

AMERICAN MERCHANT MARINE VETERANS

# AMMMV NEWS

## MAGAZINE

*S.S. United States*

*Ship of the Stars*



*Cary Grant*



*John Wayne with  
Commodore Anderson  
on the bridge*



*Marlon Brando and Salvador Dali  
in the First Class Lounge*



*John F. & Jackie Kennedy  
on the upper deck*



*Dwight & Mamie Eisenhower  
boarding the S.S. United States*



*Jack Benny  
boarding the ship*

IN PEACE AND WAR



1775

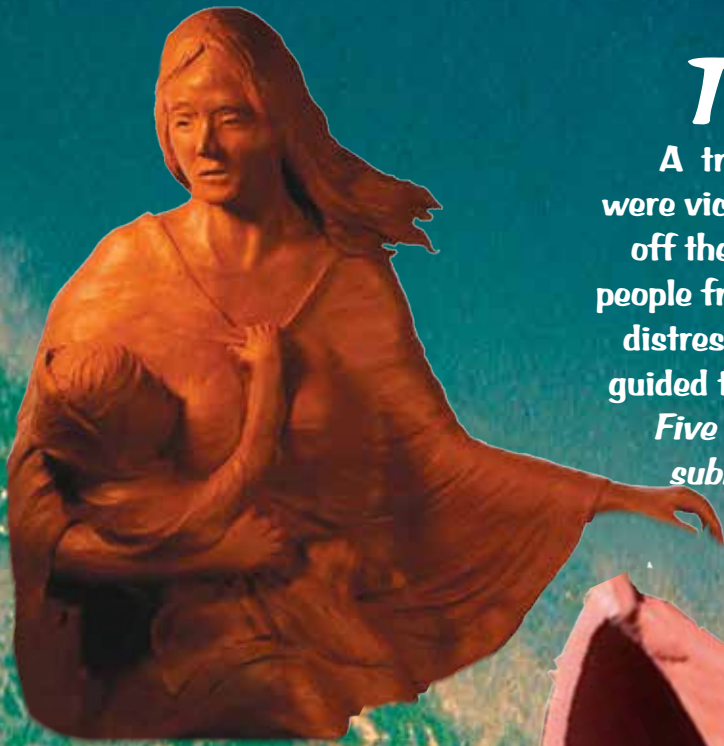
### FALL 2016

- ★ Memory Book Price Sheet ..... Page 21
- ★ The Story of a Special Woman ..... Page 24
- ★ Western Region Conference Report ..... Page 34
- ★ National Convention Registration ..... Page 37



\$4.00





# *The Brave Never Die*

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; and for the brave people from the coast who risked their lives to come to the aid of distressed mariners at sea, and to the merchant marines who guided the ships carrying war supplies, even at their own peril. *Five thousand people lost their lives during six months of submarine warfare against civilian shipping in 1942 – more than were killed at Pearl Harbor.*

## *A Proposed Memorial Sculpture in Bronze*

Designed by Douglas Alvord

Above is of a mother and child, passengers aboard a merchant ship carrying war supplies, targeted by German U-Boats off the East Coast of the United States, intent on disrupting the shipping trade.

Without warning she finds herself in a small lifeboat, at night, in rough seas. She cradles her child, dazed by the circumstances, uncertain of survival. She is the iconic figure in the sculpture, personifying the senseless act that affected so many. Through her eyes we are shown why these people should be honored and remembered as are the brave soldiers, sailors and airmen who fought for the cause.

To the right is the interior of the lifeboat in its early stages of design. It is not an orderly scene, though the participants are trying to help. Some are experienced, others just fortunate to be survivors.

Each is an individual human life, performing as heroically as they can, yet none of them expected to be thrown adrift. The steersman, probably a mariner, is trying to lead the others.

The sculpture will be full-scale, representing the lifeboat broaching a wave in fifteen-foot seas, though no work of art can portray the power of the ocean in such a moment.



## **Want to help?**

*You can donate by using the  
"Go fund me" link for the sculpture  
<https://www.gofundme.com/2qzpm3xb>*

or contact Douglas Alvord

[www.thebraveneverdiedie.org](http://www.thebraveneverdiedie.org)  
252-495-3597

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# National President Capt. Chris Edyvean

## ***Looking Ahead: 31<sup>st</sup> AMMV National Convention – March 2017***



With the Western Region Conference now behind us, the next big AMMV function is our annual National Convention. I am pleased to announce that William Geroux, author of *The Mathews Men: Seven Brothers and the War Against Hitler's U-boats*, will be one of our main speakers. According to his publisher, a local book store agent will be on hand to

sell copies of this wonderful book. Geroux will be available for book signings and to chat with our members following his presentation.

AMMV has been in contact with two additional individuals who will be at the National Convention to brief us on projects related to the east coast WWII U-boat battles. First is Mr. David Alberg, a Sanctuary Superintendent with the National Oceanic and Atmospheric Administration (NOAA). Alberg will discuss his efforts in expanding a small east coast sanctuary into a much larger area that encompasses the wreckage of several WWII U.S. merchant vessels; he is asking for our vocal support. Second is sculpture artist Douglas Alvord, who is raising money towards creating sculptures which will honor the victims of these WWII U-boat attacks. Samples of Alvord's work are included in this News issue.

## ***Hell no! The WWII Merchant Marine will not go away!***

Those who were in attendance at the Western Region Conference got a look at our new color "Hell No!" banner, of which Dave Yoho is credited with creating the character and the "Hell no, we won't go away!" motto. Dave provided an inventory of similarly designed t-shirts that were sold at the conference, with all proceeds going to AMMV. These t-shirts will also be available at the National Convention, while supplies last. Thank you, Dave!

## ***Volunteers: The Key to Making a Difference***

Back at the National Convention in March, 2016, I awarded plaques to six "Outstanding Volunteers" who had made a significant impact within the organization by donating their time and unique talents. It is no surprise that

these individuals continue to make a positive difference in our efforts.

As we near the midpoint of this fiscal year, I would like to acknowledge the work of three members who have put in an unfathomable amount of extra work throughout the past six months. First on my list of special mention is our National Office Administrator, Sindy Raymond. She is the key to AMMV firing on all cylinders, and she consistently goes above and beyond her contracted duties to ensure the needs of our membership are met. Secondly, I can't say enough about the efforts of Sheila Sovia in regards to outreach and pushing legislation for WWII MM members. She has earned her new title, "Special Projects and Veterans Outreach". Finally, we have another top notch volunteer who deserves mention. Michael Helbig, Co-Chair of our Government Affairs Committee, has completed a mind boggling amount of research in preparation of our forthcoming C/MSRB group Veteran status application for U.S. Merchant Mariners who served in support of the Korean conflict. An extra round of applause for Sindy, Sheila, and Michael!

Regarding efforts for our Korean War era merchant mariners, it is my pleasure to announce that attorney Joseph A. Byrne, Jr. has pledged his legal support to aid in this campaign. Captain Byrne is a member of AMMV and brings a wealth of specialized experience and credentials to the table. His website is: [captainbyrnelaw.com](http://captainbyrnelaw.com).

A big "thank you" to these individuals and to all AMMV volunteers who have contributed in any way large or small! Also, thanks to the many members who kindly sent in a couple extra bucks with their renewal dues.

## ***Membership***

The challenge to recruit new members is ongoing and difficult. So far in 2016, we have mailed out promotional packages to every maritime union hall/branch office in the United States. We have also mailed similar materials to many of the Kings Point alumni groups. Despite these efforts and a strong push on social media, our net membership continues to slowly decline.

Our latest effort involved a mass mailing with follow-up emails to 1,000 newspapers located in coastal cities around the country with the goal of seeing public service announcements printed about our organization. We dipped into reserve Membership Initiate funds to purchase the mail/email lists and to pay for postage. Early indications

*(continued on next page)*

(continued from previous page)

hint that many newspapers are in fact printing our announcement, if only in part. Cindy Raymond personally completed this work on top of her many other duties and deserves credit for any success in this endeavor.

The next step will be more promotional mailings with the dual purpose of recruiting new members and attracting attendees to our 2017 National Convention. \$560 was recently spent (from 2016 convention profits) to purchase promo items such as magnets and book markers. These and other materials will soon be sent to various maritime and veterans groups within travel range of the upcoming Reno convention.

### **Legislation hopes dwindle**

On September 12<sup>th</sup>, we received word that Congresswoman Janice Hahn was attempting to get the provisions of H.R. 563 (The Honoring Our WWII Merchant Mariners Act of 2015) added as an amendment to another veteran's bill. Despite our efforts in supporting this move, the House Rules Committee deemed her proposed amendment as "out of order". The bill sits with 82 co-sponsors.

Meanwhile, we have encountered similar disappointment with H.R. 2992 & S. 2989 (The Merchant Marine of WWII Congressional Gold Medal Act). Congresswoman Susan Brooks did a remarkable job in attracting 310 co-sponsors to this bill, but the Senate version staggers along with only 10 co-sponsors. The larger problem deals with the rules surrounding this award. Only one "group" award may be administered per session of Congress. A special waiver is required to include a second group; we are currently at the mercy of such second waiver. The odds are not in our favor.

### **China Coasters no longer a recognized AMMV Chapter**

Sadly, I must report that our full Board of Directors voted almost unanimously in favor of dropping China Coasters as a recognized Chapter of the AMMV organization. This vote was the result of a longstanding battle over dues collection.

A certified letter was mailed to the CEO of China Coasters to properly inform her of the Board's decision; however, she refused to accept it and it was returned. I have chosen to include it, below, as not only an alternate means of notification, but also to explain this outcome to

any concerned AMMV members.

This is very unfortunate, especially considering China Coasters was the 2<sup>nd</sup> organized Chapter of AMMV and a main-stay Chapter for many years. I would like the membership to know that we have never held individual members of China Coasters responsible for this fiasco. Those affected by this problem continued to receive membership benefits throughout the absence of collected dues. Also, I would like to acknowledge the efforts of certain China Coasters members who did their best to intervene and assist.

In closing, I wish everyone a peaceful autumn season. This has always been my favorite time of year.

Sincerely,



Captain Christopher J. Edyvean  
AMMV National President



NATIONAL HEADQUARTERS  
**American Merchant Marine Veterans**  
Serving America in Peace and War

Betty Barham - China Coasters Chapter  
P.O. Box 20900  
Long Beach, CA 90801-0900

26-August-2016

Dear Ms. Barham:

This letter is to inform you that the American Merchant Marine Veterans Board of Directors has overwhelmingly voted to no longer recognize China Coasters as a Chapter of the AMMV organization.

Here is a recap of the events that led to this decision: (1) The AMMV National Office Administrator brought to my attention the problem of missing dues from the China Coasters Chapter; this had been an on-going problem for multiple years. (2) I sent you a certified letter, mailed 1/04/16 and received 1/14/16 which addressed this issue. I stated that AMMV was willing to forgive unpaid dues from previous years if China Coasters would simply pay-up for the current fiscal year. I informed that if these current dues were not received by the time of our annual National Convention, the issue would then be brought before the Board of Directors. (3) With said dues not received by the time of our Convention, the matter was discussed at the BoD meeting. The Board agreed to give China Coasters some additional time (end of May 2016) to submit their delinquent dues. If the dues were not received at that point, immediate suspension of the Chapter would be implemented and a vote would be initiated to remove the Chapter from our active roster. (4) Ballot letters were mailed out to the full AMMV Board of Directors with a reply deadline of 8/15/2016. In that time frame, over 2/3 of the Board voted to permanently remove China Coasters from the AMMV Chapter roster.

Individual China Coasters members have already been approached to transfer to MAL status, transfer to another recognized Chapter, or regroup and begin a new Chapter. In your case, you are one of the few remaining individuals holding AMMV lifetime membership status. This decision does not affect your lifetime member status.

Capt. Christopher Edyvean  
AMMV National President





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



Several years ago Dave Yoho was shown a copy of the Sheepshead News Magazine. Low and behold, the picture on the cover was one of his class at Sheepshead Bay in the 1940's. His life, since his 1940's Maritime service, has not offered any connection to the Maritime industry; consequently, he was not aware of the AMMV or the Just Compensation (now called the

Just Recognition) initiative.

Because of this chance encounter with his Sheepshead Bay and WWII Maritime service, he has joined the AMMV and became an enthusiastic supporter of the HR-563 legislation efforts.

Even though Dave was recognized for his contributions at our 2016 Convention, I want to pay special tribute here because of his efforts in support of HR-563 and our Government Affairs agenda.

When making a presentation at our 2016 Convention in NOLA, he suggested a Just Recognition motto – ***"Hell no, we won't go away"***. We have embraced this motto. T-Shirts manufactured with this motto have been provided by Dave to be used as a fund raising mechanism. They're available from National Headquarters. The cost – which includes shipping to any U.S. address – is \$30, which Dave is donating to the AMMV. The T-shirts are imprinted with the motto and text inserted into this essay.

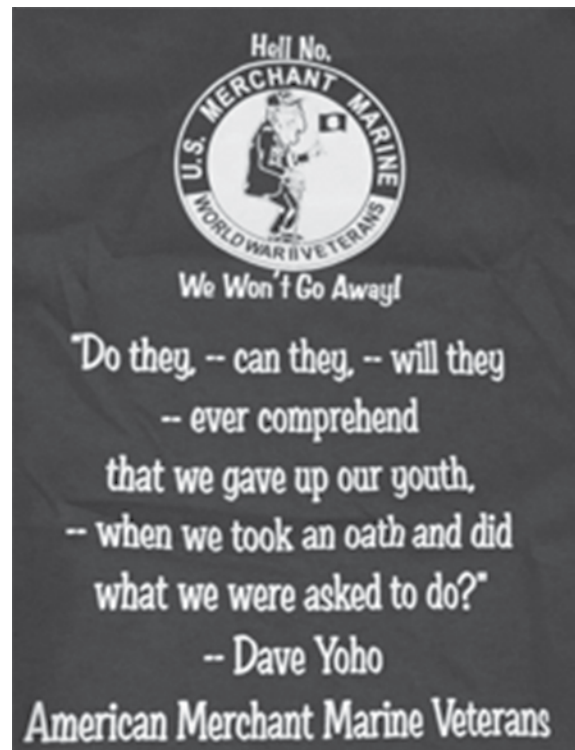


*Carole and Dave Yoho*

I want to express gratitude to Dave for joining us in our Just Recognition initiative. His excitement and enthusiasm is contagious and has certainly added new energy to our determination to continue our fight for Just Recognition for our WWII MM Service. The ***"Hell no, we won't go away"*** motto is now a significant inclusion in our efforts to gain this Just Recognition going forward into the 115<sup>th</sup> Congress. See our report under Just Recognition in this Magazine.

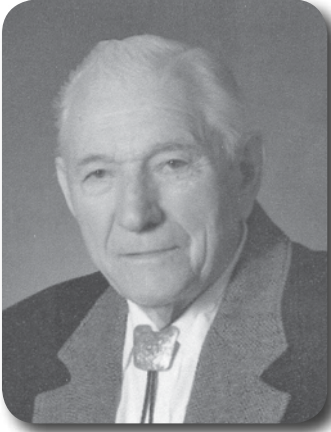
*Morris Harvey*

Morris Harvey  
National Vice President  
Co-Chairman, Government Affairs Committee





# National Secretary Nelson Cauble



## *Hello to all!*

It seems that it is time to report in to you, our members. And of course there is a need to first of all report about the Reno Western Regional conference. It is now history but we were so happy to have been there. We were not happy to see a lot of empty chairs that weren't there last time, but that's life and we can't stop it. The

speakers were all good, and we enjoyed every one of them.

I'm truly proud to salute those special people who once again took charge, and did all the work of putting this convention together. They are so dedicated to this effort, and they do it right every time. We want them to know that we greatly appreciate their dedication, and that they deserve a huge thank you to each and every one of them, who had a part in the planning and the satisfaction of seeing it done. Well done!! And thank you!!

We did make a short report on the Veterans museum in Florence, Oregon, and told of our trip there to check on the progress. They have assured us that the Merchant Marine

will have the largest display of all the branches. They have now ordered a 4-foot replica of a Liberty ship and it will be a part of the display area, along with a background painting by a local artist. If the Merchant Marine painting is like the quality of the other services, it's going to be beautiful. They already had some of our articles on display, including the list of the Oregon boys we lost. We explained to the guide who was showing us around, that our purpose in having that plaque front and center was that visitors could easily stand and read the names and hometowns and possibly recognize loved ones or friends. The guide said, "They already have!" I know that Portland chapter is also gathering things to be in our display and we're looking forward to it finally being finished.

We are so grateful for our President Chris, and salute him for his efforts on our behalf. So, we will continue to do the best we can for as long as we can, and look forward to the next time we might be together.

Thank you all for your support and friendship.

Nelson Cauble,  
National Secretary

## Maritime Administration Authorizes Somalia Medal

The Maritime Administration (MARAD) has authorized award of the Merchant Marine Expeditionary Medal (MMEM) for service aboard U.S. flag vessels in support of Operations Restore Hope and United Shield and related operations in Somalia from December 5, 1992 to March 31, 1995. Civilian U.S. Merchant Mariners employed on U.S.-flag vessels delivering cargo and supplies to deployed U.S. military, allied, and UN forces, as well as supporting associated humanitarian cargo and personnel movements to and from Somalia port facilities or national waters during the period cited are eligible for award. The MMEM was created to recognize the contributions of U.S. Merchant Mariners in times of national conflict or emergency. The medal has been previously awarded for Merchant Marine service in Operations Desert Shield/Desert Storm and Operations Enduring Freedom/Iraqi Freedom. Additional information about the award can be found at <http://bit.ly/2czjjh0> or by contacting Deveda Midgette at [Deveda.Midgette@dot.gov](mailto:Deveda.Midgette@dot.gov); or 202-366-2354. Media Contact Only: Kim Strong 202-366-5807.





# Editor / AMMV Office Administrator Sindy Raymond

## REACHING OUT

Well, it's time for another AMMV NEWS Magazine, as you can see. It has been a busy quarter for this office, what with various projects: a) the outreach to newspapers to publicize for AMMV membership project mentioned elsewhere, b) a "reminder" of dues receivable from members-at-large mailing, and the processing of many dues needing recording and c) attendance at the Western Regional conference in Reno – but that's what I'm here for and I'm happy to try to help keep the AMMV on an even keel.

## Thanks to a couple of folks:

I may be busy but other individuals, also, are very busy behind the scenes. Our thanks need to go out to **Carole Gutierrez**, our graphic design contributor and editorial committee person. Without her help, we might not have covers on this NEWS Magazine. She also has other projects going for general AMMV use – a revised membership certificate, a revised new membership certificate, a revised tri-fold brochure explaining AMMV to possible new members and, of course, a revision of "U. S. Merchant Marine at War", the Emory Land report to President Franklin Roosevelt that the Just Compensation Committee and Ian Allison reproduced 20,000 copies of a few years ago. One of our High Rollers/Las Vegas chapter members, Hap Bledsoe – THANKS MUCH, HAP – has offered to cover the printing cost for 5,000 copies and they should be available by early next year. They will be dedicated to the late Ian T. Allison, our fearless Just Compensation leader.

The other busy person that I would like to thank is our National President Captain **Chris Edyvean**. Chris works tirelessly on AMMV matters, when he can break away from his "regular" job as Pilot on the Great Lakes. His enthusiasm, at times, is a little daunting to me, as it usually entails something that I'm involved in. And, at times, I feel more like his mother than his office administrator. However, that said, he does keep me on the straight and narrow and able to look forward to the bigger and better American Merchant Marine Veterans organization, that we all, especially Chris, envision. Many thanks, Chris, for your stamina when the rest of us may be lagging behind.

## Our next AMMV National Convention:

Now that the Western Regional is over, it's time to start looking forward to our **31<sup>st</sup> AMMV National Convention** in Reno, NV March 26 - 30, 2017. You'll probably hear a great deal about it in the next issue, since it's going to be a

"goodie" and a National officer election year. We hope that you will consider attending. The convention committee – Sacramento Chapter members Ken Blue (co-chairman), Bob Ulrich and Larry Starn and Golden Gate chapter member Frank Mendez (co-chairman) are already hard at work on the details and Patti Scafidi, along with Capt. Chris and Carole Gutierrez are working on the Convention Memory book.

A convention registration form and a memory book form are available elsewhere in this issue. Please make good use of them so we can make this a "bang-up" event.

We look forward to hearing from you.

Full speed ahead,

*Sindy Raymond*  
Sindy



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

As I was working on this issue of our magazine, my research led me across a piece I wrote for the Spring of 2012 issue. I had completely forgotten about it, but in rereading it, I thought it was worth a reprint.

This was originally written after trying to explain to my sister-in-law (a Hawai'i an and big supporter of U.S. Senator Akaka) what AMMV was, the role of Merchant Mariners in World War II and what Just Compensation was all about and our problem with Akaka. Her reaction really stopped me. She said, "*How come I never heard about this?*" So on it went. I tried to explain what really happened to Merchant Mariners in World War II. The more I talked, the clearer this message became. So here it is:



When my friends ask what I am doing these days and I explain my involvement with AMMV, I find that many don't know much about Merchant Mariners. I think that is indicative of the rest of the U.S. population and, perhaps, that explains why we have so much "teaching" to do when we approach political leaders about our Just Recognition campaign. For those old enough to have lived through World War II, there is little to explain. But the generations that came after are woefully ignorant of just what you did and the risks you took.

When you set sail, you were not heavily armed like the military ships. Merchant ships, despite the fearless work of the Navy Armed Guard, were not equipped to truly defend themselves against subs, battleships or airplanes. Maybe that is how politicians could justify denying you the benefits of Veterans' status until 1988. *They say you were not combatants. You weren't on the battle front. You didn't fight.* Well, I guess technically that is true. The U.S. Maritime Service was not an "armed" service.

But that is just the point. You faced the enemy unarmed. Instead of a carrying a gun, you wore big targets on your back. The armed soldiers depended on you to deliver the "goods:" food, ammunitions, fuel, vehicles. Everything they needed to survive. When you dipped your oars in the water, you instantly became an easy target. Heck, people would go down to the shore and watch the merchant ships being blown out of the water. What sport! But you were not combatants! You weren't on the front lines! You didn't take the same risks as those in the "armed" services.

Okay. You didn't take the same risks. You faced different ones, but they were just as deadly. Your casualty numbers were higher than any other service. Some even said the risks you took were suicide. But what you did was so important that the Nation was willing to risk your life to get the job done. It was willing to put every effort into building Liberty and Victory ships and to actively recruit men to risk their lives on the ship's decks. But, it seems, after all you did, the U.S. wasn't willing to provide you with the same honors it provided other veterans until it was too little, too late, 44 years after World War II was over.

*No, you weren't combatants.* You just carried the target; your ship was the target; your cargo was the target; you were the target. At least the enlisted men had a "fighting chance."

Every so often I am blessed with clear thoughts that are really meaningful to me. This is one of those times. My dearest husband was one of those kids (age 16) who lied about his age to go to sea. He later served in the Army in Korea. I am incredibly proud of his service to his country and to AMMV. I am honored to serve such a wonder group of people.

*Carole Gutierrez*  
CAROLE GUTIERREZ

P.S. Some have asked me if they can use this piece in their newsletters or in their letters to our lawmakers. My answer is: of course.



# **U. S. MERCHANT MARINE & ARMY TRANSPORT SERVICE INDIVIDUAL SEARCH INFORMATION as of 10/13/16 WHERE TO WRITE FOR VITAL RECORDS**

## **Merchant Marine Service Records including Voyage Discharges from U.S. Coast Guard:**

Include Name, Date of Birth, copy of Death Certificate if deceased, Social Security number, Address, and Z or Service number.

Commanding Officer  
USCG-National Maritime Center (NMC-421)  
ATTN: Correspondence Section  
100 Forbes Drive  
Martinsburg, WV 25404

**Service Records of living Mariners who served during World War II**, including USCG shipping articles, Log books, Certificate as to the Shipment of Seamen, Particulars of Engagement, Particulars of Discharge, Mutual Release and Certificates of Endorsement made by Shipping Commissioners and Consuls.

National Archives, New York Field Archives  
One Bowling Green, Third Floor  
New York, NY 10004

## **Service Records of mariner deceased during World War II or after:**

Old Navy/Maritime Reference  
Archives I -Textual Services Branch  
National Archives and Records Administration  
700 Pennsylvania Avenue NW  
Washington DC 20408

## **Service Records for U.S. Maritime Service, Military Sea Transportation Service, Military Sealift Command:**

National Personnel Records Center-Civilian Records Facility has personnel and medical records of former Federal civilian employees from approximately 1900 to the present. Your letter should include:

- Full name used during Federal employment
- Social Security Number
- Date of Birth
- Name(s) of Federal employing agency(s)
- Approximate dates of Federal employment, especially separation

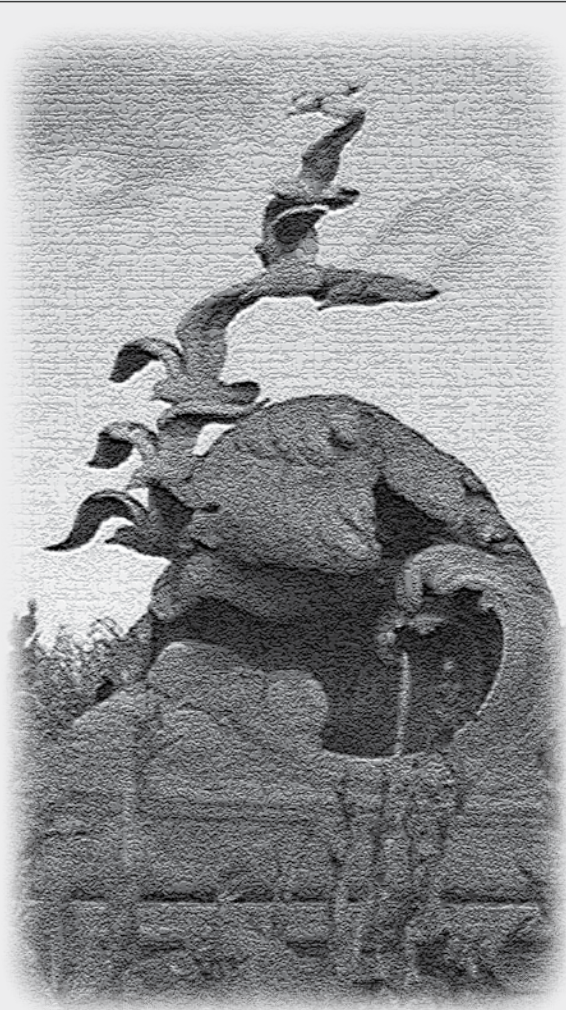
Please state in your letter the information you are seeking. Your request must contain the individual's or authorized representative's signature.

National Personnel Record Center  
111 Winnebago Blvd.  
St. Louis, MO 63118

## **Service Records for Army Transport Service:**

U.S. Army Human Resources Command  
ATTN: AHRC-PDR-V  
1600 Spearhead Division Ave.  
Fort Knox, KY 40122

# In memory of those who have Crossed the Final Bar



*There are no roses on a sailor's grave,  
No lilies on an ocean wave;  
The only tribute is the seagull's sweeps  
And the teardrops that a sweetheart weeps.*

CHARLES M. ABERNATHY  
JOLENE BARNETTE  
ROY BERRIAN  
RICHARD C. BOLTON JR.  
KENT CANTERMAN  
HARRY CHAN  
DONALD L. CHAPMAN  
HARLEY V. COULBOURN  
WILLIAM J. CRAWFORD  
MORRIS L. DOBBS  
HARLAN ELLIS  
PATRICK J. FARRELL  
HARRY FEINSTEIN  
ROCCO I. FILOSO  
CAPT. JAMES N. FLYNN  
LEO FYER  
WILLIAM J. GORDEN  
LEO R. GRAY  
JACK A. HARLESS  
ROBERT A. HAYWOOD  
ZIGMUND HELINSKI  
EDWARD A. HOCHULI  
LEV E. IRBY  
JOHN W. IRWIN  
JAMES J. JUDGE  
GINNY KASTENS  
WALTER LARKEY  
RENAUD LUCCHESI

DENNIS J. LUDLAM  
LAWRENCE L. LYNDON  
DR. MILES D. MAC MAHON  
DESMOND F. MANN  
FRANK J. MAZZAFERRO  
GEORGE E. MC CARTHY  
BILLY D. MOORE  
ERNEST C. OLSEN  
EDWARD A. PETERSON  
RUBY PIXLER  
MARTIN "NICK" POLLOCK  
RAYMOND J. POWERS  
MELVIN D. RANDALL  
ROSCOE W. REEVES  
RODNEY REIKS  
RAYMOND C. RHODES  
JOHN RIGGS  
HENRY C. ROGERS  
PAUL C. SACKLEY  
LOUIS SANTANGELO  
MELVIN O. SCHWARTZ  
WENDELL K. SNYDER  
DONALD W. STEWART  
JOSEPH TALPAS  
ROBERT E. THOMPSON  
HAROLD E. WHITNEY  
HARRY WINTER  
J. B. "BURT" YOUNG

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 September 2016

#### Ordinary Income/Expense

##### Income

402 · CONTRIBUTIONS	2,039.29
403 · INTEREST INCOME	1.99
406 · DVD SALES	72.00
407 · RECRUITMENT MAIL INCOME	700.00
409 · MISCELLANEOUS INCOME	550.00
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	300.00
GLD · GOLDEN GATE	1,050.00
GUL · GULFSTREAM	1,025.00
HIR · HIGH ROLLERS	350.00
HSE · HIGH SEA ERA	50.00
HSM · HIGH SEAS MARINERS	0.00
HUD · HUDSON VALLEY	725.00
JTS · JOHN T. SCHMIDT/PALMETTO	375.00
LON · LONE STAR	325.00
MAC · ROBERT J. MAC ALVANAH	375.00
MAL · MEMBERS AT LARGE	19,280.00
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	450.00
NOA · NORTH ATLANTIC	275.00
OCA · OCALA CHAPTER	675.00
ORE · OREGON	1,025.00
ORV · OSWEGO RIVER VALLEY	75.00
PEC · PECONIC BAY	350.00
ROG · ROGUE VALLEY	325.00
ROR · ROAD RUNNER	490.00
SAC · SACRAMENTO VALLEY	825.00
SAR · SARASOTA-MANATEE	450.00
SSP · SS SAMUEL PARKER	600.00
STH · SS STEPHEN HOPKINS	450.00
SUQ · SUSQUEHANNA VALLEY	250.00
SWF · SOUTHWEST FLORIDA	325.00
THR · THREE RIVERS	700.00
<b>Total 410 · CHAPTER DUES</b>	<b>36,574.00</b>
<b>Total Income</b>	<b>39,937.28</b>

##### Expense

<b>500 · FIXED EXPENSE</b>	
501 · BANK CHARGE	59.00
503 · EQUIP RENTAL	150.00
507 · TELEPHONE	795.92
508 · RENT/OCCUPANCY	900.00
509 · UTILITIES	300.00
510 · MEMBERSHIP PROMOTION	522.37
<b>Total 500 · FIXED EXPENSE</b>	<b>2,727.29</b>
<b>520 · MISSION ADVANCE</b>	
525 · MISSION SUPPORT EXPENSE	249.68
520 · MISSION ADVANCE - Other	150.00
<b>Total 520 · MISSION ADVANCE</b>	<b>399.68</b>
<b>522 · RECRUITMENT &amp; SPECIAL MAILING</b>	<b>702.95</b>
526 · INTERNET INITIATIVE	20.00
528 · JCC CLOSING EXPENSE	250.00
<b>530 · NEWS LETTER</b>	
533 · POSTAGE	1,150.58
536 · PRINTING	3,604.73
537 · GRAPHIC DESIGN	100.00
538 · LAYOUT	1,100.00
539 · EDITORIAL FEE	300.00
<b>Total 530 · NEWS LETTER</b>	<b>6,255.31</b>
<b>540 · DVD EXPENSE</b>	
543 · DVD POSTAGE	8.49
<b>Total 540 · DVD EXPENSE</b>	<b>8.49</b>
<b>550 · PERSONNEL</b>	
551 · ADMINISTRATOR	4,650.00
<b>Total 550 · PERSONNEL</b>	<b>4,650.00</b>
<b>560 · OPERATING EXPENSES</b>	
564 · OFFICE SUPPLIES	575.56
565 · POSTAGE - OFFICE	524.81
566 · PRINTING - OFFICE	51.96
<b>Total 560 · OPERATING EXPENSES</b>	<b>1,152.33</b>
<b>Total Expense</b>	<b>16,166.05</b>
<b>Net Ordinary Income</b>	<b>23,771.23</b>
<b>Net Income</b>	<b>23,771.23</b>

#### 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 quarter 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*

# Welcome Aboard to these New Members of the AMMV

WILLIAM T. AHEARN	BROOKLYN	NY	JOANNA LEWIS	BARRY	TX
EUGENE C. ALVAREZ	WEST HILLS	CA	MICHAEL LUDLAM	ANAHEIM	CA
DOUGLAS S. ALVORD	WASHINGTON	NC	HELENE MALLET	CENTERPORT	NY
HECTOR APONTE III	N. ARLINGTON	NJ	AL MANN	OTISVILLE	NY
VIRGINIA E. BERRIAN	SOUTHAMPTON	NJ	DAVID C. MUND	SAVANNAH	GA
JOE BLUNT	FLORENCE	MS	DRUCILLA PAINE	MESA	AZ
JAY DILLON	DIAMONDHEAD	MS	WAYNE PEACOCK	NEW ORLEANS	LA
MICHAEL FIORENZA	MASSAPEQUA	NY	BARBARA PRESCOP	MYRTLE BEACH	SC
WILLIAM FOLEY	ST. AUGUSTINE	FL	FRANK PUSATERE	CROTON-ON-HUDSON	NY
RUSSELL GIAMBRONE	STATEN ISLAND	NY	GLENN RIDDERVOLD	WALNUT CREEK	CA
PETER HALL	MIAMI	FL	MARIE SANTANGELO	STATEN ISLAND	NY
G.L. HAMBLIN	GRANTS PASS	OR	THOMAS SARNICOLA	HERCULES	CA
ANNETTA HARDT	VALENCIA	PA	ERIC S. SCHMIDT	PHILLIPSBURG	NJ
WILLIAM F. HAYNES	PRINCETON	NJ	JAMES SCIPLE	NORTH FT. MYERS	FL
TRAVIS HITT	RUTHERFORD	NJ	KAREN K. STEWART	NASHUA	NH
DAVID C. HOLMES	MARIETTA	GA	RENEE VERY	PITTSBURGH	PA
IVEN L. JOHNSON	BOURBONNAIS	IL	LYNETTE WEAVER	CAMP HILL	PA
THOMAS LARKIN	KEYPORT	NJ	NORMAN "KEITH" WIMER	PORTLAND	TX
KEITH LAWRENCE	OAKLAND	CA			

## NEW REGION 5 RVP



*Editor's note: W. F. "Speed" Hinds has just offered to assume interim responsibility as AMMV's Regional Vice President Region Five, covering the states of Iowa, Illinois, Indiana, Michigan, Minnesota, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin. Welcome aboard, Speed.*

W. F. "Speed" Hinds just turned 70 years old. He grew

up in a Tom Sawyer/Huck Finn setting along the Ohio River just upstream from Cincinnati, Ohio. That proximity to river traffic gave the youngster an awareness of nautical life which has continued throughout his life. After several years of college, he set out to continue an informal education traveling as a recording artist for RCA and Casablanca records for approximately 20 years. The logistics of moving musical and electronic equipment made for an easy transition to designing performance oriented packaging for industry and military. The jack-of-all-trades was then called on to share caregiver responsibilities with his sister

Merry, for their mother and other family members. He now lives in Anderson, Ohio with his wife, Diane.

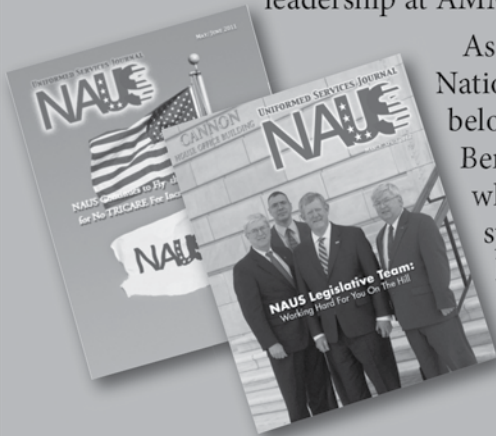
Unbeknownst to Speed of his uncle's (Bert Hinds - AMMV member) master plan, he would be enlisted to do maintenance at the Ohio Valley Chapter's monument in New Richmond, Ohio. Bert would ask "How much do I owe you?" to which Speed would reply "We'll settle up later." After several years of this scenario, Bert realized that this dim-witted fellow could be of use in the future. Shortly before crossing the final bar, Bert wrote in the Mariner's Log newsletter that he had drafted his unaware nephew. At the chapter meeting following Bert's death, the members asked and voted to have Speed assume Bert's duties, on a temporary basis of course.

After three years of camaraderie with the WW II veterans, he has come to truly enjoy every aspect of this unexpected turn of events. Life never tires of giving a new purpose. This landlubber, now salty dog, views his participation with the chapter as one of feudatory custodian and he is honored to be associated with this wonderful group of souls and believes future generations need to be made aware of what these men and women accomplished to set the bar so high. Speed is looking forward to meeting with members at the national convention in Reno.

# 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.



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

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



## YES!

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

AMMV12

### Special NAUS Dues for AMMV Members

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

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

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

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

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

Name

Rank/Grade

Branch of Service

Spouse Name

Address

City

State

Zip

Email Address

Phone Number

Date of Birth

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

Charge my dues of

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

Acct. No

Expiration Date

to my credit card:

☐ VISA ☐ MC

☐ AmEx ☐ Discover

Name on Credit Card

Signature

Or make your check  
payable to NAUS

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

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



# PUBLIC SUPPORT REQUESTED

The American Merchant Marine Veterans has been contacted by David Alberg, Sanctuary Superintendent of the Monitor National Marine Sanctuary off North Carolina's Outer Banks. Mr. Alberg is requesting that AMMV members jump aboard to help the National Oceanic and Atmospheric Administration (NOAA) with its plans for expansion of the Monitor Sanctuary.

## ***The original sanctuary:***

The Civil War era *NMS Monitor*, launched January 30, 1862, was designed in a radical departure from traditional warship

design of the time. She was fully steam powered, with engineering spaces, crew and officer spaces and the galley all below the water line. The vessel, constructed almost entirely of iron, was completely armored.

She featured a 21-½ foot diameter, 9-foot high revolving turret, with a special engine to rotate it, which was located at mid-ships and housed two 11-inch Dahlgren smoothbore cannons.

With the Civil War raging in Virginia, the *Monitor* was ordered to Hampton Roads in early March of 1862. When the Union ironclad arrived in Virginia, the crew saw the results of the havoc and destruction caused by the Confederate ironclad *CSS Virginia*. When the *Virginia* steamed out to finish off the steam frigate *USS Minnesota*, the *Monitor* demonstrated the advantages of a rotating turret over traditional broadside guns. The two vessels bombarded each other at point-blank range for four hours with no substantial damage to either vessel. In the end, both ships assumed victory. Although there was no clear victor in the battle, the *Monitor* succeeded in preventing further destruction to the Union blockage. In December, 1862, while under tow to Beaufort, North Carolina, the *Monitor* sank in a gale off Cape Hatteras, North Carolina.

In August, 1973, nearly 111 years after the ship sank, scientists aboard Duke University's Research vessel *Eastward* located the wreck of the *NMS Monitor* using sidescan

sonar. It lies in 230 feet of water, 16.1 miles south-southeast of the Cape Hatteras Lighthouse. The *Monitor* was listed on the National Register of Historic Places in October, 1974 as a resource of national significance. On January 30, 1975, the *Monitor* became the first National Marine Sanctuary under Title III of the Marine Protection, Research and Protection Act of 1972. The *Monitor* National Marine Sanctuary, a vertical column of water one mile in diameter, is managed by NOAA.

The remains of two unidentified *Monitor* sailors recovered by NOAA and the U.S. Navy in 2002 from the ship's



gun turret were buried in March, 2013 with full military honors, at Arlington National Cemetery. The NOAA and the Joint POW/MIA Accounting Command in Hawaii worked for 10 years to try to identify these sailors including

trying to match DNA of family descendants with that from the recovered remains. In 2012, NOAA released forensic reconstructions of the sailors' faces, showing what they may have looked like while aboard the ship. Neither effort has resulted in identification of the remains to date but efforts are ongoing.

## ***World War II discoveries:***

In 2014, NOAA discovered the remains of a German U-boat *U-576* and a Nicaraguan-flagged freighter *SS Bluefields* off Cape Hatteras, NC. The 2 vessels sank on July 15, 1942 – 35 miles offshore and approximately 700 feet underwater but just 240 yards apart. They were located during an autonomous underwater vehicle survey using a sophisticated high resolution sonar. In 2015, both ships were placed on the National Register of Historic Places. Another German U-boat, the *U-701*, sank off the North Carolina coast on July 7, 1942. This is another one of the shipwrecks associated with WWII's 'Battle of the Atlantic' and might be included in an expanded sanctuary, which will also include 10 U.S. military vessels, 5 foreign warships and 60 Merchant vessels sunk in that same area during WWII.

## ***Expansion – a long, complicated procedure:***

In a synopsis of the Notice of Intent to Review proposed by NOAA in January, 2016, they stated:

*The waters of coastal North Carolina contain some of the most significant shipwrecks in the United States and represent an ideal location to study and preserve nationally significant historic wreck sites that include vessels and other artifacts dating back to the age of North American Exploration, The Revolutionary War, the Civil War and World War II among others. Veterans groups, historian, archaeologists, divers, the preservation community, the general public and the MNMS Sanctuary Advisory Council (SAC) have asked NOAA to consider expansion of the sanctuary as a means to protect and conserve these wrecks for current and future generations.*

The process for considering changes to MNMS is composed of four primary stages:

1. Scoping, including information collection and characterization, and the consideration of public comments. Public hearings were held in 2008 about this step.
2. Preparation and release of a draft environmental impact statement (DEIS) and Draft Management Plan (DMP) as required by Section 304(a) of the NMSA that identifies boundary expansion alternatives (including a no-action alternative under the National Environmental Policy Act (NEPA) as well as a notice of proposed rulemaking (NPRM) to amend the sanctuary regulations to reflect any new boundary if proposed.
3. This step was accomplished in 2009 with the working group recommending NOAA formally evaluate and assess an expansion of existing boundaries to protect, manage, and interpret additional historic shipwrecks and other potential maritime heritage resources that are located or believed to be located in the adjacent waters of North Carolina in an area known as the "Graveyard of the Atlantic".
4. Public review and comment on the DEIS, DMP and NPRM; and
5. Preparation and release of a final environmental impact states and final management plan, including a response to public comments, with a final rule if appropriate.

The sanctuary's federally-approved 2013 final management plan included the following strategy: "Evaluate and consider the benefits, need, and impact of a future bound-



ary expansion of MNMS to include additional submerged cultural resources."

## ***The need for action NOW:***

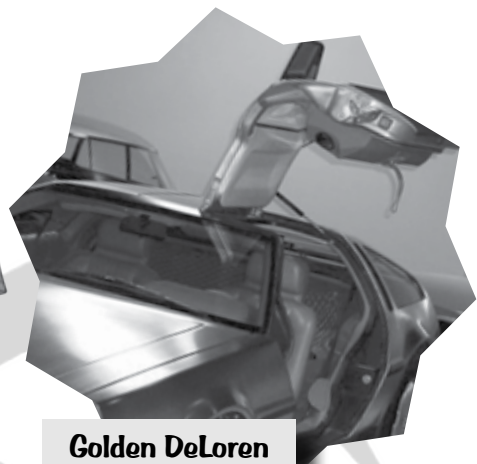
- NOAA is initiating a review of MNMS boundaries to evaluate the benefits and effects of potential sanctuary expansion. This action is being taken:
- to elevate and promote these resources and their history;
- to facilitate better protection and management of these nationally important resources under the National Marine Sanctuaries Act (NMSA);
- to better coordinate maritime heritage resource management with both current and potential users of these waters;
- to increase the scope of submerged archaeological research;
- to create education opportunities for the public;
- and to potentially benefit local coastal communities through increased tourism and economic growth.

For further information, please contact David Alberg, Superintendent, Monitor National Marine Sanctuary at (757) 591-7326 or email him at [David.Alberg@noaa.gov](mailto:David.Alberg@noaa.gov).





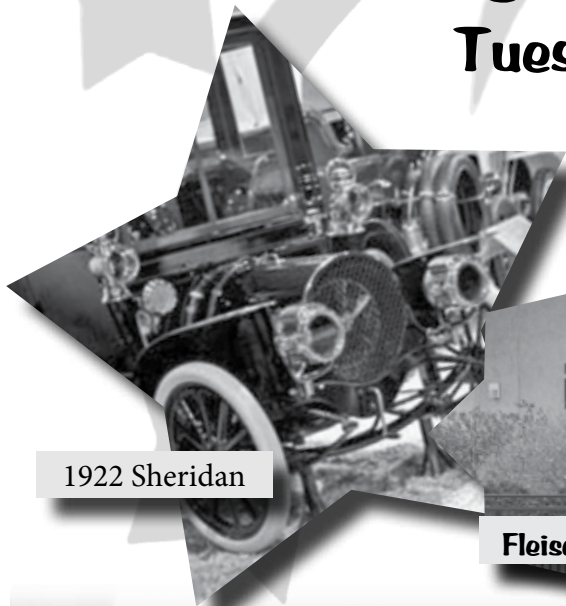
**Elvis Presley's Cadillac**



**Golden DeLoren**

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

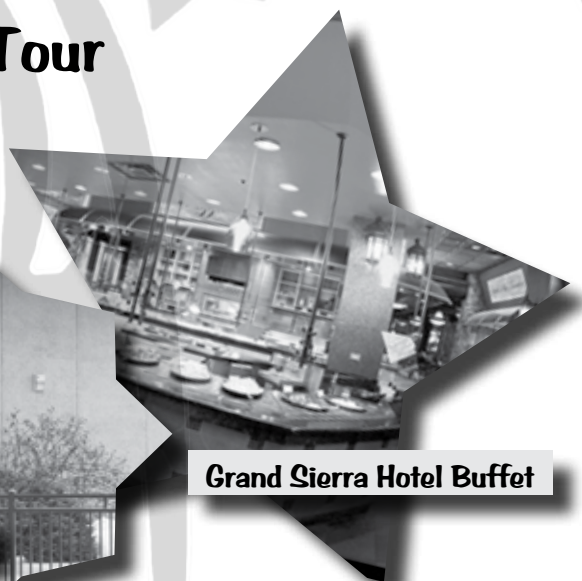
***Sands Regency Casino and Hotel  
Tuesday's Bus Tour  
Attractions***



**1922 Sheridan**



**Fleischmann Planetarium**



**Grand Sierra Hotel Buffet**

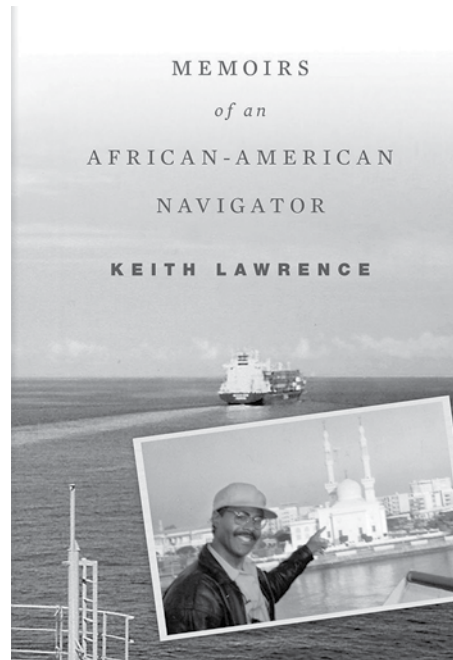






# BOOK REVIEW

*Reviewed by Capt. Chris Edyvean, AMMV National President*



## Memoirs of an African-American Navigator

Keith Lawrence was the first African-American graduate of California Maritime Academy's Deck program. His memoir covers over three decades of seagoing and personal experiences.

The author wastes no time in addressing the potentially sensitive issue of racism. He is brutally honest in recalling his struggles with racism, not only of which was directed at him, but also in his own feelings towards others. Lawrence reflects upon years of battling (and ultimately prevailing) against alcoholism. His stories cover many highs and lows, which include participating in a rescue at sea and suffering through personal tragedy.

It is notable to mention that Lawrence sailed in support of the Gulf War and offers his viewpoint of serving on a vessel loaded down with weapons of destruction. Also, he was the keynote speaker at the USCG National Maritime Center's Black History Month celebration in 2010; his speech is included in the book.

Lawrence now enjoys his time on dry land, as he recently retired after meeting the pension criteria with the MMP union. He can be reached at: [seabi1000@att.net](mailto:seabi1000@att.net).

*Memoirs of an African-American Navigator* may be purchased in either hard copy or for Kindle reader at [www.amazon.com](http://www.amazon.com).

# LETTERS TO THE EDITOR

*(The following was received via email from The Mathews Maritime Foundation and Museum after AMMV had mailed them a couple complimentary Summer, 2016 NEWS issues. Their website is: [www.mathewsmaritime.com/](http://www.mathewsmaritime.com/))*

Dear AMMV,

The Mathews Maritime Foundation and Museum just received your magazine with New Point Comfort Light on cover and book review of Bill Geroux's "THE MATHEWS MEN". I was volunteering there yesterday and today, and was thrilled to read your publication, and the good review, NOT surprisingly, of Bill's book. Happened to have the son of one of the SIX Lewis Brothers of Mathews, also in the Merchant Marine during WWII, in the museum, and I wish I'd opened your package while he was still there!

I am a "Come Here" in Mathews, having arrived in 1997 after my late husband and I sailed from New York to Virginia, without a clear destination, and eventually found Mathews, a wonderful place, FULL of maritime history. The rivers were the roads back in days before cars, and ship building of schooners was the vocation of many — watermen and farmers made up the other livelihoods. The boys raised on the water that ALMOST surrounds Mathews County became capable ship handlers and when jobs grew scarce, many joined the Merchant Marine, without benefit of academy training, and soon became captains, a job that meant respect around here! Generations favored going to sea, and today most are captains on tugs--though I do know one young man who went to Ft. Schuyler. There are many stories of Mathews men being hired before others, that they generally were "deck" and soon became captains, and that there was a Mathews man in every port.

When I called Bill to ask him to be a speaker at our small museum, he became so enthusiastic, it was catching, and I suggested the MATHEWS COUNTY WELCOME for him, which was May 22, National Maritime Day, as well as Mathews Maritime Day. A small town, patriotic, traditional assembly at our new high school auditorium, which seats 750, was full!! I think Bill appreciated the turn out, which was really the county's opportunity to thank HIM for "seeing" the story, and then writing such a compelling book that can be enjoyed by anyone, regardless of interest in Mathews, the Merchant Marine, or WWII. After deciding on the assembly that Random House helped me with by providing publicity posters and E-vites, an exhibit that began as Merchant Marine (which we had in 2014) during WWII, became all things WWII, and not restricted to Mathews...so we have filled our walls, display boards, and display cases with wonderful information and objects that people have shared with us--on loan or donation...we need a larger building!! A calendar of only Mathews people in WWII also came about due to Bill's book--it includes a 98-year-old man in the Navy during the war, followed by his career in Merchant Marine, and a 94-year-old career Army Nurse--both of whom still drive and are indepen-

dent--these Mathews people are tough!!!!

Anyway--your magazine will be added to our info, and wondering if we can help in the effort of the bills concerning WWII Merchant Mariners being recognized. We still have several living (most of them were career captains) who might add signatures to a letter that our group could generate for the Legislators if you think this may help--the DELAYED thanks they got, and the small benefits FINALLY received for putting themselves in harm's way--coast wise before the blackout was especially difficult for the ships being silhouetted-- and before any sort of armed "protection" put aboard--was particularly difficult to comprehend. I'm aware that a local group TRIED to gain recognition for these men many years ago, but nothing came of it. Mathews men HAVE been welcome in the American Legion here, and several have been Commanders of the post.

For a county of 7400 people at the time of WWII, a third of the adult males went into the Merchant Marine, and 21 did not return--along with 11 sailors and 11 soldiers, so you can see the loss that was felt by all who lived here! Assuming you've read Bill's book, two of the Hodges brothers died 11 days, and 50 miles, apart. The Grandson of Capt. Dewey Hodges was here from Maryland on May 22, wearing the ring that was found in a shark's belly, and his Mother read a beautiful Memorial Poem that had been read at a service here back then.

A wonderful "side effect" of Bill's book is that people are TALKING about the War, generally for the first time!! Since so many here are related, losses of anyone was a shared grief. And all eagerly awaited ANY news--we have reprints of every article on Merchant Seamen from the local weekly newspaper in a binder, which is hard to read, and not sure how many have taken the time to do so. Photos from family albums are being shared by families that didn't even know of them--this morning a friend whose Dad, Genious Hudgins, was second mate on Dewey Hodges ship stopped in--a telegram sent by a survivor sent to HIS family, mentioned the other four men from Mathews who didn't make it--she hadn't known of that telegram, and I made a copy for her, and she's met the son of the man who sent it. The family of the first Merchant Mariner from Mathews killed in the war hadn't seen a photo of him with another Mathews man--a copy was made for them--this is what is so great!! Someone else brought a photo of "dun-garee heroes" in, which showed her Dad, Capt. Robert Billups--someone else was at museum who looked at photo and recognized his uncle--can't make this stuff up!!

THANK YOU for sending us the American Merchant Marine Veterans magazine!

(Anyway, excuse the length of this, but YOUR action generated it! Thank you, again, for your thoughtful gesture--appreciated!)

Nancy Lindgren, volunteer  
Mathews Maritime Foundation and Museum

## 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
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*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:

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### FOR MORE INFORMATION:

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



# PASSENGER CRUISE SHIP EFFORTS

August, 2016: It is unfortunate to learn that the latest plans to refurbish the S.S. *United States* have been abandoned. Crystal Cruises completed a six-month evaluation and found that although the classic vessel is structurally intact, specialists have determined it is not feasible to meet compliance with modern safety and technical standards. On the positive side, Crystal Cruises is donating \$350,000 to the S.S. United States Conservancy which could help transform the vessel into a museum.

## THE BEGINNINGS OF A COMPANY



*United States Lines headquarters*

United States Lines was originally founded in 1921 by Kermit Roosevelt, son of former U.S. President, Theodore Roosevelt, and was appointed by the U. S. Shipping Board as an operating company. Over the next 2 decades, through several owners and struggles to turn a profit, the company managed to build 2 new American-built passenger liners: the SS *George Washington* and the SS *Leviathan*. During WWII these ships were converted



*SS United States designer William Francis Gibson*

to troop carriers, carrying seven to ten times as many troops as they did as passenger liners.

Troop conditions were not especially luxurious; someone described boarding the SS *George Washington* as: "We were herded like cattle, struggling under the weight of 100 pound duffel bags, packs with bed rolls, rifles and steel helmets into a gaping hole in the side of the towering ship."

"Once we had climbed the gangway and gotten aboard, each of us simply followed the man in front



UNITED STATES LINES

on the uppermost one stared into a tangle of pipes immediately above his face. The men below had to contend with the indentation made by the bodies of the men above them, and each had to adjust his position to provide adequate clearance.

"Aisles between the hammocks were extremely narrow and packed with duffel bags and gear, so we were constantly climbing over something. Our deck was just below the waterline, so we had no port-holes and the ventilation was far less than adequate for the number of men in that confined space."

## HISTORY OF A SPECIAL OCEAN LINER

However, the owner of United States Lines, Philip A. S. Franklin had a dream to build a luxurious passenger liner which could be converted to a troop ship, if needed. In 1946, discussions began between William Francis Gibbs, designer and partner in Gibbs & Cox, United States Lines, the United States Maritime Commission and the U. S. Navy for this larger and faster

of us through a maze of hatches and companionways until we reached our assigned area. This consisted of a forest of steel pipes supporting canvas strips stretched tightly with ropes. Each "hammock" was approximately two feet wide by six feet long, and was strung about two feet from the "hammock" above. These hammocks were tiered three high and the man



*Steaming into the Hudson River on maiden voyage*



*Duchess and Duke of Windsor in their stateroom*



*Boarding for the first voyage in 1952*

superliner began, and in 1949, all the organizations signed off on the construction of hull number 488. This would be later known as the S.S. *United States*.

Construction began in 1950 and was completed in 1952. Its maiden voyage began on July 3rd, 1952. She would go on to break the trans-North Atlantic speed record, a record that she still holds. The “Big U” would attract many of Hollywood’s finest and political figures from around the world and transport precious cargo, such as the Mona Lisa painting. She reigned supreme for a decade.

However, the 1960’s saw a decline in ocean-going services due to the rise of commercial jets. The S.S. *United States* carried fewer passengers as more people began



*quite simple. One: I feel our maritime heritage and industry are slowly being sold off to foreign companies. It is an absolute disgrace. Countries like Australia, the UK, and China all have their flagship cruising and shipping lines. What about us? Have we, as a nation, truly lost our creativity and most importantly,*

*our common sense? Are we really going to continue to rely on foreign companies to build stuff for us, when we can build it ourselves? This vicious cycle must end. When our country built the S.S. United States, it was constructed out of love, enthusiasm, and patriotism, which is something that our nation lacks today.*

*I think that we need to bring that back, which brings me to my second reason. I am looking into the possibility of reviving the name as a shipping company. If successful, it would be the ultimate come-back for both our maritime industry and our heritage. We must redeem ourselves and show the rest of the world that our nation can once again “Keep America Strong On The Seas”.*



*Hector L. Aponte III*



*SS United States mothballed in Philadelphia*



Daisy Joseph feels strongly that "There are three kinds of people: Those who *make* things happen, those who *watch* things happen, and those who *wonder* what would have happened. I chose the first one".

As we pay tribute to America's Flag Ship – The SS *United States*, sometimes known as the *Big U*, we need to tell the story of 90-year-old AMMV member, Daisy Joseph, who began her maritime career aboard the *Big U* and who is now a member of the SS *United States* Conservancy, which is trying to save it from the scrapyard.

I met her at this year's National AMMV Convention in New Orleans. She is a slight woman, with big dimples and a special gleam in her eyes, and I was surprised that she was there as a Merchant Mariner! I asked for her story, but for brevity's sake I will give you only parts of her incredible journey.

In 1949, Daisy was a young pregnant war bride headed for America. She came from a large upper middle class family in Port of Spain, Trinidad. It had been hard to leave her loving family, but Daisy was in love. She had never been a stay at home girl - she was independent and hard working. She had had a wonderful job working as a receptionist for a "Russian Jew," who had been in Trinidad on a tour when the war broke out and his ship left without him.

Through her brother-in-law, she was introduced to her first husband, an engineer at Waller Naval Base on Trinidad. They married, and soon after he was sent back to Andrews Air Force Base in Washington, D.C. It was not long before he sent for Daisy. The 'prospect' of going to America to be with her new husband was everything a young bride dreamed of. Daisy might say now, "Be careful what you dream."

Crossing the sea on a large United States Lines

# The Story of a Special Woman

passenger ship as a war-bride in 1949 was so exciting! Daisy experienced no seasickness, even though she was pregnant with her daughter. The SS *Washington*, which had become a military transport vessel during the war, was just beginning to be restored to its former

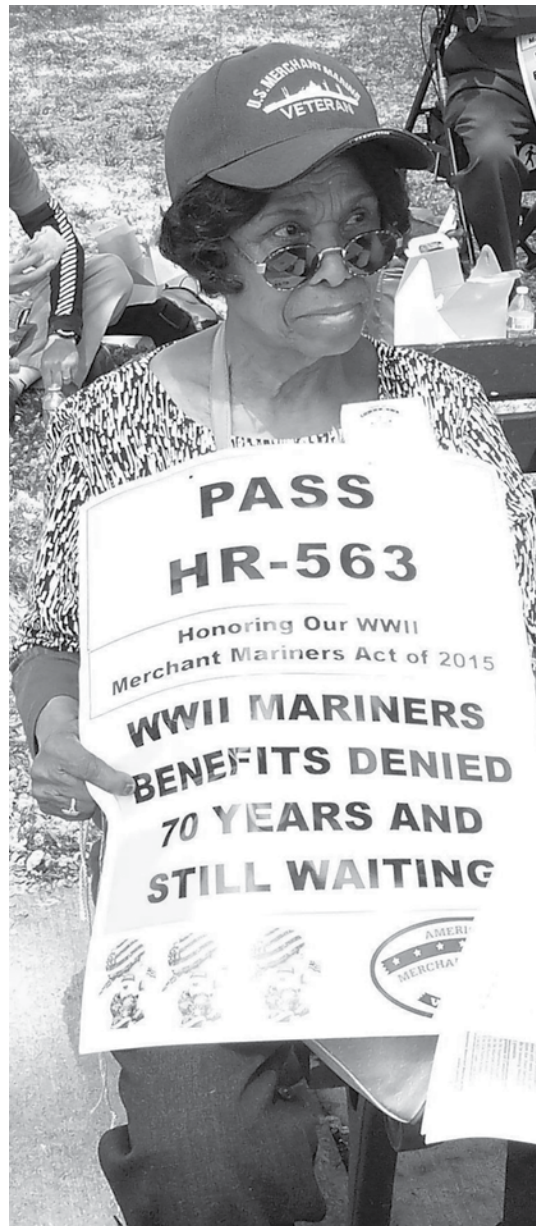
luxury liner status.

Daisy took in it all. She found that she loved riding the waves and staring out to sea. She was a curious woman and very observant. She watched the stewards and stewardesses and the work that went on, aboard ship, by every crew member. Little did she know just how much impact that United States Lines passenger ship would have on her life.

Lonely and freezing in Washington, she wanted nothing more than to return to the sun, warmth and friendliness of Trinidad and into the arms of her family. Charles left for work at 6 a.m. and returned at 6 p.m. because he had to commute and they had no friends there. But Daisy is a strong woman. She dried her tears and made the best of the situation. In her eyes, she had made this choice and could not withstand the shame of going home to Trinidad, "with her tail between her legs, worse off than when she had left." Her solid core and strength were to be everlasting.

Soon, Charles was transferred to England and brought Daisy and the children along. England might be foggy and

dreary at times, but she was very happy to get away from the biting cold of Washington. Connubial bliss didn't last for long and Charles was transferred to



Daisy on Maritime Day, 2015, Washington, D.C.





Germany. Once again pregnant, Daisy sailed back to the states, where she took a small apartment close to Union Station. Charles' small allotment was not going to handle the expenses; so she went to work. "I am not afraid of any kind of work that is honest, so scrubbing floors and other domestic work was

not beneath me." The idea was to make a new and better life for herself and her children.

When her daughter was in her early teens, Daisy made a decision that would change her life forever. She wanted security, a pension, and a chance to send her children to college. Remembering all this time about her days aboard the SS *Washington*, she decided she would be a Merchant Mariner.

So in the mid-sixties, Miss Daisy took the train to the offices of U.S. Lines in New York City to apply for a job on a ship. She ended up being interviewed by the Secretary of the President of United States Lines, Mrs. Mary King, who was also in charge of the women who worked on USL ships. Mrs. King must have liked Daisy's courage and perseverance. She gave Daisy the paperwork to fill out for the Coast Guard background check and thirty-five days later, Daisy had her first NMU card.

For those of you familiar with the Unions, and how halls work—you'll understand. It was pretty much the same back then as it is now. She started from the bottom and competed for any job for which she was capable. One had to vie for jobs and the earlier you got there, the better. Later Daisy came to know that when a certain ship wanted her back on board, they would let her know and she would get down to the union hall before the job was called in.

Her first job was on the SS *United States*, the fastest passenger ship in the world! Daisy spent the next five years working relief duty on the *United States* in several capacities. She started out in tourist class, but was soon relief stewardess in first class, child attendant, and even telephone operator for the ship. Her voyages on the *United States* were often in this capacity or that, and as luck would have

it, her cousin and her children and emigrated to Tottenham, England so she could see them often, when she was on shore. Stateside, Daisy was often taking courses to improve her credentials.

One of those was a course to become a certified telephone operator. She loves to tell the story of her first switchboard experience. One trip, she was hired on as telephone operator, but perhaps not well trained—by the relief supervisor. Who knows

why Daisy was left alone at the switchboard the night before sailing? Nevertheless, there were 2000 crewmembers aboard the *United States*! Calls poured in and the switchboard became completely tied up! People started calling the main office to ask what is going on. Two of the bosses came over to help with the switchboard—they didn't know any of these people either. But they got the job done. Daisy was not fired as



*"I first sailed with Daisy Joseph in the late 1980s as a young Chief Mate and we stayed paired together close to a dozen years. I would never have wanted it any other way. She helped me immensely with sage advice on how to talk to the crew. I learned from her it isn't what you say or even how you say it, but what's important is what did they hear. Communication and motivation. She is true leader by example - in her 80s out-pacing others in their early 20s. Often referred to as Mom or Miss Daisy by the officers and crew, I can attest that no one has her work ethic or honesty. There is only one Daisy."*



Captain Steve Werse,  
Secretary-Treasurer,  
International Organization  
of Masters, Mates & Pilots



*Fire drill on the SS United States*

operator. In fact, the telephone operations supervisor knocked on the door of the switchboard room a couple of days later and congratulated Daisy on her performance.

For the next five years Daisy served aboard the *United States*. She was on the last voyage home in 1970. The day of the 'Ocean Liner' was over.

That same year, she re-married, but stay at home wife? She was not. She went back to sea after a couple of years.

After the end of the ocean liner area, women had a hard time being accepted in the commercial industry. But Daisy continued to work for companies such as Prudential Lines, Farrell, and American Export Lines. In the 70's Daisy joined in anti-discrimination protests to force commercial vessels to provide facilities for women.

Working commercial vessels was a lot different; but Daisy went all over the world. Her last job was at Central Gulf, which lasted for ten years and took her to Germany, Japan, Korea, Egypt, Israel, Australia, and ports in many other nations. She has so many wonderful stories. My favorite is the time she was hood-



*Daisy rides a camel near the Pyramids at Giza.*

winked to straddle a camel by the Pyramids at Giza. Daisy writes: "The camel was trained to stand up and it did! And there I was! I had to pay the man for the photo, but I didn't mind. I had ridden my first camel."

Growing up, Daisy probably never imagined seeing as much of the world as she did. She retired from Central Gulf Lines in 2006 because her husband was ill. When she retired, CGL Chief Engineer Mark E. Enberg summed her up like this: "Daisy always goes the extra mile—keeping everything nice, buying fresh flowers for the messroom, a card for every occasion, always pleasant and smiling. She is a hard worker and a great shipmate! She is

truly one of a kind. We will miss her."

To say Daisy is a survivor is not adequate; her last maritime class, when she was 76 years old, was an offshore survival course at the Paul Hall Center for Maritime Training and Education at Piney Point, MD. She still lives alone, and spends her days, now, fighting for the Merchant Marine and the restoration of the SS *United States*. She's also my new hero.



*Daisy at an LNG class.*



Daisy Joseph  
Solid union sister

# ***THE MERCHANT MARINE LIGHTER SIDE OF WORLD WAR II***

by Gerald Reminick

Laughter really *is* the best medicine.

The true stories in this book are of the lighter side of the merchant marine. Some are humorous, some are both humorous and touching. Often mariners found humor the only relief available from the pathos surrounding them. We're grateful, and a little bit happier ourselves, that they recalled these incidents and have given them to us.

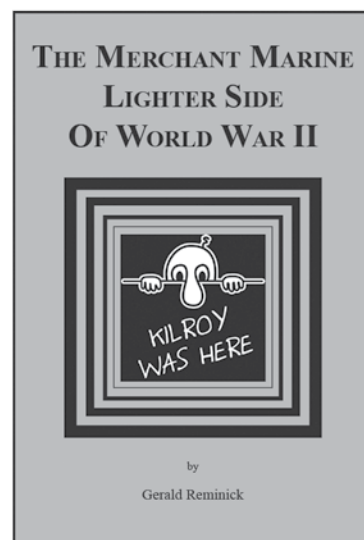
Some of these tales will put a smile on your face, some will make you laugh out loud.

"A merchant seaman, a navy sailor and a G.I. walk into this bar and ..."

*The Merchant Marine Lighter Side Of World War II* by Gerald Reminick. Soft cover, 288 pp., 60+ Illustrations. **\$22.95 (plus \$5 shipping and handling per order).**

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## Golden Gate Chapter

### DEDICATION OF KOREAN WAR MEMORIAL

*Submitted by Frank Mendez, Financial Secretary-Treasurer  
of Golden Gate Chapter*



August 1, 2016 was a momentous day in San Francisco for Korean War Veterans and their families. The Dedication Ceremony of the new Korean War Memorial in the Presidio in San Francisco drew around 700 people, which included both American and South Korean War Veterans, their families and politicians.

This was the brainchild of two former Marines, Colonel John Stevens and Sergeant Don Reid, and restaurateur Man J. Kim. Back in 2010, they appeared before the Presidio Trust to obtain a site in The Presidio. They then set out on the task to raise 3 Million dollars for the Memorial. They set up the Korean War Memorial Foundation to raise these funds. The Foundation consisted of four officers and a Board of Directors. I have had to honor and privilege to serve on the Board since 2011. The Foundation exceeded the goal and raised 3.2 Million dollars thanks to a 1 Million dollar donation from the South Korean Government.

The panels on the wall depict



important battles and other events that occurred during the war. There are small tiles laid out below the wall that list the names of individuals who purchased the tiles. Our Chapter is listed on a tile. There are five different boulders and rocks that were sent to the Memorial from

South Korea from actual battle sites: i.e., Inchon Landing and Punchbowl, to name a couple.

There were a numbers of speakers. After the ceremony, which was held at the cemetery located just above the Memorial (and where 2,400 Korean War Veterans are buried), everyone walked down to the Memorial to reflect and take pictures.

Man J. Kim (who was one of the largest donors to the Memorial), furnished a delectable buffet lunch for everyone, free of charge.

My daughter Carol Ann and my son, Frank, Jr. and Golden Gate President Harold Wagner were also in attendance.

The site has a spectacular view of the Golden Gate Bridge, which was the last thing all those who sailed to Korea saw and the first thing they saw when they returned. Very moving, indeed.



## Gulfstream Chapter

### MORE MSC JOBS ON THE USNS CARSON CITY



New jobs for members of the SIU Government Services Division are on the way, following the U.S. Navy's recent acceptance of the *USNS Carson City* from Austal, USA in Mobile, Alabama.

The *Carson City* is the seventh of the 10-ship order of aluminum catamarans formerly identified as joint high-speed vessels (JHSV). The Navy has changed the nomenclature for those ships to expeditionary fast transports, abbreviated as EPF.

Each vessel is around 338 feet long, with a beam of 93.5 feet and can sail up to 43 knots.

According to the Navy, "EPF ships are versatile, non-combatant vessels designed to operate in shallow-draft ports and waterways, increasing operation flexibility for a wide range of activities including maneuvering and sustainment, relief operation in small or damaged ports, flexible logistics support, or as the key enabler for rapid transport. They are capable of interfacing with roll-on/roll-off loading vehicles such as a fully-combat-loaded M1 Abrams Tanker. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. *Carson City* will have airline-style seating for 312 embarked forces with fixed berthing for 104."

The *Carson City* hosted a brief document-signing ceremony on June 24<sup>th</sup> at the shipyard in Mobile.

"Austal is proud to provide the U. S. Navy's Military Sealift Command fleet with yet another great ship." Austal USA President Craig Perciavalle said. "The EPF vessels in service today have already proven to be a valuable resource for our nation performing humanitarian missions and other necessary fleet service worldwide, and we're excited to deliver another ship that will add to that global capability."

Three more EPSs are under construction: the *Yuma*, the *City of Bismarck* and the *Burlington*.

## Mo Valley Chapter

### ANOTHER SAD EVENT

We sadly announce the Crossing the Bar of Regional Vice President J. B. "Burt" Young, whose motto was "I'll always die Young"; he was 89 years old. Burt was a long-time, original member of AMMV. During his membership he served for 12 years as a RVP in his area; he was extremely interested in recognition of the U.S. Merchant Marine, both in politics and in memorials; and he wrote a book about the original fight for Veterans' status titled "Should Veterans Status Be Dependent on a Kangaroo Court?".

Burt lobbied extensively for our Just Compensation/Just Recognition efforts, having been at the original meeting with Congressman Bob Filner in 2004, with Ian T. Allison, to discuss the approach and Filner's sponsorship of our Bill. He testified before the House Veterans' Affairs sub-committee in 2006 and before the full House VA committee later. Burt also served as liaison with Senator Ben Nelson, who sponsored our Just Compensation Senate bill for three Congressional sessions.

Personally, he was an ardent AMMV convention attendee, having attended 27 National conventions and numerous regional ones; perhaps enjoying those in Reno and Las Vegas most. He is sorely missed.



*The late Ian T. Allison and Burt Young in Washington, DC – 2006*



## Ohio Valley Chapter

### CARDBOARD BOAT REGATTA

The Chapter's summer events have been completed and we're moving a bit slower. Both The New Richmond Riverfest and the Lunken Airport War Birds Airshow were well worth the effort. The objective of participating was to reacquaint the public of the AMMV's role in the defense of our country. To our pleasant surprise, citizens both young and old, have a better grasp of the mariner veteran's sacrifices than the government. More often than not, dismay over how our veterans have been overlooked was expressed without prompting. Asking someone "if they were or knew a veteran" always opened the conversation in a productive direction and many wonderful stories were told and heard.

Handouts were made available, which included "The Silent War", written and produced by Tom Schiesel of the Gene DeLong-Hudson Valley Chapter. Also available were Honor Flight Tri-State, Veterans History Project of The Library of Congress, LST 325 Museum, Maine Maritime Academy, and Mariner's Log with legislation support directions and information.

The OHIO VALLEY CHAPTER booth was manned by Sue Wettstein, Bill Dryer, Merry Hinds and her brother Speed. The reward of being able to share with all that stopped by will never be forgotten and a few highlights need to be mentioned. The Democratic Party was the chapter's



neighbor at Riverfest and was quite interested in House Bill H.R. 2992 and Senate Bill S. 2989.

And our pride and joy was ZACH FULLER who captained our Liberty Ship replica to a 1<sup>st</sup> place finish in the 7<sup>th</sup> heat of the CARDBOARD BOAT REGATTA and a 3<sup>rd</sup> place finish in the ironman competition with two sleek kayak design competitors. Thanks to Zach's navigation



and the Cardboard Boat Museum builders, the replica cutting through the water was truly a beautiful sight.

The Chapter wishes to thank The Village of New Richmond, Ohio and Honor Flight Tri-State for inviting us to these events. The Liberty Ship replica, now dry docked is on display at The Cardboard Boat Museum in New Richmond, Ohio, [www.cardboardboatmuseum.com/usa-merchant-marines.html](http://www.cardboardboatmuseum.com/usa-merchant-marines.html).





# 2017 National Convention Memory Book



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# JUST RECOGNITION

## FULL AHEAD INTO THE 115<sup>TH</sup> CONGRESS

### HR.563 – HONORING OUR WWII MERCHANT MARINERS ACT OF 2015.

*"Hell No, We Won't Go Away"* - our new Just Recognition motto has already been introduced to our contacts in Congress. Although Congresswoman Hahn will not be there, her lead legislative staff member has offered to work with our Government Affairs Committee to recruit our new hero legislator to sponsor the new bill that will be required. Of course, all specific action to compose and introduce an actual bill is on hold until after the elections for the House members. However, we are not letting grass grow while we await the results of the November elections. Isadore Hall, III, who is running in district CA-44 to replace Hahn, is in a good position to win (he received more than double the votes of his nearest competitor in the primary) and will be one prospect in line to sponsor the bill.

We also have a good relationship with John Duncan Jr. TN-2, who was the Republican who co-sponsored HR- 563 (the House rules require that a member of the opposite party from the sponsor, be an initial co-sponsor). I suggest that members contact his office and thank him for his support during the 114<sup>th</sup> Congress. You might also thank him for his reception for the "Storm the Hill" Team during that initiative. He was unable to meet with us personally, but invited us into a Coast Guard Budget Committee Hearing and introduced us to the assembly and explained to everyone our purpose for being there. Your call can be directed to Caroline DeBerry, Legislative Assistant, at 202-225-5435. Caroline was the lead contact with Hahn's office.

The fine folks who are producing the documentary "The Sea is my Brother" plan to have the editing completed before December 1, 2016, and will have it available for the first full showing when the new bill is submitted in January, 2017. Avishai and Shari Rothfarb Mekonen and George Stevenson have worked as a team to produce this documentary for the specific purpose of helping the AMMV with the promotion of our legislative causes. Shari is Professor & Deputy Chair Media Arts & Technology Dept. BMCC/CUNY and is significantly involved in the editing process. You can see an 8-1/2 minute trailer of the video on our [www.ammv.us](http://www.ammv.us)

website under the Blog feature. Avishai and George accompanied the "Storm the Hill" team and assisted with communicating our News Releases to the Social Media outlets.

As I was composing this piece, I decided to refresh my memory on our legislative journey so off to the LOC. U.S. Merchant Mariners may be setting a record for persistence and fortitude related to the work that one group has spent in support of one legislative objective without success. Many people relate our initiative to the 1980's, 90's and early 2000's. However, I suggest that the base objective of Just Compensation/Recognition was the goal from the final days

of WWII in the 1945-47 time periods. After gaining Veterans Status in 1988, there were a number of bills in the 1990's but I decided to only address the time since the now disbanded Just Compensation Committee was created by Ian Allison and Henry VanGemert, during the 108<sup>th</sup> Congress. Remember when? Yes, HR-23 was first introduced in 2005 (the 109<sup>th</sup> Congress) by Rep. Filner of CA-44 who was able to keep the same bill number until 2014 (115<sup>th</sup> Congress)

when he retired. I assume that he was able to keep the same bill number because he was Chairman of the House Veterans Affairs Committee. However, do you recall that, in 2004, during the 108<sup>th</sup> Congress, Rep Filner sponsored HR-3729, The Belated Thank You to the Merchant Mariners of World War II Act of 2004?

During both the 109<sup>th</sup> and 110<sup>th</sup> Congress, HR-23 passed the House of Representatives and went to the Senate Veterans Affairs Committee, where Sen. Akaka of Hawaii was Chairman - there were identical bills, S-1272 (109<sup>th</sup>), 961 (110<sup>th</sup>), and 663 (111<sup>th</sup>), introduced by Sen. Nelson (D-NE). Well, the LOC does not enlighten us about why the bill never got out of the Senate VA Committee but we know that Sen Akaka was given credit for not allowing the bill to go to the floor for a vote even though 51 Senators had co-signed the bill.

Today, both Ian and Henry have crossed the final bar - our dwindling group of remaining sailors await our call to cross the final bar - less mobile but yet still determined to keep the worthy cause of Just Recognition alive into the next Congress and, God willing, into the next and next.

*"Hell No, We Won't Go Away"*





# JUST RECOGNITION

## GREAT NEWS FOR HR.1288 AND S.1775

### *Title: WW II Merchant Mariners Service Act – (Coastwise Mariners act) - update as of Sept. 26, 2016*

Below additions have become parts of the two bills, not amendments. The new bills are:

HR.2577 HOUSE ADDITION (Sec. 248) and S.2806 SENATE ADDITION (Sec. 250). The additions read:

*DIVISION A—MILITARY CONSTRUCTION AND VETERANS AFFAIRS AND RELATED AGENCIES*

#### *TITLE II*

#### *DEPARTMENT OF VETERANS AFFAIRS*

#### *Veterans Benefits Administration*

**SEC. 248** for HR 2577 and **SEC. 250** for S 2806 (a) IN GENERAL.-For the purposes of verifying that an individual performed service under honorable conditions that satisfies the requirements of a coastwise merchant seaman who is recognized pursuant to section 401 of the GI Bill Improvement Act of 1977 (Public Law 95-202; 38 U.S.C. 106 note) as having performed active duty service for the purposes described in subsection (c) (1), the Secretary of Defense shall accept the following:

(1) In the case of an individual who served on a coastwise merchant vessel seeking such recognition for whom no applicable Coast Guard shipping or discharge form, ship logbook, merchant mariner's document or Z-card, or other official employment record is available, the Secretary of Defense shall provide such recognition on the basis of applicable Social Security Administration records submitted for or by the individual, together with validated testimony given by the individual or the primary next of kin of the individual that the individual performed such service during the period beginning on December 7, 4 1941, and ending on December 31, 1946.

(2) In the case of an individual who served on a coastwise merchant vessel seeking such recognition for whom the applicable Coast Guard shipping discharge form, ship logbook, merchant mariner's document or Z-card, or other official employment record has been destroyed or otherwise become available by reason of any action committed by a person responsible for the control and maintenance of such form, logbook, or record, the Secretary of Defense shall accept other official documentation demonstrating that the individual performed such service during period beginning on December 7, 1941, and ending

on December 31, 1946.

(3) For the purpose of determining whether to recognize service allegedly performed during the period beginning on December 7, 1941, and ending on December 31, 1946, the Secretary shall recognize masters of seagoing vessels or other officers in command of similarly organized groups as agents of the United States who were authorized to document any individual for purposes of hiring the individual to perform service in the merchant marine or discharging an individual from such service.

(b) TREATMENT OF OTHER DOCUMENTATION.- Other documentation accepted by the Secretary of Defense pursuant to subsection (a)(2) shall satisfy all requirements for eligibility of service during the period beginning on December 7, 1941, and ending on December 31, 1946.

(c) BENEFITS ALLOWED.- (1) MEDALS, RIBBONS, AND DECORATIONS.- An individual whose service is recognized as active duty pursuant to subsection (a) may be awarded an appropriate medal, ribbon, or other military decoration based on such service. (2) STATUS OF VETERAN.-An individual whose service is recognized as active duty pursuant to subsection (a) shall be honored as a veteran but shall not be entitled by reason of such recognized service to any benefit that is not described in this subsection.

NOTE: A bill has several steps it must take before it becomes a law ... As such ...

- Introduced
- Passed Senate
- Passed House
- **Resolving Differences (In Conference)**
- To President
- Becomes Law

The MilCon bills are in Conference to resolve some differences that are not related to these additions.

***"Hell No; We Won't Go Away!"***

*Morris Harvey*

*Co-Chairman – Government Affairs Committee*



# WESTERN REGIONAL CONFERENCE

## RENO, NV – Sept. 26-29, 2016

### Opening - morning – Sept. 27<sup>th</sup>

Ken Blue, Sacramento Valley chapter CEO, called the meeting to order at 9:00. The U.S. flag was presented by Frank Mendez, the Pledge of Allegiance was recited. A benediction was recited and a moment of silence in honor of departed members followed.

Shirley Cauble, Oregon chapter, updated us on the progress, or lack of same, of a Merchant Marine display at the Florence, Oregon museum. The Caubles have contributed quite a number of items to the display and Shirley spoke of visiting the museum lately and promoting, with the manager, the need for more progress in the MM exhibit. The museum management promised that the MM display will be worthwhile when it is finished.

Ken Blue turned the podium over to MC Larry Starn, Sacramento chapter, who recognized Charles Mills, Lone Star chapter. Charles stressed the need for further public education of the Merchant Marine and called for more “Storm the Hill” action in the next Congressional session. Charles also called for a motion against lowering the payout stipulated in our Just Recognition legislation and this was moved, seconded and carried unanimously.

Frank Mendez presented a motion to change the By-Laws so that National officers and RVPs would hold office for 4 years with a 2-term limit. Larry Starn asked Frank to present something in writing for this motion and



*L TO R: Nelson Cauble, National Secretary; Sandy Raymond, Nat'l Office Administrator; Ken Blue, Co-chairman Convention Committee; Larry Starn, RVP and MC.*

the matter was tabled until the written version was ready.

Sindy explained the National Oceanic and Atmospheric Administration (NOAA) project calling for protection of more than 70 ships sunk off the East Coast (North Carolina) during WWII. NOAA is asking for public support, not financial, from AMMV for this project. She called for a vote of support, saying that additional material will be published in the next AMMV NEWS Magazine. Larry Starn moved, Charles Mills seconded and the vote for support was unanimous.



*Larry Starn, RVP Region 8*



*Charles Mills, Lone Star chapter*

Frank Mendez reminded everyone of the AMMV National Convention next March to be held in Reno, NV. Sally Raanes, Golden Gate chapter, reviewed a book she had recently read called “The American Dunkirk”. It is the story of the boats which evacuated persons from Manhattan after the 9/11 bombing. Dean Mikkelson, Member at Large from Oklahoma City, OK., reviewed

a book he wrote named “Danny”, a story about the role of the Merchant Marine during World War II as seen through the eyes of one of the participants. Dean offered a case of the books to the conference with donations for the copies going to the Sacramento

and Golden Gate chapters convention account.

Sindy updated the attendees on National AMMV progress: a) an Expeditionary medal is now available to Merchant Mariners who served in Somalian war zones; b) AMMV has recently sent out a mailing and email to 1,000 coastwise newspapers around the U. S. requesting that they publish a public service announcement or a column (both provided) in our search for more members. (*Editor's note: additional information will be elsewhere in this issue*). And 3) she reported that Dave Yoho has donated 50 “Hell, No! We won't go away!” t-shirts to the cause; they will be available during the conference for a donation to AMMV National.

Larry Starn closed the morning meeting.

### Afternoon – September 27<sup>th</sup>

After the Ladies luncheon, hosted by Charlotte Starn and enjoyed by the women attendees and one Merchant Mariner, the first speaker of the afternoon was **Jerry Adler**, retired Air Force Captain. Jerry told us that in 1963, the Cold War was in full swing and the Russians showed no signs of backing down. In fact they had just had a break-through in their radar technology. This was serious business. Capt. Jerry was flying Strategic Air Command B-52 bombers with atomic bombs on board. With the threat



*Ladies' Luncheon*

of annihilating Russians with their bombs, these pilots quickly had to develop techniques to counter the Russian technological breakthrough. They chose to fly in low, below the Russian radar. However, the B-52s were not aerodynamically designed to fly at low levels for sustained periods of time.

On a training mission one day - with 9 aboard instead of the usual 6 crew - he was flying over the snow and tree covered areas near Bangor, Maine, at tree-top level, when his aircraft began to come apart. He told the conference about ejecting but his parachute did not open due to being at such a low altitude and he fell through the trees and landed in the snow, on top of his parachute, which broke his fall. He was not rescued for some time and lost a leg to frostbite. Our next speaker was **Erin Stenmaker**, from the Disabled American Veterans (DAV) office in Carson City, NV. A young and enthusiastic speaker, Erin told us about how the DAV interfaces with Merchant Marine Veterans and what services DAV can provide them.

**Capt. Pat Moloney**, formerly volunteer Master of the *SS Jeremiah O'Brien* in San Francisco, spoke next. Through his years at sea, primarily on oilers, he experienced many "adventures",



*Bob Ulrich, Sacramento chapter, Jerry Adler, author*

Transport Service (MSTS) expanded beyond operating freighters, tankers and troop ships to U. S. Navy fleet support and special mission ships in the early 1970s. He told us about why the Navy chose MSC (and its civilian crews) vs Navy sailor-crewed ves-

sels. He stressed that economy was probably the most motivating factor - after all, 105 civilian mariners could replace 330 Navy sailors who could then be used on combatants.

The advantage to the U. S. Navy was three-fold: The Navy turned over aging, marginally operating platforms and got dependable work horses that ran for decades longer than expected in return.

The operation tempo of the ships skyrocketed. Ships that had previously been underway for the Navy about 25% of the time were routinely online and underway 75% of the time.

The skills learned on the ships, by civilian mariners, tended to stay on the ships. Instead of constantly training a bunch of new sailors, only to transfer them after they were trained, the Navy got MSC seamen who tended to stay on ship types they like and didn't need retraining.



*Capt. Patrick Moloney, Speaker*

including one "almost disastrous" fuel transfer incident in 1984 between a commercial tanker, the *Falcon Champion*, and his ship the *Hassayampa*. (*Editor's note: Patrick's recollection of this incident is printed elsewhere in this issue.*)

Patrick also explained how the Military Sealift Command (MSC), formerly known as Military Sea

The evening banquet included a raffle with grand prizes for each night's dinners being a pair of tickets for a cruise on the *SS Jeremiah O'Brien* and a \$100 bill donated by Bob Barbee, Puget Sound chapter.

### **Morning - Tuesday, September 29th**

Our own Rosie the Riveter, **Lois Boyle**, who is responsible for the Richmond, CA Museum's acquisition and renovation of the *SS Red Oak Victory*, which was built in the Richmond Kaiser shipyards in 1944 and is one of the five remaining Project Ships from WWII, entertained us next. Lois, garbed in overalls and a red bandana, told us how women played a huge role in ship productions during WWII and performed her own version of "Rosie



*Sally Raanes, Golden Gate chapter, Rosie the Riveter aka Lois Boyle, speaker*

the Riveter."

After a coffee break (and a change of clothes), Lois returned to tell us more about the history of 2 Victory ships, the *SS Red Oak Victory* and the *SS Meredith Victory*, and how 56 years later, their stories intertwine. (*Editor's note: Lois' coverage of this "Miracle Ship" story is featured elsewhere in this NEWS.*)

Frank Mendez, Golden Gate chapter, presented a writ-



*Frank Mendez, Golden Gate chapter*

ten proposal regarding National officers' terms of office. The proposal was moved, seconded and carried with a vote of 27 Yeas and 2 Nos.

**Don Treco**, a specialist on the life of American icon Amelia Earhart, spoke about her personal life, from childhood through marriage, while showing old photos from his collection.

**Christian Yuhas**, VP, Golden Gate chapter, was the next speaker. Christian works for MEBA union as a patrolman at the Port of Oakland, CA. He provides member services for the MEBA, such as contract negotiation and grievance resolution and he participates in politics to protect the US Merchant Marine and the Jones Act. Christian is also currently a student at the California Maritime Academy, earning his Masters of Science Degree in Engineering Man-



*Don Treco, speaker on personal life of Amelia Earhart*



*Christian Yuhas, Golden Gate chapter*

agement.

He informed us of the status of our Maritime industry today and stressed the need to maintain a Merchant Marine fleet and how this can be done – including legislation. Christian described a new legislation idea to create a National Merchant Marine Reserve system in which licensed US Merchant Marine officers will not pay taxes if they agree to sail in a war or national emergency. He spoke of the future of autonomous ships and how automation is cutting down jobs in the industry.

He described how foreign owners of US shipping companies like to give US crews beat up foreign ships and have the US crews fix them up, only to re-flag them back to foreign.

He informed us that the world's largest container

company, Hanjin, has just gone bankrupt and that former US owned APL lines was sold to Singaporean owned shipping company NOL, which has now be bought by the French company CMA/CGM.

Christian urged everyone to do what they can to help correct this downward trend in our Maritime industry.

### **Afternoon – Tuesday:**

The afternoon was free for attendees to do what they wanted but the evening banquet, and accompanying raffle, was enjoyed by all.

*Editor's note: Many, many THANKS to Nancy Ulrich for almost all of the photos for this article. She did an exemplary job and it is certainly appreciated.*







## AMMV 31<sup>st</sup> annual National Convention Registration

March 26-30<sup>th</sup>, 2017 (Sands Regency Hotel, Reno, NV)

Name \_\_\_\_\_ Affiliation/Chapter \_\_\_\_\_

Spouse/Other \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

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**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: **Sindy 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).*

# FIFTEEN YEARS AFTER 9/11 – A NEED

In 1776, George Washington found himself in the midst of the Battle of Long Island against 32,000 British troops, and unfortunately for the future first President of the United States and his men it was a fight they could not win. As the assault wore on, the British began to make their final move, hoping to surround the remaining 9,000 colonists. Washington ordered his men, bruised and bloodied, into the water. A slow but steady evacuation began from Long Island to Manhattan, one rowboat at a time. For 225 years it stood as the largest boat evacuation on American soil, and water, in the country's history.

## *The Great Boat Lift of 9/11:*

As most of us know, on September 11, 2001, history was changed when New York City's Twin Towers fell. One that particular day in New York's borough of Manhattan, the ever-bustling hub and historical heart of America's largest city, things went from relative calm to complete chaos in 18 minutes. That's the amount of time between the first plane, a Boeing 767, hitting the North Tower, and a second Boeing 767 striking the South Tower. What was initially thought to be a tragic accident involving a single aircraft quickly escalated into the realization that a full-scale attack was in progress when the second 767 crashed into its target.

Manhattan being an island made getting more than 500,000 safely away from the epicenter of the attack a daunting task. Mayor Rudy Giuliani wasn't very helpful when he spoke two hours after the attacks. "If you are south of Canal Street, get out. Walk slowly and carefully," he said. "If you can't figure what else to do, just walk north." Those who did find themselves on the northern side of the towers made their way by foot to the Brooklyn Bridge, their only way off the island due to the closure of the subway. South of the towers in Lower Manhattan, there weren't many options, either.

The Brooklyn Tunnel had already been shut down. All streets were either blocked by debris or closed by authorities to make room for the non-stop stream of emergency crews, making an escape by vehicle impossible. At the southernmost end of the island, the only thing thousands of Manhattanites flocking to the 25 acres of available real estate known as Battery Park had in front of them was the Hudson River on one side and the East River on the other.

So there it was: sink, swim or find something that could float—preferably a boat. The U.S. Coast Guard took control

and put a call out to all ships in the vicinity to converge on the New York Harbor and Battery Park and begin transporting as many people as they could. Some of the first to answer were dozens of tugboat crews, normally busy guiding larger vessels through the many ports along the southern rim of the island. Under the watchful gaze of the Statue of Liberty, over 125 ferries, tugs, Coast Guard ships and privately owned recreational boats worked together to shuttle half a million people to Staten Island, Ellis Island, and New Jersey. That's more people than live in the entire city of St. Louis.

"With the New York Harbor challenges of 9/11 itself where we took 500,000 people off the south end of Manhattan to safety and that was just the Coast Guard and the whole maritime community of the Port of New York and New Jersey, standing up and recognizing what needed to be done," explained U.S. Coast Guard Admiral James Loy,



Commandant at the time of the 9/11 attacks during an interview with Coast Guard Compass. "We grabbed the Staten Island Ferry, the tour boat that goes around the Statue of Liberty and anything else that floated. And at the same time, we had rallied the wherewithal to take a half a million people, scared and frightened to death, through the Battery and off the southern tip of

Manhattan. That's an extraordinary story." And one that almost all Americans remember with dread and awe:

## *Fifteen years later, teaching 9/11 importance:*

However, times passes and youngsters, today, have no memory of that traumatic event. NYC schools are trying to keep the memory alive. When Robert Sandler saw the flames shooting from the south tower of the World Trade Center on September 11th, 2001, he ran to work. Then a 23-year-old teacher at Stuyvesant High School in Tribeca, Sandler said he had only one thought in that moment: "I don't want my kids to get hurt."

Panic set in shortly after he arrived. As teachers turned on their classroom TVs and learned of the attack, students linked hands in frantic prayer circles. Administrators stood on tables, shouting through megaphones as they directed students to evacuate. Sandler watched as smoke barreled toward the building and the FBI rushed in.

Fifteen years later, the kids Sandler was so afraid for are well into adulthood. And his classes at Stuyvesant—three blocks from where the Twin Towers once stood—are made

up of children who have little or no memory of the worst terrorist attack in United States history.

For Sandler, a history teacher, that's baffling. "That's what shaped our whole world. There's no Iraq War without 9/11, no Bush second term, no Guantanamo, no mass surveillance state, no ISIS. It all stems from that," he said. "And it's right here."

When Sandler, or any educator in New York City, teaches his students about 9/11, he faces a unique challenge: How do you teach such an intensely emotional, local event to a generation of kids who don't have any first-hand frame of reference for it? Teachers across grade levels described the difficulty of making 9/11 relevant to their students, most of whom were born after the attacks took place.

"It takes a lot to punch through to a teenager and make them emotional," said Sandler, who has been honored for the unit he teaches about 9/11. "When they have my class they really walk away with something, I think, significant."

The New York State Education Department's social studies framework, which the state disseminates to districts to support curriculum development, includes 9/11 in the coursework for eighth, 10th, and 11th grades. Eighth graders are required to examine the attack's impact on national security, looking at events like the creation of the Department of Homeland Security. In 10th grade, students analyze 9/11 alongside international trade in weapons and cyber war. In 11th grade, one history lesson focuses on how the attacks affected the United States politically, examining issues like the declaration of a "War on Terror," the decision to invade Iraq and the passage of the PATRIOT Act.

"This day holds a very meaningful place in our collective memory, especially here in New York, and it's imperative that students and teachers have the opportunity to discuss these events in a respectful setting where they feel safe and supported," Eric Contreras, Stuyvesant principal states. "And because most public school students today were either not yet born during 9/11 or are too young to remember that day, it's also crucial that the educational resources we provide approach this topic not just from a historical perspective, but as an occurrence that still shapes current events, and brought New Yorkers together."

Despite having these formal options, many New York City teachers have developed their own approaches to the topic, tailoring what they teach to students' ages and the increasingly slim knowledge of 9/11 knowledge kids have coming in.



Sandler, for example, briefs his class on the architecture of the World Trade Center and then leads a walking tour of downtown Manhattan that he calls "The 9/11 Memorial and Its Neighbors." The group stops by sites like the Castle Clinton National Monument and the Alexander Hamilton U.S. Custom House before coming to the 9/11 Memorial Museum. Sandler said his goal is to orient his students geographically, to give them a deeper sense

of the place where the attacks occurred.

Another teacher believes that while her students are young, they have the capacity to understand the political context of 9/11. "You do not want to instill fear by talking about what happened, but you do want to help kids wrap their heads around this event in history," she said.

In order to do this, she tunes into what her kids are talking about leading up to the anniversary of 9/11. The message she's settled on in recent years is one of community bonding. With terrorist attacks a reality of life around the world, the



topic, she feels, is perpetually relevant. "It is my job to teach them about these events and how they fit into the bigger picture of our country's climate and decision-making. I also desperately want them to know, feel and believe that their voices matter and that they, too, can make the world a better place, even when things seem grim and scary."

"The idea behind it is take this very important event, don't sensationalize it, but then make sure to let

them understand the gravity of it, the importance of it, not just use it as some kind of gimmicky, trivialized 'Let's just talk about 9/11 because everyone's talking about 9/11,'" one teacher said. "It's not just boring history in textbooks—it's affected lives."

Educators in New York City are striving to impress this upon their students—that 9/11 shaped the city and the world they live in, and that it profoundly affected the adults around them.



# PUBLIC SERVICE ANNOUNCEMENTS

## REMEMBER... WHO WHAT, WHERE, WHEN, WHY & HOW!

*In order to remain a viable organization, American Merchant Marine Veterans (AMMV) must continue to recruit new members. There are many potential new members out there who have never heard of AMMV and we need to get them on board.*

### **Our goal:**

One of the purposes stipulated by the AMMV Constitution is:

To publicize the services of the American Merchant Marine Seamen in World War II, and gain recognition for the services and sacrifices of Korean, Vietnam and Middle-East Wars as recognized by the Veterans Administration.

### **How YOU can help:**

To pursue this purpose, National Office Administrator Sindy recently sent out 2 requests, both hard copy and by email, to a selected 1,000 daily and weekly newspapers within 100 miles of United States coastlines. In some areas, this necessitated her sitting with a magnifying glass in one hand and a road Atlas in the other searching for geographic locations. She followed up with about 950 emails to the same papers, hoping that electronically submitted material would be accepted more readily by potential publishers.

There were two items enclosed with our request and emails to print information about the U.S. Merchant Marine – one was for a short PSA (or public service announcement) and the second one was for an informational column to be printed in their paper. This was included because the public must be informed about what Merchant Mariners did and do to help our Country in Peace and War.

Responses to the mailing are still coming in and we feel that the effort was worthwhile. **However, there are many more newspapers – thousands - in other parts of the country and we are asking for your help in getting our word out to your local paper.**

### **Public Service Announcement:**

When we sent out this mailing and follow-up email, it included a Public Service Announcement (PSA), a short piece that many newspapers run, free, for non-profit Veterans' organizations. It read:

#### Calling all U. S. Merchant Mariners:

*We need your help! As time passes, our non-profit nationwide Veteran's organization, originally established by WWII Merchant Mariners, needs former and present Merchant Mariners in our membership to help keep our vital maritime history alive and to assist us in achieving our goals, which includes earning Veteran's status for post-WWII conflict Mariners. Membership qualifies you for an informative quarterly magazine which will keep you up-to-date with our progress towards these goals.*

*If you are an active or former U. S. Merchant Mariner*

*or a widow or descendant of same and would like additional information about membership, please contact American Merchant Marine Veterans – check us out at [www.ammv.us](http://www.ammv.us); write: National office, 2722 Maynes Ct., Santa Rosa, CA 95405; call Sindy Raymond at (707) 546-6349, or email her at [saaren@sonic.net](mailto:saaren@sonic.net).*



### **Informational column:**

Our second item was a request for the newspapers to run an informational column about the U. S. Merchant Marine and what they did during WWII as well as publicizing what they do

now. This, too, was followed by an email. The request read:

#### AMMV MEMBERSHIP DRIVE

*American Merchant Marine Veterans (AMMV), a nation-wide non-profit Veterans' service organization, is seeking Merchant Mariners of all ages as members, to help it carry on its goals. AMMV was established in 1984*

by primarily World War II Veterans, who hoped to keep maritime history alive and work towards common interests, such as Veterans' status. However, time has taken its toll on the original membership and AMMV needs to move into the future, while maintaining its goals and still preserving maritime history. You can help.

At AMMV, they are often asked the question: "What is a Merchant Mariner and what do they do?" Often historically ignored, they are the men and women who operate supply ships. They are the "drone bees" of the United States' shipping industry: in wartime, supplying everything necessary, from socks to airplanes to our battle-fronts and providing invaluable services at other times. Their motto is: "We deliver the goods in Peace and War".

Today, Merchant Mariners not only move cargo and passengers between nations and within the United States, but they operate and maintain deep-sea merchant ships, tugboats, towboats, ferries, dredges, excursion vessels, charter boats, and other waterborne craft on the oceans, the Great Lakes, rivers, canals, harbors, and other waterways.

**WORLD WAR II:** Before and during WWII, merchant ships experienced air, surface and submarine attacks ranging from the early danger zones of the Atlantic, the Red Sea and the Indian Ocean to the mid-Atlantic, Mediterranean, and the islands of the Pacific.

In total during WWII, more than 225,000 Merchant Mariners gave up their youths to serve our Country, with over 9,000 men lost at sea; over 600 became POWS.

However, when the War ended, these men were not awarded Veterans' status. This was finally accorded these men in 1988, some 43 years after WWII. Some feel that this was too little, too late for these aged men. They haven't given up, even though their numbers have dwindled drastically. They are still fighting with pending National legislative efforts.

**POST-WWII CONFLICTS:** Merchant Mariners played a big part in the Korea, Vietnam, and Desert Storm conflicts, also. Perhaps not as dramatic as those of World War II, Mariner-manned sealifts were nonetheless vitally important to the cause.

In Korea, Merchant Marine sealifts supplied nearly 90% of the needed supplies to South Korea and evacuated hundreds of thousands of refugees from North Korea on ships like the SS Meredith Victory. In Vietnam, "civilian" crews carried 95% of the equipment used by our Armed Forces, including bombs and ammunition, into combat zones under fire. Crew members were given Navy grades and rank identification in event of enemy capture. In Desert Storm, more than 90% of the heavy equipment, ammunition, fuel and other supplies for Desert Shield/ Storm were carried by sealift.

Today, the U.S. maritime industry is in dire straits. American Merchant Marine Veterans (AMMV) is trying to help and supports pro-U.S. maritime laws and programs such as the Jones Act and others. In addition, AMMV is working hard to obtain Veteran's status for Mariners who served in combat zones of the Korean, Vietnam, and Middle East conflicts.

AMMV

is seeking younger Merchant Mariner members who are interested in not only publicizing maritime history, dating back to 1775, but helping it achieve its goals. For further information, please find them at [www.ammv.us](http://www.ammv.us), call the National Office at (707) 546-6349 in Santa Rosa, CA. or email: [saaren@sonic.net](mailto:saaren@sonic.net).

### What you can do:

We are asking AMMV members to contact, in writing, by telephone or by email, your local newspapers and ask them for help in our quest for new members and educating the public about: what a Merchant Mariner is and what they do? You can use the 2 articles shown here for starters or write your own. If you have a chapter in your area, local contact information should be provided. Local papers may interview you for a column and you'll get to tell your personal story.

If you need more information, like names, contact information, locations of newspapers near you or further pertinent information, please do not hesitate to contact Sindy at the National Office. **PLEASE HELP!** AMMV needs your support!



# IT MAY HAVE BEEN PEACE BUT IT SEEMED LIKE WAR

*Excerpted from a presentation by Capt. Patrick Moloney at the AMMV Western Region Conference, 2016.*

Our Merchant Marine flag has a statement – In Peace and War. Usually that is a pretty black and white situation but sometimes it gets grey and for some of us that grey was haze grey.

In Nov., 1979 the Iranian Hostage Crisis occurred and the Navy started keeping an aircraft carrier battle-group on station in the North Arabian Sea. As is our tradition, we weren't ready for it and the supply lines were stretched almost to the breaking point. The typical carrier deployment came from the Pacific Fleet and involved a non-stop operation from departing Subic Bay in the Philippines to returning there as the first port of call, 105 days later.

The battlegroup would pick up an MSC oiler in Subic and now, because of the quasi-war footing that the group was operating in, the oiler would be fully integrated into the group. They were expected to be as proficient in formation steaming as any of their Navy cousins. All of the MSC fleet support ships were pulling at least one Indian Ocean deployment a year and soon had the battlegroup ops down to a routine.

Except that sometimes things happened.

In late November 84, my oiler the *USNS Hassayampa* (*Hass*), was operating in the North Pacific hundreds of miles to the east of Japan. The occasion was RIMPAC 84, a huge fleet exercise involving five aircraft carrier battlegroups and

the Japanese Navy. We were assigned to a surface action group of US and Japanese ships. I had been in command of the *Hass* for about 7 months. We had a pretty good crew worked up and had just come out of a major shipyard period and were remanned with a scratch gang. But we had

enough time and experience to be functioning well.

In the several weeks we had been on the assignment, we had refueled 37 ships and two days before the incident had refueled 14 in one day. We had pumped enough gas that the *Hass* was low on fuel and we rendezvoused with a commercial tanker, the *Falcon Champion* to fill our tanks. This was routine on Indian Ocean operations but rare in Far East ops where we

were close to ports.

We were in moderately heavy weather, going east into wind and sea. We had started in the early morning, holding the ships at 140 foot distance doing 12 knots; now it was almost 2100 and pumping was finished. One fuel rig had been recovered and secured; the second one was being recovered.

At 2057, an abnormally large wave struck both ships broad on the starboard bow, rebounded off the *Falcon Champion* on the port side and broke on the *Hass*' (01 level) cargo deck. The ship was knocked 7 degrees off course toward the *Champion*. The cargo deck was awash with white



*USNS Hassayampa refueling the USS Preble at sea in 1979*





water and water was observed rolling off the top of the reefer containers. Large steel boxes were knocked off their foundations and floated across the deck, steam piping was damaged, and line reels bent. More importantly, crew, on deck, were washed inboard. At the time we still had eight men on the fuel rig, a few more were on deck for machinery maintenance and maybe a few on the tank deck securing valves.

I recall looking back at the white water on deck and thinking "Oh shit; man overboard!" as I turned my attention back to keeping the ships apart.

Word was passed to the bridge that there were casualties after the water had drained off enough to take stock of the situation. Reinforcements poured out of the afterhouse to assist on deck. First aid was given to the obviously injured and they were taken to sick bay while a muster was taken to see if we had anyone overboard. Reports started flowing into the bridge, smoother than any of the drills we had been practicing for months. In minutes, all hands were accounted for and a group of men returned to deck and finished retrieving the rig from the *Champion*. Once that was done and the deck secured, we turned the ship and at full speed sped towards assistance.

At about 2130 the ship's nurse had determined that two of the casualties were well beyond his capabilities and a doctor was needed. He had been the corpsman on the *Pueblo* when she was captured by the North Koreans and was a pretty unflappable guy, but he knew his limitations. As information became available it was passed to the medical officer on the cruiser we were headed to meet.

The *Hass* crew cleared the damage on deck and repaired the fuel rigs and about midnight we met and refueled the

cruiser and her escort. Heavy weather conditions made it too dangerous to highline a Doctor over and *Hass* didn't have a night certified flight deck so arrangements were made to helicopter the Doc over at first light.

At about 0600 the Doc was received aboard

by helo and he and our nurse worked for the next 10 hours stabilizing the injuries of the most badly hurt. While treatment was in progress the Task Force Commander was arranging medevac to the carrier *Carl Vinson* and the task group was closing to helicopter range. At first light the next day a big helo from the *Vinson* met us. The three injured personnel and the doctor were hoisted aboard and safely made it to the carrier.

In reviewing the incident afterwards, it was deter-

mined that there was no area that could have been improved on considering operational requirements. The personnel involved on the rig were finishing a long hazardous job that had been conducted in safety despite weather conditions. The wave that caused the casualty was not observed by either ship until



*USNS Hassayampa refueling the USS Hornet*

it broke aboard. Nothing like it had ever been encountered. The shipboard response was fast and professional; the on-deck first aid even surprising in its completeness. The assistance of Commander Task Force 75 in providing a doctor and arranging the medevac timely and utilized all available assets to the maximum extent.

I have never been as proud of a crew as I was that night.

# Ship of Miracles

## IS IT THE SS FROSTBURG OR THE SS RED OAK VICTORY?

*Adapted from the presentation by Lois Boyle of the Richmond, CA. Museum Association and major administrator of the restoration of the SS Red Oak Victory, berthed in Richmond.*

During WWII, builder's hull numbers were assigned to shipyards by the Customs Department; and it was not always clear until almost the last minute what name a hull would have.

When it was launched in 1944, the designated hull, which should have been the SS Red Oak Victory, was not ready for the November 9, 1944 launching ceremony. All the plans had been made for the ship's launch – the wife of the mayor of Red Oak, Iowa was coming to the Richmond, CA Kaiser shipyard, books had been donated by the Library and citizens of Red Oak for the ship and the date set.

However, hull #544 was ready – the only problem was that it had another assigned name and that name was already on the hull. But, not to fear, permission was given



*Meredith*

to switch the hulls and on top of the name "Frostburg" was emblazoned the name "Red Oak Victory".

### **Why she was named the Red Oak Victory:**

You might wonder why the *Red Oak* was named after a town in Montgomery County, Iowa? The Red Oak area lost more draftees, per capita, than any place in the U.S. during WW II. A majority of these military men from Montgomery County lost their lives at Faïd Pass, preceding Kasserine Pass in North Africa, against the Nazi General Rommel in Tunisia. The remaining servicemen surrendered and were held as POWs under Rommel and Nazi Germany.

### **And who or where was Frostburg?**

Also, you may think, where is Frostburg? It's a coal mining community in Maryland. Have you ever heard of the Reverend Edwin R. Weidler,



*Refugees board the SS Meredith Victory*

Commander USN? Well, Rev. Weidler was born in Indiana, the youngest of 11 children. He received his Master of Divinity from the Theological Seminary in Princeton, New Jersey and had his first ministry serving Frostburg, Maryland.

At the outbreak of the war in 1941, he joined the Navy. Over the course of his 27 year Navy career, he is best known for his service in MAG12 in Korea, where he was instrumental in coordinating "Operation Kid-Lift", evacuating orphan children from the combat areas in Korea, for which he received many citations, not the least of which was the Korean Presidential Citation.

### **Another famous refugee evacuation:**

Does this evacuation in Korea bring to mind anyone else? Of course, it's Captain Leonard LaRue and the "Miracle Ship" *SS Meredith Victory*. You see, in December of 1950, United Nations Command Troops were retreating from northeast Korea after a massive assault by Chinese and North Korean forces. Over 100,000 UNC soldiers were evacuated from the city of Hungnam on 193 ships. Nearly that same number of civilians had gathered at the port, hoping to board these vessels heading to safety in the southern Port of Pusan, now Busan. News of the evacuation had spread in the region and many refugees fleeing from the Communists had lined up on the shores seeking rescue. Thousands were waiting for safety.

On December 21<sup>st</sup>, Captain LaRue, Captain of the *SS Meredith Victory*, without official permission, made the decision to unload nearly all his weapons and supplies in order



*Red Oak during building*

to transport the remaining refugees to safety. By using booms and makeshift elevators, the ship was converted to hold the refugees, who filled the five cargo holds and the entire main deck. The *SS Meredith Victory* then sailed south from Hungnam with no mine detection equipment, no doctor, no interpreter, no lighting in the holds, no heat and no sanitation facilities – but with 14,000 Korean refugees on board – to arrive in Pusan on Christmas Eve, 1950. Designed to carry only 12 pas-



sengers and 47 officers and crew, the ship now carried 14,000-plus refugees to safety and earned herself the name of “The Ship of Miracles”.

Although packed like sardines in a can, standing up, shoulder-to-shoulder, in freezing weather conditions, there were no injuries or casualties on board on the three-day journey. There was very little food or water and the people were virtually unable to move. The first mate delivered five babies. All passengers were delivered safely on Christmas Eve in the greatest rescue operation in the world by a single ship.

The SS *Meredith Victory* was decommissioned in 1952, and scrapped by the Chinese in 1992. After the war, Captain LaRue gave up his commission as a captain, and became a priest. Upon his death, a Korean monastery erected a monument in his honor for the “Miracle Ship” operation where 14,005 of their people had been saved by him.

### ***Honor for the feat:***



*Entrance to WWII park, Busan*

Sixty years later, the Korean government spent millions in the creation of a park at Pusan Harbor in honor of Captain LaRue and the SS *Mer-*

*edith Victory* as a thank you to the United States of America that made this “Miracle Ship” evacuation possible.

Now you might ask why is this story relevant to the Richmond Museum Association, beyond its telling of an incredibly humane event? Because two ambassador groups from Korea have come to the SS *Red Oak Victory*, for the sole purpose of buying our ship, so that they can include it in their park in place of the original *Meredith Victory*. Their offer of purchase, needless to say, was not accepted.

Since that original visit, two email overtures from the Korean Consul General’s office in San Francisco have been made, one as recently as last August. And efforts by Korea continue; they have erected a WWII monument in San Francisco this year.

Our unwillingness to sell is, because in our humble way, we have helped to create a park in this country to honor the men and women of America who made victory possible by building these ships, and honoring all those who worked



*SS Red Oak Victory in drydock for restoration*

in the home fronts across this nation, and to all the gallant men who sailed these ships. We have helped create a park, the Rosie the Riveter/WWII Home Front National Historical Park, where thousands come to visit Richmond and marvel at the wonder of the *Red Oak* and the genius of its creation. We want all to know and understand the importance of the valiant efforts of the Richmond Museum of History and appreciate what a significant accomplishment it is to take an abandoned ship from the mothball fleet, a ship destined to be scrapped, and turn it into a lifetime memorial to the even greater accomplishments of our forebearers. The seemingly simple stories we hear from visitors, when compounded by many, are overwhelmingly compelling and must be told.



*Memorial to SS Meredith Victory in WWII Park, Busan, Korea*

So, you see – there was a time – not so long ago, when the people of America came together with a common purpose, when those who were not fighting on foreign soil were united at home by victory gardens, ration books, production lines; when a year could pass with no holidays, no vacations and often no time off; when personal sacrifice was the theme.

And now, well over 70 years later, the concept of such a national effort must seem overwhelming – and indeed outside the experience of most people. But for some of us it is a very real memory - but not a bad one, at that. A job had to be done, and with the work, the privations, and the restrictions, came also laughter, joy and unity.



*Rosie the Riveter Park, Richmond, CA*







## APPLICATION FOR MEMBERSHIP

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

DATE \_\_\_\_\_

NAME \_\_\_\_\_

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

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

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

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

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

*Please check the appropriate box(es):*

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

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

☐ WIFE OF MEMBER ☐ WIDOW OF MEMBER ☐ ASSOCIATE/OTHER \_\_\_\_\_

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

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

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

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

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

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

**AMERICAN MERCHANT MARINE VETERANS**

**2722 MAYNES CT.**

**SANTA ROSA, CA 95405-8408**

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

# Monument Unveiling Ceremony

Warbird Park, Myrtle Beach, SC

April 8, 2016

John T. Schmidt/Palmetto Mariners Chapter  
American Merchant Marine Veterans



*Congressman Tom Rice attended the ceremony (SC, District 7)*



*Joe Valasquez*

*Clarence Newcomer & Joe Valasquez unveil our newest monument. They had ALL Merchant Marine Veterans in attendance, AMMV members or not, come forward and stand behind the monument as it was unveiled.*



*Myrtle Beach Mayor John Rhodes*



*Clarence Newcomer*



*John Nelson with Barbara Prescop*



*Son and daughter of John T. Schmidt, Tom and Linda, both Chapter members. Tom serves as Chapter President.*





*American Merchant Marine Veterans*  
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SANTA ROSA, CA 95405-8408

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