

AMERICAN MERCHANT MARINE VETERANS

AMMV NEWS

MAGAZINE

ST. LOUIS

32nd
National Convention

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1775

WINTER 2017-2018

- ★ Memory Book Order Form Page 19
- ★ Welcome to New York Page 24
- ★ Convention Registration Form Page 34



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St. Louis, MO
March 14-18, 2018





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NEWS MAGAZINE

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NATIONAL HEADQUARTERS

American Merchant Marine Veterans

Lynn Kelly

P.O. Box 2024

Darien, CT 06820-2024

(475) 470-9200

ammermarvets@gmail.com

NATIONAL CORPORATE OFFICE

American Merchant Marine Veterans

8055 N. Dacca Terrace

Dunnellon, FL 34433-5413

NEWS EDITORIAL OFFICE

Sindy Raymond

2722 Maynes Ct.

Santa Rosa, CA 95405

Phone: (707) 546-6349

Cell: (707) 235-6598

saaren@sonic.net

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AMERICAN MERCHANT MARINE VETERANS

National Officers

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

National Vice President... **Christian Yuhas** *Golden Gate Chapter*
P.O. Box 867 – Isleton, CA 95641 – (707) 398-5244 – cgyuhas@gmail.com

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

National Treasurer **John Pitts** *Member-at-Large*
21118 Hawaiian Ave. – Lakewood, CA 90715 – (562) 716-2899 – ameucman@aol.com

Regional Vice Presidents

Region ONE – FL, PR

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

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

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

Region THREE – NJ, PA

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

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

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

Region FIVE – IA, IL, IN, MI, MN, NE, ND, OH, SD, WI

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

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

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

Region SEVEN – AK, CO, ID, MT, NV, OR, UT, WA, WY

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

Region EIGHT – AUS, CA, HI

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

Appointed Officers

Judge Advocate: **Capt. Joseph Byrne** *Member-at-Large*
joe@captainbyrnelaw.com

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

Editor,

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

Historian:..... vacant

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

Nominating &

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

Standing Committees

Editorial:..... **Capt. Chris Edyvean** *Midwest Chapter*
Sindy Raymond *North Bay Mariners Chapter*
Carole Gutierrez *Oregon Chapter*

Government Affairs:..... **Morris Harvey (Co-Chair)** *Ocala Chapter*
(352) 397-1540 – Morris27@centurylink.net
Michael Helbig (Co-Chair) *Member-at-Large*
(907) 244-4238 – hanshelbig.helbig08@gmail.com
Charles Mills *Lone Star Chapter*
"Beech" Dale *Member-at-Large*
Deborah Rogow *Member-at-Large*

Veterans Affairs: vacant

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

Special Projects &

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

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

Internet &

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

2018 National Convention Committee

Convention Chairman **Capt. Chris Edyvean** *Midwest Chapter*

Vice Chair **Sheila Sova** *Member-at-Large*

Memory Book Production **Carole Gutierrez** *Oregon Chapter*

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

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

Committee Member **Laura Johnson Riddle** *Member-at-Large*



National President Capt. Chris Edyvean

Wildfires & Hurricanes



Since the last issue of AMMV News went into print, numerous regions of the U.S. have been impacted by hurricanes or wildfires. In fact, our very own Cindy Raymond cautiously evacuated her home (aka AMMV National HQ) for nearly a week due to the proximity of a wildfire. It was difficult knowing that so many of our members and veterans

were in the path of these many disasters. Speaking on behalf of the entire leadership of AMMV, I hope that all those affected by recent fires or hurricanes have by now had their situation stabilize.

Jones Act in the crosshairs

The Jones Act (Merchant Marine Act of 1920) is a law that has been in place for nearly a century, requiring that cargo moved between U.S. ports (including Puerto Rico) be transported on U.S. built and manned vessels. It is the backbone of the U.S. Merchant Marine. In addition to helping maintain America's presence on the seas, the Jones Act is a vital element in ensuring that a qualified pool of U.S. Merchant Mariners is available in times of war, conflict, or national emergency. AMMV has a Resolution in place which voices support for the Jones Act.

Immediately following the unfortunate aftermath of Hurricane Maria in Puerto Rico, the U.S. maritime industry was blindsided with a sucker punch from Jones Act critics. The noise made by those opposed to the longstanding law was extreme and serious. Never in my three decades in the Merchant Marine have I witnessed the Jones Act consistently make such mainstream news. Much erroneous information supplied by those wishing to shred the Jones Act was broadcast in effort to create a negative public opinion of the law. Those opposed blamed the Jones Act for "strangling" Puerto Rico, claiming that it hampered relief efforts. The truth in the matter was that infrastructure problems existed on the island, creating difficulty in moving goods from the cargo piers to the points of distribution. To add to the confusion, anti-Jones act interests pushed hard to see that waivers were initiated, allowing foreign-flagged ships to steal some of the work from our U.S. carriers. However, it was our Jones Act fleet that delivered nearly all of the re-

lief cargoes to the island, doing so professionally, efficiently, and dependably.

On the flip side of the attack, I was in awe to see the overwhelming response from the American maritime community in defending the Jones Act. Groups ranging from small harbor clubs all the way up to our largest seagoing unions banded together in a great show of unity to educate the public about the Jones Act and to address Congress as to the need to support it.

H.R. 154 continues to struggle

The current WWII Merchant Mariner compensation legislation – H.R. 154: The Honoring Our Merchant Mariners of WWII Act of 2017 – continues to inch along with only 36 co-sponsors as we head into print. It has been difficult to gain traction with this legislation, which has been primarily Democrat-supported to this point. However, our volunteers have pledged to not "give up the ship" in the longstanding battle for WWII MM compensation.

New legislation: Merchant Mariners of World War II Congressional Gold Medal Act of 2017

On November 15th, Alaskan Senator Lisa Murkowski (D) introduced S. 2127, "a bill to award a Congressional Gold Medal, collectively, to the United States Merchant Mariners of World War II, in recognition of their dedicated and vital service during World War II". Initial co-sponsors include Senators Dan Sullivan (R-AK), Tammy Baldwin (D-WI), and Thad Cochran (R-MS). As you may recall, a previous version of this legislation passed the House in the last session of Congress. However, the bill flatlined in the Senate without enough support to call it for a vote. Another WWII group was ultimately awarded the Congressional Gold Medal in the 114th Congress.

"Stand Up, Speak Out, Be Proud!"

WWII Merchant Marine Veteran & motivational speaker Dave Yoho has once again graciously offered to speak at our National Convention. Dave informed AMMV HQ that he is crafting a presentation titled, "Stand Up, Speak Out, Be Proud". Those who have attended our past two conventions will certainly testify that Dave's speeches have been the highlights of each event. Most of us are aware that it was Dave who created the "Hell No – We Won't Go Away" character and mantra, of which we have successfully used to raise awareness of the service of our U.S. WWII Merchant Mariners. We will anxiously look forward to this new theme; for those who live in the Midwest area –

this is your chance to see Dave!

Other scheduled speakers for our convention include Mr. Paul Doell, National President of American Maritime Officers (AMO); RADM Jerry Achenbach, Superintendent - Great Lakes Maritime Academy; and - back by popular demand - Mr. David Alberg, NOAA Sanctuary Superintendent.

Convention Deadlines

Please note the following deadlines in regards to our 32nd National Convention to be held March 14-18, 2018 at the DoubleTree at Westport, St. Louis, MO:

January 25th: Close of the Memory Book (convention program book); all artwork and payments must be received.

February 20th: Last day for room rates/reservations at negotiated AMMV rate; see hotel information elsewhere in this issue.

February 28th: Last day we can receive Registrations, as we must have meal count to hotel on March 1st. We may - in some cases - accept cash at the door if reservations are made promptly in advance. Please contact Cindy Raymond if you might require this option.

Changing of the Guard

Please join me in welcoming aboard AMMV's new National Office Administrator, Lynn Kelly of Connecticut. Lynn traveled across the country to Santa Rosa in mid-November to spend three days with Cindy for orientation, and she will officially assume administrative duties on January 1st. Lynn and her husband Dennis (KP '71) will be

at the St. Louis convention to meet with the membership. Meanwhile, Cindy will continue providing her expertise as Editor of this magazine.

In closing: A heartfelt thank you to our top AMMV Volunteers

We are very fortunate to have a group of outstanding volunteers, each lending their time and unique talents to support a cause they truly believe in. Morris Harvey, Cindy Raymond, Dave Yoho, Carole Gutierrez, Laura Johnson Riddle (to name a few) - your enthusiasm is inspiring. I must also specifically point out the amazing research/casework in the Korean conflict Merchant Mariner Veteran status (C/MSRB) application by Michael Helbig; we owe Michael our gratitude for his countless hours of volunteer work in this priority effort. Finally, when considering the future of AMMV, I hold a firm belief that outreach and a strong internet presence are the ultimate keys to survival. With that thought, I would like to especially thank Sheila Sova and Patti Scafidi for their ongoing efforts and dedication. These two women have done remarkable work to further our goals and push AMMV into the future.

My best wishes to all for a blessed holiday season. See you in St. Louis!



Capt. Christopher Edyvean
AMMV National President

MEMBERS-AT-LARGE ONLY

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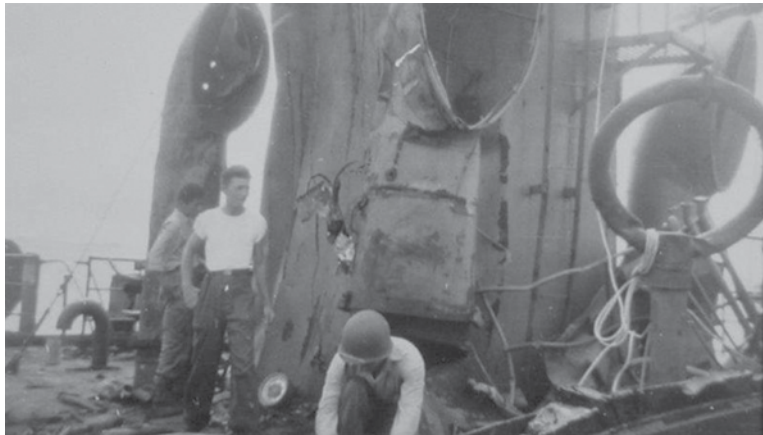
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Help get Leonard Blake, WWII Merchant Marine Veteran, the Purple Heart that he deserves!

Sheila M. Sova, Edwardsville, IL



Leonard Blake, 89 is a WWII Veteran from Whittier CA. At age 15 he was told by the Navy that he was too young and they told him to go sign up for the US Merchant Marine. His first ship was the *SS Mary A. Livermore*. While anchored in Okinawa, May 27th 1945 a kamikaze plane hit the ship. Eleven men died and seven were severely injured, including Leonard Blake. His legs were completely shattered and part of his foot was missing. He begged them not to amputate his legs so they did not. Today he walks with a limp and a cane.

This photo, and several others, were sent by the US Navy to Leonard's daughter. Leonard remembers being carried off the ship next to the US Navy Armed Guard gunner who apologized to Leonard for not firing at the plane. Leonard was transferred to three military hospitals and eventually turned over to a city hospital in California due to the fact that Merchant Seaman were considered civilians at the time.

It was 43 years later in 1989 that the USMM of WWII received Combat Veteran status, but the Purple Heart was never given to Leonard. It is on record that several USMM WWII Veterans have received the Purple Heart in the past, and as recently as last year several civilian WWII weathermen have received a Purple Heart for being wounded. Several other civilians including reporters injured while in war time have also been bestowed this prestigious award. As recently as this year, his congressman was contacted and she turned it over to the US Coast Guard. They advised him he was not eligible for the Purple Heart because he was "a civilian" at the time. Let's get this man the medal that he wants so badly as his wish is to be buried in the Purple Heart section of a military cemetery. Thank you in advance.

To sign the petition asking the President of the United States to bestow this honor upon Leonard, go to www.change.org and search for "Leonard Blake".



National Secretary Shirley Cauble

Another Year Has Passed

Dear Friends:

Well, another year has passed. We've gotten through all the shopping, cooking, wrapping and getting ready for another holiday season. The holidays seem to catch up with us sooner every year.



It's also time, once again, to "Point with pride and view with alarm" the past years of our American Merchant Marine Veterans (AMMV). How proud I am of our outstanding President Chris and our special office workers. And I salute

the fine work that our members have accomplished for our AMMV over this last year.

I am reminded of the old football games in high school

that used to have us yell "HIT 'EM AGAIN, HARDER, HARDER!" You do remember high school football, don't you? This is what our hardworking group has done this year and we salute their efforts to make it work. We will be anxious to see what comes next. Please support any efforts and work whenever possible.

I hope that each of you had a wonderful holiday season, with friends and family around you. Hopefully, this was a time when all the "stuff" got put aside and you enjoyed your family, your friends and those who we are blessed to have as our AMMV family. I love you all and applaud you who are working so hard at making progress for the AMMV. May the good Lord look down on you and give you peace and joy in the days ahead.

Have a wonderful New Year and may God bless you all.

SHIRLEY J. CAUBLE
National Secretary



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National Treasurer John Pitts



Our great country is composed of many social and fraternal organizations which encourage and support common interests and backgrounds while promoting the maintenance and advancement of those common interests. The American Merchant Marine Veterans is such an organization charged with the recognition and betterment

of the members of the US Merchant Marine, past, present and future.

Without dedicated staff, groups such as the AMMV would not exist. Those behind the scenes who continually contribute far in excess of any compensation received are the backbone and salvation of such groups and the efforts they support.

The American Merchant Marine Veterans will see the office of National Office Administrator change hands at the end of this year. The current Administrator, Sindy Raymond will retire from her current position, but has been involved with the AMMV as Secretary for the Just Compensation Administration prior to working for AMMV since 2007. On January 1, 2018, Lynn Kelly will relieve Sindy as National

Office Administrator and continue the unbroken duties associated with the office.

Sindy is behind prodding and pushing contributors for articles for the magazine; ensuring dues are paid and up to date; promoting the AMMV in soliciting new members; spreading the word wherever she goes about the story of the US Merchant Marine and those who served. When it comes to support for the AMMV and the US Merchant Mariners, I have never heard Sindy refuse any assignment or deny any request which would benefit the AMMV. This type of dedication is what keeps the AMMV and similar organizations viable and effective in their purpose.

I would like you to join me in thanking Sindy for her service to our organization as well as thank Lynn in advance for her acceptance of the responsibilities associated with the National Office Administrator and wish them both the very best in the future.

If everyone gave a little, no one would need to give a lot!

Thank you.

Fraternally,

John Pitts

National Treasurer, AMMV

ameucman@aol.com

562-716-2899

Welcome Aboard to these New Members of the AMMV

BETTY W. ALEXAKOS	CONWAY	SC	JAMES KINANE	CHERRYFIELD	ME
THOMAS ALEXANDER	NARRAGANSETT	RI	CAPT. JOHN KONRAD	GREAT BARRINGTON	MA
LONNIE M. BEACH, SR.	RUFFIN	SC	SCOTT LAURITZEN	LAYTON	UT
CYNTHIA BLEDSOE	LAS VEGAS	NV	LAWRENCE LEASE	FAIR OAKS	CA
CAPT. ROBERT BROOKS	MARY ESTHER	FL	CAPT. RICHARD P. MARTUCCI	VERO BEACH	FL
CHARLES CART	LUDINGTON	MI	GERALD MIANTE	STEVENSVILLE	MD
CAPT. JEFF COWAN	SANTA PAULA	CA	ZITA MONTENEGRO	WHITTIER	CA
DR. EMIL DANSKER	MASON	OH	PATRICK NORRIS	SAINT GERMAIN	WI
TIMOTHY DUGGAN	BROOKSVILLE	FL	PAUL W. ROSSMANN	WARNER	NH
JOHN EGAN	NORWICH	CT	TIMOTHY SHOTMEYER	MARBLEHEAD	MA
JOHN L. ESPOSITO	UNION	NJ	CHARLOTTE STARN	NEVADA CITY	CA
JOHN GALGANO	HAILEY	ID	EDWARD M. STOVALL III	LIVINGSTON	TX
MICHAEL GLICK	WOODINVILLE	WA	EARL TITMAN	NOVATO	CA
LYNN C. KELLY	DARIEN	CT	RICKY WALEGA	VERO BEACH	FL



National Office Administrator Lynn Kelly

INTRODUCTION



I have been chosen by the AMMV Board to fill the shoes of the “Amazing Sindy”. Although I can’t say I have the encyclopedic knowledge that Sindy possesses of all things Merchant Marine, I am honored to help move forward the mission of the AMMV which Sindy has so successfully managed for many years. Fortunately, Sindy will continue to maintain editorship of the quarterly magazine

and keep her hand in the operation to facilitate special projects.

I am a Long Island, NY (South Shore) native and have been a coastal Connecticut resident for twenty-seven years. It seems there is salt water in my veins, having always lived within a mile or two of the shore. I am married to Dennis Kelly (MM Retired) who worked in the Maritime Industry both at sea and ashore for forty-five years. We have a married daughter living in Denver, CO and a son in Portland, OR. For several years I worked as an insurance underwriter for a large US based company. Since 1993 I have worked in administration, first as an assistant to a real estate owner/broker and most recently, for over sixteen years as an administrator in a local non-profit entity which acts as an umbrella organization promoting the visual and performing arts in lower Fairfield County, CT. I consider myself very lucky to have been employed in exciting jobs which I loved. Today I look forward to working with some of the great folks I have met at the AMMV organization.

I believe that one of the thrusts of the AMMV should be to grow the membership by promoting the cause through increased awareness. By strengthening our visibility and embracing the interest of Merchant Mariners, both active and retired, on land and at sea, we should be able to elicit support from various shipping organizations and related industry personnel. This will enable AMMV to promote the organization and thus obtain the recognition that we seek for veterans of WW 2 as well as subsequent wars. Obviously, we will need to work within our current IRS non-profit status and look ahead to what changes or adjustments are necessary to further facilitate our mission. It is crucial that we encourage our current members to contact their congressional representatives to urge them to support the bills which have been introduced in congress.

I want to extend a warm thank you to Sindy, Chris, John Pitts and the North Bay Chapter members who have been kind enough to welcome me aboard. I hope to meet many of the AMMV members at the St Louis Convention, March 14-18.

Calm Seas,


Lynn C. Kelly
National Office Administrator



AMMV North Bay chapter meeting, 11/18/17. Photo by CEO Michael Hoge.



NEWS Magazine Editor Sindy Raymond

A FOND "PARTIAL" FAREWELL

Sharing A Necessary Job:



It is with a sad heart that I'm relinquishing my AMMV National office financial and membership duties to a new member of AMMV, Lynn Kelly. She came out from her home in Darien, CT for training – for three days - recently and I am positive that she will do an exemplary job for us. WELCOME ABOARD, LYNN!

From this day forward, please send Lynn your dues, whether they are chapter dues, member-at-large dues or any other information regarding membership. The new National office address is:

American Merchant Marine Veterans (AMMV)
P.O. Box 2024
Darien, CT 06820-2024
Telephone: (475) 470-9200
Email: ammermarvets@gmail.com

Lynn will be glad to answer any membership questions or provide information like I have previously done and if she has any unanswerable problems, my telephone and email still work.

I will miss speaking with you or answering your requests but time passes and I am semi-retiring after 58 years as a bookkeeper-type employee.

However, You're Not Getting Rid Of Me That Easily!!

I am going to continue editing the AMMV NEWS Magazine quarterly and need you to continue submitting that material directly to me. My contact information is listed elsewhere in this NEWS. I, also, will continue to be involved in special projects, like the upcoming convention in St. Louis, MO in March, 2018. Convention financial things should still be sent to me. You are coming to help us party, with a little business thrown in, aren't you? It will be a special occasion, what with the wearing of the Green and all. See you there!!

My Retirement Plans?

Well, the apple doesn't fall very far from the tree some-

times. As you may have heard, I'm writing a book about working in the San Francisco Bay area shipyards during WWII. After all, it's only a small step from U.S. Merchant Marine to those ships, isn't it? I'd also like to do some traveling – any invites are much appreciated; I'm just joking but if I'm in your neighborhood, I'll certainly look you up.

Now For Serious Business:

I would like to appeal to EVERYONE to please support the efforts we are making at AMMV to let us continue into the future. These efforts include:

- Membership promotion and recruiting;
- Just Recognition – House bill HR.154 efforts – contacting politicians;
- Gold Medal legislation – Senate bill S.2127;
- Continuing support of our pledged maritime industry causes;
- Increasing public knowledge of who Merchant Mariners are and what they have done in the past and do today.

If every one of our members would just do a little bit for these causes, we could look forward to a brighter future for AMMV. Please do your share. Let's move AMMV forward.

In Conclusion:

I have, over the years, spoken with and made friends of a great many of you and have cherished that closeness and your care during a few of my life's "situations" during that time. Please, please know that I look forward to hearing from you for many years to come. As the late Nelson Cauble used to say – "my door is always open."

FAIR WINDS and SMOOTH SAILING,

Sindy Raymond
SINDY



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

Happy New Year

The start of a new year can be like starting over, but of late it feels like I am leaving too many old friends behind. Last year was hard on my friends, many of them AMMV members, Oregon Chapter members and beloved neighbors. We've also had to say good bye to many of our Chapters. It happens when too much of the work falls on just a few shoulders and meeting attendance falls because so few are able to attend. But all things change, right?

On a personal note, I want to thank Sindy Raymond for all the time and effort she has put in as AMMV office administrator. She is handing off that responsibility to Lynn Kelly. (That means the administration office address, phone and email address has changed, too.)

But we haven't seen the last of Sindy – she is remaining editor of our quarterly National Magazine, AMMV NEWS. It takes a special person to be the editor. She is responsible for every photo, letter, space and period in this very professional publication. She reads it cover to cover several times before handing it off for production and mailing. While she was the Office Administrator, she was also responsible for the keeping all your mailing addresses current, recording dues and tracking who has crossed the bar. Yes, she has help with magazine content from the Board of Directors and Chapters, but she often writes the stories herself. It is a huge job that takes hours and hours to do. I am in awe that she was able to do the office stuff and edit the magazine.

2018 starts off in high gear with the convention just a few short weeks ahead. We are nearing the deadline for the Convention's Memory Book. I urge each of you to consider participating. The prices are reasonable and it is a perfect place to remember loved ones, say hi to old friends and support AMMV. Our conventions have come to depend on the book for much of their funding and what helps keep it more

affordable. Without the Memory Books success, there would be a big financial problem. So, there is an order form in this magazine for you to use. Please do! and I look forward to working with you on your ads.

And if you are so inclined and are able, you really should attend the convention in St. Louis. President Chris Edyvean and his team have been working hard creating an event with top notch speakers and fun side trips. It is not too late to register. Use the form found in this issue and "We'll see you in St. Louis!"

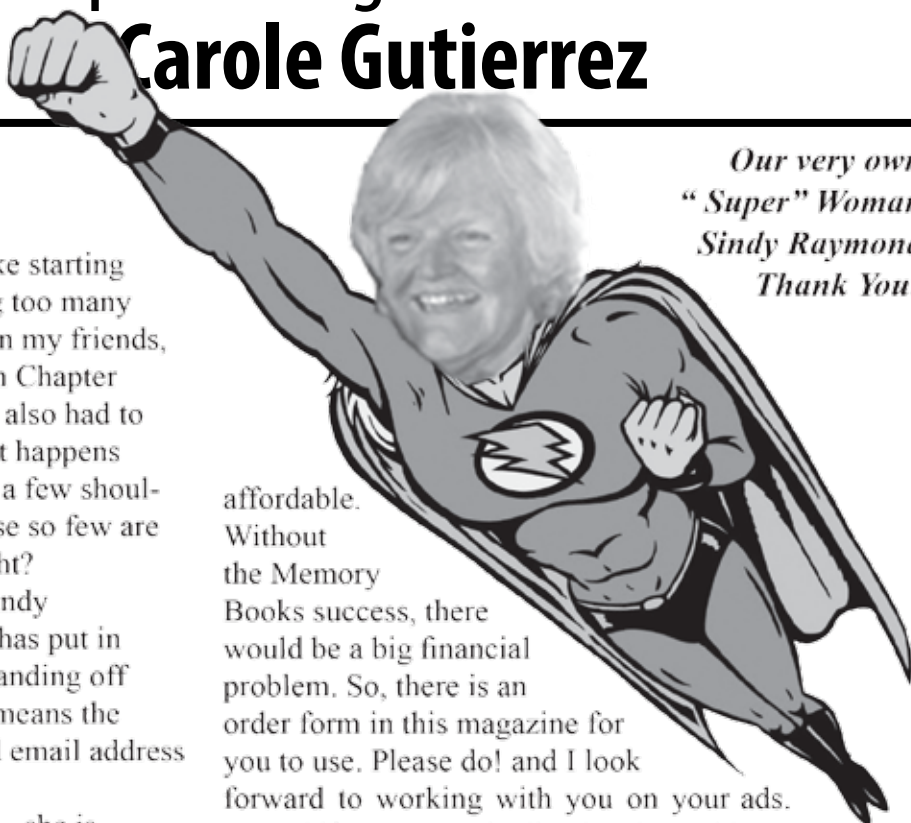
2017 was a very turbulent year politically but our H.R 154 kept chugging along, despite Congressional members have full plates with issues like health care and the budget. Yet, each month a few more of them agree to cosponsor the bill. They really do listen to their constituents, if they are loud enough. Keep those letters, faxes and phone calls coming. It really, really works!

So off we go ... a new year, with new friends, new plans and a new start.

And as Sindy would write:

"FULL SPEED AHEAD!"

Carole Gutierrez
CAROLE GUTIERREZ



*Our very own
"Super" Woman
Sindy Raymond
Thank You!*

AMMV
Profit & Loss
 July through November 2017

Ordinary Income/Expense					
Income					
402 · CONTRIBUTIONS	6,032.62		520 · MISSION ADVANCE		
403 · INTEREST INCOME	22.58		523 · DONATION	110.00	
405 · MISSION SUPPORT FUND	1,130.00		521 · AWARDS	-25.00	
406 · DVD SALES	93.00		525 · MISSION SUPPORT EXPENSE	1,120.67	
407 · RECRUITMENT MAIL INCOME	1,360.00		Total 520 · MISSION ADVANCE	1,205.67	
409 · MISCELLANEOUS INCOME	23.00		522 · RECRUITMENT & SPECIAL MAILING	1,949.67	
410 · CHAPTER DUES			528 · JCC CLOSING EXPENSE	485.00	
BSM · BIG SKY MARINERS	140.00		530 · NEWS LETTER		
AKG · ALASKA GREATLANDS	126.00		533 · POSTAGE	1,992.33	
BEE · BEEHIVE MARINERS	100.00		536 · PRINTING	7,225.69	
CEC · CENTRAL CALIFORNIA	225.00		537 · GRAPHIC DESIGN	200.00	
DAR · DENNIS ROLAND	2,325.00		538 · LAYOUT	2,200.00	
EOH · EDWIN O'HARA	375.00		539 · EDITORIAL FEE	600.00	
GLD · GOLDEN GATE	1,382.00		Total 530 · NEWS LETTER	12,218.02	
GUL · GULFSTREAM	675.00		550 · PERSONNEL		
HIR · HIGH ROLLERS	400.00		551 · ADMINISTRATOR	8,008.35	
JTS · JOHN T. SCHMIDT/PALMETTO	475.00		Total 550 · PERSONNEL	8,008.35	
LON · LONE STAR	225.00		560 · OPERATING EXPENSES		
MAL · MEMBERS AT LARGE	26,654.42		564 · OFFICE SUPPLIES	609.75	
MGC · MISSISSIPPI GULF COAST	32.00		565 · POSTAGE - OFFICE	985.44	
NBM · NORTH BAY MARINERS	425.00		566 · PRINTING - OFFICE	85.80	
NOA · NORTH ATLANTIC	475.00		567 · LICENSES & FEES	25.00	
OHV · OHIO VALLEY	375.00		568 · TRAVEL EXPENSE	1,382.07	
ORE · OREGON	300.00		Total 560 · OPERATING EXPENSES	3,088.06	
ORV · OSWEGO RIVER VALLEY	75.00		Total Expense	30,774.92	
PUG · PUGET SOUND	250.00		Net Ordinary Income	14,974.70	
ROR · ROAD RUNNER	250.00		Net Income	14,974.70	
SAR · SARASOTA-MANATEE	300.00				
SSP · SS SAMUEL PARKER	557.00				
SWF · SOUTHWEST FLORIDA	222.00				
THR · THREE RIVERS	725.00				
Total 410 · CHAPTER DUES	37,088.42				
Total Income	45,749.62				
Expense					
500 · FIXED EXPENSE					
501 · BANK CHARGE	142.88				
503 · EQUIP RENTAL	250.00				
507 · TELEPHONE	1,427.27				
508 · RENT/OCCUPANCY	1,500.00				
509 · UTILITIES	500.00				
Total 500 · FIXED EXPENSE	3,820.15				

NOTICE TO ALL CHAPTERS AND MEMBERS-AT-LARGE:

*Dues are now to be sent to our new National
 Office Administrator Lynn Kelly.
 American Merchant Marine Veterans (AMMV)*

*P.O. Box 2024
 Darien, CT 06820-2024*

*Dues for the fiscal year July 1, 2017 through
 June 30, 2018 were due July 1st.*

Rescue Efforts - 100 Years Ago

The original problem:

On the morning of 14 December, 1916 four U.S. Navy vessels were en route to visit the northern California city of Eureka. The three submarines, *H-1*, *H-2* and *H-3*, and their tender, the monitor *Cheyenne*, had come down the West Coast in frequently foggy weather, and now had to negotiate heavy waves to enter the shelter of Humboldt Bay. With visibility limited from her low conning tower, *H-3* misjudged her position and found herself in the surf off Samoa Beach, near the bay's entrance. Her one functioning diesel engine was not powerful enough to escape the breakers, and the submarine was soon aground broadside to the beach, rolling heavily.

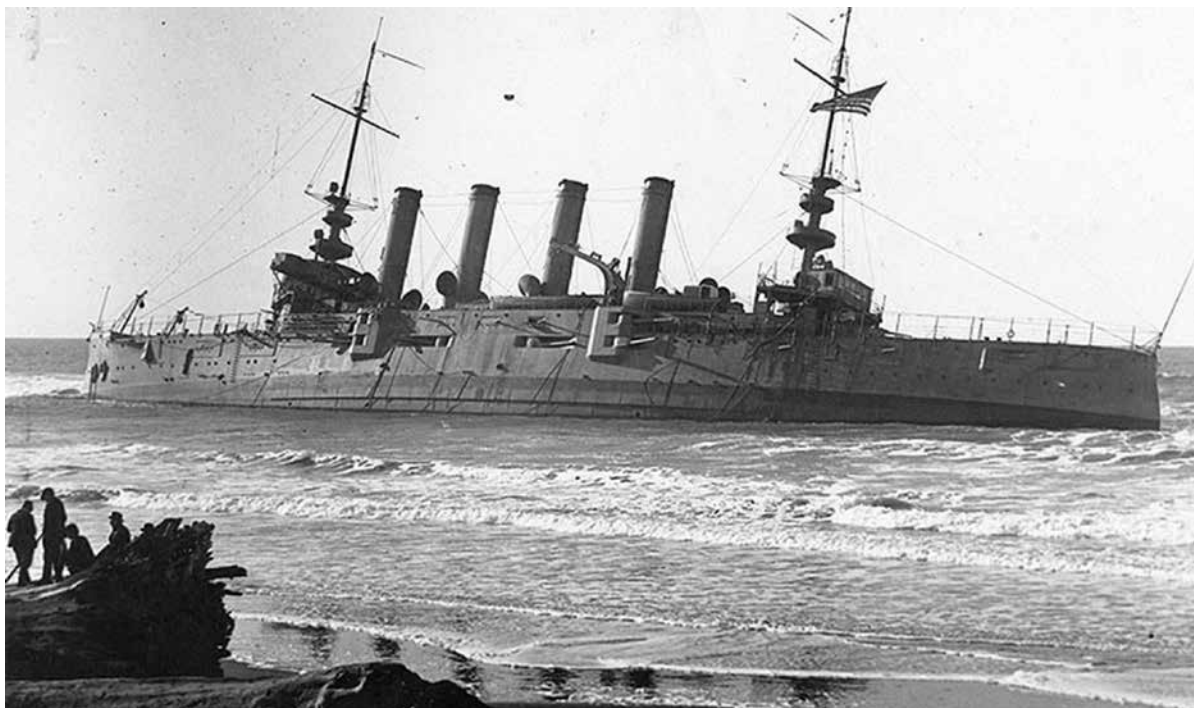
With *H-3*'s crew helpless in the pounding surf, and her companion ships unable to reach her from offshore, the local lifesaving crew began rescue operations. During the afternoon a Coast Guard surfboat was hauled overland, from Humboldt Bay, and, after fighting its way out through the violent seas, was able carry a line to the stranded submarine. By early evening all of *H-3*'s twenty-seven crewmen had been brought ashore by breeches buoy.

The problem of salvaging the stranded submarine was now addressed. The Navy tug *Iroquois* and Coast Guard cutter *McCulloch* joined *Cheyenne* in this effort. With great difficulty a heavy cable was run from the submarine out to the monitor, but this broke when *Cheyenne* and *Iroquois* tried to pull *H-3* free on 19 December. With that, private contractors were called in. A salvage firm offered to do the work for \$150,000, but this was deemed too costly. The only other bid, for only \$18,000 from a local construction company which proposed to haul *H-3* over Samoa Beach and relaunch her into Humboldt Bay, was dismissed as unrealistic. Salvage plans were abandoned temporarily and the *H-3* settled into Samoa Beach about 75' from the waterline at low tide but at high tide, the ocean water reached about 225' past the sub.

Further salvage efforts:

The Navy, though lacking salvage experience and specialized equipment, decided to pursue the task itself, rather than accept either bid. The way was thus unwittingly established for an even greater disaster. In retrospect, it was a disaster waiting to happen. About a month later, on the night of Jan. 12-13, 1917, three months before the United States entered World War I, the 10,000-ton *USS* cruiser *Milwaukee* attempted to free the submarine designated *H-3*, which was still at Samoa. The plan was to tow the submarine off the sand during a very high tide using thick steel hawsers connecting the stern of the *Milwaukee* with the sub, while lines to two smaller vessels standing off to the north of the *Milwaukee* would prevent the 426-foot-long cruiser from swinging around in the south-running tide.

So much for theory. The inexperienced commander of the *Milwaukee* had already dismissed warnings from local Coast Guard officers and the skipper of the *H-3*, so when propellers cut the line to one of the smaller vessels, he didn't waver in his mission. Big mistake: The second "anchor" ship, the *USS* tug *Iroquois*, was unable to hold the *Milwaukee* in place. The ship slowly drifted around southward, pivoting on half a mile of twin hawsers that tethered the stern firmly — too firmly — to the stricken submarine. Dawn saw the *Milwaukee* stuck implacably on the beach inside the first line of breakers, where she remains today, over 100 years later.

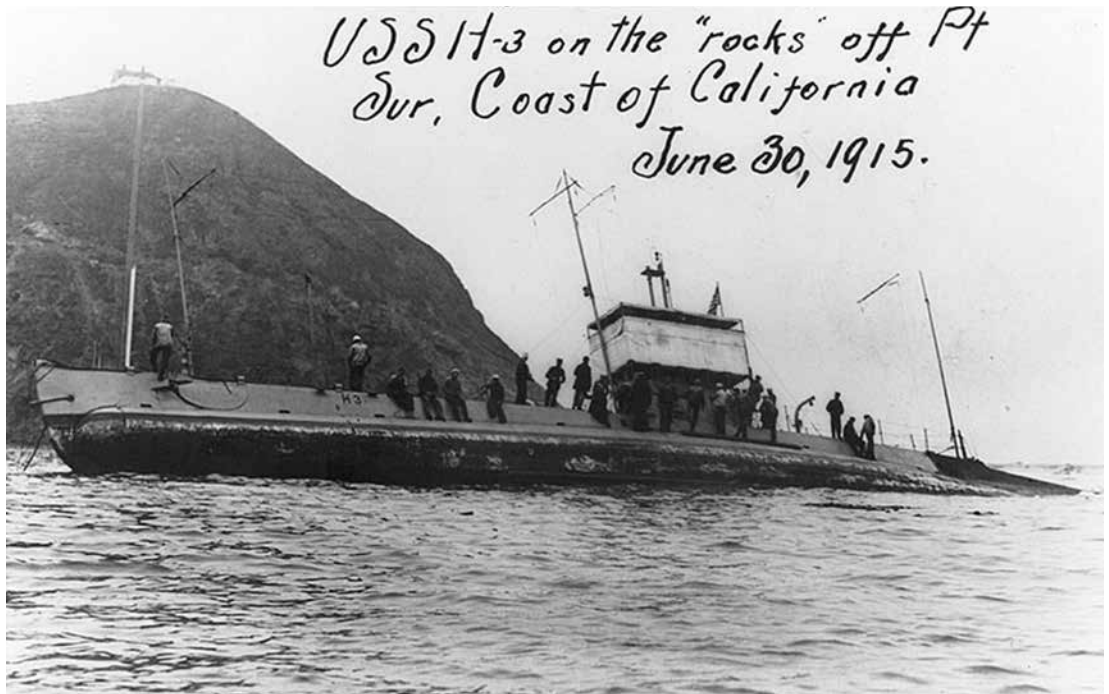


Navy cruiser USS Milwaukee – January 13, 1917

At least one ship saved:

Not only was the mission botched, but it was entirely unnecessary in the first place. A few days after the *H-3* beached, its own tender ship, the *Cheyenne*, unsuccessfully tried to tow it back to sea, assisted by two other ships. The Navy, which had requested bids previously but had deemed a local contractor's plan to haul the stricken sub across North Spit and re-launch it in Humboldt Bay unrealistic, changed its mind. Following the Navy's disastrous rescue attempt, the local contractors did exactly what they said they'd do, skidding and rolling the *H-3* three-quarters of a mile across the spit, launching the sub in the bay on April 20, 1917. She returned to San Pedro, CA for repairs, where she served as flagship of Submarine Division 7, participating in exercises and operations along the coast until 1922.

The *Milwaukee* survived, although sinking further into the sand, mostly intact until 1943, when bronze and other useful metals were salvaged from the wreck for the war effort, using high-explosive charges. You can still see a



An earlier incident for the H-3

row of bulkheads at negative tides, like tips of a great iceberg. Buried in the sand below, lies an estimated two-thirds of the vessel.

Editor's note: Many, many thanks to Bill Odonnell Jr., CEO of the AMMV Humboldt Bay Chapter for going out to the site three days in a row at negative tides and taking pictures of the USNS Milwaukee for this article. They are much appreciated, almost 100 years later. If Humboldt Bay and Eureka sound familiar to you, they are only a few miles from the former AMMV National office in Ferndale.



Remains of the USS Milwaukee – December 15, 2017

An Eyewitness to a War

After several years of wanderlust, including time as a merchant mariner, Ernie Pyle became an established correspondent and an eyewitness to WWII and its vagaries. From the very beginning his style was to write, not newsworthy material, but to emphasize the common and the familiar in the unusual things that caught his eye.

His writing style:

Implanting a correspondent in a combat unit was unknown in World War II. Ernie Pyle would embed himself in several such units quickly adopting the “dam*ed infantry” as the people with whom he felt most at home and who most needed press coverage. He would come to admire these men and to understand the love that only front-line troops can experience.

“Understand” is the key word here. By pushing himself forward to the point where there was nothing and no one between himself and the enemy he would have the combat infantry man’s understanding. He felt you can’t understand it unless you’ve been there. Ernie Pyle’s first mission was not to find a way to bridge that gap for the huge number of noncombatants and civilians. Rather his first task was to ensure that these people who had not been there understood the debt they owed to the few who were.

Ernie Pyle was determined to understand why otherwise decent, peaceful human beings would let themselves become the kind of killing machines demanded of warfare fought as a mechanized industry. Ernie would come to recognize that people do not fight for their country or for ideals. In Italy he would suggest that if soldiers do not fight for abstracts they will fight for each other. After Normandy and the battles of the Cotentin peninsula he would realize that the truth was more basic and concentrate on the Anzio, Italy campaign.

Anzio, Italy:

On January 22, 1944, six months after the Allied invasion of Sicily, American and British troops swarmed ashore at Anzio, roughly 30 miles south of Rome. The brainchild of Winston Churchill and dubbed Operation Shingle, the attack caught German troops stationed along the Italian coast largely by surprise; but after the initial onslaught, the Germans dug in. Anzio is now considered by some as the Allies greatest blunder of WWII. From the beginning of this campaign, the Merchant Mariners and their U.S. Navy Armed Guard crews had their hands full.

Liberty ships were cargo ships, fitted with guns for defensive purposes. In one notable incident they were used for support from 22 to 30 January 1944 when the *Lawton B. Evans* was involved in the Battle of Anzio in Italy. Navy

Armed Guard seaman Calvin Stoddard O’Rourke received commendations for his performance on June 24, 1944 when this ship was under repeated bombardment from hostile shore batteries and aircraft throughout an eight-day period. Despite the prolonged danger of shrapnel, machine-gun fire and bombs, the gun crew fought back, setting up a deadly barrage of shellfire. They shot down five German planes and contributed to the success of the landing operations.

A long, hard battle:

The next four months saw some of the fiercest, most prolonged fighting in World War II’s European Theater, as the Allies -- including Canadians and French alongside the British and Americans -- battled German troops for control of the region.

Perhaps remembering his merchant mariner experiences, Ernie Pyle wrote this column on April 22, 1944 from Anzio, Italy:

“Let’s Get Outta Here!”

That’s the Object When Unloading at Anzio”

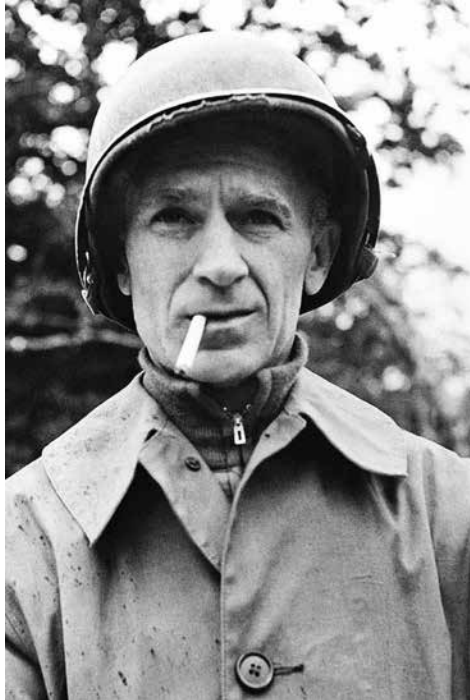
“The greatest apprehension I’ve found in the Anzio-Mettuno area is not among the men on shore who have been under it constantly for weeks, but among the crews of ships that sit out in the Mediterranean, unloading.

“It takes several days to unload a big freighter, and during all that time they are subject to shelling from land and air raids from the sky. Their situation, I’ll admit, is not an enviable one.

“It’s true that few of them get hit, considering the amount of shooting the Germans do out there. Yet there is always the possibility. And what gives them the creeps is when they’re sitting on a ship full of ammunition or high explosives.

“The crew of these big freighters are members of the Merchant Marines. They merely operate the ship. They don’t do the stevedoring work of unloading. That’s done by soldiers.

“They have a new system for that. At Naples a whole company of port battalion soldiers is put on each



ship just before it sails. They make the trip up and back with the vessel, do the unloading at Anzio, and when they return to Naples they go back to their regular dock jobs there. A different company goes aboard for the next trip.

"The result is that each one-time unloading crew is so anxious to get unloaded and get out of Anzio that everyone works with a vim and the material flies.

"NEW SYSTEM WORKS

"Up until a few weeks ago all unloading was done by port battalion groups based at Anzio. As soon as the crew finished one ship, it would have time to go to work on another. There wasn't any end to it. The boys just felt they couldn't win. Since the new system went into effect, efficiency has shot up like a rocket.

"The bigger ships are unloaded just as they would be at the dock, with winched hoisting out big netfuls of cargo from the deep holds and swinging them over the sides and letting them down - not onto a dock, however, but into flat-bottom LCT's which carry the stuff to the beaches.

"Each hold has a dozen or so men working below, plus the winch crew and the signal men. They are all soldiers. They work in 12-hour shifts, but they get intervals of rest.

"I was aboard one Liberty Ship about 10AM. All five hatches were bringing up stuff. You could lean over and watch the men down below piling up ration boxes.

"And on the deck immediately below us you could see scores of other soldiers trying to sleep, the deafening noise of the winches making no difference to them. They were the night shift. They slept on folding cots between blankets, with their clothes on.



"I asked one Sergeant how he liked coming up to Anzio on a ship and he said he didn't like it too well. "The trouble is," he said, "that you feel so darned defenseless. If you could just man a gun and shoot back it wouldn't be so bad."

"But the Navy operates the gun crews aboard all these freight ships and the soldiers can only sit there idle and sweat it out when bombs or shells start flying.

"IN HIGH GEAR

"You should see the work when the ship is about finished and it looks like though they might not get through in time for the next convoy out of there."

Merchant Mariners, and their ships, were there until the bitter end:

The SS *Lawton B. Evans* also saw plenty of service at Anzio. At the end of WWII, Merchant mariner Lex Fanjoy from North Woburn, MA was a boatswain aboard SS *Lawton B. Evans* on August 10, 1945, when the vessel was anchored off the Anzio beachhead during a violent gale and electrical storm. The barrage balloon floated from the stern of the ship at the end of a 1,000 foot cable. This wire was anchored to a winch and it became heavily charged with static electricity that discharged near an open hatch containing gasoline in cans. Fanjoy volunteered to cut the balloon adrift. Disregarding the possibility of electrocution, a shock that might knock him down, or dismemberment from the whip of the released wire, boatswain Fanjoy went aloft and cut the line adrift. He received minor shocks and when he cut the wire he was stunned by an electrical discharge that knocked him into the crosstrees below, narrowly escaping death.





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IS IT WIDE ENOUGH YET?



PANAMA CITY — A mammoth ship bearing 9,472 containers and the unwieldy name *Cosco Shipping Panama* completed, on Sunday, June 26, 2016, the first official voyage through the newly expanded Panama Canal, a \$5.25 billion project designed to modernize a 102-year-old landmark of human ambition, determination and engineering prowess.

The Chinese vessel, which set sail from the Greek port of Piraeus on June 11, began its crossing of the isthmus from the northern Atlantic Ocean end of the 48-mile canal. On Sunday morning, it entered one of the new locks, on its way to the man-made Gatun Lake, the widened Culebra Cut through a verdant mountain ridge, and then the Pacific Ocean.

At a welcoming ceremony, with over 5,000 people attending, the newly expanded canal was inaugurated in a grand ceremony.

Like the channel that opened in 1914, the enlarged Panama Canal is a feat of engineering, albeit one that ran over budget and two years behind schedule. The contractors dredged enough material to fill the Egyptian Great Pyramid at Giza, one of the seven wonders of the ancient world, 25 times over. The amount of steel used could have erected 29 new Eiffel Towers. The Empire State Building could lie down and fit into just one of the three chambers in each of the new channel's locks.

Although cargo tonnage through

the canal has risen 60 percent since 2009, Panama needed to expand the canal to accommodate a new generation of container ships, known as neo-Panamax, which are too big for the old canal locks. The new locks are wider than the old ones, 180 feet vs. 110 feet, and are deeper, too, at 60 feet vs. 42 feet. Officials say the larger locks and new lane will double the waterway's cargo capacity. More than 170 neo-Panamax ships had

already booked reservations in the expanded locks prior to the opening.

"We knew that if we did not embark on this project, the quality and span of our services ran the risk of deteriorating, impacting shippers, customers and our country alike," the Panama Canal Authority's chief executive, Jorge Quijano, said in a speech to customers the night before the initial voyage. "The expansion will open new trade routes."

Looking forward:

Export facilities are being built to send abundant U.S. shale gas to foreign markets, many of them in Asia, where China's fast growth and Japan's idle nuclear plants have created demand.



A tanker of liquefied natural gas loaded on the U.S. Gulf Coast and bound for Asian markets could shorten its travel distance by about 5,000 nautical miles and seven to nine days, according to Martin Houston, co-founder of Tellurian, a developer of liquefied natural gas projects. He estimated that the expanded canal could accommodate about 80 percent of the current world liquefied natural gas tanker fleet, compared with the 7 percent that could pass through the old facilities. "All this adds up to additional commercial flexibility and lower cost, which is what our customers want," he said.

The Boston Consulting Group and C.H. Robinson, a transportation logistics company, estimated last year that as much as 10 percent of the container traffic from East Asia to the United States could shift to East Coast ports instead of landing on the West Coast and finishing the journey by truck or rail. That, they said, would be rerouting volume "equivalent to building a new port roughly double the size of the ports in Savannah and Charleston."

This prospect has triggered activity up and down the East Coast. In addition to the retro-fitting of the Bayonne bridge, the South Carolina Ports Authority (SCPA) is planning to dredge Charleston's 45-foot-deep harbor to a depth of 52 feet by the end of the decade. "The old Panama Canal was an impediment to deploying ships to the East Coast of the United States from Asia," said SCPA chief executive James I. Newsome III. Newsome gave the example of



cargo bound for Charlotte from Asia. If it landed in Los Angeles, it would cost \$2,000 per container to send it across the country by rail. If it landed in Charleston, it would cost only \$600 to send it the rest of the way by truck. Even if it took a little more time, he said, "supply chain is more about reliability than transit time."

Progress for Panama:

Panama's canal authority carried out a successful test of its new locks ahead of the inauguration of the expanded waterway.

For Panama, the new canal is giving a boost to the economy by attracting new investment and jobs in the service sector. The government, as owner of the canal authority, receives dividends equal to 2.1 percent of gross domestic product.

The International Monetary Fund forecasts that Panama will continue to grow at its current rate of nearly 6 percent a year. Iván Zarak, deputy vice minister of the economy, said foreign direct investment has nearly tripled since 2009. And he boasted that Panama has done that without oil and without any single sector accounting for more than 20 percent of the economy.

The canal is just part of a formidable infrastructure spending program here. Panama is adding a second metro line at a cost of \$2 billion and is planning a third. It built a new bridge over the canal that will have six lanes for cars and two for a metro monorail. It is doubling the size of its airport. It is exploring a port for its Pacific coast. It is adding a third electric transmission line. And it is sinking \$450 million into urban renewal of poor sections of Colon on the north side of the canal.

But there are problems:

Nevertheless, the canal project did not go off without hitches. The European consortium expanding the waterway demanded more money as costs soared, but arbitration went largely in favor of Panama's canal authority. Labor strikes delayed the project even further.

"We knew from the beginning that it was going to be a difficult project," Zarak said. "When you build a house, you have problems."

(continued on next page)



Others worry about the ability of the nearly 300 canal pilots to safely guide the new giant ships through the snug locks and channels. The height of the bigger container ships — capable of carrying 14,000 containers, more than double previous maximums — could leave them susceptible to wind gusts. Underwater currents can vary with the size of a ship.

Even before the canal opened, tugboat pilots expressed concern about what they said was insufficient training for maneuvers that are now required and which are a radical departure from the previous system.

In the old locks, which are still in use, ships get tethered to powerful locomotives on both sides that keep them centered in the canal. In the new locks, that responsibility falls to the tugs, one tied to the bow and another to the stern.

For training, since there is no other canal like it, safety experts recreated the canal at a scale of 1 to 25, with miniature ships.

In a small pond and channel dug at a cost of \$8 million, pilots train on motorboat-size barges fabricated in France, nudged by tugboats small enough to fit into a shopping cart.

“To handle a small ship is more of a challenge,” said Capt. Fernando Jaen, a Panama Canal pilot trainer.

With little margin for error, the massive ships are still scraping the walls and prematurely wearing out the defenses designed to protect both the vessels and the locks themselves. Only a few months after the new expansion opened, the black rubber cushion defenses were visibly worn down, hanging into the water or missing entirely. Especially at first, pilots on the bridge of the cargo ships and tug operators would sometime deliberately nudge up against the barriers as a way to properly align the vessels. That practice has lessened somewhat, but the battered bumpers are evi-

dence that not all passages are smooth.

Water pouring through the cement walls of the new locks was just one of many problems that caused the new Panama Canal expansion to take years longer than initially planned.

These obviously faulty lock walls were not torn down and replaced. They were reinforced. Many worry that the locks will start leaking again. Or get hit by one of the mega-ships, which is apparently likely to happen.

Since the opening, there have also been incidents of the massive steel lock doors failing to open all the way. In one

case, in January of this year, the pilots controlling the ship and the captains of the tugboats tethered to the huge vessel opted to continue guiding it through the narrowed passageway, passing nerve-wrackingly close to the side of the locks to avoid running into the stuck door.

The expansion of the canal has also strained supplies of fresh water, which the canal needs to run the locks. Gatun Lake provides water to the canal

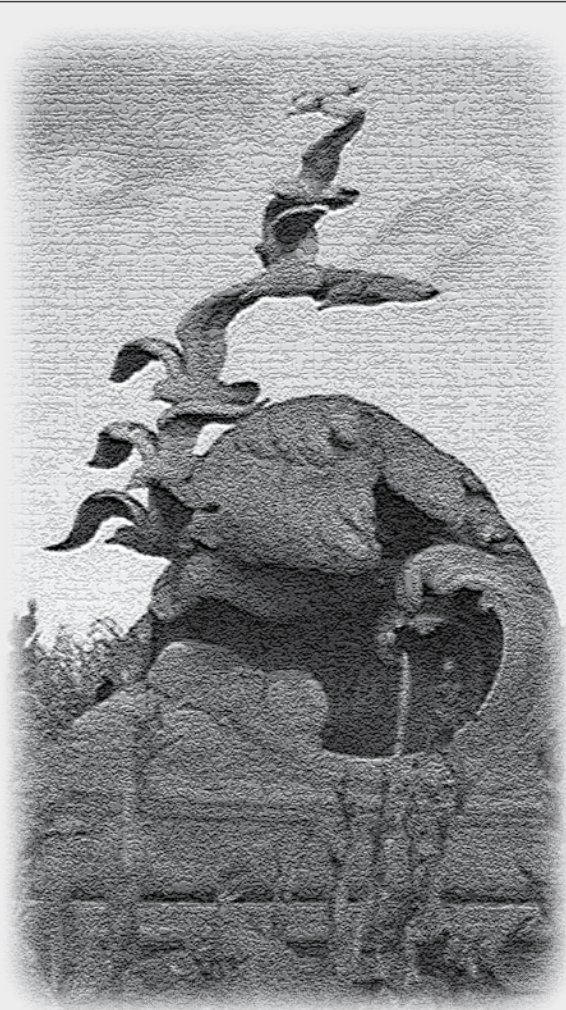
and drinking water to much of the country. The canal builders came up with an elegant, though partial, solution. They built three water basins that exchange water with the locks, thus reusing up to 60 percent of the water in the new locks. But the locks are still an added load and the lack of water has affected the local population's drinking water supplies.

However, things are improving:

It is felt by local authorities that the first months between June and January, 2017 were a learning process but they are optimistic. They are quick to report that in that timeframe there were only 15 incidents that resulted in damage to locks or ships, or about 2 percent of the 700 total transits through the new waterway. They feel that the incidents reported “have not been of a magnitude that could affect the operation of the locks. The ships have not run aground; they continue their routes.”



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.*

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AARON J. VARN

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Welcome to the Port of New York

Excerpted from an article in New Yorker Magazine, November, 2017.



The Bayonne Bridge is an arch of steel that swoops up from Staten Island and alights, about seventeen hundred feet later, on Bergen Point, at the southwestern tip of Bayonne, New Jersey. The arch supports a roadway that goes through it like the slash through a cent sign. Of all the city's bridges, the Bayonne Bridge is the most powerful and intimate work of modernist-era art. Nothing half as tall stands near it. Sky fills the girders' interstices and geometries, and above the arch the clouds rise dramatically. The bridge spans the Kill Van Kull, a body of water about two thousand feet across at its widest and about eight hundred feet at its narrowest. It is the color of lead and looks beat-up and hard-used.

Just past the bridge, the Kill Van Kull makes a sharp right into Newark Bay. Almost all the cargo that comes into the Port of New York and New Jersey unloads at the docks in Elizabeth and Newark, on the west side of the bay. Docks in Manhattan and Brooklyn used to handle most of the port's cargo, but they had no room to store the huge accumulations of eight-by-eight-by-forty-foot containers employed in shipping today. New Jersey's coastal flatland stretches for miles, and the vast container fields of Elizabeth and Newark are unpeopled cities in themselves, with their long, echoing canyons of containers stacked high. Ships that want to unload or load there—that is, almost all the cargo ships that come to the Port of New York—must pass under the Bayonne Bridge.

When it was built, in 1931, the bridge had a maximum

vertical clearance of a hundred and fifty-one feet. In the mid-two-thousands, officials at the Port Authority of New York and New Jersey, which manages the port as well as other metro-area bridges, tunnels, airports, and highways, realized that the enormous new container ships scheduled to come into service in the near future were not going to fit. The superstructure of these ships tops a hundred and ninety feet. Port Authority planners considered tearing down the bridge and replacing it with a tunnel or a new, higher bridge. Eventually, they decided to keep the existing bridge and to raise its roadway by sixty-four feet. This they would do by building a new roadway higher up through the arch, then removing the old roadway.

The beauty of the bridge influenced their decision, as did the fact that it's a National Historic Civil Engineering Landmark. Steven Plate, the Port Authority official who oversaw the latter stages of construction, compared his job to restoring the Sistine Chapel ceiling.

Ships of all kinds, from tugs to tankers to police boats



to container ships, go by on the Kill Van Kull. Sometimes they are in a slow-moving line, and one tug will become impatient and pull out and pass another. Canada geese and gulls and mallards land on the water, but the traffic is always scattering them, or the non-stop wakes shake them loose. The name Kill Van Kull may mean something like "the channel that comes from the bay." The Middle Dutch word *kille* means "channel" or "stream," but the K.V.K. (as people who travel it regularly refer to it) is, more precisely, a strait; its three miles connect Newark Bay with the Upper Bay of New York Harbor. As it continues around Staten Island, the K.V.K. merges into the Arthur Kill, another strait, which connects to the ocean on that island's south-



Before

After

ern end.

Clashing tides from two directions meet beneath the bridge, and soon after a ship goes under it the pilot must finesse the turn of a hundred and twenty-seven degrees into Newark Bay; meanwhile, Staten Island's shoreline, close by on the left, narrowly confines the ship's stern. The maneuver is like carrying a dining-room table through a bedroom door while stepping on slippery carpets. In fact, these thousand-plus yards of the K.V.K. may be the trickiest passage in any major port in the world.

Accidents used to happen here all the time. The rock ledges under the water obtruded near the channel, and going aground was not hard to do.

Hundreds of thousands of gallons of oil and gasoline have been spilled here. From the fifties to the mid-sixties, twenty-three accidents occurred in the vicinity of the bridge.

New York was once the busiest port in the world, but for decades the Port Authority turned its attention away from the waterfront, to new highways and real estate like the World Trade Center. By the early two-thousands, the port had fallen to fifteenth busiest in the world and third in the country (after the West Coast ports of Long Beach and Los Angeles). In 2004, not wanting it to slide further, the Port Authority, with the Army Corps of Engineers, began a \$2.1 billion dredging project of the port's major channels, all the way to the start of the Ambrose Channel, twelve miles out at sea. The project took twelve years and involved scores of dredges: blowing up massive amounts of submerged rock, digging hundreds of millions of tons of rock, mud, and sand, and putting the contaminated spoils under future luxury golf courses and in other ingenious places.

Fully loaded, the biggest container ships draw about fifty feet of water. The companies that own them had made clear that they were going to need water deeper than the

prevailing thirty-five-to-forty-five-foot minimum average in key areas of the harbor. In compliance with this new standard, the bottom of the narrow Kill Van Kull now resembles a canyon. Its depth has been increased to a minimum of about fifty-one feet; at high tide, it's about six feet deeper.

On July 26th, the *CMA CGM Theodore Roosevelt*, a brand new container ship, left the Hyundai Heavy Industries shipyard, in South Korea. The ship is twelve hundred feet long and a hundred and fifty-eight feet wide, and its draft, when fully loaded is fifty-two and a half feet. For its maiden voyage the ship took on cargo at Asian ports, such as Hong Kong and Shanghai.

The ship has the capacity to carry fourteen thousand four hundred and fourteen containers, some in its hold and some stacked on its deck to a maximum height of eleven containers – almost ninety feet. Previously, the largest cargo ship ever to come to New York had a maximum capacity of nine thousand four hundred containers. The *Roosevelt* is the largest ship to have stopped over



on the East Coast of the United States. At 1,200 feet, it's about the length of four football fields.

From Shanghai, the *CMA CGM Theodore Roosevelt* set out across the Pacific with New York as its easternmost destination. It reached the Panama Canal on August 21st, and August 28th it arrived in Norfolk, VA. where *CMA CGA* has its American headquarters.

On September 7, 2017, as the largest container ship afloat, she made her way down the Kill Van Kull and under the new Bayonne Bridge with room to spare.

MAYBE A PILOT'S WORSE NIGHTMARE?:

Captain Steve Naples has been a Sandy Hook pilot for thirty years. The Sandy Hook pilots, also called sea pilots, steer ships coming and going between the start of the Ambrose Channel, twelve miles at sea, and the Verrazano-Narrows Bridge. They belong to an organization called the Sandy Hook Pilots' Association. Captain Naples did not go to a merchant-marine academy but began as a deckhand in his early twenties. Then he joined the organization's long apprentice program, received his license from the state of New York, became a deputy pilot, and eventually rose to

(continued on next page)

the level of “first grade” pilot, qualified to operate any size ship that enters the port. Reaching the top in this way, by hands-on experience and tenacity, is called “coming up through the hawsepipe” (the hole in the ship’s bow through which the anchor chain descends). Captain Naples has a raspy, nautical voice, still refers to ships as “she,” and is sixty years old.

The Sandy Hook Pilots’ Association was founded in 1694. Its members sometimes wear navy-blue baseball caps with that date inscribed, enclosed in a circle with an anchor and crossed oars. Getting in and out of the harbor, for pilots unfamiliar with the waters, used to be much riskier than it is now. Between the Verrazano-Narrows and the deeper ocean, you never knew what sandbars you might run onto. Many of these were spinoffs of the original and permanent sandbar, Sandy Hook, the almost-peninsula that reaches from the New Jersey coast up toward the city as if to stopper its harbor forever. Local pilots who knew the shoals boarded vessels in the harbor or at sea and took them safely through. In three hundred and twenty-three years, the Sandy Hook Pilots have rescued victims of shipwrecks, fought the British during the Revolution, served as privateers by luring enemy merchant ships onto sandbars, won international sailing races, helped ships avoid German U-boats, and ferried thousands of people trapped in lower Manhattan on 9/11. Certain local families have been producing Sandy Hook pilots for generations.

In times past, the sea pilots brought ships all the way from the open ocean to the dock, and back again. More recently, pilots associated with the port’s tugboat companies have taken over the harbor part of that job. Today’s pilots are of two kinds—sea pilots and docking pilots. The docking pilots replace the sea pilots at the Verrazano-Narrows Bridge when ships are incoming, and vice versa at the entrance to the Kill Van Kull when outgoing. Captain Robert F. Flannery, Jr., is the president of Metro Pilots, an organization of docking pilots associated with the Moran tugboat company. He has blue eyes, a grayish-brown mustache, and a merry disposition. Another “through the hawsepipe” veteran, he is sixty and has been a licensed pilot for twenty-two years. He also calls ships “she.” (There are about thirty docking pilots and eighty sea pilots; four of the sea pilots are women.) He and Captain Naples are friends and sometimes go to Giants games together. When asked if they are the best of all the pilots, both scoff at the notion and praise their fellows.

In preparation for the bridge retrofit, groups of the port’s docking pilots and sea pilots practiced over the summer on a ship simulator at MITAGS in Maryland. None had previously piloted a vessel that was much longer than a thousand feet. Glen Paine, MITAGS’s executive director, stated, “The New York pilots knew their stuff pretty well already, it goes without saying. They’ve got a tough port to work with, and the Kill Van Kull is a challenging piece of

water.”

Captain Naples spent the night on board the *New Jersey*. Early the next morning, the *CMA CGM Theodore Roosevelt* appeared on the horizon. Captain Naples, in his suit and tie, boarded the pilot boat that would take him to it. A wind of about ten knots was blowing from the west, with moderate swells. The ship approached, then veered to the north so the pilot could board on its lee side, out of the wind. The hull of a ship of this size resembles a sheer building of five or six stories, and the thought of climbing it on a rope ladder with wooden rungs while wearing a suit and dress shoes as the ship heaves in the sea would give anyone pause. International maritime regulations say that a pilot should not have to climb more than nine meters above the water’s surface in boarding. Like many ships, this one has a pilot-entry port in its side, requiring only a short ascent on the rope ladder. The pilot boat pulled alongside the ship, and Captain Naples climbed aboard.

Taking an elevator up to the wheelhouse, he met the captain, the first officer, and the helmsman, and then assumed the “conn”—control—of the ship (though the captain always retains ultimate responsibility). At a speed of about seven knots, the *CMA CGM Theodore Roosevelt* proceeded into the Ambrose Channel.

“The biggest concern in the channel is currents and wind,” Captain Naples said afterwards, “The channel is two thousand feet wide, but if you get driven to either side of it you hit rock almost immediately. Ten knots isn’t much of a wind, but I was mildly surprised at how much force it exerted, coming from the west and pushing up against the ship’s profile. She was drawing only 40.85 feet of water, so she could not have been very heavily loaded. As we came in closer to land, we felt the effect of a flood tide flowing from the east, off Coney Island. But the wind coming from the west and the tidal current flowing from the east offset each other, and she went in straight on a rail.”

Half a mile before the Verrazano-Narrows Bridge, the ship slowed to pick up Captain Flannery, the docking pilot, who arrived by tugboat, along with about a dozen Port Authority officials and other dignitaries. Captain Flannery then took the conn from Captain Naples, who remained on board as an observer.

CMA CGM is a multibillion-dollar French shipping company with headquarters in Marseilles. Its un-catchy name combines the first initials of two French companies, one of which bought the other in the nineteen-nineties. Many of the biggest ships in the world are in its fleet. The Port Authority, wanting to demonstrate the new receptivity of the Bayonne Bridge and the increased depth of the channels, arranged with CMA CGM to send one of its ships to the port on September 7th. This was the biggest cargo ship ever to enter New York Harbor—the biggest, in fact, ever to visit any port on the East Coast.

DECEMBER 7, 1941 - A BUSY DAY IN THE PACIFIC

A SINKING:

On Sunday, 7 December 1941, at approximately 0830 ship's time, 0730 hours Hawaiian time, the pride of the

Matson Line's cruise ships, the SS *Lurline*, was en route from Honolulu on her normal, northeasterly course. She was sailing her routine, twice-a-month triangular route from Hawaii to San Francisco to Los Angeles and return, carrying an almost full load of more than 800 passengers.

The *Lurline's* Chief Officer, Edward Collins, stopped by the radio shack to have a chat with the officer of the watch, "Tiny" Nelson. Nelson was listening intently to communications traffic.

Only a minute or so elapsed when Nelson began writing out a message on the typewriter. As he was listening and typing he called Collins' attention to read it.

The message was an SOS, the international emergency signal, from the 2,140-ton steam schooner SS *Cynthia Olson*, a ship constructed by the Manitowoc Ship Building Company in Wisconsin, in 1919, and in 1941 operated in the lumber trade on the Pacific Coast. But on this day, en route from Tacoma, Washington since 1 December, she was under charter to the U.S. Army Transport Service, carrying lumber to Honolulu. This first message stated she was under attack by a surfaced submarine. The message was also picked up by a shore-based station on the Pacific Coast. "Tiny" transmitted a reply and the exchange with *Lurline* continued.

One of the cargo ship's final messages to *Lurline* stated they were under torpedo attack, and Collins asked Nelson to confirm the word TORPEDO. The brief reply stated

it WAS a torpedo. "Tiny" had heard an earlier *Cynthia Olson* transmission giving her position in latitude and longitude, and he estimated her position as approximately 300 miles, bearing five degrees true, almost due north of *Lurline*.

The day before sending the SOS, the *Cynthia Olson*, captained by Merchant Marine Master Berthel Carlsen, was 300 miles off San Francisco, under way at 10 knots, when unknown to her crew, the Japanese submarine *I-26*, submerged at periscope depth and searching for potential targets, spotted and began tracking her. Commander Minoru Yokota, captain of the *I-26*, had been ordered to accompany *I-10* in recon-

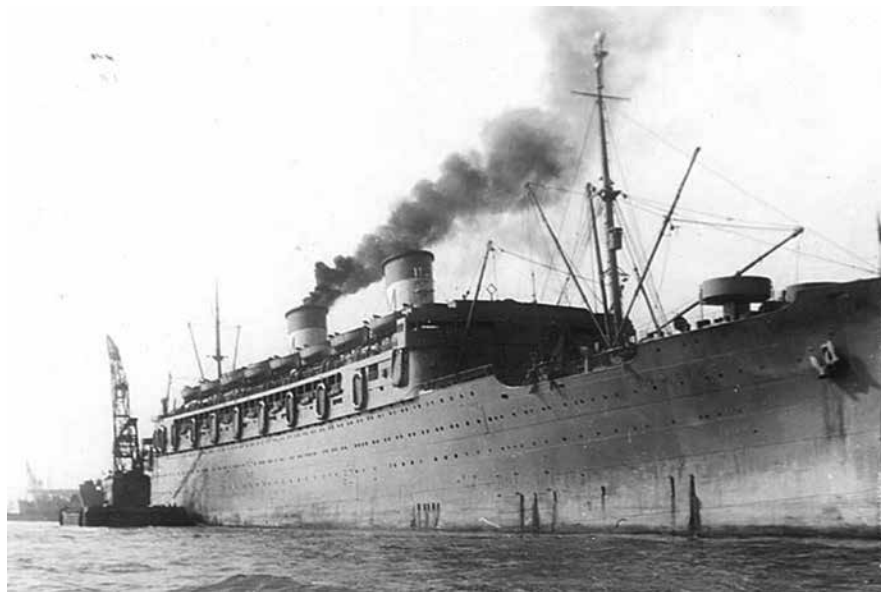
noitering the Aleutians, then after 5 December, to deploy to a point between San Francisco and Hawaii to report on American fleet units carrying reinforcements to Hawaii.

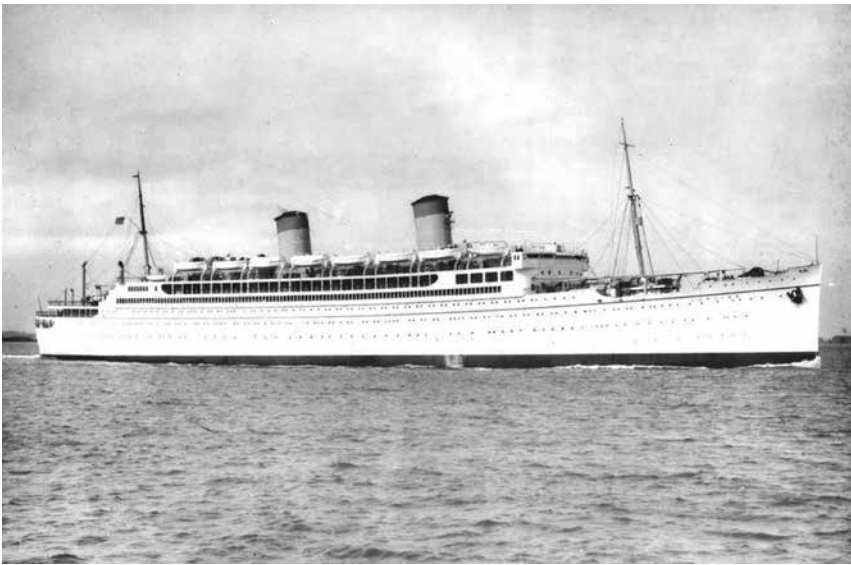
Lastly, *I-26* was to destroy enemy merchant shipping after hostilities began. The submarine continued following the *Cynthia Olson* southwest during daylight hours, while *I-26's* navigator plotted the schooner's projected course. Yokota planned to surface at night, swing wide around her flank, pass her, and position his submarine along her projected course,

to intercept and attack her at the moment hostilities were to begin on Oahu.

December 7, 1941:

The morning of 7 December, the submarine, having once more submerged to periscope depth prior to sunrise, intercepted the ship at exactly the projected point along her track. After Yokota established her nationality, *I-26* sur-





faced, and fired a warning shot. *Cynthia Olson's* radio operator sent an immediate SOS, and the crew swung out her lifeboats. A shore station in California picked up the SOS at 0938 Pacific time, which was 0738 Hawaiian time, ten minutes before eleven Japanese fighters began devastating machine gun and cannon strafing attacks, which included incendiary rounds – on Naval Air Station Kaneohe Bay. Carlsen and his crew must have been profoundly shocked when *I-26* surfaced. The submarine was larger than their ship. The sleek,

fast submarine was more than 100 feet longer than the *Cynthia Olson*. The *I-26* carried six forward torpedo tubes, an aft-mounted 140-mm (5.5-inch) deck gun, and two 25-mm anti-aircraft machine guns.

From a range of approximately 1,000 meters, *I-26* fired 18 rounds from her deck gun at the American ship, but the *Cynthia Olson* remained afloat. Twenty minutes after firing the first shot *I-26* received another broadcast the submarine captain had been expecting. From the Japanese Carrier Striking Force's airborne mission leader, came Commander Mitsuo Fuchida's attack signal, "To-ra, To-ra, To-ra." Yokota ordered the submarine submerged and *I-26* fired a torpedo at the damaged target. The torpedo passed astern of the intended victim because the crippled ship was still making headway. The failure to hit *Cynthia Olson* with the single torpedo, caused Yokota to reassess his tactics. Only nine torpedoes left, and considerable time and distance remained on the assigned station off the United States' west coast. Yokota surfaced *I-26* again to

open fire with her deck gun – this time with 29 more shells. The *Cynthia Olson* began settling. Yokota, concerned about a possible American air attack, decided the ship was sinking and *I-26* departed after being in the area a total of approximately two hours.

The *Cynthia Olson's* log of her final minutes, picked up by listening stations, preceded her radio operator's last transmission to *Lurline*, and read:

0720 Watch relieved for breakfast. [dead reckoning navigation] 1200 miles West of Cape Flattery, WA. Last position 1450 (degrees) 35' (minutes) W Longitude, 330 20' N Latitude, Cr (course) 2780, speed by log 10.4 Knots, Wind from SE, force 3, with low Easterly swell, clear, 15 miles visibility, stratocumulus clouds.

0725 Sighted submarine periscope, swung out boats, Onboard 33 Seamen, 2 U.S. Army Soldiers, total SOB (souls on board) 35.

0738 Under attack from surfaced submarine, sending SOS, answered by Matson's SS *Lurline*. All crew abandoning ship in lifeboats.



For the *Cynthia Olson's* radio operator, time was running out after thirteen minutes. Undoubtedly, he was one of the last to leave the ship. The last message he sent to *Lurline*, confirming the torpedo attack,

was sent before the surface attack that was fatal to his ship. The sequence of events also makes clear the captain of the *Cynthia Olson*, Berthel Carlsen, did not command "All engines stop" when the first warning shot was fired.





Nor did *I-26* hold its fire until the ship was abandoned. Emergency messages had continued while the submarine's rounds repeatedly slammed into the stricken ship – until she could no longer stay afloat.

The *Cynthia Olson's* Merchant Marine crew of 33 men, augmented by two regular Army privates, radio operator Samuel J. Zisking and medical technician Ernest J. Davenport, were never found. Records of Japanese submarine operations later disclosed *I-26* picked up no survivors. Records did disclose that Commander Shogo Narahara, the captain of Japanese submarine *I-19*, on Monday, 8 December, surfaced his boat when it passed through the area where the *Cynthia Olson* went down

– and gave food to survivors in lifeboats. How many, if any, survived the sinking, and got into their boats but simply never made it to safety or were never found, and perished?



No one will ever know. The vast Pacific keeps its answers in the deep - forever.

She went down approximately 1,000 miles northeast of Hawaii, while the first wave of the Japanese strike force was savaging American military installations on Oahu and the Pacific Fleet's ships in Pearl Harbor. She was the first American flagged merchantman sunk by the Japanese in World War II.

And then.....:

Less than 45 minutes after “Tiny” Nelson received the *Cynthia Olson's* SOS at 0915 Hawaii time, *Lurline's* skipper, Commodore Charles A. Berndtson, received word of another message, this one from Oahu. First transmitted from Ford Island at 0758 Hawaii time, 0858 on *Lurline*, the message was relayed around the world, and would become one of the most famous messages ever dispatched: “AIR RAID, PEARL HARBOR. THIS IS NOT DRILL.”

In those minutes listening to and answering desperate calls for assistance from a ship too distant to save, and hearing

the stunning broadcast from Oahu, *Lurline* sailed from peace into war. Nothing would be the same the remainder of this voyage to San Francisco - or ever - for her, her passengers and crew. What's more, Commodore Berndtson and his officers now knew there was at least one enemy submarine, possibly more, lying in wait for their ship, between *Lurline* and San Francisco. She had no Navy escort, as her Matson Line sister ships had in traveling the routes from Hawaii to Manila and other Southeast

Asian ports, and back to Hawaii. Much daylight remained and wartime precautions had to be taken without panicking the passengers.

Epilogue

The SS *Lurline* safely arrived in San Francisco on 10 December 1941, was rapidly converted to a troop ship, and on 16 December departed San Francisco Bay as convoy guide in Convoy 2005, the first troop ship convoy to leave the West Coast after the United States entered World War II.





JUST RECOGNITION

S.2127 - Merchant Mariners of World War II Congressional Gold Medal Act of 2017

Sponsor: Sen. Murkowski, Lisa (R-AK) (Introduced 11/15/2017)

Committees: Senate - Banking, Housing, and Urban Affairs

Latest Action: Senate - 11/15/2017 Read twice and referred to the Committee on Banking, Housing, and Urban Affairs.

To award a Congressional Gold Medal, collectively, to the United States merchant mariners of World War II, in recognition of their dedicated and vital service during World War II.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Merchant Mariners of World War II Congressional Gold Medal Act of 2017”.

SEC. 2. FINDINGS.

Congress finds the following:

- (1) 2015 marked the 70th anniversary of the Allied victory in World War II and the restoration of peacetime across the European and Pacific theaters.
- (2) The United States Merchant Marine (in this section referred to as the “Merchant Marine”) was integral in providing the link between domestic production and the fighting forces overseas, providing combat equipment, fuel, food, commodities, and raw materials to troops stationed abroad.
- (3) Fleet Admiral Ernest J. King acknowledged the indispensability of the Merchant Marine to the victory in a 1945 letter stating that, without the support of the Merchant Marine, “the Navy could not have accomplished its mission”.
- (4) President, and former Supreme Commander of the Allied Forces, Dwight D. Eisenhower acknowledged that “through the prompt delivery of supplies and equipment to our armed forces overseas, and of cargoes representing economic and military aid to friendly nations, the American Merchant Marine has effectively helped to strengthen the forces of freedom throughout the world”.
- (5) Military missions and war planning were contingent upon the availability of resources and the Merchant Marine played a vital role in this regard, ensuring the efficient and reliable transoceanic transport of military equipment and both military and civilian personnel.
- (6) The Merchant Marine provided for the successful transport of resources and personnel despite consistent and ongoing exposure to enemy combatants from both the air and the sea, including from enemy bomber squadrons, submarines, and mines.
- (7) The efforts of the Merchant Marine were not without sacrifices as the Merchant Marine bore a higher per-capita casualty rate than any other branch of the military during the war.
- (8) The Merchant Marine proved to be an instrumental asset on an untold number of occasions, participating in every landing operation by the United States Marine Corps, from Guadalcanal to Iwo Jima.
- (9) The Merchant Marine provided the bulk tonnage of material necessary for the invasion of Normandy, an invasion which, according to a 1944 New York Times article, “would not have been possible without the Merchant Marine”.



JUST RECOGNITION

- (10) In assessing the performance of the Merchant Marine, General Eisenhower stated, “every man in this Allied command is quick to express his admiration for the loyalty, courage, and fortitude of the officers and men of the Merchant Marine. We count upon their efficiency and their utter devotion to duty as we do our own; they have never failed us”.
- (11) During a September 1944 speech, President Franklin D. Roosevelt stated that the Merchant Marine had “delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult, and dangerous transportation job ever undertaken. As time goes on, there will be greater public understanding of our merchant fleet’s record during this war.”.
- (12) The feats and accomplishments of the Merchant Marine are deserving of broader public recognition.
- (13) The United States will be forever grateful and indebted to these merchant mariners for their effective, reliable, and courageous transport of goods and resources in enemy territory throughout theaters of every variety in World War II.
- (14) The goods and resources transported by the Merchant Marine saved thousands of lives and enabled the Allied Powers to claim victory in World War II.
- (15) The Congressional Gold Medal would be an appropriate way to shed further light on the service of the merchant mariners in World War II and the instrumental role they played in winning that war.

SEC. 3. CONGRESSIONAL GOLD MEDAL.

- (a) Award Authorized.—The Speaker of the House of Representatives and the President pro tempore of the Senate shall make appropriate arrangements for the award, on behalf of Congress, of a single gold medal of appropriate design to the United States merchant mariners of World War II, in recognition of their dedicated and vital service during World War II.
- (b) Design And Striking.—For the purposes of the award described in subsection (a), the Secretary of the Treasury (in this Act referred to as the “Secretary”) shall strike the gold medal with suitable emblems, devices, and inscriptions, to be determined by the Secretary.
- (c) American Merchant Marine Museum.—
 - (1) IN GENERAL.—Following the award of the gold medal under subsection (a), the gold medal shall be given to the American Merchant Marine Museum, where it will be available for display as appropriate and available for research.
 - (2) SENSE OF CONGRESS.—It is the sense of Congress that the American Merchant Marine Museum should make the gold medal given to the Museum under paragraph (1) available for display elsewhere, particularly at appropriate locations associated with the United States Merchant Marine and that preference should be given to locations affiliated with the United States Merchant Marine.

SEC. 4. DUPLICATE MEDALS.

Under such regulations as the Secretary may prescribe, the Secretary may strike and sell duplicates in bronze of the gold medal struck under section 3, at a price sufficient to cover the costs of the medals, including labor, materials, dies, use of machinery, and overhead expenses.

SEC. 5. STATUS OF MEDALS.

- (a) National Medals.—Medals struck under this Act are national medals for purposes of chapter 51 of title 31, United States Code.

SUPPORT FOR SAINTHOOD QUEST – BROTHER MARINUS

Editor's note: At the 31st National AMMV convention last March, Fr. Sinclair Oubre, of the Apostleship of the Sea, spoke about his quest for sainthood for Capt. Leonard LaRue, who was Master of the SS Meredith Victory when they rescued 14,000 Korean refugees during Korean conflict. Capt. LaRue later became a Benedictine brother known as Brother Marinus. Fr. Sinclair is very actively seeking recognition of Brother Marinus as a Saint.

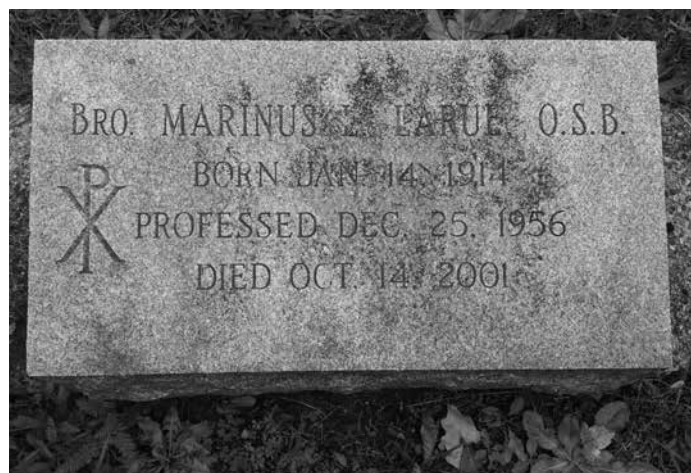
Fr. Sinclair Oubre visited Fr. Samuel Kim and the monks at St. Paul Abbey

While traveling for the United Seaman's Service's Admiral of the Ocean Sea Award in New York City in October, Fr. Sinclair stopped by St. Paul Abbey, and visited with Fr. Samuel Kim and the monks. While there, he took photographs of Brother Marinus' grave, the gift shop where he worked, and the original monastery building which Brother Marinus began his life as a Benedictine brother.

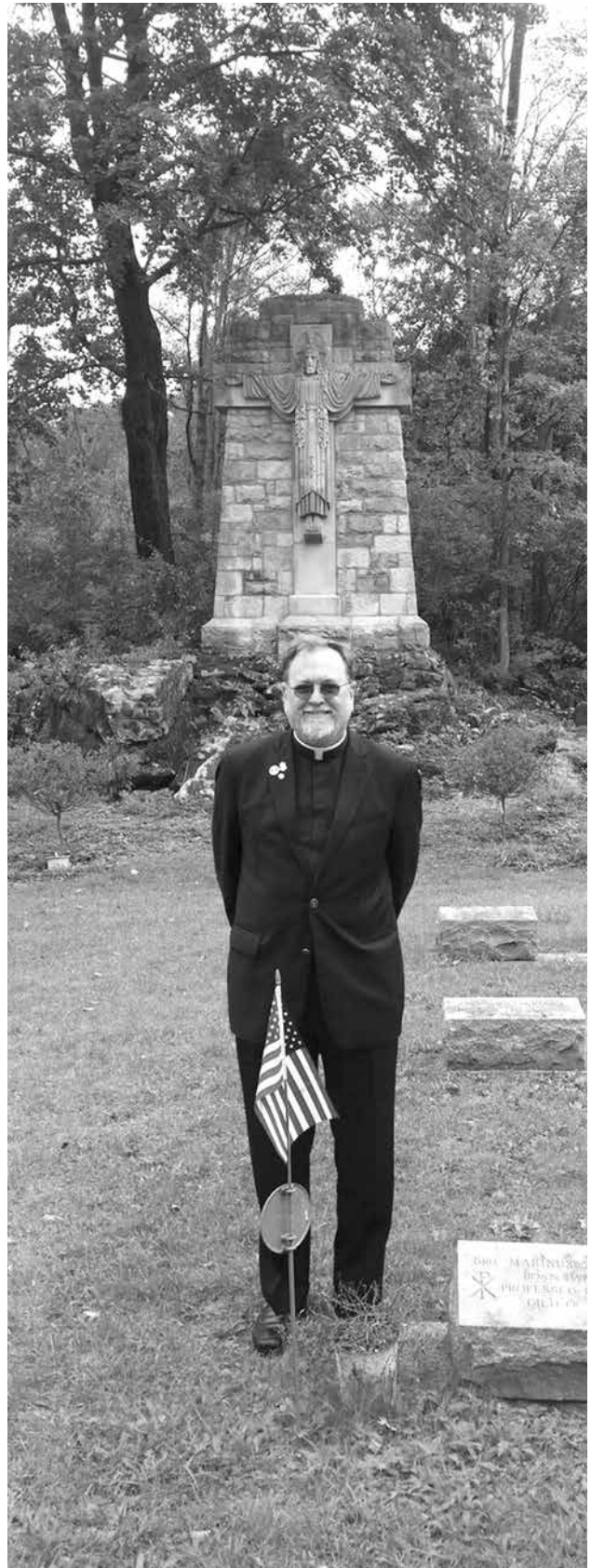
The Apostleship of the Sea of the United States of America becomes the petitioner for the cause of Brother Marinus

The Apostleship of the Sea of the United States of America, founded in 1976 by Bishop Rene Gracida, Apostleship of the Sea Bishop Promoter, and approved as an Private Association of the Faithful by Daniel Cardinal DiNardo, voted during its October Winter Board Meeting at the Lake Charles Catholic Seamen's Center to be the Petitioner for the cause of Brother Marinus. It will act as the primary point of contact for the cause.

If you would like to be on the AOS USA Brother Marinus Cause mailing list, please send an email to: brothermarinuscause@gmail.com



Brother Marinus' final resting place



Fr. Sinclair

HE'S NEVER FORGOTTEN HIS CAPTAIN

Editor's note: Ned Forney is an author who has been writing a book about the Heungnam Evacuation during the Korean conflict. Mr. Forney sent us this piece as additional information to our article published in the Fall, 2017 AMMV NEWS Magazine.

By Ned Forney | November 26, 2017

On December 14, 2017, I'll have the privilege of joining J. Robert "Bob" Lunney at a lecture about the Heungnam Evacuation being held at The Korea Society in New York City. It'll be a memorable event, one that I've been looking forward to for months.

During two and a half years of researching and writing about Heungnam, I've had the pleasure of interviewing numerous veterans and civilians who participated in, or were rescued at, the historic military and humanitarian operation that took place in December 1950. Mr. Lunney, an 89-year-old retired lawyer and Rear Admiral in the New York Naval Militia, is one of them.

Sixty-seven years ago, during the darkest days of the Korean War, Bob, a 22-year-old World War II Navy veteran who'd joined the Merchant Marine to earn a little extra cash for college, found himself sailing to Korea. As an officer aboard the SS *Meredith Victory*, the Moore-McCormack Line cargo vessel that in late December rescued 14,000 North Korean refugees during a single voyage (a Guinness World Record), Lunney would be an eye-witness to the largest military seaborne evacuation of civilians, under combat conditions, in American history.

What he observed at Heungnam and throughout *Meredith Victory's* miraculous voyage to Goeje-do, an island off the south-east coast of Korea, changed him forever. He's proud of what *Meredith Victory's* crew did during the evacuation. "The idea of war isn't just about bombs and bad guys," he said during an interview a few years ago. "It's also about preserving the integrity of a nation and the dignity of its people - we [the crew] felt we had done that." But the true heroes at Heungnam, he humbly reminds people, were the refugees.

Since his rendezvous with history in 1950, he's become a dedicated and passionate spokesman for the ship, the U.S. Merchant Marine, and Captain Leonard LaRue, the *Mer-*



Bob Lunney (left), South Korean President Moon Jae-in in 2017

edith Victory's skipper. His loyalty to his former commander is extraordinary. Bob has spent years sharing the story of Captain LaRue, the courageous, selfless, and inspirational officer who made the decision to rescue as many refugees as possible during the waning hours of the Heungnam Evacuation.

LaRue, a religious man who would join the Benedictines in 1954 and live the remainder of his life as a monk at St. Paul's Abbey in Newton, New Jersey, made a lasting impression on his men. From his inner confidence, judicious disciplinary policies, and expert seamanship, to his humility, compassion, and heroism, LaRue, or Brother Marinus as he was called until his death in 2001,

was a man who inspired loyalty. Bob is his most fervent advocate.

Through newspaper and magazine articles, televised interviews, museum exhibits, and the support and friendship he gives those who are trying to keep the memory of Heungnam and the *Meredith Victory* alive for future generations, Bob Lunney has become *the* representative - a living symbol - of the most iconic ship at Heungnam. Without his dedication to the captain and crew of *Meredith Victory*, an important chapter of the evacuation's story would have been lost.



Refugees waiting to flee Korea

American Merchant Marine Veterans
 32nd National Convention
 March 14th – 18th, 2018
 DoubleTree Hotel St. Louis at Westport
 St. Louis, MO



Convention Registration Form

Name _____ Affiliation/Chapter _____

Spouse or partner; Additional guests _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

CONVENTION REGISTRATION FEE (required to attend business sessions & Hospitality Room activities)

- ☐ **SINGLE REGISTRATION (one person)** \$75 = \$ _____
- ☐ **DOUBLE REGISTRATION (with spouse/partner)** \$100 = \$ _____
- Additional \$25 per extra person in your party (if more than two)** \$25 x _____ = \$ _____

LADIES' LUNCHEON: (Thursday, March 15th: 11:30am – 1:00pm) \$38 x _____ = \$ _____

Non-registered lunch guests only, please add \$5 per person..... \$5 x _____ = \$ _____

MENU: Deli-sliced turkey breast, bacon, lettuce and tomato with cranberry mayonnaise, served on multi-grain bread with chilled salad and relishes. Dessert: Brownie with whipped cream garnish. Fresh coffee (regular or decaf) & tea selection.

RECEPTION DINNER: (Thursday, March 15th: 6:30pm – 8:30pm) \$60 x _____ = \$ _____

Non-registered dinner guests only, please add \$7 per person..... \$7 x _____ = \$ _____

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

- ☐ CHICKEN MUDEGA (Breast of chicken, char-broiled & topped with onion, mushrooms, bacon & cheese, herb orzo)
- ☐ ROASTED PORK LOIN (with Granny Smith Apple and raisin chutney; with Dauphinoise potatoes)

Either selection includes: Doubletree salad (mixed greens, roasted red peppers, honey peppered walnuts and fresh shaved parmesan cheese, served with herb vinaigrette); assorted rolls & butter; Dessert: carrot cake with cream cheese icing; coffee & tea selection.

“Take Me to St. Louis” BUS TOUR (Friday, March 16th: 10:30am – 4:30pm)

Per person, includes driver/guide gratuities \$40 x _____ = \$ _____

FAREWELL BANQUET (Saturday, March 17th: 6:30pm – 8:30pm) \$66 x _____ = \$ _____

Non-registered dinner guests only, please add \$8 per person..... \$8 x _____ = \$ _____

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

- ☐ ROASTED SIRLOIN OF BEEF (with five peppercorn blend; and selection of mixed fresh vegetables & potatoes)
- ☐ VEGETARIAN OPTION (Napoleon Polenta: Layers of grilled vegetables; spinach, fontina, cheese mushroom ragout)

Either selection includes: Salad (field greens tossed with toasted pecans, oranges, sun dried cranberries & champagne vinaigrette); assorted rolls & butter; Dessert: chocolate decadence; coffee & tea selection.

TOTAL due for all selections = \$ _____

Please make check payable to: **AMMV Convention**
 Mail check (no cash please) with completed form to:
 Sindy Raymond, 2722 Maynes Ct.; Santa Rosa, CA 95405

AMMV 32nd National Convention

St. Louis, MO – March 14th – March 18th, 2018

DoubleTree Hotel St. Louis at Westport

Wednesday, March 14

13:00 – 17:30	Convention Registration (<i>Boardroom A & B</i>)
	Hospitality Room open! (<i>Boardroom A & B</i>)
18:30 – 20:30	Board of Directors Meeting (<i>Plaza 45</i>)

Thursday, March 15

08:00 – 11:30	Opening ceremonies; President’s Report (<i>Plaza 45</i>)
11:30 – 13:30	LADIES’ LUNCHEON (<i>Plaza 6</i>); Hospitality Suite open! (<i>Boardroom A & B</i>)
13:30 – 16:30	RVP Election/Resolutions/By-Laws; miscellaneous organizational business (<i>Plaza 45</i>)
16:30 – 17:30	Hospitality Suite open! (<i>Boardroom A & B</i>)
17:30 - ???	RECEPTION BANQUET (<i>Plaza 3</i>) Guest Speaker: Mr. Paul Doell, National President - American Maritime Officers (AMO); Entertainment: Sally & Roy

Friday, March 16

08:00 – 10:15	General Session: OPEN MIC (<i>Plaza 45</i>)
10:30 – 16:30	“Take Me to St. Louis” Bus Tour; <u>stops at</u> : Lumiere Casino, Anheuser-Busch Brewery, Chesterfield Veteran’s Honor Park
10:30 - ???	Hospitality Room open! (<i>Boardroom A & B</i>)

Saturday, March 17

08:00 – 09:15	Dave Yoho, WWII MM Vet & motivational speaker (<i>Plaza 45</i>)
09:30 – 10:15	David Alberg – NOAA Sanctuary Superintendent (<i>Plaza 45</i>)
10:30 – 11:30	(Program TBA) (<i>Plaza 45</i>)
11:30 – 13:00	Lunch break; Hospitality Room open! (<i>Boardroom A & B</i>)
13:00 – 13:45	RADM Jerry Achenbach, Superintendent - Great Lakes Maritime Academy
14:00 – 16:30	(Speakers/presenters/programs TBA) (<i>Plaza 45</i>)
16:30 – 17:30	Hospitality Room open! (<i>Boardroom A & B</i>)
17:30 - ???	FAREWELL BANQUET (<i>Plaza 3</i>) Guest Speaker: TBA; 50/50 drawing; Awards Ceremony; Entertainment: Sally & Roy (Theme: St. Patrick's Day)

Sunday, March 18

HOMeward BOUND

Safe travels & see you next year!

American Merchant Marine Veterans 32nd National Convention
March 14 – 18, 2018

Hotel & Reservation Information:

DoubleTree Hotel St. Louis Westport

1973 Craigshire Rd, St. Louis, MO 63146



Special AMMV rate: \$99 + tax per night

(Check-in 3:00 p.m.; check-out 12:00 p.m.)

Reservations via phone: Call **(314) 434-0100**; mention “**American Merchant Marine Veterans**”

To make online reservations online, please use this link:

<http://doubletree.hilton.com/en/dt/groups/personalized/S/STLWPDT-AMV-20180313/index.jhtml>

Airport shuttle to hotel leaves every 15-20 minutes from Exit 18 at the main terminal or Exit 15 from Terminal 2; look for Double Tree/Sheraton van

*Complimentary airport shuttle * complimentary shuttle to Westport Plaza; Hollywood Casino; and Metro Link * free parking * refrigerators in every room * free internet with our negotiated rate * in room coffeepots * valet dry cleaning & laundry available * Sweet Dreams® by DoubleTree bedding*

Important note: Reservations must be made by 2/20/18. After this date, remaining rooms will be released for general sale. Any reservations made after the cut-off date will be accepted on a space and/or rate availability basis only

American Merchant Marine Veterans

2018 Voting – Regional VPs / Bylaw Proposal / Resolution



Member at Large (Only) Official Ballot

Presented to Members-at-Large only for consideration of their individual votes at the AMMV National Convention to be held in St. Louis, MO., March 14 – March 18, 2018.

Please cut out of this NEWS, mark both sides of your ballot and return, by mail or email, before March 7, 2018, to AMMV NEWS MAGAZINE Headquarters, 2722 Maynes Ct., Santa Rosa, CA 95405-8408. Your vote will be counted and carried to the National convention by AMMV NEWS MAGAZINE editor, Sindy Raymond. Your signature at the bottom of this page will act as a proxy for her to carry your vote. If you attend the convention, submit to Ben Benjamin before start of business.

Member Name: _____

REGIONAL VICE PRESIDENTS (only vote once for YOUR SPECIFIC REGION)

FOR

Region One – States of FL and Puerto Rico

RICHARD ARCAND - incumbent Sarasota-Manatee ☐

(Write-in) _____ ☐

Region Two – States of AL, D.C. DE, GA, KY, MD, MS, NC, SC, TN, VA, WV

GEORGE BRUNO - Incumbent Member-at-Large ☐

(Write-in) _____ ☐

Region Three – State of NJ and PA

HOWARD PFEIFER - Incumbent Three Rivers ☐

(Write in) _____ ☐

Region Four – States of CT, MA, ME, NH, NY, RI, VT.

MICHAEL FIORENZA - Interim Member-at-Large ☐

(Write in) _____ ☐

Region Five – States of IA, IL, IN, MI, MN, ND, NE. OH, SD, WI.

BILL "SPEED" HINDS – interim Ohio Valley ☐

(Write in) _____ ☐

Region Six – States of AR, AZ, KS, LA, MO, NM, OK, TX

BOB ROSS – incumbent Member-at-Large ☐

(Write-in) _____ ☐

Region Seven – States of AK, CO, ID, MT, NV, OR, UT, WA, WY

CAROLE GUTIERREZ – Incumbent Oregon ☐

(Write-in) _____

Region Eight – States of CA & HI

LARRY STARN – Incumbent North Bay Mariners ☐

(Write-in) _____

PROPOSAL FOR CHANGES TO AMMV CONSTITUTION & BY-LAWS

As submitted by Capt. Christopher Edyvean, Mid-West chapter and Richard "Ben" Benjamin, MAL.
Proposal reprinted elsewhere in the AMMV NEWS Magazine

YES

☐

NO

☐

MOTION OF SUPPORT – Resolution to support H.R. 1240

Submitted by Captain Christopher J. Edyvean – Mid-West chapter.
Reprinted elsewhere is this AMMV NEWS Magazine

YES

☐

NO

☐

PLEASE MAKE YOUR VOTE COUNT

Return to the National Office by March 7, 2018 or if you are attending the 32st National convention in St. Louis, MO on March 14 – 18, 2018, bring it and present it to Sindy Raymond or Richard "Ben" Benjamin, Credentials Chairman, there.

Member at Large signature: _____

Date: _____

MOTION: APPROVE CONSTITUTION AND BYLAW MODIFICATIONS TO MEET CURRENT AND FUTURE BUSINESS REQUIREMENTS.

Submitted by: Capt. Christopher J. Edyvean, Midwest Chapter, and Richard “Ben” Benjamin, MAL & Credentials Officer

Purpose: To bring AMMV Constitution and Bylaws up to date with current member and business requirements.

Background: AMMV has evolved significantly related to fewer Chapters and significantly increased Members-at-Large (MAL). Business requirements for voting are affected by quorum requirements and appropriate recognition of voting for all members.

Constitution and By-Law modification recommendations:

PREAMBLE

CURRENT: The American Merchant Marine Veterans is a not for profit.

REPLACE WITH: The American Merchant Marine Veterans (AMMV) is a not for profit.

CONSTITUTION

Article VII – AMENDMENTS TO THE CONSTITUTION AND BYLAWS

DELETE: 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.

REPLACE WITH: Amendments to this Constitution and By-Laws may be proposed by a Motion adopted by the Board of Directors and approved by a majority vote of the membership votes officially cast.

BY-LAWS

ARTICLE 1 - MEMBERSHIP

- A. 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.
- B. Application for membership shall be accompanied by national dues. Applicants must meet eligibility requirements as described in the Constitution.
- C. At some future date, life membership may be available upon payment of life membership dues as established by the National Board of Directors.
- DELETE: D. A member belonging to more than one Chapter has voting rights in his home Chapter that pays his National dues.**
- D. 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.
- E. 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

No proposed changes in Section 201.

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

- A. **DELETE:** 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.
REPLACE WITH: A. To be eligible for any National or Regional Vice President office, the candidate must be a member in good standing. A member may hold one elective office and more than one appointive office. Elections for National office will be held on odd numbered years; elections for Regional Vice President office will be held on even numbered years.
- B. **DELETE:** 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.
REPLACE WITH: B. All persons seeking National or Regional Vice President office (including those eligible for re-election) shall notify AMMV National Headquarters (Office Administrator) and/or the National President by mail or email by December 31st of the year prior to desired election. Beginning on January 1st of any given election year, no previously undeclared candidate(s) will be considered. Nominations “from the floor” during the National Convention for any National or Regional Vice President office(s) will not be allowed.

All elected National Officers or Regional Vice Presidents 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, they are declared installed by declaration. 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.

- C. **DELETE (covered above for RVP):** 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

- A. 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.
- B. **DELETE:** The National Secretary shall notify all Chapters of the National Convention, not less than sixty (60) days prior to the annual convention. **REPLACE WITH: B. The AMMV News magazine (official quarterly publication of the AMMV organization) shall serve as official notice to all members and existing chapters of the National Convention dates, location, and details.**
- C. **DELETE:** The National Convention site shall be voted on at the current National Convention for the following two years and will be rotated sectionally. **REPLACE ABOVE WITH: C. The National Convention location should, when possible, be rotated by Region.**
- D. **DELETE:** 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. **REPLACE WITH: D. The minutes from the National Convention will be published in the next regularly scheduled issue of the official publication (AMMV News).**
- E. The purpose of this convention shall be to conduct business necessary for the efficient operation of the organization.
- F. **DELETE w/ no replacement language:** 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.

One proposed change in Section 204:

- B. REGIONAL VICE-PRESIDENT
1. The National Regional Vice President shall assist the President and the Chapter Executive Officers **ADD: (CEO)** and Board of Directors in the operations of their respective districts when needed.

SECTION 205 – NATIONAL BOARD OF DIRECTORS.

- A. 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, **ADD: per proxy**, a member in good standing to fulfill his duties. **DELETE:** A letter to this effect shall be submitted to the National President before said meeting by the Board of Directors member unable to attend. **REPLACE WITH: The Board of Directors member unable to attend shall submit a Proxy letter to this effect to the National President before said meeting.**
- B. 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.
- C. 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.
- D. 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

ADD: Voting procedures (excluding full Board voting) outlined under Section 206 (A), paragraphs 1-4, will apply only for the purposes of voting on organizational Resolutions and/or other incidental business that may arise at the National Convention; Voting for National and Regional officers will be conducted via a mail ballot system as defined in Section 206 (C); voting on proposed changes to the AMMV Constitution and By-Laws shall also be conducted via a mail ballot system per Section 501 (A).

- a. **DELETE:** 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. **REPLACE WITH: 1. Each local Chapter, at a regular meeting prior to the National Convention shall select a delegate or delegates to the National Convention to represent the local Chapter members. The delegate or delegates shall represent the voice of their Chapter.**
- b. **DELETE:** The local Chapter Executive Officer shall certify their 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. **REPLACE WITH: 2. The local Chapter Executive Officer shall certify their Chapter delegates to represent the 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. If the CEO is not attending the Convention, a delegate may be designated to serve as representative of the CEO, for Convention Board of Directors business. Such credentials letter shall be initiated by each individual chapter.**
- c. **DELETE:** 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. **REPLACE WITH: 3. Each delegate will present the credentials letter to the Nominating & Credentials Officer prior to the first business meeting of the National Convention. The Nominating & Credentials Officer, with assistance from the National Office Administrator, will verify the credentials letters and determine if each member listed is in fact a bona fide member.**

2. **DELETE:** 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.
REPLACE WITH: 4. National delegates who have not presented their credentials to the Nominating & Credentials Officer before the Convention has been called to order will not be permitted to vote.
 3. **DELETE with no replacement language:** A Chapter unable to send a delegate to the Convention may give their voting proxy to another AMMV Chapter.
 4. **DELETE with no replacement language:** 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.
 7. **DELETE with no replacement language:** 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.
- B. VOTING BY INDIVIDUALS
- DELETE:** 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.
REPLACE WITH: National members in good standing with “Member-At-Large” status, while attending the National Convention, may cast an individual vote in each instance where a vote for an organizational Resolution or other incidental (non-Board) business is called for. Voting for National and Regional officers will be conducted via a mail ballot system as defined in Section 206 (C); voting on proposed changes to the AMMV Constitution and By-Laws will be performed in conjunction with the mail balloting system for officers, as mandated in Section 501 (A).
- C. COUNTING AND RECORDING THE BALLOTS BY COMMITTEE
- DELETE:** 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.
REPLACE WITH: (1) On any given election cycle, ballots for National offices or Regional Vice President offices shall be mailed by AMMV HQ to all National members-in-good-standing, regardless of whether such members are members of a chapter or Members-At-Large, and regardless of whether such members are full or associate members.
(2) Each ballot will include a return envelope with the current address of the AMMV National Office Administrator.
(3) The National Office Administrator will collect and transport all received ballots to the National Convention. All ballot envelopes will remain unopened.
(4) A three-person Ballot Committee will be selected during the general business session to officially tally the votes and declare a winner for each contested office and declare a result of each proposed change to the AMMV Constitution & By-Laws.
(5) Any member-in-good-standing who wishes to protest and personally review the results may do so in the company of the selected three-person Ballot Committee and at least two officers (National and/or RVP). If such a recount is called for, it must be conducted on the same business day as the original count.
(6) If only one candidate for a given office has been established per Section 202 (B), then such candidate will be considered the winner of said office; no counting/tallying will be necessary.
(7) On any given election cycle, if all candidates qualifying per Section 202 (B) are unopposed, then such candidates will be considered the winners of their pursued offices; and, if simultaneously, there are no proposed changes to the AMMV Constitution & By-Laws, then no mail balloting will be conducted during such election cycle.

SECTION 207 – APPOINTED OFFICERS

One proposed change in Section 207:

ADD: 6. NOMINATING & CREDENTIALS OFFICER – the Nominating & Credentials Officer shall oversee all nomination, election, and Ballot Committee activities in strict accordance with AMMV’s Constitution & By-Laws, and make any decisions which should arise in such areas.

SECTION 208 – STANDING COMMITTEES

- A. 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.
1. **DELETE: VETERANS COMMITTEE** –
REPLACE WITH: VETERANS AFFAIRS COMMITTEE -To compile information that will benefit Veterans, form policies beneficial to Veterans. Establish relations with other Service Veterans’ organizations.
(note: same committee; only clarifying name)
 2. EDITORIAL COMMITTEE – To assist the Editor of the official publication whenever necessary and submit any policy changes to the Board of Directors.
 3. CONVENTION COMMITTEE – **DELETE:** 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.
REPLACE WITH: The Convention Committee will oversee the planning and execution of our annual National Convention, including all financial duties and the production of the convention program book (aka Memory Book).
 4. 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.
 5. CONSTITUTION AND BYLAWS COMMITTEE
 6. **DETETE (with no replacement language): NOMINATING COMMITTEE**
ADD: 6. INTERNET & SOCIAL MEDIA COMMITTEE - This committee shall oversee the official AMMV website and all official AMMV social media platforms such as Facebook, Twitter, etc. Committee members shall supervise the volunteers who run these sites to ensure that AMMV’s views are properly represented.
 7. **DELETE (with no replacement language): AUDIT AND BUDGET COMMITTEE**

ADD: 7. SPECIAL PROJECTS & VETERANS OUTREACH – This committee will work under direction of the National President to facilitate advance outreach efforts and to carry out special projects based upon the needs of the organization.

8. MEMBERSHIP COMMITTEE ADD: This committee will work diligently to recruit new members and to retain existing members.

- B. 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

No proposed changes in Section 209.

SECTION 210 – NATIONAL DUES

No proposed changes in Section 210.

SECTION 211 – BUDGET

No proposed changes in Section 211.

ARTICLE III - CHAPTERS

SECTION 301 – FORMATION – CHARTERING

No proposed changes in Section 301.

SECTION 302- SUSPENSION AND REVOCATION OF CHARTER.

No proposed changes in Section 302.

SECTION 303 – CHAPTER DUES

No proposed changes in Section 303.

SECTION 304 – ELIGIBILITY TO OFFICE

No proposed changes in Section 304.

SECTION 305 – VOTING PROCEDURE

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

REPLACE WITH: Chapter members must also hold National member status to receive mail-in ballots as described throughout Section 206 and in Section 501 (A).

ARTICLE IV – WELFARE FUND

SECTION 401 – PURPOSE

No proposed changes in Section 401.

SECTION 402 – ACCOUNTING

No proposed changes in Section 402.

ARTICLE V – AMENDMENTS

SECTION 501 – AMENDMENTS

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

REPLACE WITH: A. The AMMV Constitution and ByLaws shall be amended by a majority vote of officially cast ballots per a mail balloting system which will be performed in conjunction with the mail balloting for National and Regional Officers.

- B. **DELETE:** 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.

REPLACE WITH: B. 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.

- C. 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.

- D. **DELETE (with no replacement language):** 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

One proposed change in Section 601.

- E. **DELETE:** All remaining assets shall be distributed equally between the four (4) Merchant Marine Memorial ships:

1. SS Jeremiah O'Brien
2. SS Lane Victory
3. SS American Victory
4. SS John Brown

REPLACE WITH: E. All remaining assets shall be distributed equally between the five (5) WWII Merchant Marine Memorial ships:

1. SS Jeremiah O'Brien
2. SS Lane Victory
3. SS American Victory
4. SS John Brown
5. SS Red Oak Victory

ARTICLE VII – GRIEVANCES AND LITIGATION

No proposed changes to Article VII.

Resolution: Organizational Support of H.R. 1240: Energizing American Maritime Act

Submitted by: Capt. Christopher J. Edyvean, Midwest Chapter

Purpose: To see the AMMV organization formally voice support of H.R. 1240; and to encourage our individual members to contact their respective Congressional representatives in support of this legislation.

Background: As of August 2017, our U.S.-flagged oceangoing fleet is down to under 80 vessels. We are at serious risk as to not having enough vessel capacity to supply our armed forces in the event of a sustained military conflict or war. We are also at risk of having insignificant numbers of qualified U.S. Merchant Mariners available to serve aboard our vessels in any prolonged military crisis. As proven in previous conflicts, the United States cannot depend upon foreign owned/crewed vessels to carry military cargo into a war zone. We must reverse the trend of our declining U.S.-flagged fleet and ensure that a pool of trained U.S. Merchant Mariners exists to serve in times of conflict. H.R. 1240 in the 115th Congress would boost U.S.-flagged tonnage by mandating that increasing percentages of LNG and crude oil cargoes are exported aboard U.S. vessels manned by U.S. Merchant Mariners. Although these vessels are unlikely to be used directly in a military conflict, H.R. 1240 would be a healthy springboard for increasing our pool of trained, loyal U.S. Merchant Mariners. In addition, H.R. 1240 would increase national security by seeing larger percentages of properly vetted Merchant Mariners in our ports and facilities.

Text of legislation:

*115th CONGRESS- 1st Session
H. R. 1240- THE HOUSE OF REPRESENTATIVES
February 28, 2017*

Mr. Garamendi (for himself, Mr. Duncan of Tennessee, and Mr. Hunter) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Foreign Affairs, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To require a certain percentage of liquefied natural gas and crude oil exports be transported on vessels documented under the laws of the United States, and for other purposes.

Short title

This Act may be cited as the Energizing American Maritime Act.

National policy on strategic energy asset export transportation

LNG exports

Findings

Congress finds the following:

Liquefied natural gas (LNG) is an explosive gas that can be hazardous to national import and export terminals and ports when mishandled.

LNG is a strategic national asset, the export of which will be used to preserve the United States tanker fleet and skilled mariner workforce that are essential to national security.

For the safety and security of the United States, LNG should be exported on vessels documented under the laws of the United States.

Requirement

Section 3 of the Natural Gas Act (15 U.S.C. 717b) is amended by adding at the end the following:

(g) Transportation of exports of LNG on vessels documented under laws of the United States

As a condition for approval of any authorization to export liquefied natural gas, the Secretary of Energy shall require the applicant to transport the authorized exports on vessels documented under the laws of the United States, as follows:

Fifteen percent of the liquefied natural gas authorized to be exported in each of 2020, 2021, 2022, 2023, and 2024.

(2) Thirty percent of the liquefied natural gas authorized to be exported in 2025 and each year thereafter.

(3) Opportunities for licensed and unlicensed mariners

Each Federal official responsible for the issuance of a permit authorizing the export of liquefied natural gas shall require, as a condition and term of the permit, that the permittee shall provide opportunities for United States licensed and unlicensed mariners to receive experience and training necessary for them to become credentialed in working on a liquefied natural gas vessel.

Crude oil

Section 101 of title I of division O of the Consolidated Appropriations Act, 2016 (42 U.S.C. 6212a) is amended—

in subsection (b), by striking subsections (c) and (d) and inserting subsections (c), (d), and (e); by re-designating subsection (e) as subsection (f); and

by inserting after subsection (d) the following:

(e) Transportation of exports of crude oil on vessels documented under laws of the United States

As a condition to export crude oil, the President shall require an applicant to transport the exports on vessels documented under the laws of the United States, as follows:

Fifteen percent of the crude oil to be exported in each of 2020, 2021, 2022, 2023, and 2024.

Thirty percent of the crude oil to be exported in 2025 and each year thereafter.

Conclusion: Therefore, it be resolved at the 32nd annual National Convention of the American Merchant Marine Veterans, held in St. Louis, MO, that the AMMV organization go on record in supporting H.R. 1240: The Energizing American Maritime Act in the 115th Congress.

HULL 488

While AMMV is not typically in the business of promoting consumable products, occasionally something interesting pops up that fits our patriotic and historical interests.

Most of our readers are familiar with the *SS United States*, which was designed by William Francis Gibbs. The “Big U” slid down the rails as Hull 488 on June 23, 1951 and sailed for nearly two decades, retiring in 1969.

Tradition Brewing Company of Newport News, VA has captured the spirit of the *SS United States* with Hull 488 beer, which was launched in 2017. The company uniquely names many of its craft beers based on pieces of American heritage.

Recently, AMMV interviewed Tradition Brewing Company General Manager/Co-Founder Andy Beale to learn more about the company and its vision of honoring American traditions. (AMMV will have some Hull 488 on hand at our St. Louis convention!)

Could you tell us a bit about Tradition Brewing?

Tradition Brewing Company is a microbrewery that opened in Newport News, VA in June of 2016. We produce a wide variety of ale and lagers; a mix of core offerings that are offered year-round, seasonal styles and limited release offerings. Our beer names are derived from a variety of Traditions, whether personal, local, or cultural, and we take pride in finding the perfect name for our proudly brewed beers!

What led to your company naming a beer after the *SS United States*?

The shipbuilding industry is the backbone of our community, employing over 20,000 people who dedicate their lives to building the ships and submarines that keep the world safe. We have the best shipbuilders in the world right here in our backyard, and that makes us proud! We did quite a bit of research about the Newport News Shipbuilding Company during the development of our beer names, and came across Hull 488 in a manifest of ships

built in Newport News. The name *SS United States* carries great weight for obvious reasons, but as we dug deeper we discovered that it was designed by a man named William Francis Gibbs. Mr. Gibbs was once the greatest naval architect in the world, and the company bearing his moniker,

Gibbs & Cox, is still in business today. They are our next-door neighbors here at the brewery, and have provided us a remarkable opportunity to learn more about the Big U. The more we find out about the ongoing effort to preserve and restore the ship, the more passionate we became about helping out. It is the first beer we put into cans, and we give 10% of those sales back to the *SS United States* Conservancy to help with their efforts. It has become our passion project, as well. Year to date (fall 2017) we have donated \$4,000 to help save the ship! **Has there been any positive feedback from maritime enthusiasts in naming a beer after a classic American vessel?**

The feedback has been extremely positive from everyone we have encountered. Hull 488 cans were first released in

February 2017, and we had visitors from hours away attend the release party, where we displayed multiple artifacts from the ship and had Susan Gibbs speak on behalf of the Conservancy.

We have been fortunate to have people reach out to us from all over the country, asking where they can buy the beer, or whether we can ship them a shirt or glass. The answer to the last two requests is always yes, but unfortunately, we cannot ship the beer. At the moment, Hull 488 cans are available for purchase throughout Hampton Roads, VA. We are currently looking for distribution partners in multiple east coast cities, and have interest in developing a broader network of distribution to help spread the word about the ongoing effort to preserve the Big U!

Websites:

Tradition Brewing Company: <http://traditionbrewing.com/>
SS United States Conservancy: <http://www.ssusc.org/>





Membership Application for:

AMMV MEMBER-AT-LARGE

(To join an organized Chapter, please contact AMMV HQ for further information.)

If you have served in the U.S. Merchant Marine at any time during Peace or War, or are a Veteran of any U.S. service branch, or are a family member/descendent/wife/widow of a WWII MM vet, then you are eligible to become a member of AMMV. Climb aboard and join us as we strive to educate the public about the role which the U.S. Merchant Marine has played throughout American history.

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



Join online at ammv.us or complete the following information and send to National Headquarters:

NAME: _____ PHONE: _____

ADDRESS: _____

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D.O.B: _____ DATE OF APPLICATION: _____

Do you have a DD214? _____ If so, from what service(s)? _____

Member-At-Large Dues are \$32 annually (July 1st through June 30th). Send check or money order for \$32 to:

***American Merchant Marine Veterans
P.O. Box 2024, Darien, CT 06820-2024***

Questions? Please call AMMV HQ: (475) 470-9200; email ammermarvets@gmail.com

All Things Marine!

Don Scafidi Marine Artist

His works are often precise depictions of boats on the water, with lines, sails, hulls and tillers drawn with almost photographic realism capturing the beauty and solitude of life on the water. An artist whose work is much sought after by collectors of marine-related imagery, Scafidi's artistic education happened while at sea. He captained merchant marine vessels and served as Maritime Attaché in Italy and Greece, U.S. delegate to NATO.

Scafidi is a Graduate of the United States Merchant Marine Academy and owned his own shipping company before retiring.

In 1996 he began his three-year trek, traversing the Caribbean with his wife and family on their wooden ketch Blew Max. After they landed on St. Croix Scafidi set up his studio where he painted island scenes for the locals as well as doing yacht portraits. They stayed for ten years..

He has been commissioned by 'yachties' everywhere to portrait their boats. Quite a few of his commissioned works have been for museums, such as the USS Battleship Alabama (*USS Battleship Alabama Coming Home*); the Galveston Historical Foundation (*Elissa*); Biloxi Seafood Industry Museum (*The Schooner Glenn L. Swetman*); the fine arts Museum in Frederiksted, St Croix and others.

Scafidi is a hard man to find but he is recently known to live on the Gulf Coast in Mississippi! But he makes his work available in cards and prints.



www.donscafidi.com
to order.

25% of the purchase
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