

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE



The New Point Comfort Lighthouse sits some 35 miles from the entrance to Chesapeake Bay and is a twin to the Old Cape Henry Lighthouse, the first construction project authorized by the new United States of America. The New Point Comfort Lighthouse is located in Mathews County, home of the Hodges family - The Mathews Men.

IN PEACE AND WAR



1775

SUMMER 2016

- ★ Western Regions' Conference Registration Information Page 44
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- ★ Just Recognition Page 34



\$4.00



National Maritime Museum

Oslo, Norway

Unveiled by King Olav V in 1980, this sculpture is a memorial to the Royal Navy and Merchant Navy who served in World War II from 1939-1945. The plaque indicates that the merchant fleet lost half their ships to enemy attack.

The artist is Joseph Grimeland.



American Merchant Marine Veterans
Official Publication
NEWS MAGAZINE

Published quarterly for the benefit of our members.

Foreign postage additional.

*Subscription included in membership fee
for AMMV members.*

Non-members: \$4.00 per copy.

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Published July 11, 2016

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Carole Gutierrez

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Melvin Tublin *Member-at-Large*
"Beech" Dale *Mo Valley Mariners Chapter*
Deborah Rogow *Member-at-Large*

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

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Morris Harvey *Ocala Chapter*



National President / Convention Report

Capt. Chris Edyvean



It's hard to believe that I have completed my first year as AMMV National President. (I guess that means I am no longer the "new" President!) I sincerely thank all of the members and Chapters who have supported me, with an extra special thanks to Morris Harvey and Cindy Raymond – I

could not have done this work without their guidance and support.

H.R. 563: The Honoring Our WWII Merchant Mariners Act of 2015

It is no secret that time is running out and we do not have enough co-sponsors to push H.R. 563 forward. However, Congresswoman Janice Hahn has hinted that she is willing to negotiate the provisions of the bill in hopes of coming out with 'something' so that this longstanding battle for compensation can finally be put to rest. I will defer to AMMV National VP & Government Affairs Co-Chairman Morris Harvey to offer details on various options.

Merchant Marine of WWII Congressional Gold Medal Act

H.R. 2992: The Merchant Marine of WWII Congressional Gold Medal Act has 307 co-sponsors (as of this writing). This is more than enough to warrant a vote on the House floor but it does not necessarily guarantee one. According to the office of Congresswoman Susan Brooks (R-IN) who introduced the bill last June, Congressional Gold Medal legislation must go through the House Financial Services Committee. It is in the judgment of this committee whether or not a hearing will be scheduled. Brooks and her staff are pushing hard for this to materialize.

Meanwhile, a companion Senate bill (S. 2989) has been introduced by Alaskan Senator Lisa Murkowski. It was quickly co-sponsored by fellow Alaskan Senator Dan Sullivan and four others. You may recall that Sullivan met with AMMV Alaska Greatlands Chapter President Eldon Gallear on March 30th. Eldon told the Senator his story of being the sole survivor of the SS *Tillie Lykes* and expressed the concerns of the WWII MM. Several AMMV members

and Chapters continued to contact Sullivan afterwards; we feel that these combined efforts resulted in the introduction of S. 2989. We must continue to reach out to our Senators and urge their co-sponsorship of this bill. Passage of the Congressional Gold Medal Act would help solidify the place of our WWII Merchant Marine in American history.

Post-WWII Merchant Marine Veteran Efforts

I praise Government Affairs Committee Co-Chairman Michael Helbig for his meticulous work in preparation of our next application in attempts to gain Veteran status for post-WWII American Merchant Mariners.

To summarize Michael's efforts, he is first focusing on details for our Merchant Mariners who served in the Korean conflict; he feels that the previous combination of Korean/Vietnam era Merchant Mariners into the same application was one of the reasons for failure. His research includes the exhaustive task of determining what specific vessels were involved in the Korean conflict and the periods of such involvement. This information will be used to establish the "group" of our forthcoming application with the Air Force Civilian Military Service Review Board (C/MSRB).

Michael projects that he will finish his leg work around the end of this year, at which time his compiled information and evidence will need to be formatted to serve the needs of this application.

As a reminder: If/when the Korean War American Merchant Mariner group is approved, this still does not grant Veteran status to individuals. The C/MSRB has made it clear that "the burden of proof rests with the applicant". Hence, individual mariners seeking Veteran status under such ruling would have to prove their eligibility as part the approved group.

Consider attending AMMV Conference/Convention

When was the last time you attended a Regional or National AMMV Convention? Or, if you haven't yet, have you considered doing so? These formal functions offer more than just a setting to conduct organizational business. Such gatherings allow people to reconnect with old friends, meet new acquaintances, and share stories; the camaraderie is

(continued on next page)

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unmatched. Furthermore, the speakers and entertainment are always top notch.

In addition to hosting the annual Western Region Conference in September, our Golden Gate Chapter and Sacramento Valley Chapter will be putting on the 31st annual National Convention in late March; both will be held in Reno, NV. The leaders of these two Chapters are highly experienced in the planning and execution of such events. Please consider joining us for one or both of these upcoming Conventions.

Please promptly send in renewal dues!

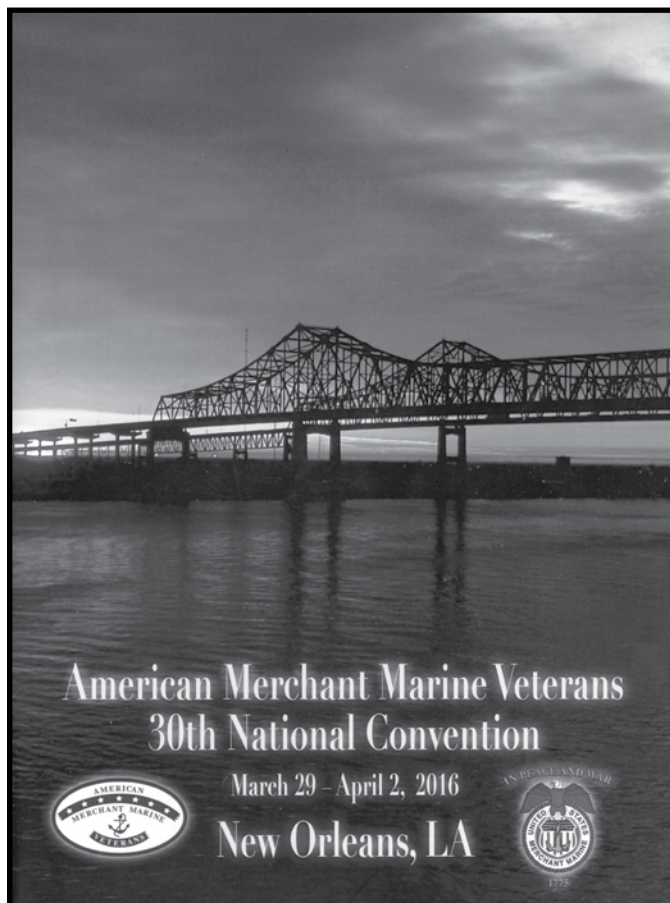
The new fiscal year began on July 1st, meaning that it is once again time for annual dues collection. Whether you are a Member-at-Large or a member of a Chapter,

please ensure your dues are paid as soon as practicable. Each year AMMV incurs the unpleasant expense of mailing out reminder notes. We usually have to send three rounds of notices over a four month period, at which time we must drop remaining unpaid members. Please help us reduce this expense and also help ease Cindy's workload by promptly paying your membership dues. A sincere thank you for your cooperation!

Respectfully,



Captain Chris Edyvean
AMMV National President



Order your copy of the
Memory Book
from the 30th National Convention

\$8.00 includes S&H

**Make checks payable to AMMV
and send to:**

**Chris Edyvean
P.O. Box 41
Hurley, WI 54534**



National Vice President

Co-Chair, Government Affairs Committee

Morris Harvey

Join me at www.ammv.us.

The new website has been operational for more than one year. We are always looking for creative ideas that could add to the experience of a visit to the site. Visit our website and send me a contact message – let me know that you were there. Our main “Drop Down menu” now includes “Home”, “About”, “Join Us Now”, “Government Affairs”, “Events”, “News Magazine”, “Blog”, and “Contact Us”. A Gallery, Partners and a Current page are on our schedule, from our original plan,



but have not been implemented, as yet. Make a suggestion as to what “Content” you would like - more on certain existing subjects or a new topic that has not been included.

Are we a Political Action Committee (PAC)?

Are you part of a Political Action Committee? Yes, somewhat, without the money. The U.S. Flag Merchant Marine exists because of Federal legislation, starting with the Jones Act. The following is an old subject but it needs to be discussed enough to make it part of our lives. In this discussion, I would like you to only think of your Congressperson. Each of us has two Senators who represent us in the Senate. However, it is harder to get their attention because of just the numbers of citizens that they represent. The House of Representatives (Congress people) represent a smaller number of citizens and usually have more nearby offices that you can visit. In my State of Florida, each Representative covers about 815,000 citizens compared to 22M for the Senators. Now that gives us a clue as to why this political action is so hard.

“Lobbying” as it relates to the AMMV and our non-profit status given to us by the IRS.

I believe it is important and imperative that AMMV members be active in the government legislative process. However, due to our IRS classification, our involvement, as an organization, must be constrained and directed in an educational and informative format – the organization can

inform and educate the public and our lawmakers. The IRS will object to any “Lobbying” or signs of direct monetary donations to a cause or a candidate or lawmaker – we cannot endorse a candidate. Now, how about “Grass Roots” political action – by this I mean direct lobbying and monetary support of a cause or a candidate or a lawmaker by one of our individual members. This type of political action is permissible, as long as it is done by you as an individual. “Grass Roots” political action has been proven to be very effective in promoting an issue, especially, when dealing with Representatives (Congresspersons) in the House. These representatives frequently do not accept email correspondence from people not in their district and snail mail from outside their district is shown the round file. They are elected by the voting public within their district.

I know that many of you are tired of being involved in this “Grass Roots political action” initiative. However, it takes constant work to educate people in Congress and in the administration. It requires each of us and family members to develop a relationship with lawmakers at the local level and continue that contact once he or she goes to Washington. It is also worth developing a relationship with the Congress persons key staff members – The legislative staff, which may be more than one plus the Chief of Staff and possibly the scheduler.

Contact Congressman Jeff Miller:

As you read this Magazine, you will find under the Just Recognition section a call for members to send emails, write letters by snail mail and to make phone calls to the Honorable Jeff Miller, chairman of the House VA Committee. A copy of this letter being sent from the Ocala Chapter can be seen on the next page. It could be altered to be from an individual also.

Morris Harvey

Morris Harvey, National VP
Co-Chair, Government Affairs Committee
“Hell No, We Won’t Go Away”

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July 6, 2016

To: Honorable Florida Congressman Jeff Miller
Pensacola Office: 4300 Bayou Blvd., Suite 13;
Pensacola, Florida 32503

From: Morris Harvey, National VP
Co-Chair Government Affairs Committee
American Merchant Marine Veterans, Inc.
8055 N. Dacca Ter., Dunnellon FL 34433

Subject: The Bill HR-563; "Honoring Our WWII Merchant Mariners Act of 2015"

Dear Congressman Miller;

Congresswoman Janice Hahn has reintroduced our Merchant Marine Bill now called HR-563 into the 114th Congress. We are actively gathering Co-sponsors again, now at 79. As you know, our bill has passed the House VA Committee twice, as HR-23 in the 109th and 110th Congress, with a much higher cost factor – its companion Senate bill, S-663, never made it out of the Senate Committee on Veterans Affairs even though we had over half of the Senate supporting the bill - remember the Honorable Sen. Akaka who blocked our Bill S-663, but was able to pass a sizeable amount for the Philippine soldiers?

Please support HR-563 by supporting the proposal to move the bill to the floor for a vote. The bill sponsor, the Honorable Janice Hahn, is interested in working with you to move the bill. We know that, as chairman, you could make this happen. Based on the prior history of this initiative, we are puzzled as to why you are not working for us old, almost extinct, WWII Merchant Marine Veterans.

We realize that our country is in a bad fiscal position and many elected officials, including you, are working to rein in spending. However, as you know, what we are asking for is **NOT** a spending give away but a past due debt that needs to be paid. It is recognition of the heroic actions and sacrifices of these WWII volunteer Mariners. This bill provides reparation that is due the Merchant Mariners of WWII - due for benefits denied.

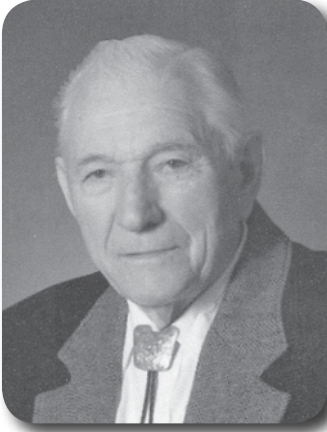
Sincerely,

Morris Harvey, CEO, Ocala Chapter

Ocala Chapter—AMMV P.O. Box 418, Oxford, FL 34484-0418



National Secretary Nelson Cauble



Greetings to all!

My first thought was, "didn't we do this magazine just a few weeks ago?" But I always look forward to receiving the magazine. I do want to say a huge "thank you" to all of you who have been, and still are, working on the bills in Congress. You are to be commended for your hard work.

We continue hearing of more and more of our chapters giving up, and that is so hard to believe. I remember when Oregon had maybe seven chapters and now have only one. We've just learned that Rogue River has closed. That is so sad. We worked with them some years ago, and did actually introduce them to having women attend the meetings! This happened the day we went to their meeting and found a wife sitting in the car waiting for her husband, who was inside attending the meeting.

That was about the same time that we attended a National convention and Shirley and Janell were asked by a couple of men... "where you are, do they allow you to attend their meetings?" It sure didn't take long for those two to let them know!

We are looking forward to being in Reno for the Western Regional convention and will get our reservations in soon. We just returned from our trip to Kennewick, Washington to help celebrate brother Bob and Janell Cauble's 70th wedding anniversary. Our sister, from Grants Pass, aged 90, went with us, and it was a wonderful family event. That is until we took her home. All went well, but when we were back on a two lane rural road getting to the freeway to head home, a young woman decided to exit the parking area of a small business, and never bothered to see if there was traffic in that lane. There was! ... Us! We were neither one hurt at all, but our car was totally destroyed. She was cited for suspended license and no insurance. But a loving God was looking down and apparently He's not through with us, and that's what is important. Cars can be replaced and have been.

Again, I salute those who are carrying the load of our bill in Congress, and again I thank you for the opportunity to serve as your Secretary. We'll keep working at it. I am still working, or trying to work, with the museum in Florence, Oregon. Maybe I'll have more news on that next time.

Sincerely,

Nelson Cauble

AMMV National Secretary

Welcome Aboard to these New Members of the AMMV

GLEND ACREMAN	BASTROP	LA	WILLIAM JANTZEN	RIVER RIDGE	LA
BRUNO BIAVA	OLNEY	IL	PAUL KRAJCOVIC	FORT MYERS	FL
JOLYN S. BULLOCK	MINERAL	VA	HENRY MAGIERSKI	LITTLE EGG HARBOR	NJ
WILLIAM CARLSON	DULUTH	MN	WILLIAM L. PERMAN	SCOTTSDALE	AZ
PATRICIA M. COPONITI	HUNTINGTON BEACH	CA	RALPH PEYOVICH	ALTAVILLE	CA
MICHAEL DUFFY	SAUNDERSTOWN	RI	JOSEPH SCHWARTZSTEIN	BALTIMORE	MD
HENRY FACKOVEC	LONDONDERRY	NH	JUANITA J. SOVA	GRANITE CITY	IL
HARRY D. GATES	ALLENDAL E	NJ	KATHY SOVA	ST. CHARLES	MO
DAVID W. HEINDEL	CAMP SPRINGS	MD	ANTONIO V. SOZA	EUGENE	OR
JEWELL S. HOFFMAN	SLIDELL	LA	TOM TUMILTY	VIRGINIA BEACH	VA
JOHN D. HOLDSTEIN	HAMPSTEAD	NC	MANUEL VALENTIN	ADASCO	PR
JOHN H. HOLTZHAUER	TIPP CITY	OH			



Editor / AMMV Office Administrator Sindy Raymond

IS IT A HODGE-PODGE?

We have heard lately that perhaps the AMMV NEWS now carries a “hodge-podge” of articles. And maybe that’s true. However, in your Editor’s defense, I believe that in order to attract younger members to join the AMMV, there is a need to publish articles and information that will interest them, too. The question that is always raised is: “what can we do to attract younger members to carry on the tradition of the American Merchant Marine Veterans organization?” We are trying to answer this question on several fronts; however,... **Do you have a good answer?** Please let us know – National President Chris Edyvean, Vice President Morris Harvey or myself will gladly be open to your ideas.

I strongly feel that we CANNOT and should not give up on the AMMV tradition of publishing WWII information. I, personally, am more interested in our member’s WWII stories and think there is certainly a need to tell these stories to educate readers about the experiences of being a Merchant Mariner in World War II and what the Merchant Marine did – a story that far too many people know nothing about. It seems like every day someone asks me – “What is a Merchant Mariner? What did they do?” I know you’ve heard this song before but we need to educate, educate, educate and will continue to do so, I hope, in this AMMV NEWS Magazine.

A REQUEST FOR HELP:

However, back to the quest for younger for membership: there seems to be a lack of “public” information, ie: Internet, books, etc., available as possible resources for articles about post WWII maritime “adventures” and experiences. Your Editor would really appreciate being sent some of this information, for publication. Please include as many pictures as possible; this part should be easier as the popularity of cameras and equipment in post-WWII conflicts made for easier recording of events.

I’m not sure why there’s such a “lack” of personal-experience public information out there, except that maybe (a) there were far fewer Mariners involved in post WWII era conflicts; b) the post WWII Mariners are still working and don’t have the time to write their experiences down; and/or c) they are reluctant to “discuss” their Maritime activities.

So, if you have a story or article that you think will appeal to younger Mariners, please send it to me – with pictures, of course. Let’s keep fighting for recognition.

MARITIME DAY, MAY 22, 2016

As you can probably tell from the article on the San Pedro, CA Maritime Day ceremony, elsewhere in this NEWS, I attended that one. It was a major event and I did get a chance to speak with Congresswoman Janice Hahn, the sponsor of our Just Recognition House bill HR.563. This was a pleasure, since I have been working on this legislation since its inception – with former Congressman Bob Filner – in 2005, first as Ian Allison’s “Office Administrator” and, then, as a representative of the AMMV. Ms. Hahn, I believe, has been working hard on our cause and I’ll be sorry to see her step down at the end of this year. I do admire her, though, for doing that as she is running for Supervisor for the County of Los Angeles, in the hopes that she can do more for her constituents in that capacity than she could in national office. I would like to offer many thanks to the officers in charge of the San Pedro event, John Pitts and Paul Nielsen, for their hospitality and consideration during my visit to that “other state” – Southern California.

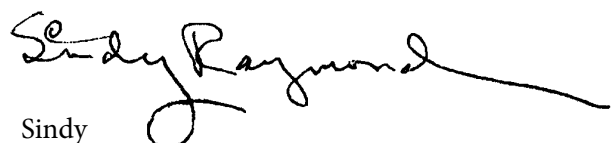
I’m just sorry that I couldn’t have been at all the other Maritime Day events around the Country but maybe next year.

A “REMINDER” ABOUT DUES:

AMMV relies very strongly on the dues that are receivable every year. This next fiscal year runs from July 1, 2016 through June 30, 2017. If you haven’t paid your dues for this timeframe, **please send them in now.** Chapter dues should be sent directly to your Chapter Treasurer. Members-at-Large can send a check in the amount of \$32.00 payable to:

American Merchant Marine Veterans
2722 Maynes Ct., Santa Rosa, CA 95405-8408

Full speed ahead and fair winds,


Sindy





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

Wait... What????

I don't often get on my "high horse" as my late mother use to say, but who the ##!\$!! does that former Secretary of the Army John M. McHugh think he is? He says that World War II Merchant Marine Combat Veterans are "Active Duty Designees." As such, these brave men are not **entitled** to burial at Arlington National Cemetery. **HE CAN'T DO THAT! (yes, I am shouting.)**

According to the *New York Times*, in an article published January 21, 1988, "**THE DEFENSE DEPARTMENT**, under orders from a **FEDERAL DISTRICT JUDGE** to reconsider the issue, has agreed to extend veterans' status to the men who sailed merchant ships in World War II, the Pentagon said today. The decision was made by



Air Force Secretary Edward C. Aldridge, acting in his capacity as the Pentagon's designated administrator of a 1977 law that governs appeals for veterans' status, the Air Force said in a statement. The new designation will apply to any seaman who served on an ocean-going merchant ship 'during the period of armed conflict in World War II - Dec. 7, 1941, to Aug. 15, 1945,' the Air Force said." The article went on to say that the designation "will entitle the merchant seamen to obtain military service discharge certificates, which

in turn will make them eligible for such veterans' benefits as the use of Veterans Administration hospitals and burial in a **national cemetery**."

Okay, so what is going on here. After a little digging this is what I have found: In 2002, Assistant Secretary of the Army, Reginald J. Brown, issued a memorandum that directed that Active Duty Designees should receive standard military honors when interned at Arlington. Last year, former Secretary of the Army John M. McHugh issued a memorandum saying that Brown made a mistake. Folks, like the Merchant Marine, were not entitled to be interned at Arlington. Despite Veteran status, they can be buried at other national cemeteries under the jurisdiction of the VA, **but not Arlington**.

The Department of Veterans Affairs oversees ALL National Cemeteries. Since the mid-1800s, the Army has been the "steward" of Arlington and is responsible for the day to day administration, upkeep and long-term development. McHugh contends that Arlington, under federal law, is operated with the sole administration of the Army (except for money which comes from Congress) and does not answer to Veterans Affairs. They are right. But, under current law, the Secretary of the Army has the authority to determine eligibility policy for interment or inurnment, and can act immediately to reinstate the policy that was in place for nearly 13 years.

There are several issues surrounding Arlington. First, several Army IG reports, have shown years of mismanagement of this national treasure. The American Legion and other veterans groups highly recommend that Arlington be placed under the jurisdiction of the VA. Naturally, the Army is fighting that. Another issue:

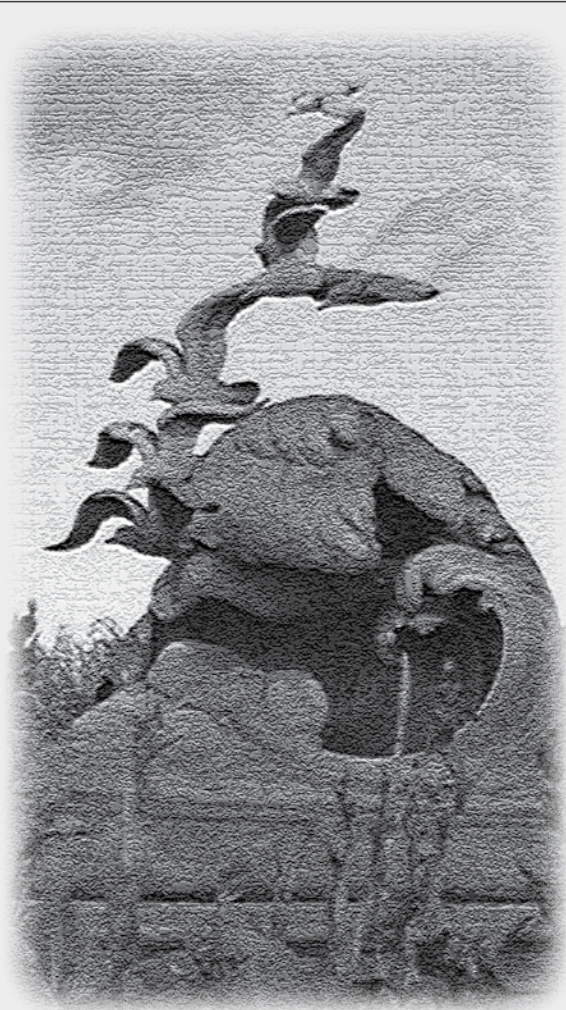
Arlington is running out of space and faces ongoing pressure over its eligibility requirements.

I wonder if that is the real issue or is this a case of the Army fighting for what it thinks is theirs?

Carole Gutierrez
CAROLE GUTIERREZ



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.*

ARCHIE ASHWORTH
PATRICK J. COPONITI
EDWARD R. DEVLIN
LEROY DITTMAR
CHARLES A. ERWAY
ELDON L. GALLEAR
CHARLES J. HARDT
PETER E. HEINEMAN
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MARY ANN MANFREDI
PAUL NOVOTNY
HAROLD "HAL" POWER
GERARD E. RUDOLPH
CAPT. MARK L. SHAFER
THOMAS STATILE
RUNE TORSTENSSON
FLOYD J. VAN WINKLE
RICHARD VAUGHAN

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 2015 through June 2016

Ordinary Income/Expense

Income

402 · CONTRIBUTIONS	13,570.25
404 · LIFE MEMBER INCOME	2,200.00
405 · MISSION SUPPORT FUND	1,750.00
406 · DVD SALES	240.00
407 · RECRUITMENT MAIL INCOME	1,000.00
408 · WAR MEMORIAL FUNDS	805.00
409 · MISCELLANEOUS INCOME	961.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	125.00
AKG · ALASKA GREATLANDS	288.00
BEE · BEEHIVE MARINERS	150.00
CAC · CACTUS MARINERS	175.00
CEC · CENTRAL CALIFORNIA	475.00
CHC · CHINA COASTERS	350.00
CIC · CENTRAL INDIANA	50.00
CWM · CARL W. MINOR - CENT. CA. COAST	400.00
DAR · DENNIS ROLAND	2,850.00
DES · DESERT MARINERS	525.00
DVC · DELAWARE VALLEY	100.00
EMS · EMERALD SEAS	80.00
EOH · EDWIN O'HARA	805.00
GLD · GOLDEN GATE	1,525.00
GUL · GULFSTREAM	1,275.00
HIR · HIGH ROLLERS	450.00
HSE · HIGH SEA ERA	150.00
HSM · HIGH SEAS MARINERS	200.00
HUD · HUDSON VALLEY	725.00
HUM · HUMBOLDT BAY	350.00
JTS · JOHN T. SCHMIDT/PALMETTO	475.00
LON · LONE STAR	425.00
MAC · ROBERT J. MAC ALVANAH	475.00
MAL · MEMBERS AT LARGE	23,990.00
MALW · MEMBER-AT-LARGE - WEBPAGE	2,857.78
MAM · MID AMER. ANCIENT MARINERS	625.00
MCO · MID-COLUMBIA	700.00
MGC · MISSISSIPPI GULF COAST	32.00
MOV · MISSOURI VALLEY	775.00
MPA · MARINERS OF PENNSYLVANIA	325.00
MWE · MID WEST	625.00
NBM · NORTH BAY MARINERS	525.00
NOA · NORTH ATLANTIC	625.00
OCA · OCALA CHAPTER	650.00
OHV · OHIO VALLEY	582.00
OJE · OTTO J. ERNST	150.00
ORE · OREGON	925.00
ORV · OSWEGO RIVER VALLEY	75.00
PEC · PECONIC BAY	400.00
PUG · PUGET SOUND	300.00
ROG · ROGUE VALLEY	225.00
ROR · ROAD RUNNER	350.00
SAC · SACRAMENTO VALLEY	925.00
SAR · SARASOTA-MANATEE	825.00
SSP · SS SAMUEL PARKER	650.00
STH · SS STEPHEN HOPKINS	775.00
SUQ · SUSQUEHANNA VALLEY	375.00
SWF · SOUTHWEST FLORIDA	325.00
THR · THREE RIVERS	775.00
VUL · VULCAN CHAPTER	375.00
Total 410 · CHAPTER DUES	52,184.78
Total Income	72,711.03

Expense

VOID CHECK	0.00
500 · FIXED EXPENSE	
501 · BANK CHARGE	161.09
503 · EQUIP RENTAL	600.00
507 · TELEPHONE	2,455.35
508 · RENT/OCCUPANCY	3,600.00
509 · UTILITIES	1,200.00
510 · MEMBERSHIP PROMOTION	1,353.09
511 · SERVICE CHARGES - PAYPAL	110.78
Total 500 · FIXED EXPENSE	9,480.31
512 · MEMORIAL EXPENSE	805.00
520 · MISSION ADVANCE	
521 · AWARDS	500.00
525 · MISSION SUPPORT EXPENSE	1,234.93
Total 520 · MISSION ADVANCE	1,734.93
522 · RECRUITMENT & SPECIAL MAILING	734.25
528 · JCC CLOSING EXPENSE	911.00
530 · NEWS LETTER	
533 · POSTAGE	4,762.57
536 · PRINTING	14,827.00
538 · LAYOUT	4,400.00
539 · EDITORIAL FEE	1,200.00
Total 530 · NEWS LETTER	25,189.57
540 · DVD EXPENSE	
543 · DVD POSTAGE	75.15
Total 540 · DVD EXPENSE	75.15
550 · PERSONNEL	
551 · ADMINISTRATOR	18,600.00
552 · NATIONAL PRESIDENT	2,160.64
555 · NATIONAL V.P.	864.65
556 · REG. V.P.	1,130.00
Total 550 · PERSONNEL	22,755.29
560 · OPERATING EXPENSES	
564 · OFFICE SUPPLIES	949.76
565 · POSTAGE - OFFICE	1,764.64
566 · PRINTING - OFFICE	264.36
567 · LICENSES & FEES	70.00
Total 560 · OPERATING EXPENSES	3,048.76
Total Expense	64,734.26
Net Ordinary Income	7,976.77
Net Income	7,976.77

*Dues for the fiscal year
6/30/16 - 7/1/17 are due NOW.
Please send your dues to your
chapter or, if you are a
Member-at-Large, send \$32.00 to
AMMV
2722 Maynes Ct.
Santa Rosa, CA 95405*

**AMMV
Balance Sheet
As of June 30, 2016**

	Jun 30, 16
ASSETS	
Current Assets	
Checking/Savings	
102 · WELLS FARGO 2000053950011	89,129.42
103 · PAYPAL ACCOUNT	164.30
Total Checking/Savings	89,293.72
Total Current Assets	89,293.72
TOTAL ASSETS	89,293.72
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
311 · DUES RECEIVABLE 2017	10,495.00
312 · MEMBER RECRUITMENT	3,700.00
314 · MISSION SUPPORT DONATIONS	30,175.00
Total Other Current Liabilities	44,370.00
Total Current Liabilities	44,370.00
Total Liabilities	44,370.00
Equity	
32000 · Unrestricted Net Assets	-21,889.16
390 · EARNINGS	58,836.11
Net Income	7,976.77
Total Equity	44,923.72
TOTAL LIABILITIES & EQUITY	89,293.72

**PROPOSED BUDGET FOR FISCAL YEAR
7/1/16 – 6/30/17**

Presented by National President Christopher Edyvean to the Board of Directors and the general assembly and approved by the BOD at the 30th National AMMV Convention in New Orleans, LA, March 2016.

INCOME

410 DUES: 1100 Chptr. Mbr. @ 25.00	\$27,500	
410 DUES: 760 MAL Mbr. @ 32.00	\$24,320	
TOTAL ESTIMATED RENEWAL DUES		\$51,820
401 INTEREST + MAG. ADS.	\$0	
402 CONTRIBUTIONS	\$5,000	
405 MISSION SUPPORT FUND	\$10,000	
400 TOTAL MISC INCOME		\$15,000
TOTAL PROJECTED INCOME		\$66,820

FIXED Expenses

501 Bank charges	\$250	
503 Rent/Nat. Office Equipment	\$600	
506 Insurance	\$700	
507 Telephone	\$3,500	
508 Rent/Occupancy	\$3,600	
509 Utilities/Nat. Office	\$1,200	
500 TOTAL FIXED		\$9,850

MISSION ADVANCE Expense

521 Awards & recognition	\$1,000	
522 Recruit-Mail	\$2,000	
525 Mission Support Expense	\$2,500	
526 Internet Initiative (Parts A, B & C)		
(A) Website maintenance	\$3,000	
(B) SEO services	\$1,200	
(C) Social Media Advertising	\$200	
527 Survey/Mbr's	\$0	
528 JCC Freight-Closing	\$1,000	
520 TOTAL MISSION ADV.		\$10,900

NEWS MAGAZINE Expense

533 Mailing (Postage + Fee)	\$6,000	
536 Printing	\$16,000	
538 Layout	\$4,400	
539 News Mag. Editing	\$1,200	
532 Graphic Design Contributor	\$400	
530 TOTAL NEWS MAGAZINE		\$28,000

PERSONNEL Expense

551 Administrator	\$18,600	
552 National President	\$2,000	
555 National Vice President	\$1,500	
553 National Secretary	\$500	
554 National Treasurer	\$500	
556 Regional Vice Presidents	\$4,000	
550 TOTAL PERSONNEL		\$27,100

OPERATING EXPENSES

564 Office Supplies	\$1,500	
565 Office - Postage	\$2,000	
566 Office - printing	\$500	
567 License & Fees	\$70	
560 TOTAL OPERATING		\$4,070

TOTAL PROJECTED EXPENSES	\$79,920
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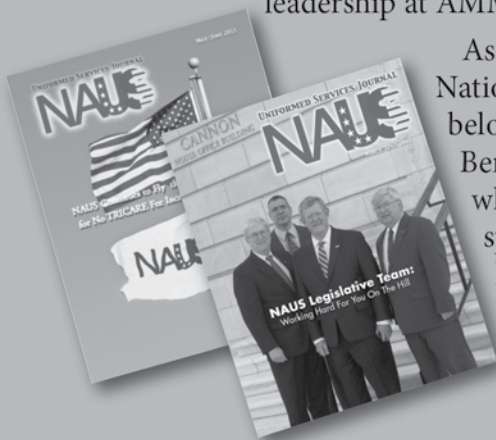
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NAUS and the AMMV: Joining Forces on Capitol Hill



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



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

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



YES!

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

AMMV12

Special NAUS Dues for AMMV Members

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

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

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

Membership Term: _____ year(s) _____ Life

Dues: \$ _____

Name

Rank/Grade

Branch of Service

Spouse Name

Address

City

State

Zip

Email Address

Phone Number

Date of Birth

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

Charge my dues of

\$ _____

Acct. No

Expiration Date

to my credit card:

☐ VISA ☐ MC

☐ AmEx ☐ Discover

Name on Credit Card

Signature

Or make your check
payable to NAUS

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

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

MARITIME DAY

MAY 22, 2016 – SAN PEDRO, CA

May 22, 2016 marked the 27th anniversary of the dedication of the Merchant Marine Veterans Memorial in San Pedro, California – port of Los Angeles. The Memorial was the first National Merchant Marine Memorial in the United States. The accompanying five Walls of Honor were dedicated fourteen years later, making these Memorials the largest and most significant in the nation honoring American Merchant Mariners.

The ceremony:

This past Maritime Day, the AMMV Memorial Committee hosted their annual public ceremony at the Memorial site followed by a luncheon – attended by about 200 people – in a nearby restaurant. The audience, sitting in the warm California sun, a stone's throw from the Port, were treated to a presentation of opening remarks by Chairman of the Memorial Committee John T. Pitts, Colors, Pledge of Allegiance, a rendition of the National Anthem, invocations and a reading of President Obama's National Maritime Day Proclamation.

Ceremonial speakers:

U. S. Congresswoman Janice Hahn, who is the sponsor of our current Merchant Marine legislation – House bill HR.563 "Honoring our WWII Merchant Mariners Act of 2015" was the first speaker. She stated: "On this National Maritime Day, we take this opportunity to honor the service and sacrifice of Merchant Mariners.

"I want to honor in particular, the 200,000 Merchant Mariners who served during World War II. They faced enemy fire, and many of them perished at sea delivering supplies to U.S. troops and our allies. Between the



kamikaze and German U-boat attacks, the Merchant Marine lost 8,000 men – a rate higher than any uniformed service during the war.

"But they did not die in vain. I often think of a quote by then-General Dwight Eisenhower who said: "When final victory is ours there is no organization that will share its credit more deservedly than the Merchant Marine."

"FDR agreed and wanted the Merchant Marine veterans to be included in the GI Bill after the war. When they were overlooked by Congress, President Roosevelt said: "I trust Congress will soon provide similar opportunities to members of the Merchant Marine who have risked their lives time and time again during war for the welfare of their country.

"But Congress never did. In fact, during the war my father served in the Navy on a refrigerator ship. His broth-

er, my uncle, served in the Merchant Marine. They both delivered supplies in dangerous waters. But after the war, my father used the GI Bill to buy my family's first home. My uncle didn't qualify.

"Today, I am fighting to right this injustice and provide these veterans with long-overdue recognition."

Ms. Hahn was followed, in the ceremony, by L.A. City Councilman Joseph Buscaino, who commended, in his speech, the efforts of attendee

WWII Merchant Mariner Mel Rogow and others in their efforts to attain passage of our National legislation. Captain Jennifer Williams, Commanding Officer of the U.S. Coast Guard Sector Los Angeles – Long Beach, spoke

next followed by David Arian, Vice President of Los Angeles Board of Harbor Commissioners.

Following:

Master of Ceremony and President of the AMMV Memorial Committee, John Pitts, asked for calls to worship and led the Blessing of Wreaths. The memories of the crew of the SS El Faro were honored by the ringing of Memorial bells.

There was a rifle salute and taps played by the VFW Rifle Post 2967. A benediction was recited and the ceremony was closed by John.

The Luncheon:

The luncheon following the



ceremony was very well attended by a major collection of mariners from all eras, including three World War II survivors. Don Marcus, International President of the Masters, Mates & Pilots Union was the keynote speaker. While his speech was not particularly uplifting it did present food for thought. Mr. Marcus said, in part:

“Consider two significant anniversaries: This year is the 100th Anniversary of the Shipping Act of 1916. This legislation arose out of shipping crises when the start of WWI in 1914 resulted in not enough shipping to carry U.S. trade, severe economic recession resulted and a crash project to build U.S. merchant marine followed.

“In 1914 the U.S. merchant

Union of the Pacific, Andrew Furuseth. This law ensured not only human and economic rights for American seamen, it also provided employment protection for U.S. mariners, with the requirement that 3/4 of the crew aboard U.S. flag vessels had to speak English. The irony is that soon after the Seamen’s Act of 1915 passed the very first flag of convenience registries were established in Panama and Honduras.

“Today, as a quick look around LA harbor will

indicate, the Flag of Convenience model dominates international shipping. Even more distressing is that the FOC model is not restricted to the maritime industry. This model now dominates international business generally in our neo-liberal global economy.

“The revelations of the Panama Papers make this abundantly clear; what started in international shipping is now the global

model. Just last week the Department of Transportation approved a permit for the flag of convenience air carrier Norwegian Air International to fly its aircraft into U.S. airports. This company is poised to inflict on our aviation industry what is now the international standard at sea.



Members of the MM&P Union: (top row, left to right) Jeff Cowan, Wally, Mike Murray, Don Marcus. (bottom row, left to right) Ray Shipway Mrs. Ray Shipway, Paul Nielsen and Kevin McHugh.

PHOTO: SAREN RAMOND



Mel Rogow, alumni of Kings Point and Jennifer Williams, outgoing Commander, U.S. Coast Guard area of Los Angeles

marine carried less than 8% of U.S. seaborne foreign commerce. Today: it is estimated that we carry about 1% of our foreign commerce and, in fact in 2003 MARAD stopped calculating the percentage as it had fallen below 2%. As we meet here today the United States is back to a bare-bones merchant fleet with barely enough trained mariners necessary to support U.S. military in a moderate and short-term military conflict.

“Also consider that this year marks the 101st Anniversary of Seamen’s Act of 1915. This masterpiece of progressive legislation was the life-work of the great leader of the Sailor’s

“One has to ask – particularly the Merchant Mariners and other veterans in this room who made the sacrifices necessary to preserve our way of life: Where does the national interest lie in this decision and scores of other decisions that have put the merchant marine, aviation, shipyards, the steel industry and other strategic national industries, and American workers with them, on the proverbial chopping block?”

Everyone attending was thanked and John Pitts closed the luncheon with a blessing. Major thanks should be forwarded to American Merchant Marine Veterans Memorial Committee President John Pitts, Vice President Paul H. Nielsen and all the other members of the AMMVMC for their hard work and dedication to this annual and memorable event.



Congresswoman Janice Hahn

PHOTO: SAREN RAMOND

Recipe for Recognition

Submitted by Sheila M. Sova

Recently at the AMMV 30th National Convention, I was asked what my “cookbook” was for getting a story in the newspaper or TV news for the Merchant Marine of WWII. Since I don’t do much cooking, I gave him my famous simple “recipe for recognition.” It contains only one ingredient called “Just Ask.”

Every newspaper, TV & radio station has a “contact us” section or a news tip telephone number. Something I discovered at the AMMV National convention was that each WWII Merchant Mariner has a different story to tell. So after returning home from the New Orleans convention in March, I was rejuvenated after several days of chanting “Hell no! We won’t go away!” Upon my return home, I contacted KSDK, an NBC affiliate in St. Louis MO.

Tip: When you call any type of media, ask for the news desk and don’t give your message to a receptionist because most likely it won’t get to the right person. If one station says no, move on to the next one and don’t stop until someone says yes. I contacted a reporter directly at KSDK and said “Boy, do I have a story for you! There’s a bill in Congress that would compensate the Merchant Marine of WWII and the viewers/readers and listeners should be made aware of how they can help these men get their just recognition.” By the way, it does help if you know your “ingredients” since he asked me two questions which fortunately I was prepared to answer.

First, “What was the St. Louis connection to this story?” Secondly, “Have any of the local congressmen supported this bill?” Well the St. Louis connection was easy! A member from the St. Louis AMMV S.S. Samuel Parker Chapter, Norman Theismann of St. Louis, showed up at the convention in New Orleans, courtesy of the Gary Sinise Foundation. Unfortunately, the answer to the second question was that none of the St. Louis or Metro East IL congressmen have cosponsored H.R.563. This will certainly draw attention to the bill and the need for cosponsors for H.R. 563 Honor Our Merchant Marine of WWII Act.

In early May, Norman Theismann, Frederick “Fritz” Aljets of Edwardsville IL and Jack Grothe, local AMMV chapter leader, along with myself, ventured into downtown St. Louis and met at the NBC affiliate. From my car I watched a man help Fritz cross the street and walk him up the steps to the KSDK building. He thanked Fritz “for his service.” For Fritz, that was the first of four “thanks” that he received

while wearing his MMWWII hat. Our reporter Grant Bissell interviewed us for roughly 45 minutes each. It was evident during the interview that Grant was very interested in WWII history. Unfortunately this boiled down to 3 minutes, 21 seconds air time.

Going first, I explained how I became involved with the AMMV. My passion came through as



I talked about my own father (Orville Lee Sova 1927-2015) and the legacy I was determined to carry on for him and all of the MMWWII Veterans and how it’s been an awesome ride this past year with the AMMV!

Norman was second to be interviewed and told me later that he was thinking, “How am I going to follow her?” But Norman was captivating during his interview. He showed the vulnerable side of a young 17 yr. old that was told he would be a military veteran when he signed up. His bunk mates were an alcoholic who slept his way through the war and a convicted murderer who was released to serve aboard the merchant ship. He felt deceived when he found out that he was not a military veteran when the war ended. Norm ended his interview by saying, “it’s all about the recognition.” Now Fritz was wondering “How am I going to top that?”

Fritz was the joker among the group; he claimed that he joined the Merchant Marine because he was afraid the other military veterans would “take all the girls after the war was over.” He said his wife of 63 years was still waiting for him when he returned. But underneath that funny exterior, we saw Fritz well up in tears and get choked up when he admitted to being in Japan aboard a merchant ship when the atomic bomb was dropped. I had never seen that

side of Fritz and even he admitted to it being the first time he lost his composure when talking about it. Cameras, lights and a microphone tend to do that to a veteran. Jack leaned over to us and whispered “How am I going to follow that act?”

As a military historian, Jack was able to give us all a lesson in the history of the Merchant Marine. Who knew that the Merchant Marine was two days older than the U.S. Army? June 12th 1775 is the official birthday of the U.S.M.M. None of us knew that the Merchant Mariners of WWII were issued uniforms that were leftover Navy uniforms from World War I. They simply sewed on the neckerchief to differentiate the mariners from the Navy. Who knew?

The station aired the story on the anniversary of D-



Sheila Sova

Day. It was a perfect tie in for the story. D-Day was “The Day for the Merchant Marine of WWII.” The next day I received an email from a woman through Facebook that I had never met. She told

me to thank the men of the S.S. Samuel Parker Chapter of AMMV because her father (a MMWWII Veteran) “*didn’t think anyone cared about the WWII Merchant Marine.*” That gratitude made up for the \$10 parking ticket that I got outside of the TV station. Ten bucks is ten bucks...Recognition is Priceless!

To see the interview, check <http://www.ksdk.com/news/local/merchant-mariners-fighting-for-benefits/234696399>. If you can’t open the link, just go to www.ksdk.com and type in “Merchant Marine” in the top search bar.

WESTERN REGIONS CONFERENCE

Again, this year, we will be hosting the Western Regions Mini Conference at the Sands-Regency Hotel in Reno, September 25th - 28th.

Hotel rates are still low, the banquet food is still delicious and we are arranging for a good slate of speakers.

Registration forms and hotel information are included in this issue.

Please join us!

Ken Blue, AMMV Sacramento Valley Chapter

Frank Mendez, AMMV Golden Gate Chapter



SURVIVAL SOUTHWEST OF ICELAND

At 09.32 hours on September 20, 1943, the German U-boat U-238 fired four torpedoes at the convoy ON-202 about 500 miles southwest of Iceland and reported two hits on two ships. **Frederick Douglass** in station #11 was damaged and the **Theodore Dwight Weld** in station #21 was sunk.

The Liberty ship **Theodore Dwight Weld** (Master Michael Fromanack) was hit on the port side in the settling tanks opposite the #3 hold. Only a few seconds later the boilers blew up and broke the ship in two just forward of the bridge. The stern sank almost immediately so that the master, seven officers, 34 crewmen and 28 armed guards (the ship was armed with one 3in and nine 20mm guns) on board had no time to launch any lifeboats or rafts. Most survivors were washed off the stern or jumped overboard from the bow and clung to three doughnut rafts that floated free until they were picked up by the British rescue ship **Rathlin**; one armed guard was taken off the bow section by its motor rescue boat. Two officers, 21 crewmen and 15 armed guards were rescued by the rescue ship and landed in Halifax on October 1st.

A survivor's story

AMMV member, Captain George T. Worsham, who spent most of his career in the Merchant Marine, was one of those rescued from the **Theodore Dwight Weld**, when he was 19 years old.

In his book, *Quite a Humdinger* he recalls the experience:

"We were five days out of England when we ran into a pack of German U-boats while I was on a four-day watch on the lookout. Out of nowhere, I saw the stern of the ship next to us violently rise up; a torpedo had struck it on the fourth and fifth cargo hole. That's when all hell broke loose.

"A torpedo had hit us in the engine room. I felt a blast of air, but didn't hear any noise. That was the amazing thing. When you're close to an explosion, you're deaf to the noise, but you feel the air pressure rush past you. I was up in the gun tub when it hit, and it felt like I had been whacked in the face with a wooden plank. It knocked me flat on the floor, and while I was down there, desperately trying to regain my senses, a second blast hit me. At the time, I didn't know we were hit. I didn't know anything, for that matter. It was sheer confusion. I just knew my lifeboat station was on the starboard side. I had to get there.

"The telephone was dead, so I crawled out of the gun tub and descended to the deck on an iron ladder. When I got to the number three hole, there was a crack across the deck about three feet wide, exposing the interior part of the ship. I leapt across the gap and ran to the lifeboat station. There stood a chief mate and two or three

other people, horror etched on their faces. The lifeboats were secured over the side. The ship was breaking in two, right where I was standing on the stern.

"A big wave was headed my direction. With my lifejacket secured, I grabbed onto the rail and held on for dear life. I thought the wave would come in, go back out, and everything would be fine. Instead, the water rushed over me and stayed there, submerging me for what felt like hours. That's when I turned to religion. I said a prayer: "Father, I am too young to die, please let me live," and let go of the railing. To this day, I don't believe I would have made it without some help from a higher power.

"My life jacket brought me to the surface, right through a patch of Number 6 fuel oil. I was completely coated in it. In retrospect, the oil is probably why I'm still here today because it covered my exposed areas and kept hypothermia from setting in. After I wiped the oil from my eyes, I glanced up. The ship was gone. I grabbed onto a 3x6 hatch board that was floating on the water as debris surfaced all around me. A wooden boom that held the cargo on our ship kept coming up and going down right beside me. I said to myself "I have to get away from this, because it's going to come up directly underneath me."

"I spotted two guys in a four-man life raft. They came over and let me on board. Eventually, we located a deck engineer from the ship and brought him on board, too. He was badly shaken, so the three of us took turns consoling him. Half the time we couldn't keep a life jacket on him. He was so mentally and physically beat up that he kept taking it off and tossing it to the side, like a useless piece of junk.

"There were other guys loose in the water, too, grabbing onto anything that would hold them. Some people were screaming in agony, others were shaken but uninjured, others still were moaning solemnly, slowly ceding to that slow black train to death.

"We started moving away from the wreck, wary of the great suction that occurs when a sinking ship begins to fill with water. When we finally got relatively clear of the area, we came across another guy in the water. We couldn't let him on, of course, because we were already full-up, but we let him hold onto the raft for a few minutes. Eventually, he made his way aboard another life raft. He survived."

Rescued at last

"During this time, our naval escort was making passes through the area, throwing off depth charges. I recalled what they told me in training at St. Petersburg: get your balls out of the water, because depth charges can cause you to go sterile. I think that is a load bologna because it didn't affect me at all – I ended up having three

kids, after all.

"We managed to drift far away from the wreckage. There was one English rescue ship making the rounds; its sole purpose was to pick up survivors. The sea was rough that morning, with 8-10 foot swells. When we reached the top of a swell we could see the ship, but when we went down in a valley it was nothing but water. We figured the rescuers would eventually spot us, but when we saw the rescue ship take up its lifeboat, we started to panic. I thought "Oh, man, they're going to leave us here to die." We hollered and hollered, doing everything we could to get their attention.

"Miraculously – at least to us – the rescue ship didn't desert us. The rescuers were just afraid they would lose their life boat because of the rough seas. We drifted for a while, and finally the rescue boat pulled up beside us and threw us a scramble net. Three of us climbed up as fast as we could, but the deck engineer couldn't manage it. I think he was already dead in the life boat, but they pulled him on board just to make sure.

"We were still coated in oil when we got on the deck, so the rescue crew stripped us down. Once that was done, we were stark naked, confused and freezing cold. They tossed our contaminated clothes over the side and wrapped us in blankets. Then they sent us to the bunks and served us a cup of rum. I quickly drank it down. That's when the shivering started. If you've had a chill, you know it usually only lasts a short period of time. This chill, however, was resilient, refusing to subside. The rum

warmed me up, but never completely took the chill away. I shook and shook and shook, eventually falling asleep. When I woke up, the only thing on my mind was "Who survived?"

"We were relieved to reach the rescue ship, but our troubles were far from over. For 10 days it was depth charge after depth charge, torpedo after torpedo – I heard them whizzing by the hull of our ship. The journey back to Halifax was very nip-tuck. We were sunk on Sept. 20, 1943 and reached shore on Oct. 1st.

"Once we got there, the injured were hospitalized and the healthy went to the Red Cross for baths. That was the first bath I had taken since I left England, and it felt great. The Red Cross gave me clothes and a goody bag that included a razor, a toothbrush and other toiletries. We stayed there for three days before the War Administration made arrangements for us to go to New York City.

"The only clothes I had were what the Red Cross gave me. All my papers – everything, really – had sunk with the ship. Once we arrived in New York they put us in a hotel and gave us our money. Oddly enough, they cut off our pay precisely on Sept. 20 – the day the ship went down. That didn't make any sense to me, considering we were still in grave danger for 10 days on the rescue ship."

Editor's note: This article contains excerpts from "Quite a Humdinger" an autobiography by Capt. George T. Worsham. It is available in either Kindle or regular book versions at www.amazon.com.

A display of memorials to United States Merchant seamen

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LETTERS TO THE EDITOR

THE NEED FOR MORE SHIPS

An Open letter to WWII Merchant Mariners:

On November 9, 2015, I had the opportunity to participate in the dedication of a four-foot model of the SS *Westminster Victory* at Westminster College, New Wilmington, PA. This is a small liberal arts college about 65 miles north of Pittsburgh, PA. The dedication service was part of the college's annual Veterans' Day recognition program. I had been writing a book about the ship, *The Life and Times of the SS Westminster Victory* for about two years. The announcement of the availability of the book, and the unveiling of a ship model, which I had been able to provide funding for, were part of the program.

During World War II, the government made many efforts to involve the general population in the war effort.

Rationing of food, no new cars, Victory gardens, scrap metal drives and Victory Bond drives with movie stars were all part of this effort. The naming of ships was also a way to involve the public. Liberty ships were to be named after famous Americans. It is of interest the War Shipping Administration could find only 17 black Americans to name a ship for. The Ship Naming Committee determined, when the new Victory ships were being launched, that 150 of these new ships should be names for "education institutions." The colleges and universities chosen were determined by their founding date and had at least 500 students. Many of these institutions also supported Army ASTP and Navy V-5 and V-12 programs.

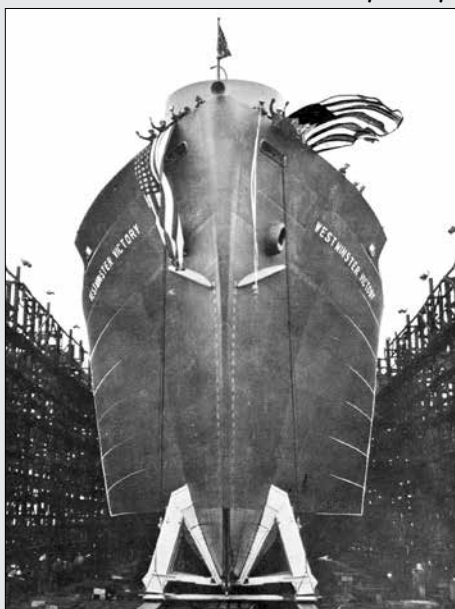
Westminster College is now the only institution of the 150 that has chosen to recognize that honor and prominently display a model of its namesake Victory ship.

A program; my goal:

Of World War II, it was said: "Never again will the world see such a fleet of ships; never again will the world see such a group of men who sailed them." Following the dedication of the ship and the release of the book, I realized that it is not possible for our country to support the type of military effort that WWII necessitated unless we have sufficient maritime capacity to support military efforts around the world and the maritime personnel to man the ships. I don't know how WWII would have ended if we did not have a merchant fleet of over 5700 ships of all types.

Recently the need for more ships and merchant mariners has been the subject of public statements, including from the Director of the U. S. Maritime Administration and the International President of the Master, Mates and Pilots Union. We will be in dire straits if the need for more ships should arise. My suggestion is to place a free ship model in a prominent place and have a dedication service. The model could really be a memorial of service and sacrifice which could be displayed in the chapels, veterans' rooms, walks, trees and benches. Not only would it be a memorial but perhaps would raise the consciousness level of the descendants of WWII mariners and be a recruitment tool for future Mariners. The accompanying plaque could state that the model is dedicated to *the American Merchant Marine Veterans of World War II*.

Money always being an issue, my calculations that the



\$7,000. cost for the Westminster display multiplied by the additional 149 institutions of learning would amount of a mere one million dollars. I have tried to make the case, to the Defense Department, the Maritime Administration and various unions, that if we could find a way to provide each of the remaining 149 education institutions with a model of their ship and have it dedicated and prominently displayed as a memorial to the sacrifices from that institution during the war, it would be a constant reminder of the need to, again, support our nation's need for ships for freedom.

We need to find some way to sell the idea to the other 149 colleges and

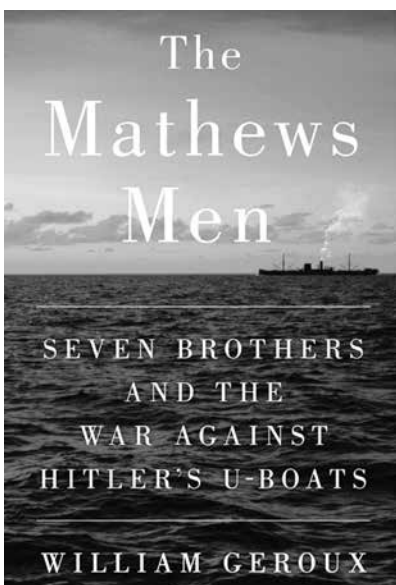
universities that it was a badge of distinct honor that the name of their institution was carried into battle proudly painted on the bow of a Victory ship. That should be important to someone, especially to the children of the men who served in the War to save the world for democracy and attend or have attended that particular institution.

If you would like more information on this possible program, please contact me at (412) 828-0475 or email shamrock127@comcast.net. My book is available at the Westminster College campus bookstore (724) 946-6211 or go to www.bookstore.westminster.edu. All proceeds from sales go towards funding the Veterans' Day activity at the college.

Thank you,

Mark Gleeson

Member-at-Large (Formerly Mon Valley Chapter)



THE MATHEWS MEN

SEVEN BROTHERS AND THE WAR AGAINST HITLER'S U-BOATS

Reviewed by Captain Christopher Edyvean – AMMV National President

From the sheltered waters of the Chesapeake Bay to the far reaches of the oceans, author William Geroux has served up a platter of tasteful adventures in “*The Mathews Men*”, which was released on April 19th. Mathews is a county in Virginia which saw an unusual high number of its men sailing in the Merchant Marine during WWII. Many families had multiple members working on the water; Geroux’s book skillfully frames their stories.

The main focus is how the merchant vessels sailed by these Mathews area mariners were targets of Hitler’s U-boat assault right off our very own eastern shores in the early war years. Highlighted are the cold facts that our merchant ships were not well protected and that our government even took effort to hide the severity of this issue from the public. While many other WWII MM books rely on statistics and repeat details of commonly known incidents, Geroux offers lesser known stories and even makes it personal. As you explore these fascinating accounts, you will understand the sense of patriotism that inspired these men to return to sea despite the dangers and mounting casualties. In turn, the pain suffered by Mathews families is palpable throughout the read.

I found this book intensely interesting when I stumbled upon the storyline of the *M/S City of New York* sinking. This incident yielded the “lifeboat baby”, in which a woman fleeing an Axis occupied territory gave birth in a lifeboat after the ship was torpedoed. I personally know a survivor of this ship who was aboard as a member of the Navy

Armed Guard. (Please see following interview.)

Hands down, this is one of the best books ever written on the WWII Merchant Marine.

For more info, visit: <http://williamgeroux.com/>



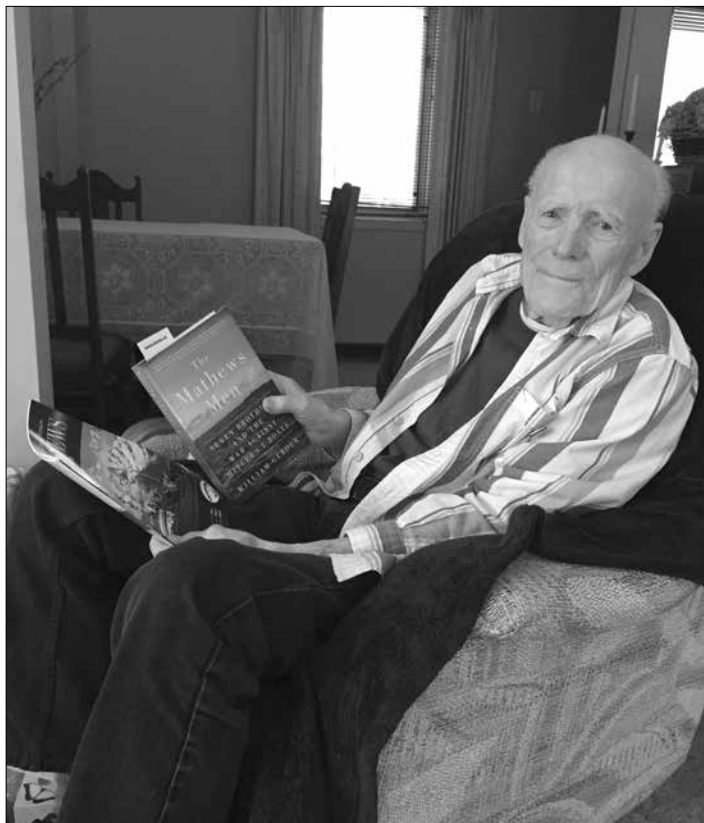
*Author William Geroux signs a copy of *The Mathews Men* for Patti Scafidi of AMMV’s Membership Committee during a promotional event at Octavia Books in New Orleans.*

WWII Navy Armed Guardsman Witnessed Life and Death During Sinking of *City of New York*

William Carlson of Duluth, MN was a member of the Navy Armed Guard aboard the dual passenger/cargo vessel *M/S City of New York* when it was torpedoed and sunk off Cape Hatteras on March 29, 1942. Carlson, who just turned 94 on July 4th, is an active member of Lodge # 12 of the International Shipmasters' Association and is well known within the local maritime community along the western shores of Lake Superior. His résumé includes various Engine Department ratings, a 100 ton USCG Master's license, and extensive experience sailing on tall ships. What follows are the transcribed highlights from AMMV's interview with Carlson. He spoke of his WWII service, including his recollections of the sinking of the *City of New York* and his knowledge of the "lifeboat baby".

AMMV: What persuaded you to join the Navy? What can you tell us about your training and how you ended up on the *City of New York*?

Carlson: I joined the Naval Reserves in January 1940 because we got the pay of \$7.50 every three months. We were mobilized on the 3rd of November, 1940. We marched from the old Armory down to the depot (Duluth, MN) for the train to Chicago to catch the *USS Paducah*. We went up Lake Michigan and down Lake Huron, through the



Welland Canal, Lake Ontario, and the St. Lawrence River to the Gulf of St. Lawrence, around Nova Scotia, past Cape Cod, and eventually to Brooklyn Navy Yard. We arrived there on the 7th of December 1940, exactly one year to the day before Pearl Harbor was attacked.

I asked to go through diesel school. So they sent me to New

London, Connecticut for the summer for diesel school. Then I went back to the *USS Paducah* for Armed Guard gunnery school because I had been a gun trainer on Lake Michigan when I was 18, and that (information) was in my records. They were looking for gunners, even though I had been trained in diesel and had an Engine Room rating.

So (after training) we went on the *City of New York* with American-South African Lines.

AMMV: How long were you aboard the vessel prior to the attack, and what do you recall about the voyage?

Carlson: We headed out in January (1942) from New York City for South Africa. We hugged the coast of South America to stay away from the German raiders that were in the South Atlantic.

We went around the Cape of Good Hope and went up the coast to various towns, up as far as Portuguese, East Africa, of which Madagascar is off the coast. Then we loaded strategic supplies and goods for the States.

We carried 50 passengers, plus the (Merchant Marine) crew to take care of them. We made 14 knots with our diesel engines, so we ran by ourselves, zig-zagging.

AMMV: What can you tell us about the sinking and rescue ef-



M/S City of New York

forts?

Carlson: We arrived off Cape Hatteras in a blow, and a submarine was waiting out there and hit us in the # 3 hold. The ship rolled a little bit to port and then straightened up. The Engineers stopped the engines. Passengers and crew started getting off in the lifeboats. I guess one lifeboat overturned. The seas were at least ten feet high.

As the passengers and crew were being loaded, we started firing the gun at the periscope. But every time a shell was fired, the waves covered up the periscope. When the waves dropped away, of course, it was still there. We fired probably ten shots or so with 4" shells. The sub pulled down his periscope, and put it up on the other side (of our ship). He fired another torpedo, this time into an after hold. We fired at the periscope at the same time from that side and they guys thought we might have hit

it. Our gunnery officer then said, "Nothing more can do boys, so abandon ship." I ran to our quarters and grabbed my pea coat and life jacket. I went down to the main deck but didn't have to jump because the water was already up to my knees. I just stepped over the rail and then paddled out to the Bosun's lifeboat. They were waiting for me and pulled me in. We were packed with 32 people in that lifeboat. We had to bail water out of the boat that night. The next day was calmer, and we put up the sails.

During the next night, I noticed a dark shape on the horizon. I shimmed up the mast and signaled S.O.S. with a flashlight, it was the only thing I knew. The shape turned out to be a WWI-era destroyer (*USS Roper*). It came alongside us and threw a cargo net over. I took the bow hook and held the boat to the net while the Bosun held the stern. Everyone crawled up the cargo net onto the destroyer, followed by us. Then they came up with tommy guns and shot the tanks so the lifeboat would not be left out floating.

During the blow that night, on another lifeboat, there was a wife of an attaché to the Yugoslav consulate who was pregnant. The ship's doctor was in that boat. She had the baby in the bottom of the lifeboat during that storm! She named the baby Jesse Roper Mohorovicic after the *USS Roper*. That was quite interesting!

AMMV: Were you awake at the time when the ship was hit by the first

torpedo?

Carlson: We had just finished dinner, so I was glad we had something to eat!

AMMV: Did you know right away what happened, and what were you thinking?

Carlson: You bet we knew it! All I was thinking was we better get to the gun and start firing!

AMMV: Was your lifeboat crew discovered and picked-up before or after the lifeboat with the woman and her newborn baby?

Carlson: Before.

AMMV: What did you do immediately upon boarding the *Roper*?

Carlson: I went down below into the Fireroom to get warm.

AMMV: What do you recall about fellow Armed Guardsman John McInnis, Jr., also from Duluth, who unfortunately didn't make it?

Carlson: He was with our crew and I guess he had given his jacket to a woman who was in the lifeboat and he ended up dying of exposure. We didn't know it at the time cause that boat wasn't picked up until 16 days later.

AMMV: What did the Navy do with your Armed Guard gang following the sinking?

Carlson: We went into Norfolk and got off, and I went home on 30 days leave. I heard that our crew's next trip was Murmansk. I knew the German subs were below and the bombers were overhead. I asked them to put me in the sub chaser fleet, so that's where I went.

AMMV: When did you get out of the Navy?

Carlson: October 1, 1945. Then I was in the Reserves from January 1946 until 1948.

AMMV: Did you follow the story of the lifeboat baby after the sinking?

Carlson: Well, I had always thought Jesse was a girl. I didn't know any different until I read in a Legion newsletter or something, at least 20 years after, that the *Roper* was having a reunion and "he" was invited.

AMMV: With your training and experience, did you ever switch over to the Merchant Marine?

Carlson: I went down to the Lake Carriers' Association and took an exam. They assigned me to the *S/S Sylvania* as an Oiler. I stood watch with the First Assistant Engineer. I was gone for three months and my kids didn't know who I was when I returned! So I told the Captain that I'm getting off to find a job ashore so I can be with my family. Then I worked with Cummins Diesel for 30 years.



"Gunners William Carlson, left, and Wallace Dahlgren, both of Duluth, narrate to Mrs. John McInnis, mother of their shipmate, John McInnis, Jr., how they saw him in another lifeboat after their ship was torpedoed in the Atlantic. The navy has listed the McInnis youth as missing in action."

Iraq's invasion of Kuwait on August 2, 1990, triggered what the U.S. Department of Defense (DOD) calls the largest rapid deployment of U.S. forces and supplies in history. The Transportation Command supported the Central Command, which is responsible for the Southwest Asian theater, in planning and moving troops, equipment, and supplies required by Operation Desert Shield/Storm.

Following World War II the primary strategic sealift mission was to rapidly move men and equipment to Europe to defend against a Soviet/Warsaw Pact attack. The central front was 3,600 miles away and sealift would be provided by over 600 NATO merchant vessels and an active U.S. merchant fleet that still numbered 578 major ships as of 1978. Those 578 ships dwindled to 367 over the next 12 years.

Alternative plan for action needed:

The Iranian crisis and Soviet invasion of Afghanistan in the late 1970s focused emphasis on developing rapid deployment forces to respond to contingencies in distant regions, such as Southwest Asia, in addition to the continuing NATO mission in Europe. Planners recognized existing and emerging short falls in sealift capability. Alternative fast cargo ship and prepositioning programs were evaluated with respect to possible contingencies in the 1980s and 1990s.

Following a comprehensive examination of the alternatives, the Maritime Prepositioning Ship (MPS) and Afloat Prepositioning programs were approved in 1980. In 1984, the Secretary of the Navy formally recognized the increased importance of strategic sealift and accorded it equal status with the Navy's three other main missions: sea control, power projection and strategic deterrence. In all, \$7 billion was invested in improved sealift during the 1980s. That investment purchased, modified or long-term leased: 96 Ready Reserve Force (RRF) ships, 25 prepositioning force ships, eight Fast Sealift Ships (FSS), two hospital ships, and two aviation logistics support ships.

Help for invasion of Kuwait – August, 1990:

Within hours of the initial deployment orders, Navy and civilian merchant marine sailors aboard Military Sealift Command's (MSC) sealift force ships swung into action. Maritime Prepositioning Ships (MPS) loaded with Marine Corps supplies and equipment from Guam, Saipan and Diego Garcia headed for Saudi Arabia. As in previous large logistic sup-

port operations during World War II, the Korean conflict and the Vietnam War, more than 90 percent of the heavy equipment, ammunition, fuel and other supplies for DESERT SHIELD/ STORM was carried by sealift.

SEALIFT TO DESERT SHIELD/ DESERT STORM

The first three ships of MPS Squadron TWO raced from their Diego Garcia homeport to reach Saudi Arabia 15 August, marking the first use of the MPS in an actual crisis. BGen John Hopkins was initially miffed about the delay in sending the Maritime Prepositioning Ships that held the brigades

arms, until King Fahd formally assented to the deployment of American troops. Within four days of their arrival in the port of Jubail, Navy cargo handlers averaging 100 lift-hours per day offloaded more equipment and supplies from the three 755-foot ships than could have been moved by 3,000 C-141 cargo flights. The 16,500 Marines of the 7th Marine Expeditionary Brigade (MEB), a com-

ponent of the 1st Marine Expeditionary Force (MEF), arrived via the Military Airlift Command. They "married-up" with the MPS equipment and were ready for combat on 25 August-- the first heavy ground combat capability in-theater.

The unloading of the ships was hindered by the priority given the movement of combat troops over support troops. Infantrymen soon found themselves doing engineering and longshoreman work until the deployment plan was modified to bring in more logistical and maintenance teams. The five ships of MPS Squadron TWO brought the essentials to support the 7th MEB Marines for 30 days of combat-- food, water, fuel, millions of pounds of ammunition for aircraft,



artillery and small arms, construction materials and medical supplies.

Because Iraq was laying mines in the northern Persian Gulf, MSC contracted the heavy-lift ship Super Servant III, to transport three Navy minesweepers plus the newly-commissioned mine countermeasures ship, USS Avenger (MCM 1), to the Gulf.

USNS Mercy (T-AH 19) and USNS Comfort (T-AH 20), 1000-bed floating hospitals, went from reduced operational status to fully-operational status within five days of the initial DESERT SHIELD deployment order. The two ships were quickly staffed by nearly 2,500 Navy doctors, nurses and corpsmen from Navy medical facilities on both coasts.



Further help:

By September 1990, more than 100 MSC controlled ships were supporting DESERT SHIELD. More than 100,000 U.S. military personnel and their equipment had been deployed to Saudi Arabia and the surrounding area in the first 30 days. Sea control-- assured from the outset by the U.S. Navy -- made possible the safe rapid deployment of MSC ships and assured the availability of required civilian charter vessels at reasonable rates.

When Sealift Phase I -- supporting the initial deployment -- ended in mid-December 1990, more than 180 ships were assigned to or chartered by MSC. The entire sealift operation had already transported nearly 7 billion pounds of fuel and 2.2 billion pounds of cargo -- moving more cargo farther and faster than any other time in history.

Sealift Phase II -- which supported the additional reinforcement of DESERT SHIELD forces -- saw 220 ships come under MSC control. Winter storms and nearly 40-foot seas did not slow the largest sealift effort since World War II. By March, an average of 84 million pounds of cargo was arriving in Saudi Arabia daily. That average is even more impressive when contrasted with the 57 million pound daily average during the 37-month-long Korean conflict and the 33 million pound daily average to the Pacific theater during World War II.

Successful?

Some aspects of DESERT SHIELD were conducive to a successful deployment. In particular, the absence of hostile Iraqi action during deployment allowed for

more than 5 months to resolve lift problems, mitigate lift shortfalls, and deploy the required forces needed for Desert Storm. Operations were neither disrupted by nor were lift assets lost to enemy actions. The modern and capable air and seaports in the region, excellent host nation support, and worldwide political and economic assistance from allies were cited as additional factors aiding the deployment effort.

Military Sealift Command reports identified several instances where the types of ships sent to seaports were not well matched or able to transport the waiting cargo. This necessitated calling in equipment and supplies out of priority order to load these ships and scheduling additional ships for the original cargo. In another instance, the number of ships sent to a seaport was not sufficient to load an Army division's cargo because requirement data was inaccurate and the division had more equipment and supplies than authorized.

Troops and cargo were often loaded on a first-in, first-out basis, regardless of their relative priorities for arriving in the theater. In addition, it was difficult to establish priorities because some cargo was mislabeled and much of the cargo was coded as top priority.

It was the largest and fastest sealift ever:

With the exception of the allied invasion of Normandy, during which-- after two years of preparation --more than 20,000 vehicles and more than 176,000 troops assaulted five beaches in two days, sealift for DESERT SHIELD/STORM, with no prior buildup at all, represented the largest and fastest sealift to a single theater in the history of warfare. It was also the farthest, with the average voyage covering nearly 8,700 miles.

Sealift moved 2.4 million tons of cargo during the first six months of DESERT SHIELD. By comparison, that is more than four times the cargo carried across the English Channel to Normandy during the D-Day invasion and more than 6.5 times that of the peak force build-up during the Vietnam War during a similar period. On 2 January 1991, at the peak of the DESERT SHIELD deployment, MSC had 172 ships underway. Despite a few problems, MSC got the job done.

(Editor's note" Excerpted from www.globalsecurity.org/military/systems/ships/sealift-ds.htm - please check out the full article at this website.)



CHAPTER NEWS

Central Valley Chapter

ARE YOU LOOKING FOR A "NEW" VEHICLE?

The Military Vehicle Preservation Association (MVPA) International Convention is coming to Pleasanton, CA August 11-13, 2016. This 41st Annual show and vendor event for privately owned, former military vehicles will be held at the Alameda County Fairgrounds.

The event will feature military collectibles for sale, including 200 military bicycles, motorcycles, jeeps, trucks of all sizes and types, armored halftracks, tanks, helicopter and even a Vietnam-era Patrol River Boat, plus a WWII Higgins LCVP landing boat. There will be living history display, seminars, and excursions each day, along with meetings and dinners. Some activities are for MVPA members only, but the event is open to the public.

The MVPA is a non-profit corporation based in Independence, MO that was established in 1976, with a mission to provide an international organization for military vehicle enthusiasts, historians, preservationists, and collectors interested in the acquisition, restoration preservation, safe operation, public education and display of historic military transport.

For more information go to www.MVCCNews.net or contact John Neuenburg, Co-chairman of the event at in_garage@hotmail.com or (415) 847-2801.

Gene Delong/Hudson Valley Chapter

TODAY, KEEP ME ASHORE

At the June meeting, Treasurer Ed Cameron asked a question of the Engineers present. It concerned a ship rounding Cape Horn from the Pacific to the Atlantic and sailing into the very high seas which are constant in that area of the world. As a 20-year old Cadet, it was a roller coaster ride for Ed. Standing on the Flying Bridge, he watched as the SS Robert Fulton plunged bow first deep into the waves causing the propeller to rise high out of the water, hesitate and vibrate. And then he'd watch the bow struggle and reluctantly break the surface and send the stern deep below its normal depth. Ed asked if this constant rising and falling so drastically would damage the propeller and propeller shaft. The engineers advised that on Liberty ships in this kind of weather they constantly had to adjust the speed of the propeller shaft to meet the ups and downs of the vessel. Ed said that at the time it was a great thrill to him and other young mariners watching, but "today, keep me ashore and leave such kicks to others."

Gulfstream Chapter

MARITIME DAY – GULFSTREAM STYLE

We met at the American Maritime Officers (AMO) School in Dania Beach, FL for our May meeting as we were invited to their Maritime Day Celebration. After the introduction and invocation, the annual proclamation was read that was issued by President Obama in honor of Maritime Day. When the official recognitions of Maritime Day were concluded, we were invited to lunch. We had a buffet lunch and some time to talk with our members.

When we left the School we were given the beautiful floral wreath to be placed at our Monument. Capt. Fred Calicchio and family and my sister-in-law and I followed Capt. Fred to the monument where we placed a wreath

and said a prayer for all our departed Mariners. I am only sorry that more of you were not present for this lovely ceremony.

Mercedes Frassetto, Secretary/Treasurer





CHAPTER NEWS

Mid West Chapter

BLESSING OF THE FLEET – May 21, 2016

Members Walter Paas and Member and Shipmasters member Joseph O'Connor were at the Navy Pier Chicago for the Blessing of the Fleet ceremony representing the Merchant Marine.

MEMORIAL DAY EVENT

Members Lee Sturonas, Matthew Clifford and Treasurer Karyn Holm attended the Daley Plaza Memorial Day Celebration. Lee Sturonas represented the Merchant Marine on stage and the band played "Heave Ho".



(L to R) Member Lee Sturonas, Congresswoman (IL) Tammy Duckworth, member/CEO Matthew Clifford at Memorial Day celebration

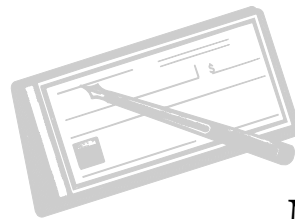
Ohio Valley Chapter

HELP NEEDED AT RIVERDAYS FESTIVAL

Our chapter will man a booth on August 19, 20 and 21, to promote awareness of the U.S. Merchant Mariners' role in the Nation's security in Peace and War. The Ohio Valley chapter will be furnished with handouts from AMMV National and the support organizations of Veterans History Project and Tri-State Honor Flights. Any help in assisting the shorthanded staff at the booth would be appreciated. Please contact Sue Wettstein, Secretary/Treasurer or W. F. "Speed" Hinds, Chairman.

One of the events at the festival is a T2 Tanker Regatta Race. The Cardboard Boat Regatta Museum has begun construction of the T2 Tanker for our Chapter's entry in the race. VFW Commander Bill Manley has graciously volunteered to skipper the event and Special Opts Veteran Zach Fuller just may give the chapter the edge to take this year's trophy.

The event takes place August 20th. Cincinnati TV Channel 12 NEWS will be one of the competitors so news coverage is without a doubt. For those who are unfamiliar with this event, it's quite a sight.



Membership dues
were due on July 1, 2016 for the
fiscal year 7/1/16 thru 6/30/17.
Your continued membership
is important to us.

- Chapter members – dues are payable to your chapter.
- Members-at-large – annual dues of \$32.00 can be sent to the AMMV national office, **2722 Maynes Ct., Santa Rosa, CA 95405.**



CHAPTER NEWS

Sacramento Valley Chapter

BUSY MEMORIAL DAY - 2016

KEN BLUE



On Monday May 30, 2016, we were honored at the Memorial Day program at Mather Veterans Hospital. It really was a full day, packed with events and program elements.

This year's event paid special recognition to the Merchant Marine. Stacey Delaney, with the city of Rancho Cordova, which hosts the yearly event, had stated earlier, about the U. S. Merchant Mariners, that, "Part of the reason that they haven't received the recognition that they deserve is that most people don't know anything about their story." Delaney stated, "The city of Rancho Cordova has a great opportunity to share their story with a large audience, and hopefully get them the recognition that they deserve, the 'thanks' on behalf of the city and the whole community."

The program consisted of music by the Rancho Cordova River City Concert Band, vocalist Janice Schwartz, trumpet soloist Ralph Buell and bag pipe player Rob Roy. The program was definitely dedicated to the Merchant Marine.

Phelps Hobart led the Pledge of Allegiance. There was a wreath laying ceremony and a dedication of bricks with names. A 100-year pageant used veterans carrying placards showing the death statistics for wars from World War I to present. Frank Mendez, from Golden Gate, was in the 100-year pageant holding the Merchant Marine plaque for WWII.

A very good slate of speakers featured Rear Admiral Cropper from the California Maritime Academy at Vallejo, Dr. Ami Bera, U.S. Congress, California State Assemblyman Ken Cooley and Dr. Todd Irby, Deputy Secretary California Department of Veterans Affairs.

There was a fly-over of WWII airplanes at 11:15AM. One trailed smoke and fell behind the others in classic "missing man" salute. Local TV stations filmed part of the program and interviewed Bill Fairfield and Ken Blue.

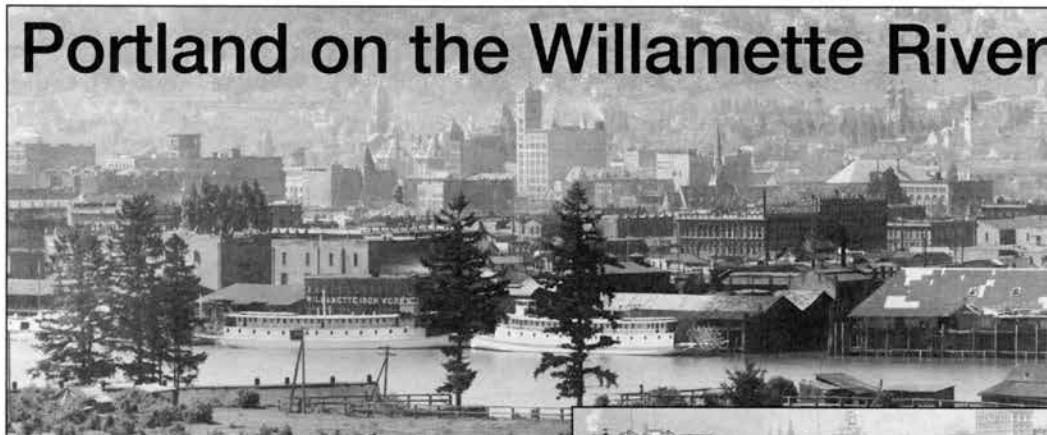
Trumpeter Ralph Buell played Heave Ho and I got to say "thank you" from the podium microphone at the end. We owe thanks to Phelps Hobart for working with the parade committee on our behalf. Thank you, Phelps. **Ken**

BOB ULRICH

Meanwhile I was in Davis attending a smaller but excellent ceremony there arranged by VFW post 6949. This year the difference was that the nationally acclaimed Davis Madrigal Choir performed "Heave Ho" for the first time since WWII - 70 years ago. I sent the music to them a year and a half ago but I was laid up with a broken hip last year so it may have been the second time it was performed. I was the only Merchant Marine standing, as all of those on the stage pointed at me and the crowd applauded. I was truly honored and proud. It's the music, Boys. "If they have it, they will perform it." **Bob**



Portland on the Willamette River 1898 - 2015



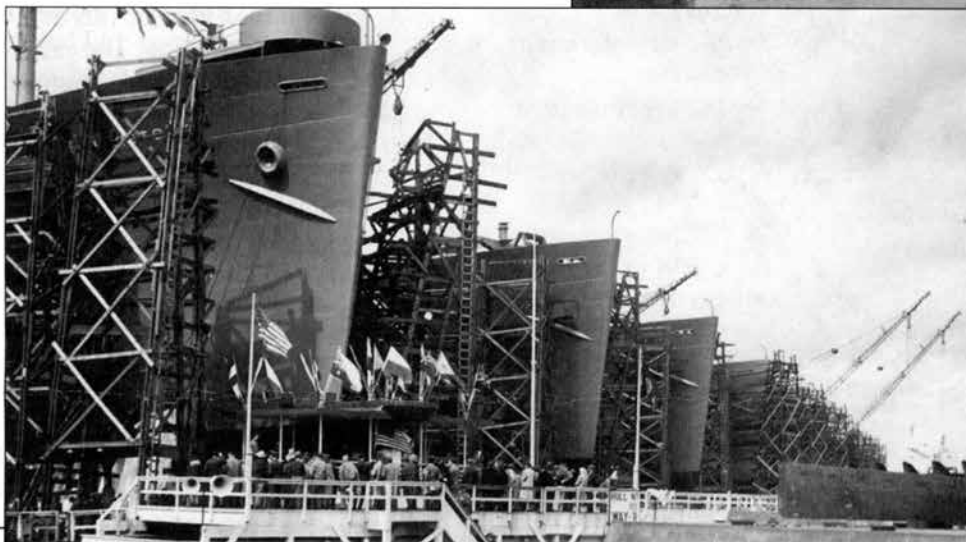
Left: 1898 Portland Waterfront complete with sternwheelers.

Below: Portland, waterfront in 1922



Below: The Kaiser Shipyards in Portland were the most prolific in the United States during World War II and many of the workers lived in Vanport. Some of the ships they turned out are seen in this photo. From left, they are The Dominican Victory, the South, Yugoslavia Victory, Plymouth Victory, Niantic Victory, Rock Island Victory, Claremont Victory and Rutland Victory.

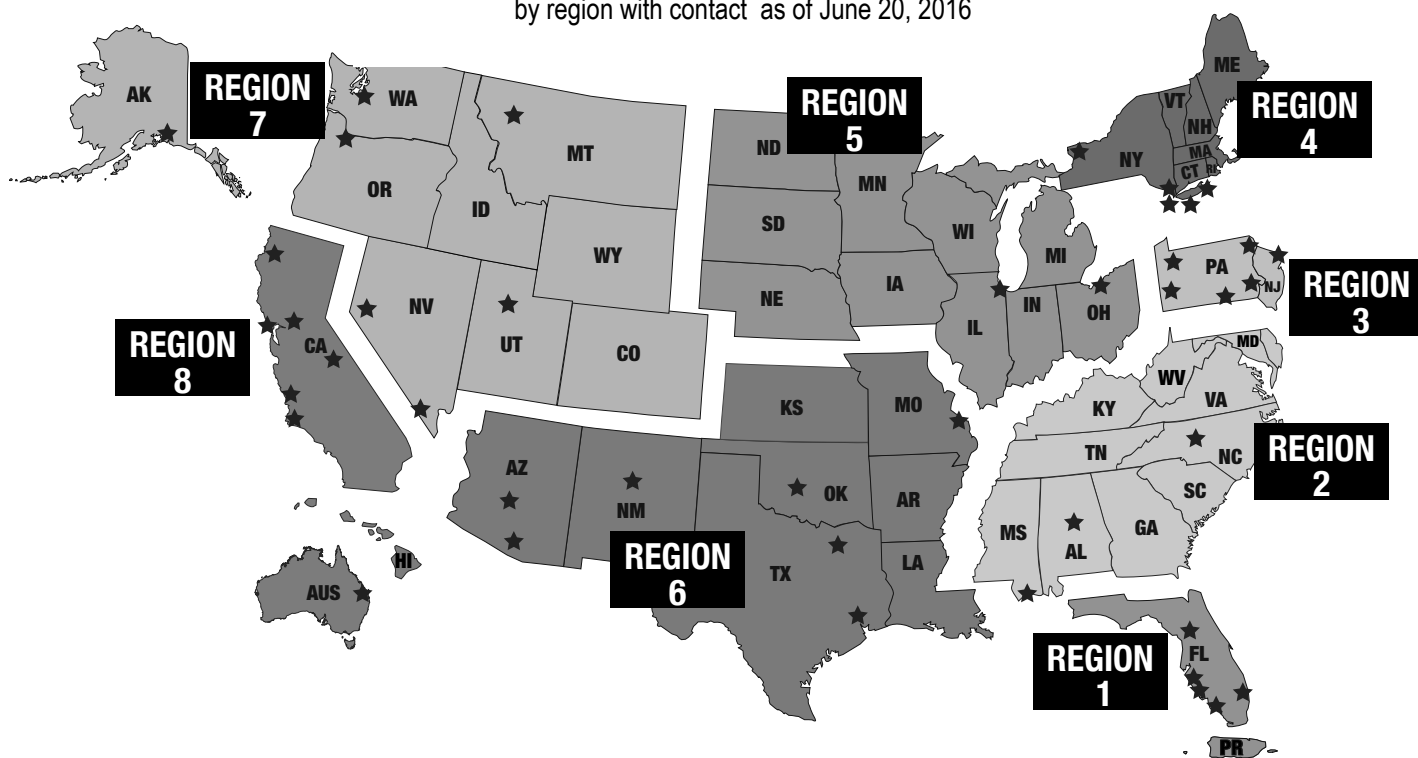
Far left: 1948 Vanport flood wiped out shipyard housing



Portland circa 2015

..... American Merchant Marine Chapters

by region with contact as of June 20, 2016



CHAPTER	ADDRESS				TELEPHONE	CONTACT	EMAIL
REGION 1	STATES: FL, PR				727 392-5648	RVP RICHARD ARCAND	rearcand12@gmail.com
GULFSTREAM	10525 NW 71ST ST.	TAMARAC	FL	33321-2237	954 720 1613	MERCEDES FRASSETTI	merru105@hotmail.com
OCALA	P. O. BOX 418	OXFORD	FL	34484-0418	352 564 0267	MORRIS HARVEY	morris27@centurylink.net
ROBT. J. MACALVANAH	P. O. BOX 494141	PORT CHARLOTTE	FL	33949-4141	941 697 2123	PETER GANNON	pfg@poolmartspas.com
SARASOTA-MANATEE	5674 BAY PINE LAKES BL.	ST. PETERSBURG	FL	33708-4513	727 392 5648	RICHARD ARCAND	rearcand12@gmail.com
SOUTHWEST FL	17754 DRACENA CIR.	NORTH FT. MYERS	FL	33917-2011	239-543-4072	MARY HODGES	fbmrsfb@comcast.net
MALS - CONTACT RVP	5674 BAY PINES LK. BL.	ST. PETERSBURG	FL	33708-4513			
REGION 2	STS: AL, DC, DE, GA, KY, MD, MS, NC, SC, TN, VA WV				510 543 0966	RVP GEORGE BRUNO	gibruno@pacbell.net
MS GULF COAST	UNKNOWN		MS				
VULCAN MARINERS	5213 SUMMERSIDE DR.	TUSCALOOSA	AL	35404-3640	205 553 4658	DENNY CAPLEY	
JOHN T. SCHMIDT	2517 HUNTSMAN TRAIL	ZEBULON	NC	27597-8512	919 880 0043	J. THOMAS SCHMIDT	victorylanenc@victorylane.net
MALS - CONTACT RVP	2131 HWY 130 W.	SHELBEYVILLE	TN	37160			
REGION 3	STATES: NJ, PA				724 935 6465	RVP HOWARD PFEIFER	howdypfeifer@yahoo.com
DENNIS A. ROLAND	PO BOX 351	MIDLAND PARK	NJ	07432-0351	908 638 8384	HANK KAMINSKI	hskaminski@embarqmail.com
DELAWARE VALLEY	P. O. BOX 57	MATAMORAS	PA	18336-0057	570 491 5528	BILL LAMAC	
HIGH SEAS MARINERS	54 SHADELAND AVE	DREXEL HILL	PA	19026-1021	610-284-0563	LAWRENCE SILVER	silverammvkvij33@comcast.net
MARINERS OF PA	1007 KINGS CHAPEL RD	NEW CASTLE	PA	16105-4719	724-654-4271	WALTER LUIKART	walalui@aol.com
SUSQUEHANNA VALLEY	601 CARR HILL RD.	GETTYSBURG	PA	17325	717 642 9830	EDWARD MOE	blessedby5@aol.com
THREE RIVERS	2592 COLE RD.	WEXFORD	PA	15090-7805	724 935 6465	HOWARD PFEIFER	howdypfeifer@yahoo.com
MALS - CONTACT RVP	2592 COLE RD.	WEXFORD	PA	15090-7805			

REGION 4	STATES: CT, MA, ME, NH, NY, RI, VT					POSITION OPEN	
EDWIN J. O'HARA	41 THORNWOOD DR.	POUGHKEEPSIE	NY	12603-4630	917 545 0753	GABRIEL FRANK	robertbrizel@aol.com
HUDSON VALLEY	40 EVERGREEN AVE.	CLIFTON PARK	NY	12065-4030	518-371-9162	J. WALLY HASSETT	wally9827@yahoo.com
NORTH ATLANTIC	71 SHEFFIELD AVE.	WEST BABYLON	NY	11704-5207		SALVATORE ESCALDI	
OSWEGO VALLEY	2948 STATE ROUTE 3	FULTON	NY	13069-4881	315-592-5608	KEITH BAKER	
PECONIC BAY	P. O. BOX 647	SOUTHAMPTON	NY	11969-0647	631 283 3722	PAUL VAN ARTS DALEN	vivadpaul@yahoo.com
MALS - CONTACT RVP							
REGION 5	STATES: IA, IL, IN, MI, MN, ND, NE, OH, SD, WI				402 488 1576	RVP: BURT YOUNG	lmbyyoung@gmail.com
MID WEST	5905 S. NARRAGANSETT AVE.	CHICAGO	IL	60638-3408	773 297 3705	MATTHEW CLIFFORD	cliffordmatthewd@yahoo.com
OHIO VALLEY	7337 LAWYER RD.	CINCINNATI	OH	45244-3291	513 232 7540	BILL HINDS	speedhinds46@yahoo.com
MALS - CONTACT RVP	7200 VAN DORN #318	LINCOLN	NE	68506			
REGION 6	STATES: AR, AZ, KS, LA, MO, NM, OK, TX				870-813-4738	RVP BOB ROSS	csknight@suddenlink.net
CACTUS MARINERS	6742 MAGIC LN.	TUCSON	AZ	85704-1231	520-297-6528	LOWELL LOWE	lhlowe1@msn.com
DESERT MARINERS	8180 E. DEL CAVERNA DR.	SCOTTSDALE	AZ	85258-2360	480 404 7843	WILLIAM KEIM	sirwilliamk25@gmail.com
SS SAMUEL PARKER	PO BOX 20107	SAINT LOUIS	MO	63123-0307	314 631-7492	JACK GROTHE	jackgrothe@att.net
ROADRUNNER	1016 SARATOGA DR. NE.	RIO RANCHO	NM	87144-3278	505 994 4845	LOU FETTERS	lfetters1@msn.com
OKLAHOMA MARINERS	2490 COUNTY RD 1400	ALEX	OK	73002-2227	405 351 9617	SHARON SHOEMAKER	
LONE STAR	P. O. BOX 841608	PEARLAND	TX	77584-2031	832 499 8467	CHARLES MILLS	mcamco@aol.com
SS STEPHEN HOPKINS	705 NOLTE DR.	DALLAS	TX	75208-6236	214 943 4546	NELSON SMITH	
MALS - CONTACT RVP	111 STROUD ST.	EL DORADO	AR	71730-5353			
REGION 7	STATES: AK, CO, ID, MT, NV, OR, UT, WA, WY				503 252 8250	RVP CAROLE GUTIERREZ	photos,mcg@gmail.com
ALASKA GREATLANDS	P. O. BOX 879527	WASILLA	AK	99687-9527		ROSEMARY GALLEAR	
BIG SKY MARINERS	P. O. BOX 1746	POLSON	MT	59860-1746	406 676 0530	GEORGE SALOVICH	vgeosal@gmail.com
HI SEA ERA	11190 VINCENT LN.	RENO	NV	89511-9562	775 853 5224	A.J. "DAN" DANNA	
HIGH ROLLERS	82 SCORPIOS ISLAND ST.	HENDERSON	NV	89012-5698	702 217 8407	ROY MAHAN	meicoroy@aol.com
OREGON	57537 MORSE RD.	WARREN	OR	97053-9323		EARL L. GIGGERS	
BEEHIVE MARINERS	2 NORTHRIDGE LN.	SANDY	UT	84092-4902	801 572 5686	"JERRY" NELSON	jerry.nelson@q.com
PUGET SOUND	825 S. 143RD PL.	BURIEN	WA	98168-3627	206 243 9569	DIANE LOSNEGARD	
MALS - CONTACT RVP	3740 NE 135TH AVE.	PORTLAND	OR	97230-2712			
REGION 8	STATES: CA, HI, AUS.				530 265 8340	RVP LARRY STARN	lstarn139@comcast.net
CARL W. MINOR	1405 E. MAIN ST. #416	SANTA MARIA	CA	93454	not listed	GEORGE HALE	gnnhale@gmail.com
CENTRAL CALIF	PO BOX 1382	FRESNO	CA	93716-1382	559-456-4801	RUFUS HERNANDEZ	russellbmm45@yahoo.com
GOLDEN GATE	401 VAN NESS AVE #213-D	SAN FRANCISCO	CA	94102	415 252 0760	FRANK MENDEZ	mendezlaf@aol.com
HUMBOLDT BAY	P. O. BOX 771	BAYSIDE	CA	95524-0771	707 442 4117	BILL T. O'DONNELL	billjr@odonnell.ws
NORTH BAY MARINERS	344 PAYRAN ST.	PETALUMA	CA	94952-3208	707 763 8167	MICHAEL HOGE	peterhoge@hotmail.com
SACRAMENTO VALLEY	14233 TIM BURR LN	GRASS VALLEY	CA	95945-7819	530-477-1908	KEN BLUE	ken1@nccn.net
SMALL SHIP MARINERS	UNKNOWN		AUS				
MALS - CONTACT RVP	13973 GAS CANYON DR.	NEVADA CITY	CA	95959-8802			



JUST RECOGNITION

H.R. 2992 and S. 2989

The Merchant Marine of WWII Congressional Gold Medal Act

Submitted by Chris Edyvean, AMMV National President

I sent out an “all hands” email last week regarding the new Senate bill (S. 2989), introduced by our Alaskan Senators, which is a companion bill to H.R. 2992: The Merchant Marine of WWII Congressional Gold Medal Act.

Many members view H.R. 2992 as an excuse for Congress to avoid the “pay-out” of H.R. 563. However, I want to remind everyone that H.R. 2992 was introduced about a year ago by Congresswoman Susan Brooks (R-Indiana) after she met with members of our now disbanded AMMV Central Indiana Chapter. (She actually attended their meeting in October 2014.) Brooks also met with the “Storm the Hill” gang last summer in D.C., and she is a co-sponsor of H.R. 563. I truly believe her intentions are sincere.

Now, H.R. 2992 was slow leaving the gates. AMMV did not pay much attention to it for this reason; we were primarily focused on H.R. 563 (and we still are). HOWEVER, H.R. 2992 is up to 307 co-sponsors!!!

Both Morris and I have been in communication with Brooks’ staffer who is overseeing the efforts of this bill. Only 2 Gold Medal Acts are allowed per session of Congress. I believe the WWII Merchant Marine is by far the most deserving candidate group for this award in the current (114th) Congress.

Upon my request, Brooks’ staffer sent me an email with a list of our “competition” for these 2 Gold Medals in this Congressional session. With no disrespect to these other groups, let’s support H.R. 2992 & S. 2989 and make sure the American MM of WWII come out on top!

Link to H.R. 2992 information (see all co-sponsors):
<https://www.govtrack.us/congress/bills/114/hr2992>

Link to S. 2989 information: <https://www.govtrack.us/congress/bills/114/s2989>

THIS IS WITHIN REACH!!!!!! OUR WWII MM VETS DESERVE THIS!!!!!! Please contact your Congressperson and Senators!!!!

The following essay is posted on www.ammv.us

Open by clicking on Slider #1

Will the WWII Merchant Marine be awarded the Congressional Gold Medal in the 114th Congress?

Congressman Susan Brooks of Indiana’s 5th District introduced H.R. 2992: The Merchant Marine of World War II

Congressional Gold Medal Act in June 2015. It was quickly learned that Brooks’ motivation stemmed from an October 2014 meeting with AMMV’s Central Indiana Chapter at Fishers, IN. Chapter CEO Don Elwood and others attending were able to present the story of the WWII Merchant Mariner, which got the wheels turning for H.R. 2992. (In addition, Brooks would later co-sponsor H.R. 563.)

Another member of the Indiana Chapter, Gene Taylor, served as a WWII Merchant Mariner in the South Pacific from 1944-1945 and was able to relay his experiences to Brooks. Taylor trained with the U.S. Coast Guard at Sheepshead Bay in Brooklyn, NY and served primarily in the South Pacific during WWII. “I would like for my grandchildren to realize that I fought for our freedom as well as any U.S. service person did,” Taylor said.

“The brave actions of the Merchant Marine during WWII proved instrumental in securing victory for the Allied Powers,” Congresswoman Brooks said. “These loyal and courageous men put their lives on the line for the cause of freedom, and selflessly answered their nation’s call to duty. Unfortunately, their sacrifice is commonly overlooked, and there are fewer surviving Merchant Mariners every year. It is time for Congress to honor their service before we miss the opportunity to properly recognize these heroes.”

During wartime, Merchant Mariners serve as an auxiliary to the Navy and are responsible for the transoceanic transport of military and civilian personnel as well as combat equipment, fuel, food, commodities and raw materials. During World War II, risking their lives to provide the needed supplies for battle, Merchant Mariners bore a higher per-capita casualty rate than any other branch of the U.S. Armed Forces. In total, hundreds of ships and thousands of men were lost to enemy combatants during the course of the war.

H.R. 2992 was slow moving until January 11th when the bill suddenly gained a large lump of co-sponsors. Momentum remains steady as Brooks’ bill has harvested a total of 307 co-sponsors. This is more than enough to move the bill out of committee.

Meanwhile, this legislation has found some help in Alaska where Senator Lisa Murkowski recently introduced a companion Senate bill, S. 2989. This was immediately



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co-sponsored by fellow Alaskan Senator Dan Sullivan and a few others.

AMMV feels that outreach to Senator Sullivan by our members and supporters may have prompted their action. Earlier this year on March 30th, AMMV Alaska Greatlands CEO Eldon Gallear met with Senator Sullivan in Anchorage as part of a maritime roundtable conference. Gallear was able to tell the Senator his personal story of being the sole survivor of the torpedoed SS Tille Lykes. He then discussed the need for Senate support of WWII USMM legislation. Many AMMV members followed up by contacting Sullivan with letters, emails, phone calls, and via social media. (Sadly, Eldon crossed the final bar just three weeks following this meeting.)

Thanks to Veterans such as our Indiana members and Eldon Gallear who put in the effort to get their stories out, and thanks to understanding representatives such as Congresswoman Brooks, Senator Sullivan, and the many co-sponsors of H.R. 2992, the WWII Merchant Marine might finally get some true recognition.

Please don't stop by reading this blog. Find out if your Congressperson and Senators are supporting the Gold Medal legislation. Speak up now while there is a chance! If you need assistance, don't hesitate to contact AMMV by calling the National Office, by filling out the inquiry form on this website, or by sending a message to our Facebook or Twitter staffers. Let's pass H.R. 2992!

STATUS OF HR.563:

Honoring our WWII Merchant Mariners Act of 2015

Submitted by Morris Harvey, National Vice President & Co-chairman, Government Affairs Committee

Time has passed for the House VA committee to move HR-563 to the floor for a vote. This leaves only one option for Rep. Hahn to pass the bill – she must get support from the House VA Committee to allow her to offer HR-563 as an amendment to a large spending bill which would move through the House and the Senate as part of the spending bill. U.S. Rep. Janice Hahn (D-Los Angeles) is stepping down to run for a Los Angeles county seat

In a LA Times News article, dated May 19, written by Sarah D. Wire, Ms. Hahn indicates that her staff has received a favorable contact from one of the VA Committee members:

Rep. Janice Hahn remembers the story from her childhood. Her father, a Navy captain during World War II, received benefits under the GI Bill. Her uncle, Gordon Hahn, a lieutenant in the Merchant Marines, did not. "Maybe that had something to do with just an early sense of that doesn't seem fair. There's a bit of an injustice here," Hahn said. "The first time I ever heard the story I think it hit me that this is a wrong that we should right."

With just months before she leaves office, the Los Angeles Democrat is pushing Congress to recognize the Merchant Marines' service during World War II with \$25,000 for each surviving Merchant Mariner.

Though thousands of them died during the war, the civilian seaman who transported goods and soldiers for the U.S. military during the war weren't included in the GI Bill

and didn't have access to college tuition subsidies and home loan guarantees extended to returning veterans.

When he signed the bill granting benefits to service members, President Franklin Roosevelt urged Congress to return to the issue and extend the benefits to the Merchant Marines. They never did. It wasn't until surviving Merchant Marines sued in the late 1980s that the group was designated veterans. At which point, Hahn notes, many were past the point of needing help to pay for college or buy their first home.

Hahn estimates that her bill, the Honoring Our WWII Merchant Mariners Act of 2015, would cost the federal government \$125 million for the estimated 5,000 surviving veterans. "It'll be less every day, because we are losing Merchant Mariners every day," she said. Hahn took up the Merchant Marines' cause from former Rep. Bob Filner, who proposed a \$1,000-a-month payment to each Mariner for the rest of their lives.

Hahn said she hopes to draw new interest in the bill before it's too late.

Possible change to Bill:

She said she was encouraged this week when a Republican on the House Veterans Affairs Committee told her staff that if the payment amount was lower, he'd want to look at how to pass the bill.

"At this point you just sort of want something that's a token, something that shows our appreciation for a job well



JUST RECOGNITION

done,” Hahn said. “I certainly would be willing to negotiate. It feels like maybe there is some movement. We haven’t had this before.”

The Republican, Rep. Gus Bilirakis of Florida, is still looking at Hahn’s legislation, his staff said.

Morris Harvey, vice president of the group American Merchant Marine Veterans, said by phone that after running into a wall for so long and having to take legal action to be declared veterans, some payment of benefits would mean a lot. “At this point, recognition of our service by Congress would be a big step. Money would be a secondary factor,” said Harvey, 88, of Crystal River, Fla., adding that “most of our people could use the money.” The complete Times article can be found at: <http://www.latimes.com/politics/la-pol-ca-janice-hahn-merchant-marines-20160520-snap-story.html>.

Details of change:

At this time, Hahn’s staff has indicated that the amount suggested is a \$25,000,000.00 total pay-out, which amounts to \$5,000.00 per person based on the estimate of 5,000 remaining eligible Mariners. We also have feedback that the VA Committee chairman is not on-board with the proposal; however, the Vice Chairman is on-board. Hahn’s staff is advising that our members and supporters start an emailing, snail mail and phoning initiative to ask the Honorable Congressman Jeff Miller to move HR-563 to the floor for a vote. As of this writing we have 78 co-sponsors.

Poll of AMMV Members regarding change in settlement amount:

I conducted an individual poll of members; I sent the email below to WWII Vets (born before July 1927) who had a recorded email address in our National records. I included all members who attended the convention, then those from FL, AZ, TX, OR, NY, WA, OH, CA, MO, MS, MT, NC, and NH. Of the 204 emails sent, I have received 67 answers, with 13 NO (19.4%), 53 YES (82.8%), and 1 ABSTENTION (1.5%). The conclusion of the smaller group at the Annual National convention in NOLA was a NO position. Some of those who answered YES to my email included a comment describing their disappointment in the actions of the Congress.

Email re: possible revised settlement amount –

June 6, 2016:

Hello fellow AMMV member and WWII MM Vet:

I am sending this email to keep you informed and involved in the status of HR-563.

Some basic information:

1) As you know the 114th session of Congress is winding down – six months to go;

2) Congresswoman Hahn is not running for Congress again; Rep. Hahn is anxious to pass the bill on her watch to give the WWII MM vets some recognition;

3) We do not have another lawmaker in line to reintroduce the bill in the 115th Congress; the House VA Committee will not have a formal hearing on HR-563;

4) It is still possible to move the bill by amending it to a spending bill that has enough funds allotted to include HR-563 (remember that Akaka did this with the Philippine veterans);

5) HR-563 is estimated to cost \$125 M based on about 5,000 eligible MM Vets being still alive (approximately \$25,000.00 each);

6) Due to the financial situation and the majority members of Congress requiring that a bill must have funding allocated – the amount made available to HR-563 will very likely not be considered at the full funding level, if it is amended to another spending bill.

7) We now have 77 co-signers.

I have been advised that the co-chairman of the VA Committee, Gus Bilirakis, has leaked a value of \$25 M total amount as a possibility for moving the bill and getting the House and Senate members to allow the bill to be passed as an amendment to a larger spending bill. Not a firm offer but an indication that he would be able to approach the VA Committee Chairman with a proposal if Rep. Hahn would agree. She and her staff are considering working with Gus to get the best offer possible.

Before I give you the question please NOTE: The condition is that if this final last ditch effort does not work, the bill would die and we would be faced with finding a new champion sponsor in the 115th Congress with the anticipation of taking on the task of again recruiting co-signer’s.

Question: **Would you support, as an individual, this alternate settlement for approximately \$5,000.00 (instead of approximately \$25,000.00) and the Congressional recognition that the WWII MM Veterans deserved additional recognition and consideration?** We could finally say: we have won.

YES: _____ NO: _____ Abstain: _____

Please note that I do not have a time line for the action going on between Hahn and Bilirakis and I realize that we just came out of a holiday week-end; however, I would like your response ASAP; in order to pass our joint opinions to Hahn’s staff.

AMERICAN MERCHANT MARINE VETERANS INC. CONSTITUTION AND BY-LAWS

PREAMBLE

The American Merchant Marine Veterans is a not for profit pro-American organization established to gain recognition for what the men of the AMERICAN MERCHANT MARINE have accomplished for our country in war and peace. Our key purpose is to educate the American public as to the importance of having a strong American flagged Merchant Marine at all times and to promote to the best of our ability the cause of AMERICAN SEA POWER and the AMERICAN SEAMEN.

CONSTITUTION

Article I - NAME OF THIS ORGANIZATION

The name of this corporation is the "AMERICAN MERCHANT MARINE VETERANS".

Article II - ENABLING LAW

The corporation is organized pursuant to the State of Florida "Not for Profit" Corporation Act.

Article III – OUR PURPOSE IS:

- To preserve the spirit of Comradeship among the American Merchant Marine Veterans, and our fellow seamen who served in the Merchant Marine Fleets of the nations allied with the United States.
- To perpetuate the memory of our dead, assist their widows, and help worthy comrades.
- To maintain and extend the institution of American freedom and encourage loyalty to our country's laws and Constitution.
- 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.
- To have our nation always maintain a modern and strong Merchant Marine as it is a national and economic necessity, but more importantly a potent arm of defense and offense as it has already proven to be. We desire a well-trained and efficient manpower to crew this fleet.
- To conduct and carry on its activities for nonprofit purposes, in any state or territory of the United States, or in any foreign country, in conformity with the laws of such state, and that no part of net earnings shall inure to the benefit of any Member, Director or Officer.

There shall be no discrimination by any Officer, Director, or Member against anyone because of race, creed or national origin.

Article IV - MEMBERSHIP

ELIGIBILITY: The following persons are eligible for membership in this

Corporation:

- Applicants must submit proof of service in the American Merchant Marine at any time, or proof of service as a seaman on any countries' vessels.
- Certificate of Discharge from ocean voyages (Foreign or Coastal) or inland waters.
- Members of the U. S. Maritime Service (Active or Inactive including Academy Cadets.)
- Members of U. S. Public Health Service who were engaged in the treatment of U. S. Seamen.
- Armed Guards serving on U. S. Merchant Marine vessels with DD Form 214.
- Members of any uniformed United States Armed Service with a DD Form 214.
- Wives and widows of members in good standing.
- Children, grandchildren and descendants of members in good standing.

The following persons are eligible for Associate membership in the American Merchant Marine Veterans:

- Any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry. Associate members shall be held to 2.5 percent of the membership.

Honorary membership may be offered to any individual who through the Arts and Sciences and/or through his or her efforts has furthered the cause of the Merchant Marine. Such membership must be approved by the Board of Directors. Honorary members pay no dues and will not have a vote in membership elections or other matters.

Each member shall pay annual dues as prescribed by the Bylaws.

Article V - ORGANIZATION

The governing body of this organization shall be a Board of Directors to be constituted as the by-laws prescribe.

Article VI - MEETINGS

The organization will meet once a year to elect officers and conduct such other business as may be properly come before the membership. This meeting shall be called the National Convention.

- The Board of Directors shall convene at the National Convention or at any other time that may be determined necessary by a majority of the Board.

Article VII – AMENDMENTS TO THE CONSTITUTION AND BY-LAWS

Amendments to this Constitution and By-Laws may be proposed by a resolution adopted by the Board of Directors and presented at the National Convention.

BY-LAWS

ARTICLE 1 - MEMBERSHIP

- All paid up members shall be considered as active members and entitled to privileges of voting and active participation in all activities of the organization.
- Application for membership shall be accompanied by national dues. Applicants must meet eligibility requirements as described in the Constitution.
- At some future date, life membership may be available upon payment of life membership dues as established by the National Board of Directors.
- A member belonging to more than one Chapter has voting rights in his home Chapter that pays his National dues.
- Membership in this organization shall be suspended for non-payment of dues 90 days after they become due. Names of suspended members shall be removed from the mailing list of the National publication.
- The National membership list of names and addresses shall not be released to anyone, public or private concerns. This does not preclude distribution and use of member contact information by Officers and Board of Directors members in the performance of their assigned duties. If any individual Chapter wishes to exchange their membership list with another Chapter, that would be at their discretion.

ARTICLE II - NATIONAL OFFICERS

SECTION 201 – ELECTED OFFICERS AND VACANCIES

The officers of the national organization shall consist of:

President

Executive Vice President and a minimum of 7 Regional Vice Presidents.

Secretary

Treasurer

National Directors (all duly elected officers, Past Presidents, Regional Vice Presidents and Executive Officers of each Chapter shall be a National Director.)

All AMMV Past Presidents shall serve as an ex-officio director of the Board.

- An elected officer may resign at any time. Such resignation shall be made in writing to the Board of Directors.
- Any officer, elected or appointed, may be removed for just cause by the Board of Directors by a majority vote whenever the best interests of the organization will be served thereby.
- Any vacancy occurring in any office, except that of President, shall be filled by a person receiving a majority of votes of the Board of Directors at a special meeting or by mail poll after proper notification. A vacancy in the office of President shall be filled by the Executive Vice President.

SECTION 202 – ELIGIBILITY, NOMINATIONS, ELECTION AND TERM OF OFFICE.

- To be eligible for any National office, the candidate must be a member in good standing. A member may hold one elective and one appointive office.
- National elective officers shall be nominated and elected at the annual meeting to be known as the National Convention. Nomination for all offices shall be made by the nominating committee. Additional nominations will be permitted from the floor. No person absent shall be considered for any elective office unless such person has previously notified the Nominating Committee Chairman in writing or via email before the first business meeting of the National Convention that the person is willing to serve in the office concerned. All elected National Officers shall hold their office for a term of two (2) years commencing at the start of the fiscal year, as stated in Section 209 of the By-Laws, and shall hold office for a term of two (2) years or until installation of their successor, if after the end of their fiscal elected year. Installation shall be before the end of the annual convention at which the officer is elected. In the absence of any duly elected officer, he or she may be installed when represented by any member selected for that purpose. No president can serve over two (2) year terms. However, if the president is elected after absence from office for at least one (1) term, then he or she shall be eligible for two (2) consecutive two (2) year terms.
- Candidates for the Regional Vice President office must be submitted in writing or via email to the Nominating Committee, announcing their intention to run for the office of RVP. The candidate must be a member in good standing and a resident of the region in which they are declaring their candidacy. RVPs shall be elected at the National Convention by members from their region. Nomination for all offices shall be made by the Nominating Committee. Additional nominations will be permitted from the floor. No person absent shall be considered for any elective office unless such person has previously notified the Nominating Committee Chairman in writing or via email before the first business meeting of the National Convention, certifying that the person is willing to serve in the office. All elected Regional Vice Presidents shall hold their office for a two year term, commencing at the start of the fiscal year, as stated in Section 209 of the By-Laws and shall hold office for a term of two (2) years or until installation of their successor, if after the end of their fiscal elected year. Installation shall be before the end of the annual convention at which the RVP is elected. In the absence of any duly elected officer, they may be installed by proxy with any acting member selected for that purpose.

SECTION 203 – NATIONAL CONVENTION

The National Convention shall be held at least one week prior to, or one week after National Maritime Day, May 22nd. Some flexibility may be allowed for obtaining favorable rates, with the approval of the Executive Committee of the Board of Directors.

- The National Secretary shall notify all Chapters of the National Convention, not less than sixty (60) days prior to the annual convention.
- The National Convention site shall be voted on at the current National Convention for the following two years and will be rotated sectionally.
- The National Convention host chapter will furnish the National Secretary necessary assistance and/or equipment for taking the minutes of the convention. The expense will be borne by the National organization. The minutes will be published in the next regularly scheduled issue of the official publication.
- The purpose of this convention shall be to conduct business necessary for the efficient operation of the organization.
- Convention business shall be held on consecutive days. Side tours, etc. will be before or after the convention business days.

SECTION 204 – ELECTED NATIONAL OFFICERS – POWERS & DUTIES.

PRESIDENT

The National President shall preside over all meetings of the Board of Directors and the National Convention. The National President shall work to the best of his ability to further the aims and policies of the organization. The National President shall coordinate and supervise the activities of all National Officers.

The President shall be able to receive Expense allowance, to cover the cost of performing his duties in office, not to exceed \$4,000.00 annually.

EXECUTIVE VICE PRESIDENT

The National Executive Vice President shall assist the President and in his/her absence, shall discharge the duties of the National President and shall assume the duties of the President for the remainder of term if the President is absent for any reason, including resignation or inability to serve for any reason.

The Executive Vice President shall be able to receive expense allowance, to cover the cost of performing his duties in office not to exceed \$1,500.00 annually.

REGIONAL VICE-PRESIDENT

The National Regional Vice President shall assist the President and the Chapter Executive Officers and Board of Directors in the operations of their respective districts when needed.

They shall be available to each Chapter to arbitrate any Constitution and By-Laws violations.

They shall check and screen all Regional District applications for Charter to National. They must adhere to the Constitution and reject any infractions.

They shall notify all local Chapters within a Region and the Executive Officer and Board of Directors of a pending formation of same.

They shall carry out all assignments as directed by the National President and direct all correspondence to the National Office and a copy of all Chapters in their district.

The Regional Vice President shall be able to receive expenses to cover the cost of traveling to Chapters in his region. Also for the postage and phone expenses while performing the duties of his office. This amount not to exceed \$600.00 annual expense allowance, and is to cover the cost of performing his duties in office. .

SECRETARY

The National Secretary shall attend all business meetings of the National Convention and meetings of the Board of Directors and shall be responsible for the minutes of the meetings. The National Secretary shall provide the Editor of the official publication with the edited and typed proceedings of the business sessions of the National Convention within thirty (30) days after the last business session of the National Convention.

- The National Administrator will receive all monies and deposit them into the National Treasury and shall provide reports of deposits to the National Secretary to include information on all members who paid their dues. The National Secretary shall perform such duties as the National President may from time to time prescribe. The National Secretary shall make a quarterly report of his/her activities to the National President with a copy to the National Executive Vice President. The National Secretary may receive compensation as specified by the Board of Directors.
- The National Secretary shall notify the Board of Directors of all meetings.

The National Secretary shall be able to receive expense allowance, to cover the cost of performing his duties in office not to exceed \$500.00 annually.

TREASURER

The National Treasurer shall attend all business meetings of the National Convention, and all meetings of the Board of Directors. The National Treasurer shall have custody of all monies, bonds and item of value; and shall compile and maintain a complete set of records to divulge the true financial records (status) of the organization suitable to be audited by a Certified Public Accountant.

- The National Treasurer shall pay out monies in payment of obligations only on authority given by the National President. All checks shall be signed by the National Treasurer and countersigned by the National President or any Board Member (when necessary). The National Treasurer shall insure valid signatures specimens are on record at all institutions of deposit.
- The National Treasurer shall purchase, at the expense of the organization, a fidelity bond covering all officers authorized to sign or countersign checks and any National officers handling monies or securities of the organization. The National Treasurer shall prepare a financial statement for the fiscal year ending June 30th. This fiscal statement shall be published in the August issue of the official publication. The National Treasurer shall prepare for the Board of Directors a quarterly financial report of the 15th day following the end of the quarter.

The National Treasurer shall be able to receive expense allowance, to cover the cost of performing his duties in office not to exceed \$500.00 annually.

SECTION 205 – NATIONAL BOARD OF DIRECTORS.

The property and business of the organization shall be managed by a Board of Directors as per Constitution Article V. and as constituted per Article II Section 201,5 and 6 of the By-Laws. A National Board of Directors member, unable to attend a meeting, may appoint a member in good standing to fulfill his duties. A letter to this effect shall be submitted to the National President before said meeting by the Board of Directors member unable to attend.

As entrusted by the Board, the National President, as Chairman of the Board, will designate an Executive Committee of the Board, consisting of the National Officers, immediate Past President and the Regional Vice Presidents, which will be empowered to act in all capacities of the Board when it is not in session, except for the authority to remove any elected National or Regional officer, or the authority to expend funds beyond an amount that is 10 percent of the approved Annual Budget. All actions of the Executive Committee shall be decided by a simple majority vote. The Committee shall maintain a written record of all of its proceedings and votes taken, and render a written report to the Board not later than 10 days prior to the call to order of the National Convention. Two-thirds of the Executive Committee, including the National President, shall constitute a quorum for the transaction of Board of Directors' Business.

The National President shall call a meeting of the Board of Directors not later than the calendar day prior to the call to order of the National Convention. Additional meetings or polling by mail or telephone of the Board, may be called by the National President, or by a majority of the Board whenever the Executive Committee of the Board is unable to act on an issue or is viewed as having exceeded its authority.

A legal quorum shall consist of a majority of the Board of Directors, one of whom shall be either the National President or National Executive Vice President.

SECTION 206- VOTING PROCEDURES

A SELECTION OF NATIONAL DELEGATES

- Each local Chapter, at a regular meeting shall select a delegate or delegates to the National Convention to represent the local Chapter members. The delegate or delegates selected will represent their Chapter's number of votes.
- The local Chapter Executive Officer shall certify the delegates to represent the district or local Chapter members and the respective secretaries will authenticate the delegates' credentials letter.
- The credentials letter of the local Chapter delegates shall list by name each member of the local chapter they are representing.
- Each delegate will present the credentials letter to the Chairman of the Credentials Committee prior to the first business meeting of the National Convention. The Chairman of the Credentials Committee, in conjunction with the National Secretary, will verify the credentials letters and the list of names to determine that they are bonafide members.
- National delegates who have not presented their credentials to the Chairman of the Credentials Committee before the Convention has been called to order will not be permitted to vote.
- A Chapter unable to send a delegate to the Convention may give their voting proxy to another AMMV Chapter.
- A delegate not qualifying under Section 206.A.4 and subject to Section 206.A.5 may be allowed to vote upon approval of a majority of delegates to the Convention.
- The National Secretary shall advise each Chapter of the number of members for whom the Chapter has remitted dues for the purpose of determining the number of votes that each Chapter has at the Convention. This information shall be forwarded to each Chapter on or before May 1.

VOTING BY INDIVIDUALS

National members attending the National Convention who are not represented by a National Delegate may cast an individual vote, if they are certified by the Credentials Committee prior to the call to order of the National Convention.

COUNTING AND RECORDING THE BALLOTS BY COMMITTEE

All Ballot votes shall be conducted by roll call. All votes will be posted and updated in real time and projected on a presentation screen for all attendees to review and verify accuracy of posting and count. Final results will be announced at the conclusion of the balloting.

SECTION 207 – APPOINTED OFFICERS

APPOINTED OFFICERS

The President shall, by resolution, appoint the following officers, and said appointments shall be announced by the National President and published in the first issue of the official publication following the National Convention.

JUDGE ADVOCATE – who shall be prepared at all times to give such legal counsel and advice as the National President or National Convention may require. Robert's Rules of Order shall be the authority of all questions of parliamentary law and procedure, unless otherwise specifically provided in this Constitution and By-Laws.

CHAPLAIN – the Chaplain may, when possible, be an ordained clergyman and perform such duties as required by the Board of Directors.

EDITOR – (Official Publication)

a. The official publication shall be known as American Merchant Marine Veterans News. This publication shall be issued at least once each quarter. Any orders, official notices, and the financial reports published in the official publication shall be deemed sufficient and lawful notice to all members for all purposes whatsoever.

b. The editor shall be responsible for the publication and distribution of the official publication in accordance with instructions from the Board of Directors and approval of the President.

HISTORIAN – the Historian shall compile and maintain a brief history of the activities of this organization during his or her term of office, to be kept as a permanent record of this organization, and shall perform such other duties as his or her office may require or the Board of Directors may direct.

PUBLIC RELATIONS OFFICER – the Public Relations Officer shall coordinate any and all publicity of the organization.

SECTION 208 – STANDING COMMITTEES

The President shall, by resolution, appoint the following Standing Committees, which shall include at least one member of the Board of Directors. Said appointments shall be announced by the National President and published in the official publication.

VETERANS COMMITTEE – To compile information that will benefit Veterans, form policies beneficial to Veterans. Establish relations with other Service Veterans' organizations.

EDITORIAL COMMITTEE – To assist the Editor of the official publication whenever necessary and submit any policy changes to the Board of Directors.

CONVENTION COMMITTEE – Assists in the selection of Convention sites for annual National Conventions whenever necessary. Checks all credentials at National Convention. Verify qualifications and consents to acceptance of all National officers and candidates at the National Convention.

GOVERNMENT AFFAIRS – This committee shall report on situations which could be detrimental to the well-being of the organization as well as Federal and State legislation pertaining to Merchant Marine Veterans. Also, legislation promoting the growth of the American Flag Merchant Marine.

CONSTITUTION AND BY-LAWS COMMITTEE

NOMINATING COMMITTEE

AUDIT AND BUDGET COMMITTEE

MEMBERSHIP COMMITTEE

The appointed officers and chairpersons of Standing Committees will prepare, in writing, a quarterly report of their activities to the National President. At the National Convention, an annual report will be rendered by each appointed officer and chairperson of the Standing Committees.

SECTION 209 – FISCAL YEAR

The fiscal year of the organization shall be July 1st through June 30th of the next calendar year.

SECTION 210 – NATIONAL DUES

The National dues shall be established by the Board of Directors, voted on by the membership at the National Convention and published in the official publication. The dues shall include a subscription to the official publication.

- Dues are payable by July 1 of the current fiscal year. Member's dues not paid by September 30 of the current fiscal year are removed from the mailing list.

SECTION 211 – BUDGET

The Board of Directors shall recommend and the membership shall approve a budget for the National organization at the annual convention.

ARTICLE III - CHAPTERS

SECTION 301 – FORMATION – CHARTERING

A local Chapter may be formed by the authority of the Board of Directors on the application of not less than ten (10) persons, members of the American Merchant Marine Veterans, Inc., or who have applied for membership. Membership in the National organization is a mandatory prerequisite for valid membership in any Chapter.

- The application for a chapter shall be signed by all elected officers pro-tem, and shall list the names of all charter members of the Chapter. The application shall be forwarded to the National Secretary for approval of the Board of Directors. The Chapter shall comply with the National Constitution and By-Laws.
- Each Chapter must be self-supporting. Each Chapter shall be responsible for their own assets, property and liabilities. Each Chapter is also permitted to establish their own welfare fund.
- The National A.M.M.V. shall establish districts within the fifty (50) states. There shall be at least seven (7) districts as per Article II – NATIONAL OFFICERS, Section 201.A.2 of the By-Laws.
- These district boundaries may be changed, depending on the total membership in a said district. The National Board of Directors shall set district boundaries at the National Convention based upon the total chapters and the per capita tax for the given year. All Chapters shall receive a true copy of such districts and boundaries.
- All Chapters shall display the National logo on all chapter stationery.

SECTION 302- SUSPENSION AND REVOCATION OF CHARTER.

The charter of a Chapter may be suspended for a period of sixty (60) days for violation of the laws and usage of the National organization. If no appeal is made within the period of sixty (60) days, the Charter of the Chapter may be canceled by a two-thirds (2/3) majority vote by the Board of Directors provided that thirty (30) days before the charter is suspended, the CEO of the Chapter in question shall have been notified in writing, by certified mail, by the National Secretary of the charges against it.

SECTION 303 – CHAPTER DUES

Each Chapter shall set its own dues.

SECTION 304 – ELIGIBILITY TO OFFICE

National membership shall be a requisite for holding office.

SECTION 305 – VOTING PROCEDURE

Only National members who are members of a Chapter are eligible to vote.

ARTICLE IV – WELFARE FUND

SECTION 401 – PURPOSE

The fund shall be used for the benefit and welfare of the members and their next of kin as a group. Monies accrued from donation, drives, sales of memorabilia, and shall be dispensed by action of the Board of Directors through the National Treasurer.

SECTION 402 – ACCOUNTING

Each outgoing National President shall request an accounting from the National Treasurer of the donations received and funds expended. He or she will then report to National Convention on the reasonableness and propriety of expenditures.

ARTICLE V – AMENDMENTS

SECTION 501 – AMENDMENTS

This Constitution and By-Laws shall be amended by an affirmative two-thirds (2/3) of the members voting at the National Convention in accordance with the voting procedures.

Proposed amendments with supporting statements shall be submitted to the Board of Directors for printing in up to two publications of the AMMV NEWS Magazine prior to the National Convention; subject to publishing deadlines. During voting procedures, each proposed amendment would be projected on a presentation screen at the National Convention.

Non-procedural National Convention amendments to the Constitution and/or By-Laws, approved at the National Convention shall not go into effect until the start of the next fiscal year, as stated in Section 209 of the By-Laws. Amendments of National Convention procedures may take effect as proposed by the amendment and approved at the convention.

Voting on the amendments will be at the National Convention in accordance with the voting procedure.

ARTICLE VI – DISSOLUTION OF THE CORPORATION

SECTION 601 – DISSOLUTION OF THE CORPORATION

The corporation shall or may be dissolved and its affairs wound up by a two-thirds (2/3) vote of the corporation's voting members.

In the event of dissolution, the Board of Directors shall, after paying or making provision for payment of all liabilities of the corporation, dispose of all the assets of the corporation exclusively for the purposes of the corporation in such manner, or to such organization or organizations organized and operated exclusively for charitable, educational, religious or scientific purposes as shall at the time qualify as an exempt organization under Section 501 C... (3) of the Internal Revenue Code of 1954 (or corresponding provision of any future United States Internal Revenue Law), as the Board of Directors shall determine. Any such assets not so disposed of shall be disposed of by

a court of competent jurisdiction in the country in which the principle office of the corporation is then located; exclusively for such purposes as to such organization as such Court shall determine which are organized and operated exclusively for such purposes.

Upon a vote to dissolve the AMMV Corporation, the original records of the history of the organization, the records of the Historian, copies of the AMMV News, photographs, audio tapes, video tapes and any other appropriate historical records shall be turned over to a Maritime museum willing to accept the same, such as the Merchant Marine Academy Museum, Museum Ships, Maritime Museum or a college/university library/archives.

All remaining assets shall be distributed equally between the four (4) Merchant Marine Memorial ships:

SS Jeremiah O'Brien, SS Lane Victory, SS American Victory, SS John W. Brown

ARTICLE VII – GRIEVANCES AND LITIGATION

SECTION 1 – PROCEDURE FOR RESOLVING MEMBERSHIP GRIEVANCES.

Every member or officer or chapter or region must follow the following procedure to resolve a grievance:

Every member agrees to follow this procedure for resolving grievances as a pre-condition of membership in the American Merchant Marine Veterans Association.

The grievance shall be a written statement setting forth the facts, the identity of the people involved, a detailed account of the grievance, and a statement of how the grievant wants the grievance to be resolved.

The grievance must be submitted within thirty (30) days of the date of the occurrence by certified mail, return receipt requested, addressed to the National President at National Headquarters.

The written statement must be sworn to in an affidavit form before a Notary Public.

Within thirty (30) days of the receipt of the grievance, the National President is to reply in writing to the grievant by certified mail, return receipt requested, stating the solution or resolution to the grievance. The National President may also request additional information.

If the grievant is not satisfied with this solution or resolution the grievant is to notify the National President within ten (10) days by CERTIFIED MAIL, return receipt requested, stating the reasons and requesting that the grievance be referred to the National Board of Directors by way of appeal. The National President will submit within Ten (10) days the record of the grievance to the National Board of Directors for a vote by this body and notification to the grievant with thirty (30) days.

By becoming a member of the AMMV, a member or officer or chapter or region accepts that the AMMV is a not for profit Florida Corporation subject only to the laws and jurisdiction of the state of Florida and its courts.

Under no circumstances is the grievant to resort to any court until the aforesaid procedure has been completed. Therefore, if resort is made to a civil court it must be a Florida court located in Lee County. If the grievant resorts to a Florida court before following the procedure set forth herein said grievant will automatically forfeit membership in AMMV. If the grievant does not obtain a judgment against the AMMV or its officers in the Florida civil court, the grievant agrees to reimburse the AMMV for its legal expenses, attorney fees, and court costs incurred in defending this suit.

If the grievant resorts to a court in any jurisdiction other than the state of Florida, said grievant will automatically forfeit membership in AMMV.

THE SINKING OF GERMAN U-BOAT U-175

THE COAST GUARD was a convoy's bodyguard. Their guns manned and decks laden with depth charges, a Coast Guard combat cutter helped safeguard a long line of merchant ships. Coast Guard fighters played a major role in breaking the Nazi submarine menace in 1942 and 1943.

In the early morning of 17 April, *U-628* torpedoed one of the freighters in the convoy HX-233 made up of 56 ships. A short time later, one of the convoy's escorts, the United States Coast Guard cutter *Spencer*, under Commander Harold Berdine, responding to a signal from one of the other escorts, the corvette HMCS *Arvida*, moved away from the convoy to screen the cutter while it picked up survivors. Once this was completed, she steamed back towards the convoy. As she came back, she attempted to pass ahead of the convoy to take up her station, and in doing so found *U-175* where she was sitting at periscope depth preparing to launch a submerged attack upon the tanker *G Harrison Smith*.

The sub picked up contact on her sonar, while the *Spencer* was about 5,000 yards away, rushing towards it. The sound of the sonar pinging on the boat alerted the *U-175* Captain Brunts to the danger and he gave the order



for the sub to dive. However, *Spencer* launched a salvo of 11 depth charges which exploded above and below the boat. The result was that the *U-boat* went into a dive bow first. Just as they began to restore buoyancy, *Spencer* launched a second salvo. This second attack ruptured *U-175*'s pressure hull, destroyed the electric motors and damaged several batteries which, as a result, began to give off poisonous gas.

At this point *Spencer* attacked again and was joined by another Coast Guard cutter, the *Duane*; they waited for *U-175* to surface. On board *U-175*, quick thinking by the boat's engineer to blow the ballast tanks had prevented them from sinking further and helped right the boat, but communications had been knocked out and it became clear to Captain Brunts that the only option was to surface.

Giving the order, the boat rose to the surface; as it did so, *Spencer* and *Duane* began firing at close range, while *Spencer*'s commander, Berdine, closed in with intent to ram. But Brunts was not intending to fight it out and, seeking to save his crew, led the way onto the conning tower to signal his intention to surrender. The Coast Guard crewmen, however, did not immediately understand the Germans' intentions and maintained a devastating fire on the conning tower that cut down Brunts and a number other men and forced the others to delay their exit. During the firing, stray rounds from one of





the merchant ships hit *Spencer* killing one and wounding seven others.

Survivors, 17 April 1943

At this point, *Berdine*, believing *U-175* to still be able to fight, put *Spencer* about to ram the U-boat but the escort commander, Commander Paul Heineman, ordered him to “heave to” and put a boarding party across instead.



As the remaining Germans began to jump into the sea, the *Spencer's* boarding party attempted to get into the U-boat to search for documents and survivors. The boat quickly began to go under, though, and as a result they were forced to make a hasty departure without having found anything. Of the 54 men that had embarked in *U-175*, 13 were killed, 19 were rescued by *Spencer* and 22 were picked up by *Duane*, where they were formally taken prisoner, treated for their wounds and provided with dry clothing and warm food. Three days later, they were turned over to the British Royal Marines at Greenrock, Scotland. Meanwhile, the battle for the convoy continued. A number of other U-boats, including *U-382*, *U-226* and *U-264* were badly damaged in the ensuing engagement. The Allies would later reinforce the escort around convoy HX-233 and increase the air assets assigned to it. In response, on 18 April, the Germans canceled operations against the convoy, which subsequently arrived in Liverpool on 21 April, having lost only one of its 57 ships. *U-175's* final resting place is recorded as about 500 miles Southwest of Ireland. The *Spencer* was decommissioned in 1974 but was the most decorated cutter in the U. S. Coast Guard's fleet having served, subsequently, in the Mediterranean, New Guinea, the Philippines, peacetime Coast Guard duties and then Vietnam.



Proposed Schedule of Events

Western Regions' Conference

Reno, Nevada — September 25 - September 27, 2016
(Arrive Sun. Sept. 25 Leave Wed. Sept. 28)

Sands Regency Hotel

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

Sunday, September 25, 2016

1:00 pm to 6:00 pm Membership Registration
This will take place in the Hospitality Room

Monday, September 26

9:00 am Membership Registration continues
in the Hospitality Room
9:00 am - 11:30 am General Session starts
Opening Ceremonies and Introductions
10:30 am Mayor Welcomes
12:00 noon Hospitality Room Open
12:00 noon - 1:30 pm Ladies Luncheon
1:30 pm - 4:00 pm General Session
4:00 pm Hospitality Room Open
6:00 pm Reception and Dinner

Tuesday, September 27

9:00 am General Session
Raffle (first half)
12:00 noon Hospitality Room Open
1:00 pm General Session (final business)
4:00 pm Hospitality Room Open
6:00 pm Banquet
Raffle (2nd half) Door Prize

Wednesday, September 28

CHECK OUT
HAVE A SAFE TRIP HOME.

American Merchant Marine Veterans

Western Regions' Conference

Reno, Nevada – September 25 - September 27, 2016

(arrive Sunday, Sept. 25 / checkout Wednesday, Sept. 28)

Registration Form *Note: Please Register Early*

➡ **IMPORTANT: SELECT ENTRÉE & NUMBER OF MEALS**

TOTALS

CONFERENCE REGISTRATION \$65.00 x _____ = \$ _____
(members only – wives or special others do not need to register)

Monday Noon Ladies Luncheon \$18.00 x _____ = \$ _____
➡ Ravioli/Cheese ☐ -OR- Cobb Salad ☐ Dessert: Tiramisu

Monday Evening Reception/Dinner for registrants (and their special others) only
(Member and one guest allowed. You must be registered & check below to attend) \$00.00 x _____ = \$ _____

➡ Roast Chicken ☐ -OR- Roast Pork ☐ Strawberry Short Cake

Tuesday Evening Banquet \$45.00 x _____ = \$ _____

➡ Filet Mignon ☐ -OR- Salmon ☐ Dessert: Chocolate Mousse

TOTAL: \$ _____

STOP: Have you marked your choice and number of meals above? Please do so!!

Members name: _____ Chapter: _____

Spouse or other's name, if they are attending: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-Mail if available: _____

Send Check or Money Order To: **AMMV SACRAMENTO CHAPTER**
P.O. BOX 1793
CEDAR RIDGE, CA. 95924

Hotel Registration Direct: Sands Regency (1-800-233-4939). The room rate this year \$25.00 plus tax. (Resort fee and tax about \$17) Be sure you tell them you are a Merchant Marine Veteran and attending the Conference Sept 25-Sept 27. The group code for our event is MERCHANT 2016. Special room rate is good only for the conference days Sept 25-Sept 27.

The Sands Regency is located at 345 N. Arlington, Reno, Nev. 89501.

Note: Free airport shuttle. Call the hotel when you arrive at the airport and they will send the shuttle. When departing the hotel, schedule with the bell desk.



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.

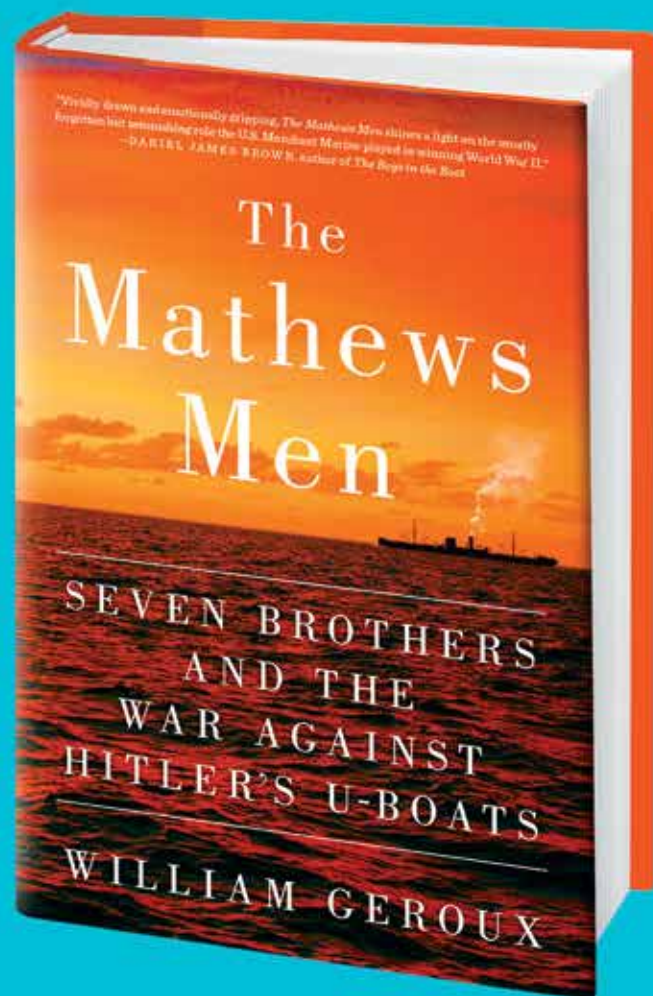
SEND COMPLETED MEMBER-AT-LARGE APPLICATION AND DUES TO:

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Seven Brothers and the
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Author

William Geroux

The Mathews Men follows the extraordinary saga of the Merchant Marines in World War II through the experiences of one remarkable family whose seven sons—U.S. merchant mariners all—suddenly found themselves in the crosshairs of German U-boats determined to sink every American ship they could find. Some met an untimely death while others survived torpedo explosions, flaming oil slicks, storms, shark attacks, mine blasts, and harrowing lifeboat odysseys only to ship out again as soon as they'd returned to safety. *The Mathews Men* takes us far beyond the traditional battlefields in an inspiring, unforgettable tale of America's Greatest Generation.

"Vividly drawn and emotionally gripping."

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"William Geroux has written a classic American tale, a gripping story
of courageous everyday heroes facing death in World War II."

—James Bradley, author of *Flags of Our Fathers*

Do you or a loved one have a Merchant Marine story? Share it here:

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September 25-29, 2016

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- ★ \$25/ night plus tax (about \$17)
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- ★ Easy accessibility