs and 29 tables.

- Identified in the combat zone—Korean waters: 485 U.S.—flagged commercial dry-cargo merchantmen; 60 MSTs USNS tankers crewed by American Merchant Seamen and 57 other USNS auxiliary types crewed by Dept. of the Navy civil service mariners. Ships eligible for the Korean/UN Service Medals by 1954. An additional 25 MARAD-Owned dry cargo ships have been identified operating outside Korean waters under contract/charter transporting military-controlled cargoes, 24 in berth service to Alaska and trans-Pacific.
- Identified a “pool” of 497 U. S. –flagged tankers owned by 88 commercial companies participating under charters in the DoD’s Voluntary Plan to Contribute Tanker Capacity for National Defense Requirements.

Format Plan for the Group Application

Letter of Transmittal * Title Page * Table of Contents * Preface * Introduction * Sections * Conclusion * End Notes * Appendices * Bibliography/Sources * Reference Files [Key extracts documenting the application]

Sections:

“The History”: The first six months, integrating research findings with narrative from *History of United States Naval Operations: Korea* (by J. Field, Jr.), *Battle Report: The War in Korea* (Vol. VI, by Capt. W. Karig, USNR, et al.) and *The Sea War in Korea* (by Cdrs. USN M. W. Cagle and F. A. Manson).

Wrote narrative; ABOUT 80% COMPLETE; REQUIRES NAVY MOBILE LOGISTICS/FLEET SUPPORT, WONSAN AND HUNGNAM OPERATIONS

“The Seamen”: Employment situation just before the Conflict; MARAD Statistics; civilian mariners-Dept. of the Navy civil service mariners-U. S. Navy sailors; **Equivalency of service**; U. S. Dept. of Labor *Dictionary of Occupational Titles* (Water Transportation) (March 1949) vs. *Manual of Enlisted Navy Job Classifications* (Nov. 1949).

Constructed Table of equivalent ratings; ABOUT 90% COMPLETE; NEEDS WORK ON ENGINE RATINGS & LICENSED/OFFICER DESIGNATORS

“The Ships”: Legacy of Government Control under WWII W.S.A. General Agency Agreements to Maritime Commission/MARAD at start of Conflict; Federal Maritime Board and creation of National Shipping Authority; immediate demand from MSTs for merchant marine emergency shipping support; MARAD bareboat chartering/General Agency Agreements; National Defense Reserve Fleet ships withdrawn for the Conflict; Federal Maritime Board hearing dockets and *Decisions* later published; Defense Production Administration’s “Voluntary Plan for Tanker Capacity” hailed in MARAD’s 1951 *Annual Report* as fully successful in meeting Defense requirements; MSTs and Senate Merchant Marine Study of 1950 regarding “government in the shipping business” and excessive use of USNS tankers and transports supporting relief programs overseas with displaced persons under International Relief Organization requirements; MSTs time chartering of MARAD- and privately-owned dry cargo ships at start of Conflict for both Military-and Economic Cooperation Administration-controlled cargoes; discussion of Classification system with Liberty and Victory type ships; **Equivalency of Service of crews** based on ship classifications; U. S. Navy commissioned vs. MSTs noncommissioned vs. commercial ships.

Completed corrected list of 601 ships of U. S. registry indexed to poorly constructed *Navy and Marine Corps Awards Manual* (A) and (D) lists in Change No. 1 of 24 July 1956; MSTs and commercial/MARAD ships present in Korean waters 27 June 1950 to 27 July 1954. This is primarily for USCG use in evaluating individual mariner applications to establish group membership needed to obtain an administrative DD-214 for Department of Veterans Affairs benefit programs. NEEDS TYPING.

Completed comprehensive list of 497 Tankers of U. S. registry under ownership of 88 commercial companies participating in DoD’s Voluntary Program to Contribute Tanker Capacity for National Defense Requirements. Primary use is as above. NEEDS TYPING.

Reorganized above lists by Managing Owner/Operator to accompany Freedom of Information Act requests for Time Charter records/documents to MSC/Naval History and Heritage Command and MARAD/DoD. This is

to meet requirements of “Military Control” (MSTS’s “Naval Control of [merchant] Shipping” governing recognition of civilian equivalency of military service—see “factors” below.

Lists are typed. ADDITIONAL RESEARCH REQUIRED TO ATTEMPT TO IDENTIFY WHERE RECORDS MAY RESIDE AND THE RESPONSIBLE OFFICERS UNDER THE AGENCY’S FOIA POLICY. THEN LETTER MUST BE DRAFTED IN PROPER LEGAL FORM FOR SUBMISSION.

Surveyed all 62 Federal Maritime Board Docket Numbers published in *Decisions of the Federal Maritime Board* (Vols. 3 and 4) for evidence of MARAD-Owned ships bareboated for berth service on essential trade routes that may have carried military-controlled cargo under DoD/MSTS contract/charter. Made three (3) lists arranged by commercial operator and adjusted FOIA Time Charter request lists as to charter periods, as needed. The most relevant list consists of 27 ships, 24 of which did not make it to Korea, with their respective charter periods. These were likely U. S. Army/Air Force contracts requiring ocean transportation through MSTS chartering by voyage and/or space. Some of this was long-term chartering since 1947 for reefer service trans-Pacific and coastwise to Southwest Alaska with construction material for bases (Fort Richardson/Fort Greeley/Fort Wainwright; Elmendorf/Eielson Air Force Bases, etc.). The other two lists total 46 MARAD-Owned ships that appear not have been involved in transport of military cargo, segregated by ships that made it to Korea and those that did not. **TO DO: RESEARCH ARMY-AIR FORCE PROCUREMENT REGULATIONS IN THE *FEDERAL REGISTER* TO IDENTIFY PROCEDURES FOR OCEAN SHIPPING AND ATTEMPT TO TRACE CHARTERS TO MSTS. THEN, RE-FORMAT LISTS INTO FOIA REQUESTS TO OBTAIN SHIPPING CHARTERS FROM MSC, IN THE SAME FASHION AS THE TIME CHARTER REQUESTS.**

Made up 16 tables comparing U. S. Navy commissioned oilers (both fleet and MSTS) by type with their NTS/MSTS/commercially-owned counterparts showing who owned/operated them between 1939 and 1954. This is to demonstrate equivalency of service by ship classification, and to demonstrate the flexibility available to the armed forces through their reliance on the merchant marine under law.
NEEDS TYPING.

Analyzed Salvatore R. Mercogliano’s Dissertation—Appendices B, C and J of 266 MSTS organic ship acquisitions (1949 – 1953)—against the two MSTS lists offered into the record by Admiral Callaghan at Senate hearings, dated 24 February and 1 April 1950. These are consistent up to 1 March 1950 NTS and Army Transportation Command transfers, and are also in sync with MSTS ships found in the *Awards Manual* (A) and (D) Lists published in Change No. 1. From this, confirmed the civilian merchant marine crew status of 69 USNS tankers (60 of which reached Korean waters). Of the 159 other MSTS operated vessels, 68 auxiliaries (56 made it to Korea), 2 USS hospital ships, 7 LST’s, 2 LSM’s and 2 T-YO’s are fully confirmed as carrying (at least for certain periods, if not the entire Conflict) Dept. of the Navy civil service mariners (CIVMARS). Of the balance of 78 vessels, 26 are partially documented through the MARAD Vessel History Database and the *Dictionary of American Naval Fighting Ships* (DANFS) online versions. **NEEDED FOR COMPLETION: CHECKS ON THE BALANCE OF 47 OTHER SHIPS, BUT WITH THE LIKELYHOOD THAT THE REMAINING FIVE SERVICE CRAFT CANNOT BE CONFIRMED. PROBLEM IS NO COPY OF *SHIPS’ DATA BOOK* (Vol. II) (published 1952) available. Only document available is pre-Conflict *Naval Vessel Register* (1 January 1949) prior to MSTS stand-up.**

TO DO: EXTRACT ONLY USNS, *U.S. CREWED SHIPS* FROM MERCOGLIANO APPENDIX J RETAINING HIS SERIAL ENUMERATION AND CREATE A LIST CROSS-REFERENCED WITH PAGE NUMBERS FROM THE RESPECTIVE TANKERS AND AUXILIARIES ON THE AWARDS MANUAL’S (A) AND (D) LISTS. ADD PAGE NUMBERS FROM THE THREE NAVAL HISTORIES (ABOVE) WHERE THE SHIPS ARE MENTIONED, INCLUDING THE TASK FORCE TABLES.

“The Law”: A chronology of legal statutes, federal regulations, International Treaties, Presidential Proclamations and Executive Orders with noted circumstances that determined the course of U. S. involvement/non-involvement in Korea leading up to the Conflict and through the duration. This should clarify why and how the merchant marine operates as it does, not as an organization with a military-like hierarchy, but as an industry replete with competing

economic interests. The contributions and sacrifices of the American Merchant Seaman are but one part of this story, and largely predetermined by external forces beyond his control. This is the dilemma of trying to fit a square merchant marine peg to a round DoD hole. There is a reason why they don't fit.

ABOUT 90% OF THE DOCUMENTATION NEEDED TO FORMULATE THIS SECTION HAS BEEN DOWNLOADED TO FILE. HOWEVER, NEEDED IS MORE RESEARCH INTO THE WORKINGS OF THE ECA AND ITS RELATIONSHIP TO MSTs/MARAD IN TERMS OF BAREBOAT CHARTERING. ALSO NEEDED IN MORE INFORMATION ON THE NATIONAL SHIPPING AUTHORITY INAUGURATED DURING THE CONFLICT, AND THE CONNECTION WITH MSTs'S "NAVAL CONTROL OF SHIPPING" FUNCTION.

TO DO: EXTRACT THE DOCUMENTS AND ARRANGE IN CHRONOLOGICAL ORDER, FROM DISSOLUTION OF THE W.S.A. in 1946 TO THE PRESIDENTIAL PROCLAMATION FIXING 31 JAN/1 FEB 1955 AS THE ACTIVE DUTY SERVICE DATE BEYOND WHICH SUCH SERVICE IS NON-QUALIFYING FOR VETERANS ADMINISTRATION BENEFITS.

"The Factors": See Progress Report of 24 March 2016 "Policy under regulations of the DoD C/MSRB." [on AMMV.us website] Some research has been done as to "international law" regarding protection of non-combatants as persons accompanying the armed forces (including merchant marine crews) and as P.O.W.'s—Geneva Conventions of 1949. The newly created UCMJ/Manual for Courts-Martial came out on 5 May 1950 just before the invasion. Issues of justice and discipline need to be addressed in this section with any evidence of military control in these areas. There is little to argue about in this area as seamen are under the jurisdiction of the master in the same way that a Navy sailor is subject to his ship's captain. An official logbook entry and docking of wages is essentially the equivalent of an article 132 non-judicial punishment with forfeiture of pay. However, since the former is a civilian and the latter a naval officer, the DoD Board will have a problem with the lack of "military control" this portends for any merchant marine group application. There were no merchant seamen P.O.W.'s in Korea and it is not likely that records of merchant seamen under court martial will be found. Documents have been gathered proving that merchant shipping was required, by doctrine, to be protected by both the Navy and the Air Force as part of those services' official functions from 1947 onward. The degree of "military control" and protection exercised by the armed forces as to shipping varied from NONE at the outbreak of the Conflict when the Navy had no presence in Korea, to a good deal once the troops were embarked sailing under escort from the Pacific Coast in July and August of 1950. If we asked for protection our service is automatically deemed to be not equivalent to active duty military service. If they gave it then we have no say in the matter.

TO DO: RESEARCH EACH FACTOR AND DEVELOP A COHERENT ARGUMENT THAT, ALTHOUGH WE FULLY SATISFIED THE MILITARY MISSION PERFORMANCE STANDARD IN 1950-55, WE CANNOT MEET THE DoD's MILITARY CONTROL REQUIREMENT DEvised POST 1988. (It will be needed in the courtroom.)

Issues of Concern:

1. The DoD's Civilian/Military Service Review Board "Factors/Incidents" from the regulations are not appropriate to the merchant marine and have nothing to do with performance. It apparently doesn't matter what was accomplished, only that we complied and conformed under military control.
2. The Conflict was a limited war in which the merchant marine voluntarily gave up its shipping for military purposes, yet managed to fulfill both the military mission and its essential trade route obligations. While the MARAD-Owned shipping is rather well defined as to Korea itself, the problem is defining the extent of privately owned shipping involved. It was involved, as evidenced in the *Decisions of the Federal Maritime Board* that allude to commercial ships serving the needs of MSTs, but it is not possible to identify all of these ships without government records, especially the time charter records. We must have success with the FOIA requests if individuals are to be credited for service on **ships that served in direct support of U. S. Armed Forces**, as opposed to those that served the cargo needs of the ECA, the Marshall Plan, the International Relief Organization, etc., all of which utilized MSTs shipping.

3. The scope of U. S.-flagged tanker involvement was apparently extensive, but was it strategic or tactical in terms of the level of support of the DoD/Armed Forces? Where did these ships go; what did they do? Crew lists may answer some of this, but to the individual trying to convince the Coast Guard that he sailed in support of the Armed Forces on his particular ship, on this or that particular voyage, who would know?

4. The WWII Merchant Marine Oceangoing Group was screwed by the DoD Board's recommendation to cut the date of service eligibility to 14 August 1945, the informal surrender of the Japanese emperor, when everyone else's service counted to 31 December 1946. We are facing the same problem, assuming we are successful in gaining group recognition. The armistice was signed on 27 July 1953; the president's proclamation allowed active duty service to 31 January/1 February 1955, for purposes of qualification for VA benefit programs. This should not be an issue to haggle over. It ought to be defined in advance, along with the definition of "direct support to the armed forces."

Requirements for Acceptance of Group Application by DoD Civilian/Military Service Review Board (DoD C/MSRB)

- Define the Group
- Show relationship group had with U. S. Armed Forces; manner in which members employed; service members provided
- Substantiate and document the application
- Burden of Proof rests with the applicant

Policy under regulations of the DoD C/MSRB

- Active Duty recognition of civilian service based on extent of similarity of **control** of group members vs. military personnel
- **Control** determined by criteria called "Incidents" or "factors" that are either favorable or unfavorable toward recognition of equivalency:

Favorable

1. Uniqueness of service
2. Organizational authority over group
3. Integration of group into Organization
4. Subjection to military discipline
5. Subjection to military justice
6. Prohibition against group members joining Armed Forces
7. Receipt of military training and/or achievement of military capability

Unfavorable

1. **Submission to U. S. Armed Forces for Protection**
2. Permitted to resign?
3. Prior recognition of group's service (by state and local authorities)

Consideration also given to status of group in international law: Treated as civilians, or assimilated to the Armed Forces? [Note: **Nothing is stated as to which status is considered favorably or unfavorably.**]

"Reality Check"

As previously identified by former AMMV Government Services Chairman Dr. Larry Kerkow, DoD's rewrite of these policy regulations after the 1987 defeat in U. S. District Court (*Schumacher v. Aldridge*; 665 F. Supp. 41) of

the Secretary of the Air Force's decision not to recognize the service of Oceangoing and Invasion Mariner Groups produced arbitrary and capricious factors. Consequently, **what AMMV is facing in this application process is a requirement to fit a square merchant marine peg into a round DoD hole.** My arguments concerning this were stated in my letters of 25 November and 21 December of 2015. Briefly:

1. At one time the **Mission** and its successful accomplishment drove the Armed Forces, especially during wartime. **Performance** mattered. Congress recognized that the service of civilians should be **critical** in supporting the Armed Forces for favorable recognition as active duty. None of this is valued in the current criteria. The emphasis is, rather, on conformity, control and appearance.
2. The U. S. Merchant Marine is a uniquely adaptable service and is provided for by law to the Armed Forces as auxiliary in time of war. It is not an organization; it is an institution, an industry. Mariners are employees who go to work on ships, rather than go on duty wearing a uniform. **Service** is supposed to be the issue here, not appearances.
3. The U. S. Merchant Marine is controlled by federal law and regulations largely administered by the Coast Guard. The United States Code, Title 46—Shipping governs. Yet, under the Boards' regulations, Section 47.5(a)(3), a Coast Guard representative is only appointed as an additional voting member if the Group is claiming active **Coast Guard** service. Effectively, we have no representative on the Board.
4. The "Integration" factor applies only minimally to the extent that USNS and merchant vessels under MSTs control are assigned to task organization's under operational command by a naval officer. "Customs and courtesies" are cited as part of this favorable factor, yet when was the last time any civilian rendered such courtesies to uniformed officers? We have a naval tradition, but we are employees who work on ships.
5. The Uniform Code of [Military] Justice (Public Law 81-506; 64 Statutes 107), was approved 5 May 1950, just before the start of the Korean Conflict. This effectively ended the speculation about whether or not civilians accompanying the armed forces during an undeclared war fall under the legal jurisdiction of military commanders. The Manual for Courts-Martial applies to uniformed service members and not to civilians. Our disciplinary procedures are dealt with by the ships' master under regulations, and our justice matters fall under the U. S. Criminal Code. Based on the current criteria as stated, the U. S. Merchant Marine's service during the Korean Conflict will not be favorably recognized.
6. Merchant seamen are not prohibited from joining the armed forces, assuming they can meet the physical, mental and moral standards prescribed for enlistment. Their service was so essential during WWII that they received occupational deferments rather than be inducted into the Army (and later the Navy and Marine Corps as well). There was also a shortage of seamen during the Korean Conflict. This factor is really quite out-of-date since the women's issue over unfairness and unequal treatment has all but vanished. Getting killed in combat is now a matter of equal opportunity. Welcome aboard!
7. "Protection of Shipping" was made a primary function of the Navy and a collateral function of the Air Force by Direction of President Truman to the Secretary of Defense on 21 April 1948. The sources for this application show that both services provided surface and air escort to USNS and commercial vessels. Yet, considering the Unfavorable criterion above, one would expect that seeking such protection automatically results in a negative recommendation of the group's service. Why this was ever included and what the motivation was in writing it is uncertain, but it is tailor-made for rejection of this application.

In the Works: Several projects are identified that require a "task force" of more than one man. The 42 sealifts that moved the troops/cargo to Japan/Korea require identification of shipping. I have the proposals in hand.

Michael Helbig
Co-Chairman, AMMV Government Affairs



JUST RECOGNITION

“Honoring Our WWII Merchant Mariners Act”

HR-563 is now over the dam of another Congressional Session, the 114th Congress. The 115th Congress will most likely give it a different number. Yes, I am thinking positively, **we will prevail**. Of course, as I write this, the new 115th Congress has assembled on January 3rd, as scheduled. Now the work begins – the obvious feed-back is that they are tied up with the health plan – both for and against - then comes taxes, then immigration, and so on. I am not able to give you any idea when we might get a break and actually get someone's attention.

The plan for the 115th Congress is to make recruiting efforts toward the several representatives who were most supportive in the 114th Congress - they were reelected. We will be working to make two changes from the HR-563 bill – 1) the time span to make a claim should be increased from 1 year to at least two years and 2) the funding should be in the Department of Transportation budget rather than the VA budget.

Help needed:

If anyone has a contact within the President-Elect Trump's transition team, please let me know immediately. It is possible that the new administration might pick this up along with the announced intention to strengthen the Military.

MORRIS HARVEY
Co-Chairman
Government Affairs Committee
WWII Just Recognition

Crossed the Final Bar

MARY HODGES CEO – SOUTHWEST FLORIDA CHAPTER

Mary A. Hodges, 85, of North Fort Myers, Florida, passed away peacefully in Cape Coral, Florida. Survived by family and her friend Leo Selvey of Cape Coral, Florida. The few remaining retired Merchant Marine Veterans from her AMMV chapter also survive.

During World War II, her late husband, Frank B. Hodges, had been a Merchant Mariner. When they moved to Florida, Frank became a charter member of the American Merchant Marine Veterans (AMMV) Southwest Florida Chapter, which conducted 10 luncheon meetings per year. After he turned 80, he quit driving and

Mary chauffeured him to the meetings and ate with the group. After Frank died in 2009, Mary continued to attend the luncheons. She was elected President of that group, nominated by prior National Treasurer Cal Berry and seconded by Leo Selvey. She held that position for seven years and was forced to retire in 2016 by the cancer which eventually caused her to “cross the final bar” as the Merchant Mariners describe death.

As President she worked tirelessly recruiting speakers for every meeting but mostly sparking lots of Just Recognition energy in members as well as family, especially her

brother Charlie. And her membership recruitment efforts had no boundaries.

She was an avid bowler and once introduced to the game, joined two leagues a week and often competed in the WIBC national tournaments. Mary had a tremendous sense of humor which showed at special occasions like the AMMV conventions, which she attended regularly until almost the very end.

Mary will be dearly missed by her friends and relatives and her AMMV chapter.



AMMV 31st annual National Convention Registration

March 26-30th, 2017 (Sands Regency Hotel, Reno, NV)

Name _____ Affiliation/Chapter _____

Spouse/Other _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Convention Fee (No fee for Spouse or Companion)..... \$75 x _____ = \$ _____

Board of Director's Meeting..... *(Sunday, March 26: 6:30 PM – 8:30 PM)*

Business Meeting: Opening Ceremony..... *(Monday, March 27: 9:00 AM)*

Business Session..... *(Monday, March 27: 9:00 AM – 4:00 PM)*

Ladies' Luncheon *(Monday, March 27: 12 noon)*

☐ Croissant Crab and Bay Shrimp Sandwich \$18 x _____ = \$ _____

☐ Cobb Salad \$18 x _____ = \$ _____

President's Reception Dinner *(Monday, March 27: 6:30pm)*

☐ Roast Pork Loin, Roasted Potatoes & Asparagus, Carrot Cake \$35 x _____ = \$ _____

☐ Baked Herb Crusted Cod, Twice Baked Potato, Green Beans, Carrot Cake..... \$35 x _____ = \$ _____

Business Meeting..... *(Tuesday, March 28: 9:00 AM – 10:30 AM)*

Reno Bus Tour *(Tuesday, March 28: 11:00 AM – 5:00 PM)*..... \$55 x _____ = \$ _____

Harrah's Automobile Collection, Buffet Grand Sierra Hotel, Planetarium, University of Nevada - Reno

Business Meeting General Session..... *(Wednesday, March 29: 9:00 AM – 4:00 PM)*

Farewell Banquet *(Wednesday, March 29: 6:30 PM)*

☐ 12 oz. Oven Roast Prime Rib, Twice Baked Potato, Asparagus, Tiramisu..... \$45 x _____ = \$ _____

☐ Pacific Salmon Teriyaki, Twice Baked Potato, Green Beans, Tiramisu..... \$45 x _____ = \$ _____

Total Due for Convention Fee, Meals, Event, & Tours..... \$ _____

Make check payable to: AMMV Sacramento Chapter

Mail Check (No Cash) with completed form to: Cindy Raymond, 2722 Maynes Ct., Santa Rosa, CA 95405

Make room reservations at the Sands Regency 800-233-4939. For special room rates of \$25/night plus \$17 tax, tell them you are with the Merchant Marine Conference.

Free airport shuttle, call upon arrival & check with Bell Desk before departure. Conference dates: March 26 - March 29 (Depart on 30th).

Biography of a Maritime Author: Gerald “Jerry” Reminick

I was born on April 22, 1943 in Brooklyn, NY. I grew up in Huntington, Long Island, NY and was educated there. I received a B.S. in American Studies from Adelphi University, an M.A. in Economics from SUNY at Stony Brook and an M.S. in Information and Library Science from Long Island University. It was in Huntington that I met and married my wife. We have two children and two grandchildren.

I worked a number of years in sales and marketing but left to begin a new career as a college teaching librarian. I retired after 29 ½ years from Suffolk County Community College achieving the rank and honor of Professor Emeritus.

In 1995, I also worked part-time in the Deer Park Public Library where I met Matthew Loughran, a WW II mariner veteran. We became friends and he suggested to me, that I should “write about the merchant marine because no one writes about us.” I then got in touch with the AMMV and USMMVWWII veterans’ organizations looking for information and stories from WW II mariners. It wasn’t an easy undertaking, as I had to earn the trust of these veterans. These mariners had just begun to get partial benefits, as a result of the 1988 landmark benefit case. They were entitled to more and they were tired of being neglected and forgotten.

As the stories came in I began to form the chapter outline that would become the structure for all my books; history of the U.S. Merchant Marine, training, first voyages, the various theaters, life at sea and in port, post-war, fight for benefits, etc.

Of course, during this time I have also written two books about St. John’s Pond in Cold Spring Harbor, L.I. and a children’s book about a river otter, and many poems on all kinds of subjects. My latest venture involves watercolor painting. A person can receive one of my paintings providing they make a donation to the Cystic Fibrosis Foundation.

A synopsis of my writings on the U.S. Merchant Mariners & Navy Armed Guard and how they developed:

The first book was *Patriots and Heroes: True Stories of the U.S. Merchant Marine in World War II* (2000). This volume was very successful going through several printings. It was so well received that a second volume (2004) was compiled and written. But more importantly, certain stories in these two volumes led to full-length books about the U.S. Merchant Marine.

Namely, *Nightmare in Bari: The World War II Liberty Ship Poison Gas Disaster and Cover-up* (2001). The Luft-

waffe attacked Bari harbor in Italy on December 2, 1943. The harbor was packed with ships waiting to unload supplies for the final Allied thrust northward. One of our ships carried a top-secret cargo of mustard gas to be used as a counter-measure defensively against the Germans. In a span of twenty minutes, the raid became the worst bombing of Allied shipping since Pearl Harbor. In fact, the attack became known as “Little Pearl Harbor.”

Death’s Railway: A Merchant Mariner POW on the River Kwai (2002) is about a merchant marine officer, family man and standard-bearer in the decades long struggle to get veterans’ benefits for the merchant marine in 1988. It tells about his capture by the Germans and being turned over to the horrendous Japanese. Stanley Willner would spend the remainder of the war working on the infamous Burma-Siam Railroad on the

River Kwai and the dreaded Changi Prison Camp at Singapore. The survival story is one of courage, perseverance and heroism.

No Surrender: True Stories of the U.S. Navy Armed Guard in World War II (2004). I would have been remiss if I hadn’t compiled a book of Armed Guard experiences. A remarkable symbiotic relationship developed between the Navy Armed Guard and merchant mariners. Each service worked together to survive on the merchant ships. These Armed Guard stories are of the heroes who lived – and died – to make the world safe. In the annals of the “greatest generation,” the U.S. Navy Armed Guard deserves a special ovation.

Action in the South Atlantic: The Sinking of the Raider Stier by the Liberty Ship Stephen Hopkins (2006). This is the remarkable story of a twenty-two minute sea-battle between two heavily armed German warships and an American Liberty ship. It is a story of extraordinary valor under the direst of circumstances. It is filled with suspense, tragedy, courage and heroism in an uneven battle and its aftermath; nineteen American survivors given up for dead, drifting in an open boat for thirty-one days...

My next book is the only merchant marine book not taking place in WW II - *An Act of Piracy: The Seizure of the American-flag Merchant Ship Mayaguez in 1975* (2009). I had received a call from Gloria Nicolich who at the time was National Public Relations Director for the AMMV. Gloria was a wonderful lady who worked endlessly for the AMMV. She said to me, “You have to interview Capt. Ray Iacobacci (Ret.) who was the Captain aboard the USNS *Greenville Victory* during the rescue of the American-flag merchant ship *Mayaguez*. Capt. Ray and his ship were also responsible for saving over ten thousand Vietnam refugees. The book was dedicated to the forty-one servicemen



who were killed in the recovery of the steamship *Mayaguez* in May of 1975. Their names are the last to be inscribed on the Vietnam Wall Memorial in Washington, D.C.

Back to World War II with the book, *Little Ships: Tugboats at D-Day, Normandy* (2011). The inspiration for this book came from tug Captain, Lester Ellison (Ret.). Les was one of the finest gentlemen I've ever known. *Little Ships* describes the history of tugboats, the families involved and the incredible role that the tugs played during D-Day. The tugboats of W.W. II were the *Little Ships* that could!

Several years ago famous attorney Eliot Lumbard, a Kings Point graduate, was working on a history of the U.S. Merchant Marine Academy. I met Eliot at an AMMV reunion and he suggested that I write about the merchant marine in the Mediterranean theater. I put his suggestion on the back burner but in 2015 *The Med: The U.S. Merchant Marine in the Mediterranean During World War II* was published. Parts of a review by *PowerShips* states, "This book is the record of the merchant mariners in World War II (primarily American, but also other allies) that proves that logistics wins or loses wars."... "Reminick not only covers



the vessel activities and casualties of these campaigns but also the life of the merchant mariner (and Armed Guard) at sea and in port."

My last book, *The Merchant Marine Lighter Side of World War II*, was published in 2016. As the merchant marine service and Navy Armed Guard battled the physical and psychological terrors from above and below the sea, any humor was a welcome relief. The stories are both humorous and touching.

Often mariners found humor the only relief available from the pathos surrounding them – knowing their lives could be over in a split second.

Postscript: Although I've been telling everyone that I'm fini writing about the Merchant Marine and Navy Armed Guard, I went down to the cellar the other day and behold, I have more material from my other book on the USNAG and am going to look it over and see if we can have a Vol. II of the *No Surrender; True Stories of the U. S. Navy Armed Guard in World War II* like I did for *Patriots and Heroes*.

I feel sad about not writing about these services anymore. So why not!

Editor's note: Jerry can be contacted by email at: gremnick@yahoo.com.

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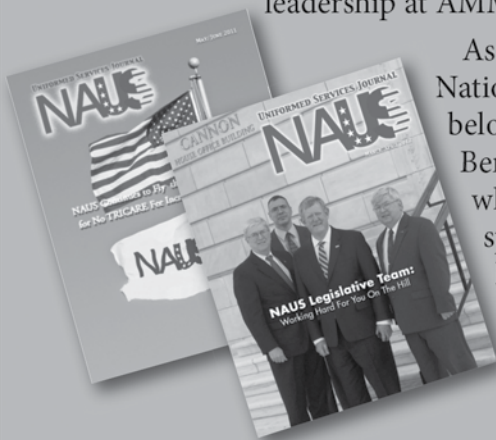


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NAUS and the AMMV: Joining Forces on Capitol Hill



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.



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Maritime recognition assembly held at MHS

Excerpted from the Gloucester-Mathews Gazette Journal May 25, 2016 – written by Peter Teagle.

The Harry M. Ward Auditorium at Mathews High School was nearly full Sunday for a program about Bill Geroux's new book, "The Mathews Men: Seven Brothers and the War Against Hitler's U-Boats."

This event served a two-fold purpose, both to promote the book which focuses heavily on Mathews County history, and to observe National Maritime Day.

National Maritime Day was created by Congress in 1933 to commemorate the first steamship crossing of the Atlantic by the SS Savannah. Following the end of World War II, the day also began to commemorate the sacrifices made by Merchant Mariners during wartime, sacrifices which often went unnoticed by the public. These sacrifices include a casualty rate higher than any branch of the military other than the Marines, according to the U.S. Maritime Administration.

It was these WWII Merchant Mariners that Bill Geroux discussed at length in his book. Geroux was the main speaker at the event at MHS with others including pastors, descendants of World War II Mariners, other veterans, and a choir coming together to remember the sacrifice of local mariners and honor all veterans.

The event opened with the reading of a letter from Sen. Mark Warner, the Pledge of Allegiance, the singing of the National Anthem, and a brief speech by Del. Keith Hodges (R-Urbanna). The Rev. Dede Parrish then delivered an invocation, giving thanks for the freedom of assembly that service members protect.

Following a video of footage of Merchant Mariners from WWII, Lisa Callis read a memorial poem. A group of Mariner veterans and families of Merchant Mariners also read historically significant quotes from world leaders and notables, including Dwight D. Eisenhower and Winston Churchill, before Geroux addressed the crowd.



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The SS Sultana: The Maritime Disaster No One Remembers

On April 27, 1865, the steamboat Sultana, was some seven miles north of Memphis, Tennessee, carrying 2,300 just-released Union prisoners of war, plus crew and civilian passengers, when three of the boilers exploded almost at once and she sank into the Mississippi River, near Marion, Arkansas. Some 1,700 people died. It was the worst maritime disaster in U.S. history, more costly than even the April 14, 1912 sinking of the Titanic, when 1,517 people were lost. But because the Sultana went down when it did, the disaster was not well covered in the newspapers or magazines, and was soon forgotten. It is scarcely remembered today.

April 1865 was a busy month; On April 9, at Appomattox Courthouse, Virginia, General Robert E. Lee surrendered. Five days later President Abraham Lincoln was assassinated. On April 26 his assassin, John Wilkes Booth, was caught and killed. That same day General Joseph Johnson surrendered the last large Confederate army. Shortly thereafter Union troops captured Confederate President Jefferson Davis. The Civil War was over. Northern newspapers rejoiced.

News of a terrible steamboat tragedy was relegated to the newspaper's back pages. In a nation desensitized to death, 1,700 more did not seem such an enormous tragedy that it does today.

The accident happened at 2 a.m., when three of the steamship's four boilers exploded. The reason the death toll was almost exactly equal to the number of Union troops killed at the battle of Shiloh (1,758) was gross government incompetence. The Sultana was legally registered to carry 376 people. She had six times more than that on board, due to the bribery of army officers and the extreme desire of the former POWs to get home.

The official cause of the Sultana disaster was determined to be mismanagement of water levels in the boiler, exacerbated by "careening". The Sultana was severely

overcrowded and top heavy. As the steamship made its way north following the twists and turns of the river, the Sultana listed severely to one side then the other.

The Sultana's four boilers were interconnected and

mounted side-by-side, so that if the ship tipped sideways, water would tend to run out of the highest boiler. With the fires still going against the empty boiler, this created hot spots. When the ship tipped the other way, water rushing back into the empty boiler would hit the hot spots and flash instantly to steam, creating a sudden surge in pressure.

This effect of careening could have been minimized by maintaining high

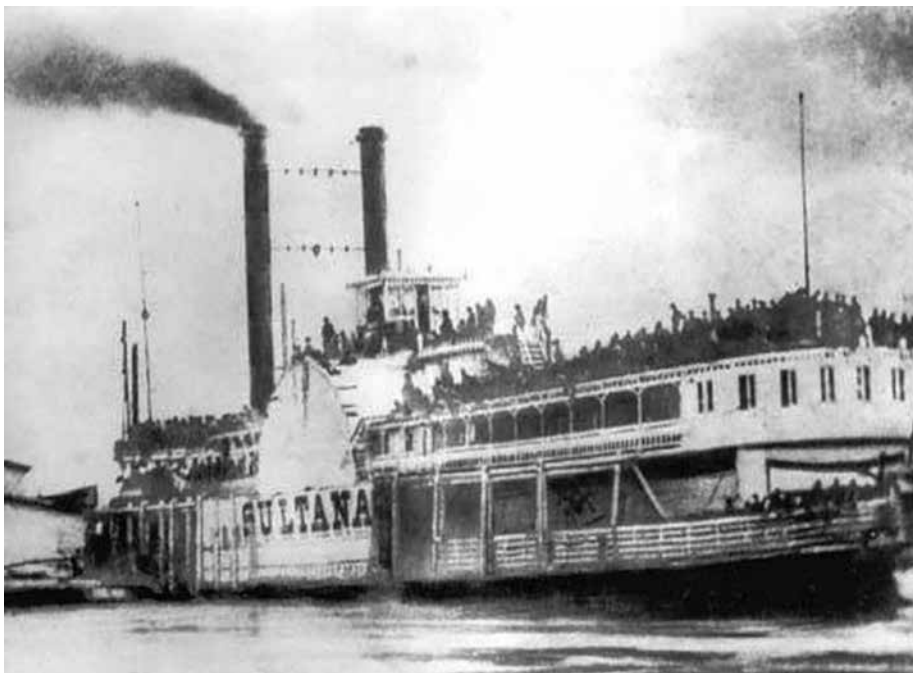
water levels in the boilers. The official inquiry found that Sultana's boilers exploded due to the combined effects of careening, low water level, and a faulty repair to a leaky boiler made a few days earlier.

Safe for 376 people, not 2,300

In 1863, the Sultana was built in Cincinnati and began sailing the Ohio and Mississippi Rivers, mainly from St. Louis to New Orleans. She was state of the art, including the most modern safety equipment--safety gauges that fused open when the internal boiler pressure reached 150 pounds per square inch, three fire-fighting pumps, a metallic lifeboat and a wooden yawl, 300 feet of fire hose, thirty buckets, five fire-fighting axes and 76 life belts.

In April, 1865, Union POWs were gathered at Vicksburg. They were loaded on steamboats for the trip to Cairo, Illinois, with the government paying \$5 per man. That was big money, which led to corruption--steamboat captains kicked back \$1.15 to the army officers in charge if they filled the boats with men.

The Sultana was the last to leave. One of her boilers had sprung a leak and needed repair, but instead of doing the job right--removing and replacing the bulge in the boiler that was the cause--the Sultana captain ordered a patch of metal put over the bulge. That could be done in one day,



while a proper repair would consume three or four days. Before that was done, other steamboats would come to Vicksburg from New Orleans and pick up the POWs, leaving the *Sultana* without these lucrative passengers—thus the hurry-up.

The army officers in charge knew this but they wanted the *Sultana*'s kick-back and loaded 2,300 POWs on board. Soldiers were packed in so tightly they could find no place to sleep and could barely stand.

On the Hurricane (top) deck, the second deck, and the main (bottom) deck, the POWs pushed, squeezed, and jammed themselves aboard. What the hell, after their experiences in the Southern prison camps, they could take anything in order to get to the North and home as quickly as possible.

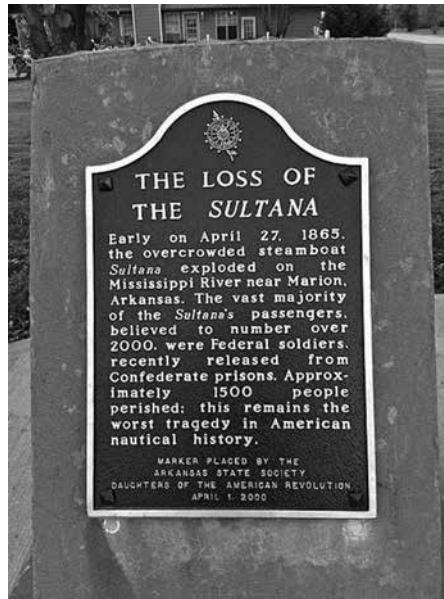
“Overcrowded; not Overloaded”

Among the passengers was Lt. Harvey Annis, who along with his wife Anna and their seven-year-old daughter, was also heading north. Anna expressed great fear about the large number of men getting on the boat. The Hurricane deck was sagging from the weight of the men, despite a number of stanchions put in place to buttress it. But the *Sultana*'s chief clerk told her it would be O.K. and Lt. Annis, who had just resigned his commission and was eager to get home, agreed. So the family joined the POWs, except Lt. Annis paid for a private cabin.

At 9 p.m., on April 24, the *Sultana* left Vicksburg to head up river. The captain, J. Cass Mason, told an Army officer his ship had carried so many men before. He said the *Sultana* was a good vessel and the men were in capable hands. “Take good care of them, the officer replied. “They are deserving of it.” The *Sultana* was badly overcrowded, Mason knew, but not overloaded.

On April 26, the ship docked at Memphis to pick up coal.

At midnight she headed upriver. At 2 a.m., April 27, the repaired boiler exploded. Two of the three other boilers exploded. Fire spread through mid-ship. The two smokestacks fell on the boat, crushing the Hurricane deck and killing many men. Those who survived panicked and rather than fighting the fire began to jump into the river. The flames started sweeping toward the stern, causing more panic and jumping.



Lt. Annis opened his stateroom door to see what was happening. He was enveloped in a cloud of steam. He slammed the door shut, put life belts on himself and his wife, took their daughter in his arms, opened the door again, and rushed to the stern. There he shimmied down a rope to the lower deck, with his seven year old, and waited for his wife Anna to follow.

With his daughter in his arms, Annis jumped. Anna followed. When she hit the water she discovered her life preserver had been fastened incorrectly. She managed to grab hold of the *Sultana* rudder.

Anna was almost hysterical in her worry about her husband and child.

Then, in horror, she saw her husband and her daughter disappear into the current. As they drowned, and the fire began to engulf the rudder, she grabbed a small board and floated away.

The river was high, flowing fast, crowded with dead, drowning and barely floating men. The *Sultana* was in flames. When the sun began to come up, more than 1,700 were dead. The survivors began singing marching tunes. Holding onto their driftwood rafts, they looked like frogs--some men noticed this and began croaking.

Mrs. Annis was picked up by a Navy gunboat coming from Memphis. Heartbroken by the fate of her husband and child, she nevertheless managed to say thanks to Corporal Albert King, who had helped keep her afloat. She took off her wedding ring and gave it to King, saying that everything she had was gone “except my ring,” which was her only “token of reward.”

A subsequent trial lasting five months held the Captain, Frederick Speed, responsible. He was dismissed from the Confederate Navy.

Almost 800 of the 2,500 passengers survived (although 200 later died from the effects). On the *Titanic*, 882 feet long, 1,517 died. On the *Sultana*, 260 feet long, the toll was 1,700. The steamship, what was left of it, drifted downriver and sank opposite Memphis. She lies today, covered with mud, at the bottom of the Mississippi River.

Monuments and historical markers to the *Sultana* and its victims have been erected at Memphis, TN; Vicksburg, MS; Cincinnati OH; Knoxville, TN; Hillsdale, MI; Marion, AR; and Mansfield, OH.





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AMMV goals include: working to obtain overdue benefits & recognition for our WWII MM veterans, obtaining Veteran status for post-WWII U.S. merchant seamen, participating in memorial events, and supporting laws/program which promote our modern U.S.-flagged fleet. Membership includes an informative quarterly AMMV News magazine, and new members will receive a membership certificate, membership card, and a survey requesting additional membership data. *AMMV is an incorporated not for profit group.*



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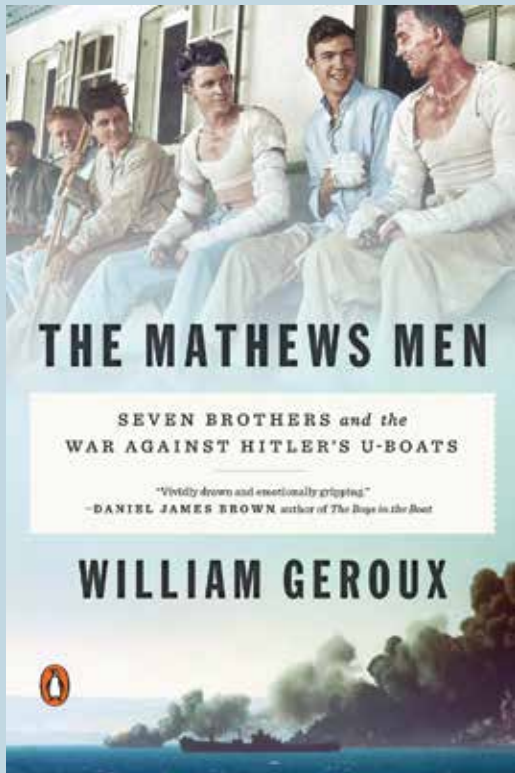
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Mathews County, Virginia, is a remote outpost on the Chesapeake Bay with little to offer except unspoiled scenery but it sent an unusually large concentration of sea captains to fight in World War II. "The Mathews Men" tells that heroic story through the experiences of one extraordinary family whose seven sons (and their neighbors), U.S. merchant mariners all, suddenly found themselves squarely in the cross-hairs of the U-boats bearing down on the coastal United States in 1942.

From the late 1930s to 1945, virtually all the fuel, food and munitions that sustained the Allies in Europe traveled not via the Navy but in merchant ships. After Pearl Harbor, those unprotected ships instantly became the U-boats' prime targets. And they were easy targets the Navy lacked the inclination or resources to defend them until the beginning of 1943. Hitler was determined that his U-boats should sink every American ship they could find, sometimes within sight of tourist beaches, and to kill as many mariners as possible, in order to frighten their shipmates into staying ashore.

As the war progressed, men from Mathews sailed the North and South Atlantic, the Caribbean, the Gulf of Mexico, the Mediterranean, the Indian Ocean, and even the icy Barents Sea in the Arctic Circle, where they braved the dreaded Murmansk Run. Through their experiences we have eyewitnesses to every danger zone, in every kind of ship. Some died horrific deaths. ([Amazon.com](https://www.amazon.com/dp/0062506000))

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