American Merchant Marine Veterans

AMWINEWS

MAGAZINE





FALL 2017

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•	The "Just Compensation" Story





Friday. March 16, 2018 10:30 a.m. to 4:30 p.m. (10.30 a.m. to 4:30 p.m.)

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\$40
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includes
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gratuities

Chesterfield Memorial Park

Lumiere Casino



American Merchant Marine Veterans 32nd National Convention March 14-18, 2018 St. Louis, MO



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National President Capt. Chris Edyvean

Mark your calendars for our 32nd National Convention!



Our 2018 National Convention will kick-off about ten days earlier than the prior year, so we've adjusted our organizational schedule accordingly. In fact, we are already accepting registrations for this annual event, to be held March 14th – 18th in St. Louis. Details are finalized with complete information to be found within this

News issue. An exciting bus tour is planned which provides an opportunity to sample St. Louis. Also, many non-scheduled shopping and sight-seeing options can be found nearby. Our favorite entertainment duo Sally & Roy will return; a St. Patrick's Day themed show scheduled for the 17th. Meanwhile, your Convention Committee is working hard to recruit interesting guest speakers.

Memory Book participation

The Memory Book (aka convention program book) is a critical element to the success of each convention. This publication offers an avenue to support our convention by placing a paid advertisement, tribute, or message. Individuals, chapters, and outside organizations & businesses may contribute. All attendees and advertisers receive a copy; excess copies are later sold and/or used for future outreach purposes. All in all, many people get a look at this outstanding publication, so please don't delay in purchasing your Memory Book space!

Proposed changes to AMMV By-Laws

In my summer report, I called attention to the fact that AMMV can no longer be considered chapter-based. Over half of our members are now "Members-at-Large", a trend that will only increase. Because our Constitution & By-Laws were constructed to serve a chapter-based organization, AMMV has reached the boiling point in which we are so handcuffed by our own By-Laws that we are almost unable to conduct organizational business.

Many proposed revisions to our By-Laws have been drafted and are printed in this News issue, to be voted on at the National Convention. The primary area of focus is the modernization of our voting procedures. If approved, these changes would create a ballot-by-mail system, allowing all members-in-good standing to vote remotely. Other provisions within this proposal would serve in reducing the paperwork burden of the National Office Administrator and existing chapter leadership. Since so many of these suggested changes are intertwined, this must be presented as an "all or none" proposal. I hope that you will support these revisions after reviewing and considering the need for such.

AMMV National Office is "moving" soon

The Executive Board of Directors is in the final stages of hiring our next National Office Administrator, who will officially take over from Sindy Raymond at the start of 2018. An official announcement will be included in the winter edition of the News, with complete contact information for the new Administrator and AMMV Headquarters. Thankfully, Sindy has agreed to remain aboard as our News Editor and will be involved with the ongoing training and guidance of our new hire.

WWII Merchant Marine compensation legislation

For the benefit of our newer and younger members, a feature has been included in this issue which conveys the history of WWII Merchant Marine compensation legislation. It has been a tedious, exhausting, and unfinished struggle to see legislation passed. I suggest that anyone unfamiliar with this history become acquainted. The current bill, H.R. 154: The Honoring Our WWII Merchant Mariners Act of 2017, continues to move slowly with only 30 co-sponsors. Our volunteer team has been working diligently to find a Senator to introduce a companion bill. While there have been some leads, we have yet to find that special someone willing to commit. Please take the time to contact your district's House Representative and Senators regarding the importance of this legislation.

Until next time, I wish all of our members and supporters a wonderful autumn season.

Capt. Christopher Edyvean

Christoph J. Edysean



National Vice President **Christian Yuhas**

Greetings to all Merchant Marine Veterans (of all conflicts – past and present), active and retired Merchant Mariners, maritime cadets training in our nations Mari-



time Academies, and those individuals and organizations that understand and support the need for a strong domestic maritime industry.

The American Merchant Marine is in continual state of decline. The number of U.S. Flagged Ships and U.S. licensed

mariners qualified to operate them gets smaller each year. The decline in the domestic maritime industry can be attributed to less expensive offshore alternatives offered by the foreign fleet, increasing regulations which drive up domestic shipbuilding costs and an overarching desire for American companies to save money at the expense of American jobs and the security of our nation in time of war and peace.

As the number of ships in the U.S. fleet declines, so does the pool of U.S. mariners qualified to operate them. The nation's 3 major maritime unions; MEBA, MM&P and SIU still have sailing jobs. Although jobs on U.S. vessels are still available, the union halls are much less busy, as fewer mariners compete for fewer jobs. As U.S. companies compete to reduce costs, wages and benefits are being cut, further reducing the number of qualified sailors willing to spend their career at sea.

What can we do?

Strengthen the Jones Act and create new legislation that builds the American Merchant Marine and America's shipbuilding capabilities. Require American companies to use U.S. crews and U.S. ships. Legislation such as Congressman John Garamendi's "Energizing American Maritime Act" would require up to 30% of exports of LNG and crude oil to be carried on U.S. built vessels crewed by the U.S. Merchant Marine. We should not rely on vessels controlled by foreign governments to move our strategic national energy assets. We implore other legislators to follow Congressman Garamendi's lead and create legislation that protects our national supply of domestic energy and creates

JOBS for Americans, both at sea and in the ship yards that fabricate the ships required to move our cargo.

Create a national merchant marine reserve program that will guarantee we have enough qualified and licensed mariners available to operate the nations ready reserve fleet in time of war or national emergency. The alarm bells have sounded; we do not have enough qualified mariners. If called to duty, the U.S. only has enough mariners available to crew up the initial surge of vessels needed; there are not enough relief mariners to go to sea after the first wave of mariners needs to be relieved. This problem may be solved by ensuring that mariners retain the skills and documentation needed to go to sea after they retire or move to a career ashore. Mariners retaining their documents and skills would be REQUIRED to sail (like other armed forces reserve programs), in exchange for a federal and state tax-free status, or other incentives.

Identify opportunities to create new JOBS and build new SHIPS in America. I have recently completed my Masters of Science Degree in Marine Engineering and Transportation Management at the California Maritime Academy. My Capstone (thesis) was on creating a new public interisland ferry system for the State of Hawaii, and recommending hull design and fuel options for those vessels. I advocate that a public interisland ferry system is needed for the Hawaiian Islands, and that these vessels should be of a mono hull construction that will utilize LNG as a marine fuel. LNG powered mono hull ferry vessels could be MADE IN AMERICA and reduce the negative effects of burning traditional marine fuels in Hawaii's Emission Control Area by burning LNG. Hawaii would also benefit as a distribution hub for the LNG produced in America, and distribute it to the rest of the world, resulting in JOBS and U.S. energy independence.

Acknowledge and compensate American Merchant Marine Veterans that served in WW2 by passing legislation HR-154 "Honoring our WW2 Merchant Mariners Act of 2017". This bill establishes in the U.S. treasury the Merchant Mariner Equity Compensation Fund from which the Department of Veterans Affairs is to make one payment of \$25,000 to everyone who, between December 7, 1941 and December 31, 1946, who was a documented member of the U.S. Merchant Marine. Of the 400,000 lives lost in WW2, 1 in 24 were merchant mariners. Currently there are 30 co-signers to this important bill, and more are needed to

pass the House and the Senate. Contact your representative today and request that they sign on to this all-important legislation as soon as possible, as our WW2 Merchant Marine Veterans deserve this for their service and sacrifice.

I would like to thank each of you for your support of the AMMV and the American Maritime Industry. Be pro-

active, as together we can create change in our country and industry. Each of us has a voice, use it.

Long live the American Merchant Marine!

Christian Yuhas

LINKS:

The U.S. Merchant Marine Vessel inventory 2017 from MARAD (178 ships total – 98 Jones Act Eligible) https://www.marad.dot.gov/consolidated_20170701/

Christian Yuhas Capstone report regarding new Hawaiian Interisland Ferry Vessels utilizing mono hull vessels burning LNG http://csum-dspace.calstate.edu/handle/10211.3/195990

Create a new Merchant Marine Reserve petition on change.org

https://www.change.org/p/paul-n-jaenichen-sr-create-a-new-merchant-marine-reserve-program-for-the-usa



Men And Their Cars

Our hard-working and dedicated National President Capt. Chris recently sent us a message that he has applied for the State of Wisconsin personalized license plates for his car – AMMV 84. And the other day he told us he was getting a new car to wear them.

About that same time, National Vice President Christian Yuhas sent us this picture of his old, well-loved pickup with personalized California license plates.

Christian's 1956 Chevrolet pickup truck represents all Merchant Marine Veterans. This 3200 series long bed was originally an Oakland Tribune newspaper delivery truck and was given to Christian's grandfather in 1958. His grandfather was a WWII veteran, having served on submarines during the war.

Do you have a favorite personalized license on your car? If so, please send picture and details.



National Secretary **Shirley Cauble**

Well, here we are and it is time once again to check in with all of you. Of course, there has been so much happening since we last "talked" that it is hard to know where we



stopped and where to begin again. But for now, I want you to know how much I appreciate your concern and kindness over the past few months with Nelson's death. It is still hard to accept, but of course there is no other option. Your cards, calls and support for me have been a real blessing that has kept me going through these dark days. I thank each one of you for your thoughts and prayers.

It is very hard to give him up after 70 years together.

The national AMMV convention is coming up in the next few months, and I know that all who are able to be there will find it a really enjoyable event. I'm trying hard now to deal with the facts and think, considering my job title, that I should be there. But then I realize that traveling

that far and doing it alone at my age, will be a decision I will have to make and will be decided soon. The years go by too fast.

Our time together is slipping away much too quickly. This was made very clear to me a few weeks ago when my Grants Pass, OR high school class of '47 (yes, you read that right!) met for our annual luncheon. 70 years! Back then, we watched some of classmates go off to war. Some never came home. I was busy learning from Miss Fox how to put a new ribbon in a typewriter and how to take dictation in shorthand. I never got to use all this knowledge. I got married instead! So, today, I urge those of us still here to take every opportunity to keep our AMMV up and alive, for as long as possible. We need to make our History known, wherever and whenever possible, and hold our banners high!

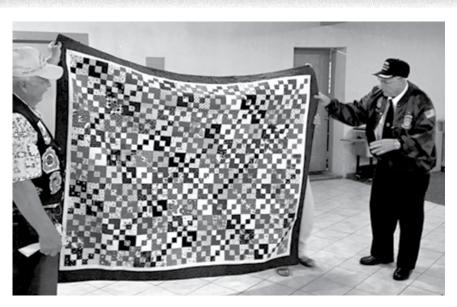
I salute all those who are working so hard to do just that. Sure wish I was younger and could do more.

eley Jankle

My love to you all.

SHIRLEY J. CAUBLE

National Secretary



Robert Cauble, Oregon chapter member and brother of the late Nelson Cauble, was recently honored with the gift of a quilt, especially made for him by members of a Korean War submarine group that he belongs too. He's looking forward to cuddling up under the quilt on those frosty State of Washington Winter nights.



National Treasurer **John Pitts**



When I visited friends in Boston last October, they knew of my interest in WWII history and involvement in the American Merchant Marine Veteran's Memorial & Walls of Honor in San Pedro, California, and my efforts to include the US Merchant Marine Veterans in a display in the National WWII museum

in New Orleans. They took me to the new International Museum of WWII in Natick, Massachusetts, a few miles west of Boston.



Kenneth Rendell, one of the world's premier dealers in autographs, letters and manuscripts from WWII, is responsible for the Museum which is stocked with not only diaries and correspondence, but actual weapons, pictures, paintings and clothing, some worn by Adolf Hitler. The Museum

traces the history of WWII from beginning to end by chronologically displaying actual artifacts in the areas appropriate to the theatre of the war or the time period they were employed.

The attention to detail is enormous and worth seeing with several displays encouraging the touching and handling of some artifacts.

However, as with other museums, memorials and displays re-



lated to WWII, this Museum is completely empty of the US Merchant Marine involvement in WWII. There is no story being told of the numerous acts, singularly or as a unit, describing the role of the US Merchant Marine in WWII.

After touring the Museum, I spoke with Mr. Rendell and told him of my disappointment in seeing no evidence of the US Merchant Marine in WWII in his Museum.

This International Museum of WWII in Natick has been described by London's Imperial War Museum as "containing the most comprehensive display of original World War II artifacts on exhibit anywhere in the world."

My reason for writing this article is to inform and encourage others to let Mr. Rendell know that his Museum, dedicated to telling the tale of WWII, will not be complete until it contains artifacts telling of the dedication, sacrifice, and tide-turning role the US Merchant Marine served in making the Allied powers successful in defeating the Axis powers in WWII.

I would be glad to donate any US Merchant Marine artifacts from the WWII era, but don't want them to sit in a

box in a storage room unseen by the public, which like much of the story of the involvement and contribution of the US Merchant Marine in WWII, is what is being done now.

For more information, see the Website: https://museumofworldwarii.org

Fraternally,

JOHN PITTS National Treasurer



Editor / AMMV Office Administrator

Sindy Raymond

WELCOME NEWS FIRST:



First off, we at AMMV want to welcome all of the new members who came aboard after the Naval Armed Guard (NAG) mailing that we did to members of the Pointer group, thanks to a list supplied by Charles A. Lloyd, Editor of the POINTER magazine. NAG members are much appreciated by AMMV and we hope that our NEWS Magazine will

keep them happy - we'll try!

HISTORICAL INFORMATION ON OUR LEGISLATIVE EFFORTS:

Later in this issue, you'll find a historical article on our Just Compensation/Just Recognition efforts since 2003. I felt this piece was really important, since we now have so many post-WWII members, who are unaware of how hard we all have worked on the legislative efforts for Just Compensation/Just Recognition of the WWII Merchant Mariners over the years. I don't mind admitting that I cringe when I'm asked "Who is Ian Allison?" I really feel that I've slacked on my efforts here at the AMMV NEWS by not featuring our historical legislative efforts more prominently.

For that piece, I asked Mark Gleeson for help, which he promptly supplied and I am very grateful to him for his help, even if our opinions about things differed from time to time. You will see, with the article, some "archival" photos

l to r: SIU President Mike Sacco, yours truly, Co-Chairman JCC Ian T. Allison

but when I found the one on this page, I really felt that time doth fly! President Mike Sacco of the Seafarers International Union (SIU) attended our 2007 National convention at MI-TAGS in Baltimore to pledge support of our cause by SIU. Ian insisted on this picture. I believe the photographer was SIU Executive Vice President Augie Tellez. Wouldn't you agree that neither Mike Sacco nor I have changed in the last 10 years? (Joke!)

REMINDER: IF YOU HAVEN'T ALREADY PAID YOUR DUES:

Yes, I'm "NUDGING"! But AMMV does function on dues from our members and since this is a new fiscal year – July 1st, 2017 – June 30, 2018, we would greatly appreciate remittal of dues.

Members-at-Large or members of dissolved chapters: (MALs) should send their checks for \$32.00, each person, to AMMV, 2722 Maynes Ct., Santa Rosa, CA 95405-8408. You will receive an updated membership card in the mail. And, please remember, wives, widows and descendants are also eligible for membership in AMMV. Let's sign them up!

<u>Chapter members</u>, please remit your dues for this fiscal year to your chapter's Treasurer.

Dues are really, really important to AMMV, so, PLEASE send yours today, if you haven't already.

CONVENTION TIME IS APPROACHING:

Capt. Chris, Sheila Sova, Patti Scafidi and others are working hard to make the upcoming 32nd National AMMV Convention in St. Louis, MO – March 14-18, 2018 – a roar-

ing success. I, personally, am looking forward to it. After all, it will be my semi-retirement party –let's dance!

A memory book form, convention registration form and other information are featured later in this issue.

See you in St. Louie, Louie.

FAIR WINDS AND SMOOTH SAILING,

Sindy Raymond



Editorial Committee & Graphic Design Contributor Carole Gutierrez

MEET ME IN 2001S 20

2018 Convention

Memory Book

I know it seems a little early to be talking about the convention and its Memory Book, but it really isn't. The

convention is early this year which means deadlines are earlier. In fact, ads and such will be due the end of January.

As you may have noticed, many of our Chapters have

disbanded because membership is shrinking, members mobility is decreasing. and fewer people are willing do the work to keep the chapter going. But many members from these Chapters are keeping their membership as members at large so they are still active with the organization.

That brings me to my point: pages and space in the Memory Book is not just for Chapters or businesses. The Memory Book is a wonderful place to honor a friend or loved one who, maybe, has Crossed the Bar. Now for the objections: (1) It costs too much. The smallest space is one quarter of a page costs just \$45. (2) "I don't know how to create things for the Memory Book." We can and will create your submission for you at no cost. It is a service offered for members because not everyone knows how to create the space, but have an idea of what they would like. The order form can be found elsewhere in this issue.

The Jones Act

CAROLE GUTIERREZ

As part of my responsibilities for the Oregon Chapter, I create their monthly newsletter, the Salty Dog. I comb through other organizations newsletters, such as Sailors Union of the Pacific and Military Sealift Command, looking for stories our members might find interesting. One theme seems to repeating itself over and over – some of our nation's lawmakers are looking for ways to dismantle the Jones Act.

With the hurricane damage to the Commonwealth of Puerto Rico and the Territory of the Virgin Islands, the Jones Act has received national news coverage in main stream media. (Interesting note: A Commonwealth belongs to the U.S. and is just below the status of statehood while a terrirory does not hold the same status. It is an insular posession whose status is below that of a Commonwealth.) The Jones Act has been reported as a "stumbling block" in delivering needed supplies to these storm ravaged American territories. The President, when he waived it, explained that it requires ships delivering goods between American ports be built, owned and crewed by U.S. companies. He felt that rhere were not enough American ships and crews to meet the needs of the territories. *What would happen if there a bigger emergency?*

In my humble opinion, we'll hear about the storms again. The delivery problems will be one more example used in arguments for elimination of this long-held law that protects the U.S. maritime industry. One would think with the President's "America First" and keeping American jobs here agenda, that he would support preserving the Jones Act.

We'll see.

Fall 2017 11 AMMV News Magazine

AMMV Profit & Loss

July through September 2017

Ordinary Income/Expense	
402 · CONTRIBUTIONS	2,937.78
403 · INTEREST INCOME	2,937.76 8.83
405 · MISSION SUPPORT FUND	1,130.00
406 · DVD SALES	60.00
400 · DVD SALES 407 · RECRUITMENT MAIL INCOME	1,360.00
410 · CHAPTER DUES	1,300.00
BSM - BIG SKY MARINERS	140.00
AKG · ALASKA GREATLANDS	126.00
BEE · BEEHIVE MARINERS	100.00
CEC · CENTRAL CALIFORNIA	225.00
DAR · DENNIS ROLAND	2,300.00
EOH · EDWIN O'HARA	75.00
GLD · GOLDEN GATE	1,232.00
GUL · GULFSTREAM	675.00
HIR · HIGH ROLLERS	375.00
JTS · JOHN T. SCHMIDT/PALMETTO	475.00
LON · LONE STAR	200.00
MAL · MEMBERS AT LARGE	23.084.42
MGC · MISSISSIPPI GULF COAST	32.00
NBM · NORTH BAY MARINERS	200.00
NOA · NORTH ATLANTIC	475.00
ORE · OREGON	300.00
ORV · OSWEGO RIVER VALLEY	75.00
PUG · PUGET SOUND	250.00
ROR · ROAD RUNNER	25.00
SAR · SARASOTA-MANATEE	200.00
SSP · SS SAMUEL PARKER	557.00
SWF · SOUTHWEST FLORIDA	165.00
THR · THREE RIVERS	725.00
Total 410 · CHAPTER DUES	32,011.42
Total Income	37,508.03

Expense 500 · FIXED EXPENSE 501 · BANK CHARGE 503 · EQUIP RENTAL 507 · TELEPHONE 508 · RENT/OCCUPANCY 509 · UTILITIES	64.50 150.00 869.05 900.00 300.00
Total 500 · FIXED EXPENSE	2,283.55
520 · MISSION ADVANCE 521 · AWARDS 525 · MISSION SUPPORT EXPENSE	-25.00 1,120.67
Total 520 · MISSION ADVANCE	1,095.67
522 · RECRUITMENT & SPECIAL MAILIN 528 · JCC CLOSING EXPENSE 530 · NEWS LETTER	G 1,949.67 188.00
533 · POSTAGE 536 · PRINTING 537 · GRAPHIC DESIGN 538 · LAYOUT 539 · EDITORIAL FEE	1,909.08 3,653.44 200.00 2,200.00 600.00
Total 530 · NEWS LETTER	8,562.52
550 · PERSONNEL 551 · ADMINISTRATOR	4,650.00
Total 550 · PERSONNEL	4,650.00
560 · OPERATING EXPENSES 564 · OFFICE SUPPLIES 565 · POSTAGE - OFFICE 566 · PRINTING - OFFICE 567 · LICENSES & FEES 568 · TRAVEL EXPENSE	400.60 490.82 48.00 25.00 826.54
Total 560 · OPERATING EXPENSES	1,790.96
Total Expense	20,520.37
Net Ordinary Income	16,987.66
Net Income	16,987.66

Dues for the fiscal year
July 1, 2017 through June 30, 2018
were due July 1st. Please send your
dues to your Chapter or the
National Office soon.

Welcome Aboard to these New Members of the AMMV

JOHN W. ABBATICO	MC DONALD	PA	JESSIE J. LEDET	HOUMA	LA
HOBERT G. ADKINS	HUNTINGTON	WV	CARL J. LINGENFELTER	VANCOUVER	WA
SAMUEL M. BASS	FAYETTEVILLE	NC	GLEN E. LIVENGOOD	OLMSTED TWP.	ОН
JOSEPH N. BAUM, SR.	POMPTON PLAINS	NJ	FRANK A. MAHER	MT. ARLINGTON	NJ
IRVIN J. BENES	LAMPE	MO	EDWARD MALENSKI	WILBRAHAM	MA
LESLIE R. BENNETT	PINCKNEY	MI	LAWRENCE W. MARTIN	WATERLOO	IA
STANLEY J. BOLENSKI	CLEVELAND	ОН	JANET R. MAZUR	ORLAND HILLS	IL
MURL RAY BOTTOMLY	CLEARFIELD	UT	MARTIN E. MC CONNELL	PALM BEACH GARD	
MICHAEL BOYLE	FEDERAL WAY	WA	GRACE M. MC ROBERT	BEAVERTON	OR
PATRICK BRODERICK	MASSENA	NY	HENRY F. MORRIS	WAUCHULA	FL
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The Korean Conflict Service of Timothy D. Sullivan, III

Editor's note: An <u>excerpt</u> from the story of a three-war merchant marine written autobiography of Timothy D. Sullivan, with supplemental information by Michael Helbig The entire story will be submitted by AMMV member Michael Helbig as part of his research into gaining Veterans' status for Korean and Vietnam merchant mariners.

World War II

Tim Sullivan enrolled as an apprentice seaman in the U. S. Maritime Service and trained at Sheepshead Bay, Brooklyn, N.Y. His first assignment was as fireman aboard the U. S. Army Hospital Ship *Chateau Thierry* at Charleston, S.C., from Oct. 2 to Dec. 16, 1944. He wrote:

"We ran to England bringing home wounded troops mostly from D-Day casualties. On Jan. 3, 1945 I joined a Liberty ship, the S.S. *Peter V. Daniel*. With a full load of ammunition for Cherbourg, France, we were unloaded by [liberated] Russian prisoners. We ran in convoy but two days out-bound from N.Y. we lost the convoy in a storm—caught up to it 3 days later in the North Atlantic."

Tim was discharged on Mar. 28 and then went aboard the "Hog Islander" cargo ship *Schoharie* and served from May 25 to Jul. 13, 1945. After WWII he served on various Liberty ships, Victory ships, T-2 tankers and passenger ships as junior engineer, oiler, fireman-watertender and pumpman.

Korean Conflict

"During the Korean War I joined the *Simmons Victory* at Boston [as oiler, Sept. 2, 1950] as she was being refitted. We left Boston and via Panama Canal proceeded to Bangor, Wash., where we were loaded with ammunition including #4 hold full of 500 lb. bombs. Departing Bangor we crossed the Pacific to Korea, anchoring in an open roadstead, Suyeong, near Pusan. Then to Japan where we got orders to go to Inchon,

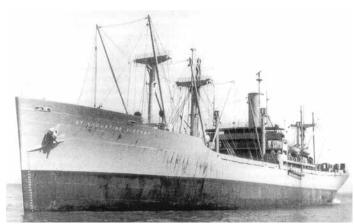
Korea. While the battleship *Missouri* fired her big guns day and night, we loaded approximately 5,000 Korean draftees who we took south to Cheju Island. They just dumped them in the bare holds and fed them a ball of rice about the size of a softball once a day!"

On the return trip Tim got off at



The refugees packed themselves onto any available vessel, including these fishing boats in Hungnam harbor. The sea was the only remaining escape route from the rapidly approaching Communist forces.

U.S. Naval Activities, Sasebo, Japan on Jan. 6, 1951 but subsequently "missed the boat" on departure. Farther on the ship reached Naval Activities, Yokosuka, and after departure on the 7th she arrived at San Francisco via Honolulu on the 19th. He said he worked his way back with others on a different ship and got his belated discharge from the Coast Guard on Feb. 2. No worries.



Taken on San Francisco Bay during the Vietnam sealift, the St. Augustine Victory is shown in ballast, probably shifting to a loading berth. Photo: V.H. Young/L.A. Sawyer.

He wrote:

"After that voyage I joined the *St. Augustine Victory* [on Feb. 3] in San Francisco which proceeded to San Pedro to load gasoline in 55-gallon drums. One night while loading a new USCG warrant officer came aboard and stopped the loading (a big decision) because of bare cargo cluster lights hanging in the hatches. In about four hours we were supplied with water and vapor-proof lights and loading resumed. We left San Pedro and proceeded to Pusan where the entire ship was unloaded. The next day half the gasoline drums were reloaded and taken to Inchon for discharge.

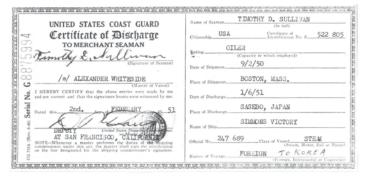
Then to Japan where we reloaded and returned to Inchon. Eventually we came back to Seattle. [on May 28] I went home to Boston, got married, then joined a Liberty ship and took a few loads of coal to Holland and France."

This was another big push by the government using public vessels of the Maritime Administration to deliver desperately needed post-WWII foreign aid to a recovering, war-torn world. All the while, of course, the Military Sea Transportation Service (MSTS) continued to fill the pipeline to Japan and Korea with troop replacements and military cargo. Tim's Victory ship voyages were a part of that critical mission support to U. S. Armed Forces of the United Nations Command fighting the communists in Korea. The Simmons

Victory operated in Korean waters between Nov. 18, 1950 and Dec. 23, 1952, while the *St. Augustine Victory* was present between Sept. 8, 1950 and Mar. 18, 1952.

"In 1952 I went to a private Marine Engineering School and after a USCG exam received a 3rd [Assistant] Engineer license. I served on a Victory ship as 3rd and then went to a C-3 [cargo] type ship (Isthmian Steamship Co.) owned by U.S. Steel."

In 1954, with the end of the Korean conflict, Eastern and coastwise shipping in general were finished, done in by



competition with the railroads and the growing popularity of airline and automobile travel. The American merchant marine was then steadily in decline, once again.

Editor: Timothy Sullivan retired as Chief Engineer in 1983 and passed away in 2016. For his 37-years of service, he was recognized by the Maritime Administration with the following awards:

- · Merchant Marine Emblem (WWII 12-7-41 to 7-25-47)

Timothy D. Sullivan, III

- · Honorable Service [lapel] Button (WWII 12-7-47 to 9-3-45)
- · Atlantic War Zone Medal (WWII 12-7-41 to 11-8-45)
- · Victory Medal (WWII 12-7-41 to 9-3-45)
- · Presidential Testimonial Letter
- · Korean Service Medal (6-30-50 to 9-30-53)
- · Vietnam Service Medal (7-4-65 to 8-15-73)

Our thanks to Michael Helbig for this information and to Tim Sullivan's son, Capt. Jack Sullivan in San Francisco.

Does She Look Familiar?

In WWII, there were lots of women who qualified as "Rosie, the Riveter" out there. One of the "Rosies" was none other than Marilyn Monroe — well before she became "Marilyn the Hollywood star." In this 1945 photo, Marilyn was then 19 yearold Norma Jean Dougherty working at the Radioplane munitions factory in Burbank, California. Monroe was married to Merchant Marine seaman James Dougherty at the time, whom she had wed in June 1942. According to some reports, James was a trainer on Catalina until he was sent overseas. In 1944, Monroe started work at the Radioplane plant, where she was "discovered" by an Army photographer.

In the summer of 1945, Capt. Ronald Reagan of the Army's 1st Motion Picture Unit, sent 26-year-old private David Conover, a professional photographer, on an assignment for *Yank* magazine, the Army weekly. Conover was sent to the Radioplane plant to shoot morale-boosting photographs of pretty girls doing their job to help the war effort.

Conover, on his first encounter with Marilyn at the factory, would later write: "I moved down the assembly line, taking shots of the most attractive employees. None was especially out of the ordinary. I came to a pretty girl putting on propellers and raised the camera to my eye. She had curly ash blond hair and her face was smudged with dirt. I snapped her picture and walked on. Then I stopped,



stunned. She was beautiful. Half child, half woman, her eyes held something that touched and intrigued me."

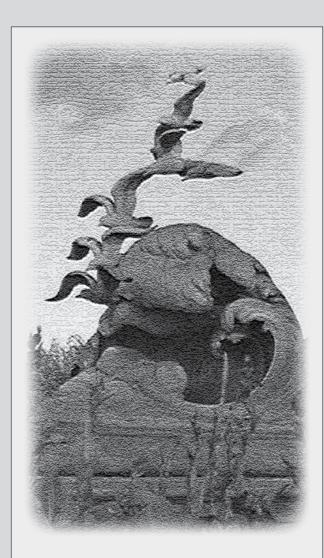
Conover introduced himself to Monroe, and there began a professional relationship. Monroe's appearance and natural ease in front of the camera captivated Conover. He would later write that she had "a luminous quality in her face, a fragility combined with astonishing vibrancy." Upon hearing that she wanted to become an actress, he told her that she would need to become a model, and then spent the next two weeks snapping photos of her, and coaching her on how to pose and "address" the

camera. Thereafter, Conover was sent to the Philippines and the two lost touch.

Monroe, meanwhile, moved out of her mother-in-law's home, stopped writing to her husband, James Dougherty, and filed for divorce in 1946. It was not until 1953 that photographer David Conover learned that Norma Jean Dougherty had become movie star Marilyn Monroe, who would later credit Conover with having "discovered" her. Tutor and student were reunited in 1953 on the set of *Gentlemen Prefer Blondes*.

To learn more about the Conover-Monroe photos, read Conover's 1981 book, *Finding Marilyn*.

In memory of those who have Crossed the Final Bar



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

BENJAMIN H. BLACK **FINNIS BOWMAN** PETER BRADY CHARLES W. BREWER STANLEY I. BROOKS ISAAC CALEF SAM O. CLEMENTS **BETTY JANE DOBLE** JACK W. ELLIOTT REED R. ERICKSON CAPT. JAMES R. GIBLIN CAPT. THOMAS F. HANNEGAN JAMES T. HAYES FRANCIS V. HECKAMAN **GEORGE HOOLAHAN** RICHARD M. HUSTY EDWARD J. JACOBSEN BURFORD LA TOUCHE, JR. AUGUSTINE L. LABACZEWSKI **CLEGG LANGLEY**

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

FREDRICK LAPPLE

American Merchant Marine Veterans

32nd National Convention March 14 – March 18, 2018 DoubleTree Hotel St. Louis at Westport – St. Louis, MO



COMMEMORATIVE BOOK SPACE - ORDER FORM

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

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Fall 2017 17 AMMV News Magazine

THEY AIMED TO DELIVER

They have been called "the other Navy," the "Navy's stepchildren," and perhaps most fittingly, "the forgotten

Navy." Officially, however, they were the Naval Armed Guard or more simply the Armed Guard (AG). Often mistaken for members of the Merchant Marine, the Armed Guard was a special branch of the U.S. Navy assigned to defend merchant ships against enemy attack. Its history is one of the most dramatic of World War II, fraught with danger, suffering, heroism, and staggering casualty rates. Yet, as

one veteran wrote, "The Armed Guard hasn't had as much publicity as the average two-headed calf gets."

Reactivating the Armed Guard

With Europe's descent into war in 1939, U-boats again menaced the Atlantic. Although President Franklin Roosevelt promised to keep the United States out of the war, he decreed the country should be the "arsenal of democracy." His decision to allow American merchant vessels to deliver war material to England meant these ships would be in harm's way. This led to debates on how to best protect these

ships. Some suggested arming merchant ships as a means for the mariners to defend themselves. Others feared that such an action might lead to more aggression by the Germans.

This debate was largely irrelevant since the Neutrality Act of 1939 made the arming of merchant ships illegal. Even so, the training of Navy gunners for service aboard merchant ships had already begun

at naval armories, and on April 15, 1941, the Naval Armed Guard was officially reborn.

Increased U-boat activity from April through September 1941 gave President Roosevelt justification for the U.S. Navy to escort convoys. The U-boat attacks on the destroyers *Greer* and *Kearny*, the sinking of the destroyer *Reuben*

James, combined with increased losses of American merchant ships led Congress to repeal Section 6 of the Neutral-

> ity Act that prevented arming merchant ships. With this legal hurdle removed, the Navy opened the first Armed Guard training center on September 17, 1941, at Little Creek, Virginia. Even though AG training had started in early 1941, Congress did not officially authorize the Armed Guard or the arming of merchant ships until November 1941.

> > While Roo-

sevelt promised to keep America out of the European conflict, Navy gunners were being placed aboard Americanowned merchant ships, including those under Panamanian registry. In the words of the chief of naval operations, Admiral Harold R. Stark, "The Navy is already in the war in the Atlantic, but the country doesn't seem to realize it."

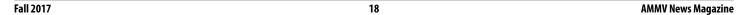
"Sub Sighted, Glub, Glub"

After Pearl Harbor, the increased need for gunners aboard merchant ships resulted in the opening of additional AG training facilities at Gulfport, Mississippi, and

San Diego, California. The camp at Little Creek, unable to handle the influx of new recruits, was relocated to larger Camp Shelton, Virginia.

For those recruits assigned to the AG, the first questions often asked were, "What the hell is the Armed Guard? Are they going to have us guarding a building or something?" A few knew the role of the AG, and they "wanted to go

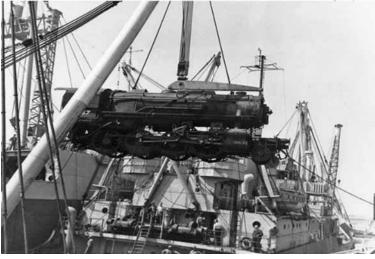
anyplace but the Armed Guard." Those who did not know soon learned, and they would have agreed with AG veteran Robert Baxter's assessment: "We were sitting ducks. We had a one-way ticket, and we weren't going to be coming back." Even their comrades in the fleet called those assigned to the AG "fish food." One young ensign, it was said, shot



himself after learning he had been assigned to the Armed Guard rather than accept condemnation to death. While the story was fictional, it illustrated the fear of serving in the Armed Guard.

The men in the Armed Guard knew the odds were against them, and many believed theirs was indeed a suicide mission. Representing this were two signs posted at a training center. The first declared, "Ready—Aim—Abandon ship!" The other, playing on the signal "Sub sighted, sank same," read, "Sub sighted, glub, glub."

Some may wonder why the merchant crews were not utilized as gunners. The Navy did attempt to train the mariners in the months before Pearl Harbor and set up gunnery instruction centers at major Atlantic ports, but few cared to take the training. From the Navy's perspective, it was either use the AG or have no one trained to protect the ships. In defense of the merchant crews, it should be noted that most mariners learned to assist the gunners. Many became ammunition passers, and some learned to man the guns should the Navy crews become incapacitated.



Assigned to a Ship

If a sailor had been disappointed with his assignment to the Armed Guard, he was typically even more dissatisfied with his ship. Often the first ship assigned to a new Armed Guardsman was a rusted old freighter or tanker. Several wondered if their antiquated ships were even seaworthy. One AG officer remembered his first ship as "filthy dirty ... the decks were caked with rust and most of the gear was rusty and tossed all over the decks." A pile of garbage left on the deck was "beginning to crawl," and the jumble of air hoses, fire lines, and electric cables made him feel as if he had "stepped into a junk yard full of serpents."

Armed Guard personnel served on every type of merchant ship that sailed, from cargo ships, to tankers, to troop transports. One gun crew even found itself aboard a ship designed to haul mules. Besides tankers, the majority of AG personnel were assigned to the new Liberty ships. A Liberty was slow, averaging 11 knots, had no armor plat-

ing or graceful lines, but easily handled 7,176 tons of cargo in its holds, and more on deck. For



all its shortcomings, the Liberty ships proved to be tough and durable, surviving tropical storms and Arctic gales.

The AG's Antiquated Weapons

In the beginning, the armament for merchant vessels was a hodgepodge of small-caliber machine guns and antiquated relics from previous conflicts. Some deck guns even dated back to the Spanish-American War. One gunnery officer described the first time his crew fired their old gun at an enemy submarine. No one knew if the sub was hit, for as soon as the gun was fired, "[We] were all too busy grappling with our own wreckage and testing our arms and legs for broken bones. The weapon's thunderous concussion tore down stanchions, smashed the glass on the engine room telegraph dials, shattered a clock in the galley, blew radiator pipes from their fittings, broke shaving lotion bottles in five cabins, smashed 10 drinking glasses in the saloon, splintered the carpenter's work bench, knocked out two door panels, ripped the door off the galley stove, and blew four pies out of the oven."

Some ships even sailed without weapons. A few went to war with large poles protruding over the railings and painted to appear as guns. One ship lowered its booms along the deck to give the impression of possessing enormous cannons. As the war progressed and American industry gained a solid war footing, newer and better weapons were issued to the Armed Guard. Regardless of the weapons aboard, AG personnel were trained to engage the enemy until "the decks are awash and the guns are going under." Only after taking every opportunity to destroy the enemy could they abandon ship. Often they were the last to leave a sinking ship and they did so knowing that another convoy ship would not stop to pick them up, lest it too fall victim to the enemy.

Threats from the Sea and the Air

Regardless of the climate, the AG was constantly on alert for submarines. Unfortunately, all too often the first indication the gun crew had of a submarine was the white phosphorus wake left by a torpedo as it plowed toward their ship. Even if the gunners did get a chance to fire on a sub, hitting it could be difficult. Usually the only target a submarine offered was a periscope, which, according to

(continued on next page)



one AG veteran, looked like a post sticking out of the water. Hitting such a small target at long range was difficult. As long as the submarine stayed underwater, it had a distinct advantage over the guns of the AG. Should an overconfident submarine commander think he had an easy victim and attack on the surface, however, he quickly realized how efficient the AG gunners were.

While submarines posed the greatest threat to the Armed Guard, aircraft were a close second. Gunners were not overly concerned about enemy planes while far at sea, but closer to land the danger of air raids increased. Still, unlike subs, there was generally some type of warning of approaching aircraft, either visually or from the drone of the engines.

Should an enemy aircraft attempt to strike a convoy, it would have to fly through a wall of antiaircraft fire as the Armed Guard opened up with everything they had.

Armed Guard gunners in the Pacific gave a good account of themselves. During the landings at Guadalcanal, the crew of the SS *Nathaniel Currier* successfully fought off an attack by Japanese planes. The ship's master wrote to the commanding officer of the AG center at Treasure Island regarding the gunners' actions: "It is my belief that the reason we sustained no casualties or damage was the volume and accuracy of the barrage put up [by the AG crew] ... Seabee battalions in the Cactus-Ringbolt area repeatedly asserted that they had never seen a merchant ship put up such a volume of fire as this ship did."

In the battle for the Philippines, the AG endured massive air raids in addition to repeated kamikaze attacks. At Leyte, over 120 merchant ships fought off repeated air assaults; five ships were lost and many

damaged. Nevertheless, the Armed Guard was credited with the destruction of more than 120 Japanese aircraft. In statistical terms that meant for every ship lost 24 Japanese planes were shot down. Victory belonged to the AG at Leyte, but it cost 164 of their own.

Aside from submarines and aerial assaults, Armed Guard gunners also had to defend against surface attacks. Surface actions for the AG were not classic naval duels; rather they were defensive actions against hit-and-run raids by enemy torpedo boats or surfaced submarines. Additionally, there were the occasional surface raiders with which to contend. These ships, often disguised to look like neutral merchantmen, would unleash their deck guns, torpedoes, and in some cases torpedo boats against unsuspecting Allied merchant ships.

The motto of the Naval Armed Guard was "We Aim to Deliver!" In the end, they more than lived up to it. For their valiant service, the AG received 8,033 decorations or commendations. Armed Guardsmen also received com-

mendations from the governments of Great Britain, France, and the Soviet Union. Today at Armed Guard reunions, their motto can still be seen, but with the proudly added boast, "We Delivered!"

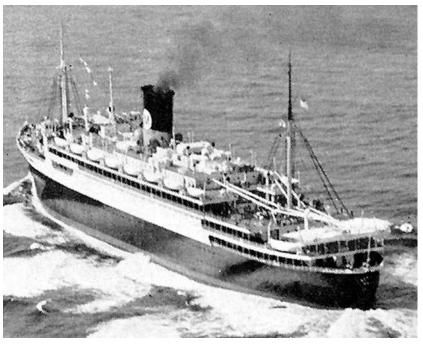
Editor's note: Excerpted from an article by Russell Corder, which can be found on the Website: warfarehistorynetwork.com



THE LIFE OF TWO FAMOUS OCEAN LINERS

Editor's note: even after years of editing the NEWS, I'm always surprised at reader input. In the Summer, 2017 NEWS we featured an article about a MooreMcCormack passenger liner – the SS Manhattan and promised follow-up on 2 other liners. From that article, we were contacted by Dennis A. Roland chapter member retired Captain H. "Van" Vanderploeg, who worked for MooreMcCormack for thirty years – having sailed all positions at MorMac from Cadet to Captain, followed by management on shore. Capt. Van supplied information on the other two liners – the SS Brazil and the SS Uruguay. His input is very useful; thank you, Van.

THE SS BRAZIL 1938-1957



Brazil, OFF # 227.983, Pass, 20614 GR T, 11/26/28 launched, 12/08/28 delivered as "Virginia", Newport News S/Y & D/D [NPN VA] Hull 326; Built for the International Mercantile Marine Company; 1937 sold to Maritime Commission and 06/21/38-09/06/38 refurbished at Beth Steel 56th St S/Y [Brooklyn NY] and Beth Hoboken S/Y [Hoboken NJ]; 10/04/38

MooreMcCormack Line began operating for the MC as the "Brazil".

She was a turbo-electric ocean liner, with oil-fired furnaces heating her boilers to power two General Electric steam turbo generators supplying current for her electric propulsion motors. She was equipped with submarine signaling apparatus and wireless direction find equipment and from about 1934, she was equipped with a gyrocompass.

Until 1938, the *Brazil*, operated by Panama Pacific Lines, carried passengers, cargo and USPS mail between New York and San Francisco via the Panama Canal. In June, 1937 the United State Congress withdrew all maritime mail subsidies and at the beginning

of 1938 the Panama Canal tolls were revised, increas-

ing the *Brazil's* tolls substantially. The New York-California service was discontinued.

The U.S. Maritime Commission (MC) took over and had her extensively refurbished. She was fitted with fire-proofing to



comply with Federal safety regulations; given new watertight doors electrically controlled from the bridge; well decks were closed in; and other major refits were made.

She successfully made her sea trials on October 3, 1938 and the next day MooreMcCormack contracted to operate her and two other liners between the U.S. and South America, as

part of President Franklin Roosevelt's "Good Neighbor Fleet" policy.

One enthusiastic passenger wrote: "Onboard one of the three fine liners you will have thirty-eight of the most memorable days of your life! This is a wonderful and a glorious vacation, for the "Good Neighbor Fleet"



(continued on next page)

does offer a new kind of adventure; be assured these fine ships will offer luxury, comfort and wonderful fun afloat, discovering many glamorous and new sights to experience ashore at all the exiting ports."

World War II

According to Captain Van: 01/02/42 returned to MC and converted to an Army Transport (*USAT*



Brazil) for the War Shipping Administration.

Originally built to carry about 470 first and tourist class passengers, her conversion allowed her, starting on March 19, 1942, to sail from Charleston, SC via the Cape of Good Hope to Karachi, British India carrying 4,000 U.S. Army troops. They arrived on May 12, 1942. In November of that year, she left Oran, French Algeria. Along with other passengers, she carried 44 German prisoners of war from the U-boat U-595. The Royal Air Force had attacked and damaged the U-boat on November 14th and the crew had scuttled her close to shore near Tenes, about 150 miles east of Oran. She reached the U.S. the last of November.

In mid-December, *Brazil* and one of her sister ships, *Argentina*, sailed from New Jersey carrying elements of the 2nd Armored Division. On 24 December they reached Casablanca in French Morocco. *Brazil* made two further voyages to North Africa and was then transferred to the Pacific. There her service included calls at Hobart, Tasmania; Honolulu; Bora Bora; Sydney and Bombay, before returning to San Francisco in July 1943.

Brazil was then returned to transatlantic service, taking troops to the United Kingdom and France and returning with US Army personnel and prisoners of war from Europe. After a transatlantic voyage to Marseille in July 1945, Brazil was sent via the Panama Canal to Manila, and then made two trans-Pacific voyages to bring troops home to the USA. Early in 1946 Brazil returned to transatlantic service. She provided "dependent transport" taking war brides and their children from Europe to the USA.

Post War

She still had her cramped and spartan troopship accommodations, but on June 12, 1946 the Maritime Commission issued invitations to bid to convert *Brazil* back into a civilian ocean liner. In early August she completed her last voyage before reconversion, arriving at North River with 531 passengers from Le

Havre; Southampton, England and Cobh, Ireland.

Capt. Van wrote: 08/46 to Atlantic Basin Iron Works S/Y [Brooklyn NY] for reconversion for liner service; 05/07/48 MorMac resumed operating for MC; 11/30/57 laid up in JRRF; 01/28/64 sold to Portsmouth Salvage Inc for \$133,333 for scrapping at First Steel & Ship Corp NY.

THE SS URUGUAY Captain Van: 1927 -1954

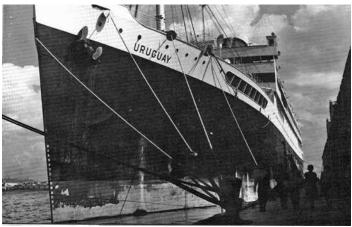


10/01/27 launched (Sponsor Mrs. Roland Palmedo), 01/13/28 delivered as "California", Newport News S/Y & D/D [NPN VA] Hull 315; Built for the International Mercantile Marine Company; 1937 sold to Maritime Commission and in 1938 rebuilt at NPN S/Y [Newport News Va], as Hull 377, "Uruguay"; 10/04/38 MooreMcCormack Line began operating for the MC; she was the flagship for the "Good Neighbor Fleet" until the Japanese bombed Pearl Harbor and America was in WWII.

World War II

Capt. Van reports: 01/02/42-03/01/42 returned to MC and converted to an Army Transport (*USAT Uruguay*) for the War Shipping Admin.

War service for the Transport ship was vast and varied, as for her very first voyage the *USAT Uruguay* filled with troops, departed Brooklyn, NY, and sailed via Panama, Bora Bora, (Polynesian Islands, Tahiti), to Auckland, New Zealand, then continuing to Melbourne, Australia. From Melbourne she turned back and sailed to Wellington then to Auckland and headed for Halifax and sailed on and she visited countless ports, such as





ers. My shipboard uniform was two pairs of fatigues. After the first pair got fairly filthy, the second pair got even worse, and I changed back to the first pair! So much for a luxurious cruise as earlier advertised in peacetime.

Post War Service

06/25/46 to Federal Ship and D/D [Kearny NJ] for reconversion for liner service; 01/24/48 MorMac resumed operating for MC; 03/29/54 laid up in JRRF; 1964 sold to North Am Smelting Co, Wilmington DE for scrap.

Farewell to three Grand Old Ladies.

Swansea, Oran, Casablanca, Bermuda, Brisbane, Fremantle, Bombay, Sydney, Hobart, Cape Town, Liverpool, the Clyde, the Mersey, Southampton, United Kingdom, the Solent, Le Havre, Leghorn, Gibralter, Manila, Leyte, Honolulu, Manila and Yokohama.

Some who traveled on the USAT Uruguay when she was a troopship were not very impressed. One person wrote: The *Uruguay* made 25 voyages as a troopship from 1942 to 1946. The majority were to the ETO; two back to back to CBI (China Burma India) in 1943, and two post-war trips to Japan. I boarded the Uruguay on 3 August, 1943, along with approximately 5,000 other troops. She was stripped of all luxurious amenities, and bunks were stacked to the overhead. After sailing for a few days, the ship began zigzagging to evade possible Japanese U-boats. The portholes were sealed and blacked out and the ventilation system was woefully inadequate. No lights of any kind on deck were allowed at night, even striking a match. As we sailed further south, the temperature, cigarette smoke, and B.O. was getting intolerable, so I spent many nights on deck with my life vest for a pillow.

After crossing the equator on 9 August and International Date Line on 17 August, we saw land for the first time and docked at Hobart, Tasmania overnight to take on fuel, water, and supplies. After docking again at Freemantle, we picked up a cruiser and destroyer escort for protection in more dangerous waters. On 10 September we finally docked at Bombay, India, after 38 days on board.

Mess was served twice a day on long counters where we ate standing. No fresh water was available for show-



THE "JUST COMPENSATION" STORY

NOW KNOWN AS THE "JUST RECOGNITION" HISTORY

Sindy, the Editor's note: The Just Compensation cause has been an important issue in my life since its inception. For the first 7 years or so, I worked on nothing but this legislation in the office of Ian T. Allison, co-chairman of the Just Compensation Committee (JCC). Mr. Allison passed away about 4 years ago and with him went the JCC. Today, AMMV has enough newer and younger members that I am often asked –"Who was Ian Allison?" I feel that these members would find benefit if the long story of the efforts to obtain some compensation for our merchant mariners was available. Some understanding of the background of the issue might prove helpful and useful for everyone in our fight for the cause.

I collaborated with Mark Gleeson, Member at Large, on this article. Thanks, Mark, for supplying knowledge that I didn't have and some firm opinions on the subject.

Mark Twain wrote: "The report of my demise is premature."

W. C. Fields said: "The news of my death is greatly exaggerated."

The Merchant Marine Veterans of WWII say, "We aren't dead and gone until we say we are dead and gone on Just Compensation. Full steam ahead."

A HISTORY OF VETERANS' STATUS LEGISLATIVE EFFORTS:

It was 32 years from the end of the war in 1945 to 1977 before Senator Barry Goldwater passed legislation enabling civilian groups who had served in a military way to petition for veteran's status. It took 11 more years of legislation and a successful federal suit before the majority of the WWII seamen were recognized as veterans under PL 95-202. It then took an additional 10 years of legislative effort before the remaining Denied Seamen were recognized for their service. These were merchant seamen who were in training on August 15, 1945 but did not get to sea until after that date. All World War II benefits recognize service up to the official end of the war, December 31, 1946.

Early efforts to obtain veteran's status only succeeded through the great support and efforts of such men as Congressmen Jack Fields, Lane Evans, and Senator Trent Lott. They were deeply involved and committed and let it be known to all of their colleagues their interest in the merchant marine veterans, and the need for them to be recognized.

THE "JUST COMPENSATION" CAUSE:

It has now been 13 years since the first legislative effort was made in 2004 by Congressman Bob Filner to provide WWII merchant seamen some belated compensation benefit.

Before reviewing the last 13 years of efforts to secure a

compensation benefit for the merchant marine veterans, it is important to understand the forces at work in the government that impact the issue. The results of our legislative effort can be seen more clearly if we know the governmental forces at work and their role in government as listed below:

The President: Decides how the laws of the United States are to be enforced and chooses the officials and advisors to help run the Executive Branch of the government.

The Congress, including publically elected members: The House of Representatives: Makes and passes laws, especially financial laws.

The Senate: Serves as a counterbalance to the House and is the next step, for financial laws, towards presentation to the President for final signature.

Congressional sessions last 2 years and legislation must be re-introduced in each new session if there has been no completed action.

Following the original 18 years of legislative and political efforts to secure veterans' recognition in the 1980's and 90's, the American Merchant Marine Veterans governing board felt it appropriate to seek some form of belated compensation for the remaining merchant marine veterans of WWII. While veteran's recognition and discharges did provide some of the merchant seamen very limited medical help, they all received a burial benefit, – a tombstone and a flag. They had to pay for their discharge papers and the medals they were entitled to. There were no education loans, no home loans, no typical WWII GI bill benefits, and, most importantly, no recognition of their service. The main questions were how to go about getting delayed compensation benefit, what to request in the amount of compensation, who to ask to help, and how to get started?

Original efforts:

The initial effort in the **108**th **Congress**, (2003-2004) was started on the West Coast when Ian Allison contacted Congressman Bob Filner (D-CA) of California about the plight of the merchant seamen and their efforts to seek some belated compensation. Ian and his Co-Chairman Henry Van Gemert formed an ad hoc political action group – the **Just Compensation Committee**. AMMV, as a Veterans' organization, is not allowed to lobby directly and thus the political action group was needed. It was a solely donation-funded entity completely separate from the AMMV.

Congressman Filner, later Chairman of the House Veteran's Affairs Committee, introduced the first Belated Compensation bill, H.R. 3729, on January 27, 2004. Mr. Filner extended his remarks that day in the House of Representa-

tives with a beautiful comment of thanks to the Merchant Marine Combat Veterans. His statement_appears in the Congressional Record of that day and mentions Ian Allison and Henry Van Gemert in his extended remarks. The bill was assigned to the House Veteran's Affairs Committee and to the Ways and Means Committee, which decides the source of the funds. No companion bill was introduced in the Senate during that session. Mr. Filner and participating JCC and AMMV members secured a total of 157 co-sponsors in the House but the session ended with no further action.

This type legislation was not unfamiliar to Mr. Filner as he and other members had, for several sessions of Congress, been sponsoring similar legislation to provide belated compensation to members of the wartime Filipino Scouts. The difference in the Filipino Scout related compensation legislation was that it would accommodate Scouts



L to r: Congressman Bob Filner, Ian T. Allison, Co-chairman of JCC, and a representative from the VA at the Sub-committee hearing in 2006.

who were both citizens of the United States, and those who were not. While the Filipino Scout compensation bills were to be introduced in the 108th, 109th, and 110th Sessions in the House, the Senate also saw versions of the same bill in the Senate in the 109th (2005-06), and the 110th (2007-08) sessions. The Filipino Scout bills in the Senate were sponsored by Senator Inouye of Hawaii and was in the Veteran's Affairs Committee chaired by Senator Akaka also from Hawaii. Unable to secure funding, the Senators became creative. Mr. Filner brokered a deal with those promoting the American Recovery and Reinvestment Act of 2009 (Stimulus Bill), H.R. 1, and inserted \$198,000,000 in the legislation to cover belated compensation for the Filipino Scouts. President Obama signed the Stimulus Bill. To date, \$226,145,204 has been distributed as belated compensation to both the citizen and non-citizen Filipino Scouts.

The 109th Congressional session – 2005-2006:

Congressman Bob Filner continued to introduce merchant marine Belated Compensation bills in the next four sessions of the House of Representatives. In the **109**th **session** House bill HR.23 garnered 269 co-sponsors. A hearing on HR.23 was held in the Subcommittee of the V.A. in 2006. Ian Allison participated, accompanied by JCC/AMMV member Burt Young.

In addition to proposed legislation introduced in the House, companion legislation was introduced in the Senate

in three sessions by Senator Ben Nelson (<u>D-NE</u>): All of the House bills were assigned to the House Committee on Veteran's Affairs, the Senate versions to the Senate Committee on Veteran's Affairs.

The 110th Congressional session – 2007-2008:

A major effort by Mr. Filner, then Chairman of the House Veterans' Affairs Committee, was mounted in the **110**th **Session** of Congress when a full hearing on HR.23 was scheduled in his Veteran's Affairs Committee on April

7, 2007. On that day, 13 American Merchant Marine Veterans personally appeared in support of the legislation. In addition, a number of members of the American Merchant Marine Veterans submitted testimony for the Record in favor of HR.23. This Hearing fully exposed to Congress the story of the merchant marine and merchant seamen in World War II and how

they and the Naval Armed Guard sailors together participated in countless invasions and other military actions.

The 110th Session of Congress ended in 2008 with 244 cosponsors in the House, and with 61 co-sponsors in the Senate. This represented a majority of the House and U.S. Senate. The House passed the legislation, as a stand-alone, and, as necessary, the legislation was then referred to the Senate VA Committee and read twice into the records. The Senate bill of that session, S.961, lingered in the Senate VA committee, chaired by Senator Daniel Akaka of Hawaii, until the session was over. This session seems to have been the major point of interest in the merchant marine belated compensation issue. Belated compensation bills continued to be introduced in the following sessions of Congress.

The 111th Congressional session – 2009-2010:

In the 111th Session, with 168 co-sponsors, the bill was passed in the House and was referred to the Senate. Once more the Senate bill was introduced, S.663, by Senator Ben Nelson on March 19, 2009 and gleaned 51 cosponsors. The Senate held a Veterans' Affairs Committee hearing on their bill but it, again, languished in Committee until the session was over.

CHANGES IN CONGRESS AND ELSEWHERE:

The national elections in the fall of 2010 saw a change in the majority of the House of Representatives. The Republicans were now in control of committee leadership begin-

(continued on next page)

ning with the **112**th **Congressional Session**, 2011-2012. This meant the Republicans were also in control of what legislation moved and was voted upon. However, there was no real change in how the issue was perceived and dealt with.

Congressman Bob Filner decided in 2012 to run for the office of Mayor of San Diego and announced he would not run again for reelection in the House of Representatives.

Ian Allison crossed the bar and no one stepped forward to fill his shoes. With him went the Just Compensation Committee – the donation-funded political action committee. At the time, the JCC membership base was over 10,000 strong, while the AMMV had approximately 3,000 members. The difference in these memberships made a substantial difference in the lobbying efforts for JCC, now known as Just Recognition.

Rep. Janice Hahn (D-CA) would continue to introduce the merchant marine compensation legislation: H.R. 1936 for the **113rd Session** (2013-2014), and H.R. 563 in the **114th Session** (2015-2016). In the present **115th Congress**, the Belated Compensation legislation has been sponsored by Congressman Al Green (D-TX), H.R. 154.

ANALYSIS:

Except in times of crisis (hurricanes, floods, fires, earthquakes and war), when everyone in Congress acts together in the best interests of the country, all Congressional action depends upon the **level of leadership** behind legislation and how the funding for the legislation is to be provided. Passage of legislation is directly related to how the chief sponsor gets the majority of each House of Congress to vote for the legislation. It is discouraging that regardless of how important the purpose and content of a bill is to a constituency, and whether a bill should pass, nothing

moves unless other things fall in place. The general public, unfortunately, is often completely unaware of what is happening to any legislation or why.

Tactics play an important part in the passage of any legislation. The merchant seamen were denied typical WWII GI ben-

efits. How should these missing benefits be compensated? For several of the initial sessions of Congress, our legislation would have provided the member \$1000 a month and upon passing, provide his spouse the same amount. This spouse inclusion caused negative feedback. Also, the monthly benefit was said to make it impossible to determine a maximum funding need over an extended period. To this end, our legislation beginning in 2007 through the 2014 session was amended to provide just a \$1000 a month

benefit to the veteran and exclude the spouse. Starting in the 2015 session of Congress through the present 2017-2018 session, our Delayed Compensation legislation was again changed and would now provide a onetime \$25,000 benefit to the merchant marine veteran.

There have always been negative efforts directed to the interests of the World War II merchant marine and merchant marine veterans in Congress. Negative thrusts have come from some areas of the Department of Defense, certain veteran's groups; and negative comments from representatives of the Veteran's Administration. The negative comments from the VA seem to suggest that any compensation to the merchant mariners will dilute funding for other service needs.

Despite the fact that the merchant marine seamen of World War II are classed as veterans, have their official discharges (DD-214s) from the United States Coast Guard, and should be treated as equal to the other services, they are not. Any external negative actions toward belated compensation efforts makes it easier for some members of Congress who are not familiar with our history or our record of service to do nothing.

WHAT CAN WE DO?

We must continue to speak out about our right to Just Compensation and our contributions to the ultimate winning of WWII. We honorably served our country and many of our shipmates made the ultimate sacrifice. The Merchant Marine of WWII was the only service that was not segregated. Our cause is just. We believe it is a moral obligation of the Congress to acknowledge our service. Weren't our sacrifices as important as those of the Filipino Scouts? If the Congress believes that a one-time \$25,000 benefit compensation is

too much to give to a veteran of the WWII merchant marine, then they can choose the amount. Members of Congress can decide the value of a merchant mariner who has a discharge from the service. The hour is late and our numbers are rapidly decreasing. Do something.



The House VA subcommittee hearing room in 2006

Call. Write. Visit. Talk to someone. Some of our members, Morris Harvey, Charles Mills and many others, are doing what they can to help our cause along. However, MUCH MORE help is needed. Our World War II veterans we must continue to tell our story because sadly, no one else will. And our younger members are needed to "step up to the plate" and help!

Someone once wrote, Who tolls the bell for us? If we are to succeed, only we do.

LETTERS TO THE EDITOR

BUILD SHIPS IN U.S.

Dear Ms. Sindy.

In response to recent stories in the Miami Herald newspaper and the Sun Sentinel, I had to write letters to them. As you know I feel quite strongly about this subject and wanted to tell their readers.

Re: the July 18 story "Disneyland Cruise Line is growing with three new ships by 2023." As a World War II Merchant Marine veteran and a loyal American, I resent that my country hasn't built a large cruise ship in ages when that industry is booming — in large part — because of the many Americans taking cruises.

The Disney ships are being built at Germany's Meyer Werft shipyard. Germany is not known as a low-cost country, so if they can do it, why can't we?

There are many high and low-tech jobs that would substantially increase our tax revenues. And factor in the pride and patriotism for the whole country, and cruise-goers knowing we built the ships and

registered and crewed them in America.

Currently all cruise ships are built foreign, registered foreign, crewed foreign and pay taxes foreign but most of the passengers are American. Carnival Corp. recently signed a joint venture with China to build two such ships with an option to build four more in China. Why can't we get Carnival or some other cruise corporation to the same for us, if such is necessary

Consider too, that we have a history as a major maritime nation that not only built war ships. If we can spend huge amounts of money on giant aircraft carriers and other types of war ships, then it is important to show the world we can also build peace time cruise ships, which incidentally can double as troop or hospital ships, if needed, as a matter of home security.

Thanks for "listening",

Stanley Blumenthal AMMV Gulfstream chapter

THE MERCHANT MEN

by Edgar A. Guest

We seldom get their names, in spite of all they do; They're merely mentioned in the press as "members of the crew." Yet they're the men whose courage, arms and clothes, equips and feeds; The boys in every battle zone who do the glorious deeds.

We speak of them as Merchant Men, yet when they once set out, No matter where their course may run, death follows them about. They're stalked by death from port to port, when once the anchor is weighed; From master down to cabin boy, they're Sailors unafraid.

They know the lurking submarines, they've seen them break the wave.

And still with little means to fight, the cruel odds they brave.

Sometimes they are struck in the dead of night, and into rafts they fall,

And drift about and pray to God, to save them all.

We think of them as Merchant Men, but when the war is won,
They too must share the pride, for duty nobly done.
And when the world is free once more, and home the boys from sea,
When from the foxholes come the lads with us once more to be.

When from the skies the boys slip down, let us all remember then, The courage of the Yankee youth, who sailed as MERCHANT MEN.

REAL HEROES; four died so others might live

It was the evening of Feb. 2, 1943, and the *U.S.A.T. Dorchester* was crowded to capacity, carrying 902 service men, merchant seamen and civilian workers.

Once a luxury coastal liner, the 5,649-ton vessel had been converted into an Army transport ship. The *Dorchester*, one of three ships in the SG-19 convoy, was moving steadily across the icy waters from Newfoundland toward an American base in Greenland. SG-19 was escorted by Coast Guard Cutters *Tampa*, *Escanaba and Comanche*.

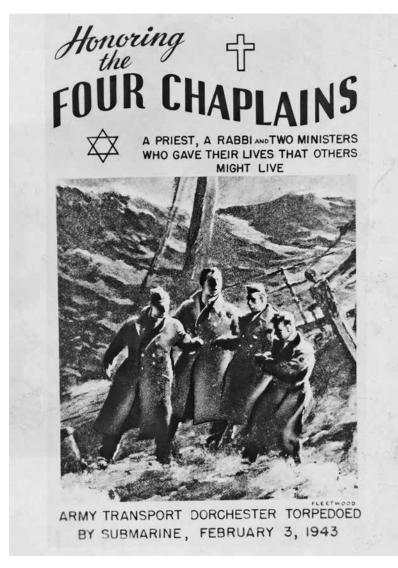
Hans J. Danielsen, the ship's captain, was concerned and cautious. Earlier the *Tampa* had detected a submarine with its sonar. Danielsen knew he was in dangerous waters even before he got the alarming information. German U-boats were constantly prowling these

vital sea lanes, and several ships had already been blasted and sunk.

The *Dorchester* was now only 150 miles from its destination, but the captain ordered the men to sleep in their clothing and keep life jackets on. Many soldiers sleeping deep in the ship's hold disregarded the order because of the engine's heat. Others ignored it because the life jackets were uncomfortable. The troops and crew was nervous but the four Army Chaplains on board chatted with them easing tensions, calming fears and passing out soda crackers to alleviate seasickness.

On Feb. 3, at 12:55 a.m., a periscope broke the chilly Atlantic waters. Through the cross hairs, an officer aboard the German submarine *U-223* spotted the *Dorchester*. The *U-223* approached the convoy on the surface, and after identifying and targeting the ship, he gave orders to fire the torpedoes; a fan of three were fired. The one that hit was decisive—and deadly—striking the starboard side, amid ship, far below the water line.

The four chaplains were still up when the torpedo



struck. The missile exploded in the boiler room, destroying the electric supply and releasing suffocating clouds of steam and ammonia gas. The tremendous explosion threw soldiers from bunks and the lights went out as the stricken ship listed to starboard, sinking fast. Those not trapped below rushed topside. Amid the shriek of escaping steam and frantic blasts of the ship's whistle, dazed men stumbled about the dark, crowded decks. Some gripped the rails, too struck with horror to head toward the lifeboats.

Captain Danielsen, alerted that the Dorchester was taking water rapidly and sinking, gave the order to abandon ship.

Tragically, the hit had knocked out power and radio contact with the three escort ships. The CGC *Comanche*, how-

ever, saw the flash of the explosion. It responded and then rescued 97 survivors. The CGC *Escanaba* circled the *Dorchester*, rescuing an additional 132 survivors. The third cutter, CGC *Tampa*, continued on, escorting the remaining two ships.

After the hit:

Aboard the *Dorchester*, panic and chaos had set in. The blast had killed scores of men, and many more were seriously wounded. Others, stunned by the explosion, were groping in the darkness. Those sleeping without clothing rushed topside where they were confronted first by a blast of icy Arctic air and then by the knowledge that death awaited.

Men jumped from the ship into lifeboats, over-crowding them to the point of capsizing, according to eyewitnesses. Only two of the 14 lifeboats were successfully used in abandoning ship. Soldiers leaped into the icy sea. They clutched the gunwales of the two overloaded lifeboats, clung to doughnut-like rafts or floated alone. Some men

were insulated by the thick fuel oil that coated them and floated in lifejackets for eight hours. Other rafts, tossed into the Atlantic, drifted away before soldiers could get in them.

Through the pandemonium, according to those present, the four Army chaplains brought hope in despair and light in darkness. Those chaplains were Lt. George L. Fox, Methodist; Lt. Alexander D. Goode, Jewish; Lt. John P. Washington, Roman Catholic; and Lt. Clark V. Poling, Dutch Reformed.

Quickly and quietly, the four chaplains spread out among the soldiers. There they tried to calm the frightened, tend the wounded and guide the disoriented toward safety. "Witnesses of that terrible night remember hearing the four men offer prayers for the dying and encouragement for those who would live," says Wyatt R. Fox, son of Reverend Fox.

One witness, Private William B. Bednar, found himself floating in oil-smeared water surrounded by dead bodies and debris. "I could hear men crying, pleading, praying," Bednar recalls. "I could also hear the chaplains preaching courage. Their voices were the only thing that kept me going."

Another sailor, Petty Officer John J. Mahoney, tried to reenter his cabin but Rabbi Goode stopped him. Ma-

honey, concerned about the cold Arctic air, explained he had forgotten his gloves. "Never mind," Goode responded. "I have two pairs." The rabbi then gave the petty officer his own gloves. In retrospect, Mahoney realized that Rabbi Goode was not conveniently carrying two pairs of gloves, and that the rabbi had decided not to leave the *Dorchester*.

By this time, most of the men were topside, and the chaplains found a storage locker and began distributing life jackets. It was then that Engineer Grady

Clark witnessed an astonishing sight. When there were no more lifejackets in the storage room, the chaplains removed theirs and gave them to four frightened young men. "It was the finest thing I have seen or hope to see this side of heaven," said John Ladd, another survivor who saw the chaplains' selfless act.

In less than 20 minutes, the *Dorchester* would slip beneath the Atlantic's icy waters.

Generous and heroic:

Ladd's response is understandable. The altruistic action of the four chaplains constitutes one of the purest spiritual and ethical acts a person can make. When giving others their life jackets, Rabbi Goode did not call out for a Jew; Father Washington did not call out for a Catholic; nor did the Reverends Fox and Poling call out for a Protestant. They simply gave their life jackets to the next man in line.

As the ship went down, survivors in nearby rafts could see the four chaplains—arms linked and braced against the slanting deck. Their voices could also be heard offering prayers.

Of the 902 men aboard the *U.S.A.T. Dorchester*, 672 died, leaving 230 survivors. When the news reached American shores, the nation was stunned by the magnitude of the tragedy and heroic conduct of the four chaplains.

"Valor is a gift," Carl Sandburg once said. "Those having it never know for sure whether they have it until the test comes."

That night Reverend Fox, Rabbi Goode, Reverend Poling and Father Washington passed life's ultimate test.

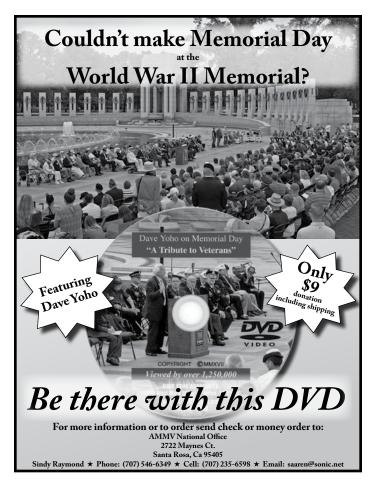
In doing so, they became an enduring example of extraordinary faith, courage and selflessness.

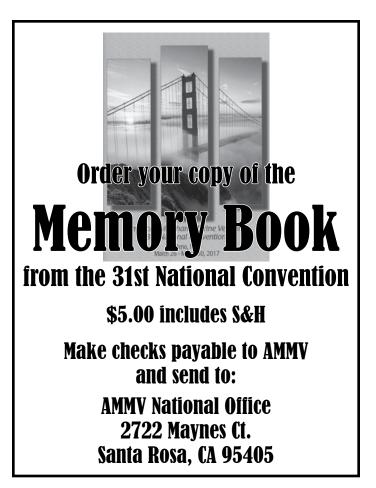
The Distinguished Service Cross and Purple Heart were awarded posthumously December 19, 1944, to the next of kin by Lt. Gen. Brehon B. Somervell, Commanding General of the Army Service Forces, in a ceremony at the post chapel at Fort Myer, VA.

A one-time only posthumous Special Medal for Heroism was authorized by Congress and awarded by President Eisenhower on Janu-

ary 18, 1961. Congress attempted to confer the Medal of Honor, also, but was blocked by the stringent requirements that required heroism performed under fire. The special medal was intended to have the same weight and importance as the Medal of Honor.









BOOK REVIEW

Menominee: The Steam Tug and Her Lost Lights!

Susan Anthony-Tolbert and Dorian A. Tolbert

The Steam Tug and Her Lost Lights!

On March 31st, 1942, the unarmed tug Menomi-

nee and her three manned barges were attacked by U-754 northeast of the Chesapeake Bay entrance. The tug and two of its barges were sunk with many fatalities. Coastwise WWII Mariners President J. Don Horton lost his older brother to this

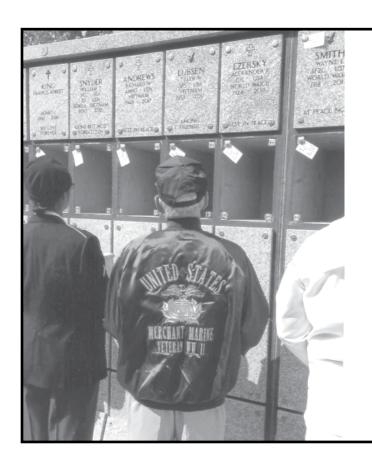
attack.

Menominee: The Steam Tug and Her Lost Lights! provides an accurate glimpse into life aboard WWII era coastwise tugs and barges. Included are vessel descriptions/particulars, explanations of routine work details such as cargo stowage and

cleaning the deck, and information regarding voyage routing. The condition of the lifesaving equipment aboard the tug and the questionable lack of training and drills are also explored.

After many years of legislative work, Horton's efforts have finally been successful in gaining veteran status for coastwise WWII mariners (PL 114-223). This book clearly explains the dangers faced by these mariners in carrying out duties critical to the nation's war efforts. Our WWII coastwise mariners truly deserve

their veteran status.



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MARITIME RECOGNITION IN LONDON

as reported by Dave Yoho

In London, the principal Merchant Navy Day Service was held at the national Merchant Navy Memorial in Trinity Square Gardens on Tower Hill in London on Sunday, September 3rd. A multi-faith service; organized by the Merchant Navy Association. In the care of

planting in the Memorial's lawn of miniature Red Ensigns, the flag of the Merchant Navy, in individual acts of remembrance or of support for those currently serving.

Together with veteran and serving members of the Merchant Navy, their relatives

the Commonwealth War Graves Commission, the three

memorials at the site there bear the 35,395 names of those merchant seamen from the First and Second World Wars together with the Falklands Campaign for whom



there is no known grave but the sea.

On September 3, 2017, a Royal Marine Band accompanied the Service which included the reading of a first-hand account of an action involving a ship and its crew named on the Memorial. In marking the centenary of World War I, during the ceremonies of 2014 - 2018, the readings relate to actions in the First World War.

Wreaths were laid at each memorial, followed by the



and friends, the Service was attended by representatives

of the shipping industry, Commonwealth High Commissions, Embassies, Royal Navy, Trinity House, maritime organizations, seafarers' charities and more as well as the standard bearers of branches of the Merchant Navy Association; Royal Fleet Auxiliary Association; Royal Naval Association; Royal British Legion; Royal National Lifeboat Institution and Sea Cadets. Dave Yoho, of the American Merchant Marine Veterans organization, was

invited to attend this year.

Mr. Yoho reports that "It was extremely moving and I



was touched by how different Merchant Navy men are treated in the UK. I had the opportunity to meet Admirals, Members of Par-

liament, many retired MN officers and the U. S. Naval Attache" He also noted that, in WWII "while they were in the war longer than us and in the beginning sailed without escort, convoys or gun crews, they lost 1 in 4."



MONUMENT AND WREATH LAYING IN NORTH CAROLINA



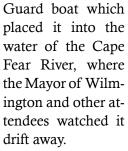
Memorial dedicated. Mayor Bill Saffo and Captain Henry Helgesen

Maritime Day, May 22, 2017: A long-standing project was completed this past Maritime Day according to the President of the Monument Fund and **AMMV** Member-at-large Captain Henry Helgesen. A beau-

tiful new Merchant Marine Memorial was dedicated

in the city of Wilmington, North Carolina.

Following the dedication, a wreath ceremony was held. The wreath was passed to a U. S. Coast



All those present were happy about the completion of this long-planned occasion.





WELL-DESERVED HONORS RECEIVED



From Hallowell, ME: AMMV Member-at-large Capt. Arthur Moore and his wife, Florence, were honored, with medals, during an event in early August at the American Legion Post 6 hall in Hallowell. Captain and Mrs. Moore are well known for their meticulous log of all merchant mariners who died and all merchant ships that were sunk in World War II in the form of the book "A Careless Word, A Needless Sinking".

First published in 1983, their book relied on data they collected themselves and it helped document that merchant mariners suffered a higher rate of casualties than any other branch of the military.

The recognition was sponsored by the National World War II Memorial Committee led by retired merchant marine captain Ed Sullivan, the Committee's Massachusetts field representative, who designated the Moores as "national heroes". Sullivan is campaigning to have the Moores' efforts recognized more widely, including contacting government official John Kelly last March. Kelly, who was then U.S. Secretary of Homeland Security and who also served in the merchant marine, was requested to give a formal commemoration of the Hallowell couple's efforts. In August, John Kelly became President Trump's Chief of Staff.

Sullivan pointed out at the ceremony that in his campaign, President Trump said over and over that we should "honor the veterans, honor the veterans." He told attendees that if Kelly would memorialize Arthur Moore, that all will be good.

Arthur Moore and his wife certainly deserve as many kudos for their Merchant Marine "Bible" as they can get. It is certainly a very splendid contribution to Merchant Marine history.

WHAT HAPPENS TO HALF A SHIP?

The S.S. Schenectady was a very big deal for Oregon, back when it was first launched on New Year's Eve, 1942.

It was a war year, of course, and American forces were hard-pressed on every side. although the Battle of Midway had given a ray of hope in the Pacific, the Nazis were looking just as dangerous and inexorable as ever.

In Portland, Oregon, Henry Kaiser's Liberty Ship-

building wonder-plant was just getting up to speed, and any home-front Oregonian watching the operation had to feel a thrill of pride, a feeling that Hitler and Tojo couldn't possibly sink 'em as fast as they were being built.

The *Schenectady* represented another leap forward for Oregon shipbuilding. It was an oil tanker, an essential sort of ship for a war that was almost totally motorized. It was the biggest ship ever built on the West Coast, and it was

followed in a matter of weeks by another just like it — and another, and another. In fact, the *Schenectady* was the first ship off a brand-new Henry Kaiser assembly-line shipyard on Swan Island, just like the assembly-line shipyards that were already cranking out thousands of Liberty Ships elsewhere, only set up to build a bigger model. The shipyard manager expected that by early summer, the Swan Island assembly line would be producing one new *Schenectady*-class tanker every four and a half days.

The *Schenectady*-class tankers were 523 feet long and 68 feet wide (Liberty Ships were 441 by 57). A 6,000-horse-power steam-electric drive system propelled it at 15 knots, or 28 miles per hour — a very respectable speed, and a real lifesaver in an environment where most German U-boats topped out at 17 knots. Of course, these tankers cost \$2.7 million to build, and it took almost twice as much steel to build one as it did a Liberty Ship.

More than one spectator, watching this 16,000-ton behemoth being launched and knowing another would be joining it in just a few days, surely felt reassured that 1943 would be a much better year. Then, came the night of January 16.

The *Schenectady* had just finished her sea trials, and everything had gone smoothly and satisfactorily. Now, moored at the fitting dock at Swan Island, she was being prepared to go into service, carrying fuel to the nation's war machines, 7.5 million gallons at a time.

It was 11 p.m. on a bitter cold night — in the 10s or possibly lower, cold enough that Portlanders in the south-

east quarter of the city were actually ice-skating on Laurelhurst Lake. The water in the river was right around 40 degrees. And although these temperatures aren't exactly extreme by arctic-sea standards, investigators later fingered them as the decisive factor in what happened next.

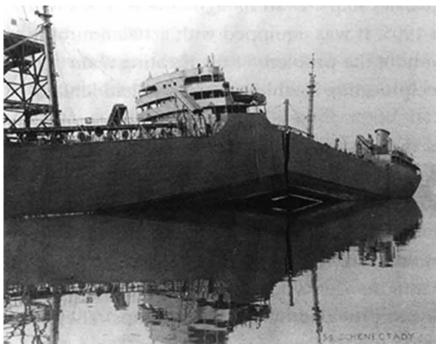
With a cracking crash that one bystander said actually shook the ground, the huge ship simply cracked in half. The bow and stern

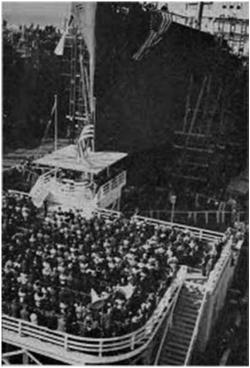
dropped down into the water, jackknifing into the muddy bottom of the lagoon; the midline of the ship was thrust up high above the water; and the 30 crew members, who had been preparing the big ship to cast off and head out to sea, surely thought they were about to die.

Luckily, the water beneath the dock was shallow — barely deep enough to float the ship, which drew up to 30 feet depending on its load. The crew members were easily able to get up on deck — where the third mate supplied the only injury when, in a panic, he leaped down onto the dock and hurt his ankle.

Now, of course, the shipyard and military officials had a whale of a public-relations problem on their hands. Had such an embarrassing failure occurred someplace discreet, it could have been kept quiet; but this ship was in the middle of Oregon's biggest city, bent like a piece of kindling cracked over a woodsman's knee, a three-foot-wide crack on display for all to see.

The new employees at Kaiser's new shipyard tried to keep their chins up, but it wasn't easy. As a morale-booster, having one's very first ship break in half while innocuously tied to the pier leaves something to be desired.





Crowd watching the launching of the SS Schenectady

Thoughts turned immediately to sabotage. Could this have been a deliberate act? It was hard to imagine that any saboteur could have engineered this kind of a break, but if one had, he or she would surely have earned a gold star for this iob.

The F.B.I. moved with lightning speed to quell

that rumor. The very next day, the bureau released a statement denying that sabotage was involved. Then Rear Admiral Howard L. Vickery arrived to lead the investigation.

The results were rather unsettling. Faulty welding was the first suspicion on everyone's mind — remember, this was the first ship off a brand-new assembly line, so everyone working on it was new on the job, and many of the welders working on the *Schenectady* had never welded anything before the war broke out. And, frankly, faulty welding was what most people were hoping the trouble was. After all, that was a problem that could be easily fixed with more training and supervision of the welders.

But a careful inspection of the hull didn't reveal any welds that might have failed. The crack had split right through the plates of steel themselves.

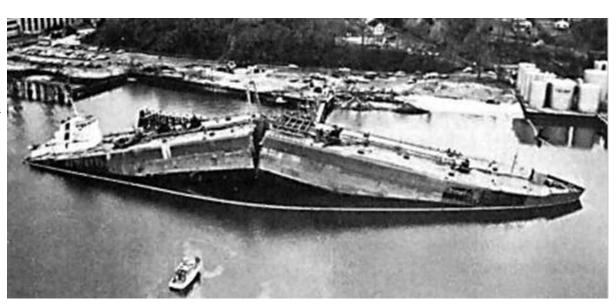
The report ended up pointing to an excessively stiff design, pre-existing stresses that had been somehow locked into the hull, and the relatively extreme temperature spread between the icy air and the temperate water.

It was also well known, by this time, that welded ships were more susceptible to this sort of thing than were the old-fashioned riveted kind, because once a crack gets started in a welded ship, it can spread all the way around, like a crack in a car windshield; in a riveted ship, the crack goes to the end of the plate and stops. This had happened to several other ships, and would happen to others later; but it took three times as long to rivet a ship together as it did to weld it, so welding continued throughout the war.

Eventually, much later, the true culprit would be identified: The low-grade steel used for ships' hulls was subject to brittle fractures when it got below a certain temperature, and when it did, invisible flaws in the steel would concentrate forces acting on the steel at certain vulnerable breaking points. So, if a flawed panel just happened to be installed in a high-stress location, the ship was essentially doomed. Those lessons wouldn't be learned for some time after the war, however.

As for the *Schenectady*, because of where it was the repair was a simple one. Water was pumped into the compartments amidships, so that the entire hull could settle onto the river bottom; then scab steel was welded across the breach to hold her together and she was refloated. Towed to a dry dock, she was put back together with a heavy reinforcing plate across the spot where the crack had opened, and was out moving gasoline across the Atlantic Ocean just a few months later.

Still, the breaking of the *Schenectady* was so strange, and the F.B.I.'s response was so swift and decisive, that one just has to wonder ... was it really just the weather? Or could this have actually been a case of sophisticated sabotage, covered up by the wartime government to prevent the public from learning what had really happened?



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			Zip
Phone	Email		
CONVENTION REGISTRATION FE	E (required to attend business sessi	ions & Hospitality	Room activities)
☐ SINGLE REGISTRATION (one	e person)	\$7	5 = \$
□ DOUBLE REGISTRATION (wi	th spouse/partner)	\$10	0 = \$
Additional \$25 per extra person in	your party (if more than two)	\$25 x	_=\$
LADIES' LUNCHEON: (Thursday, March Non-registered lunch guests only, please add	15 th : 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 salad and relishes. <u>Dessert</u> : Brownie with whippe	d cream garnish. Fresh coffee (regular or	decaf) & tea selection	
RECEPTION DINNER: (Thursday, March Non-registered dinner guests only, please add	d \$7 per persond	\$60 x \$7 x	= \$ _ = \$
☐ CHICKEN MUDEGA (Breast of ☐ ROASTED PORK LOIN (with G Either selection includes: Doubletree salad (mixe		n, mushrooms, bacon ith Dauphinoise potato ered walnuts and fresh	n shaved parmesan
cheese, served with herb vinaigrette); assorted rol	lls & butter; <u>Dessert</u> : carrot cake with crea	im cheese icing; coffee	e & tea selection.
"Take Me to St. Louis" BUS TOUR (Friday Per person, includes driver/guide gra	y, March16 th : 10:30am – 4:30pm) tuities	\$40 x	= \$
FAREWELL BANQUET (Saturday, March Non-registered dinner guests only, please add	n 17 th : 6:30pm – 8:30pm)d \$8 per person	\$66 x	= \$ = \$
☐ ROASTED SIRLOIN OF BEEF	y placing a mark in the appropriate (with five peppercorn blend; and selection eon Polenta: Layers of grilled vegetables;	of mixed fresh vegeta	•
<u>Either selection includes</u> : Salad (field greens toss assorted rolls & butter; <u>Dessert</u> : chocolate decade	ence; 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 (Boardroom A & B) Hospitality Room open! (Boardroom A & B) Board of Directors Meeting (Plaza 45)	
18:30 – 20:30		
Thursday, March 15		
08:00 - 11:30	Opening ceremonies; President's Report (Plaza 45)	
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! (Boardroom A & B)	
17:30 - ???	RECEPTION BANQUET; Guest Speaker: TBA; Entertainment: Sally & Roy (<i>Plaza 3</i>)	
Friday, March 16		
08:00 - 10:15	General Session: OPEN MIC (Plaza 45)	
10:30 – 16:30	"Take Me to St. Louis" Bus Tour; stops at: Lumiere Casino, Anheuser-Busch Brewery, Chesterfield Veteran's Honor Park	
10:30 - ???	Hospitality Room open! (Boardroom A & B)	
Saturday, March 17		
08:00 - 11:30	General Sessions (Speakers/presenters/programs TBA) (Plaza 45)	
11:30 – 12:30	Lunch break; Hospitality Room open! (Boardroom A & B)	
12:30 – 16:30 16:30 – 17:30	General Sessions (Speakers/presenters/programs TBA) (<i>Plaza 45</i>) Hospitality Room open! (<i>Boardroom A & B</i>)	
17:30 - ???	FAREWELL BANQUET; Guest Speaker: TBA; 50/50 drawing; Awards Ceremony; Entertainment: Sally & Roy (Theme: St. Patrick's Day) (<i>Plaza 3</i>)	

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.



32nd National Convention Memory Book



Place your order now!



Make this convention a success!

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

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

<u>Purpose</u>: 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.

<u>Conclusion</u>: 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.

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

<u>Submitted by</u>: Capt. Christopher J. Edyvean, Midwest Chapter, and Richard "Ben" Benjamin, MAL & Credentials Officer <u>Purpose</u>: To bring AMMV Constitution and Bylaws up to date with current member and business requirements.

<u>Background</u>: 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

<u>DELETE</u>: 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. <u>DELETE</u>: 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 of 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. <u>DELETE</u> (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. <u>DELETE</u>: The National Secretary shall notify all Chapters of the National Convention, not less than sixty (60) days prior to the annual convention.

 <u>REPLACE WITH</u>: 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. <u>DELETE</u>: 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. <u>DELETE</u> 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.
 - <u>REPLACE WITH:</u> 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. <u>DELETE:</u> 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. <u>DELETE</u>: 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. <u>DELETE</u> with no replacement language: A Chapter unable to send a delegate to the Convention may give their voting proxy to another AMMV Chapter.
- 4. <u>DELETE</u> 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

<u>DELETE:</u> 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

<u>DELETE</u>: 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.
 - 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)

- EDITORIAL COMMITTEE To assist the Editor of the official publication whenever necessary and submit any policy changes to the Board of Directors.
- CONVENTION COMMITTEE <u>DELETE</u>: 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.

<u>REPLACE WITH</u>: 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

<u>ADD</u>: 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. <u>DELETE</u>: 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. <u>DELETE</u>: 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. <u>DELETE</u> (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.



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:		
EMAIL:		
D.O.B:	DATE OF APPLICATION:	
Do you have a DD214?	If so, from what service(s)?	

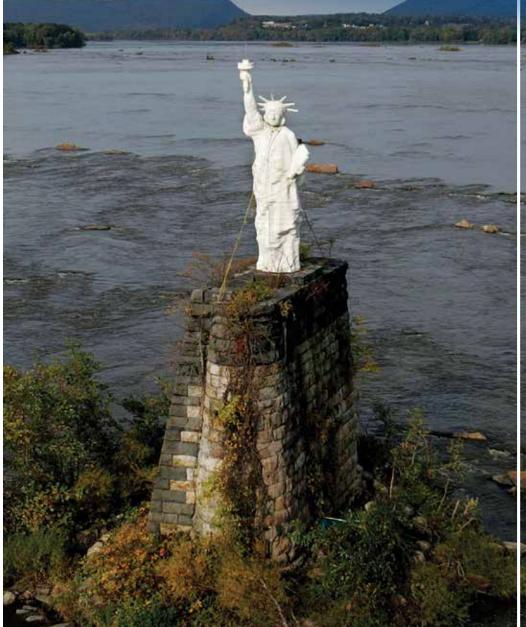
Member-At-Large Dues are \$32 annually (July 1st through June 30th). Send check or money order for \$32 to:

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

Questions? Please call AMMV HQ: (707) 546-6349; email saaren@sonic.net

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The story of the Susquehanna River Lady Liberty



No one in the town of Dauphin, PA knew where it came from or how it arrived: in 1986, a Statue of Liberty replica appeared on a piling in the middle of the Susquehanna River, off of Route 322. Traffic on the highway stalled from people who pulled over, slowed down, or stopped altogether to peer at the strange new landmark.

No one knew it at the time, but Gene Stlip a local lawyer, had created the statue to commemorate Lady Liberty's centennial celebration. He created it out of venetian blinds and plywood and assembled it in a friend's garage. He recruited a handful of accomplices to sneak it onto an old railroad pier in the middle of the night.

In the 1992, the original statue was destroyed by weather. The residents of Dauphin had grown so fond of their miniature Lady Liberty that they raised \$25,000 to build a new one: a larger, more durable and more securely-fastened version.

She is the one that remains to this day. Lady Liberty stands 25 feet tall and greets all who pass through Dauphin.

