

AMERICAN MERCHANT MARINE VETERANS

# AMMV NEWS

## MAGAZINE



*Storm the Hill WWII Veterans with  
Congressman Drew Ferguson (GA)*



IN PEACE AND WAR



*Keynote speaker Dave Yoho (center), AMMV Member,  
Memorial Day 2017 at the World War II Memorial*



1775



*H.R. 154 Sponsor Al Green (TX)  
with Laura Riddle*



*Entire Storm the Hill group  
with author Bill Geroux*

IN PEACE AND WAR



1775

### SUMMER 2017

- ★ Memory Book Form ..... Page 11
- ★ The NAVY Armed Guard was definitely there! ..... Page 24
- ★ Storm the Hill Initiative ..... Page 34



\$4.00

# In Loving Memory



## Nelson Cauble

National Secretary  
Oregon Chapter

February 28, 1927 to June 9, 2017

Nelson was one of the founding members of American Merchant Marine Veterans and remained an active member until he Crossed the Bar in June. He has held many offices with AMMV including National Vice President and National Secretary. He was the president of his local chapter, Southern Oregon, until it was disbanded and rolled into the Oregon Chapter.

Nelson and Shirley Cauble were awarded the Harvey-Wichita Award at the last National Convention for their continued dedication and contribution to the organization.

It is the highest award AMMV can give a member.

His life partner and spouse of nearly 70 years, Shirley, is replacing Nelson as the National Secretary by special election of the Executive Board of Directors.

Nelson's new term in office was to start July 1, 2017.





American Merchant Marine Veterans  
Official Publication  
NEWS MAGAZINE

*Published quarterly for the benefit of our members.*

*Foreign postage additional.*

*Subscription included in membership fee  
for AMMV members.*

*Non-members: \$4.00 per copy.*

**NATIONAL HEADQUARTERS**

**American Merchant Marine Veterans**

**Sindy Raymond**

**2722 Maynes Ct.**

**Santa Rosa, CA 95405**

**Phone: (707) 546-6349**

**Cell: (707) 235-6598**

**saaren@sonic.net**

**NATIONAL CORPORATE OFFICE**

**American Merchant Marine Veterans**

**8055 N. Dacca Terrace**

**Dunnellon, FL 34433-5413**

The American Merchant Marine Veterans, Inc.,  
a Florida Corporation, not for profit, assumes no  
responsibility for unsolicited material.

Published July 18, 2017

**EDITORIAL COMMITTEE**

Capt. Chris Edyvean.....President

Sindy Raymond ..... Editor and AMMV Office Administrator

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

The editor and publisher of this magazine assume no  
responsibility for errors in submitted material.

# In This Issue ...

National Officers .....	4
Regional Vice Presidents .....	4
Appointed Officers and Standing Committees.....	4
National President Report .....	5
Help Wanted .....	6
National Vice President Report .....	7
National Secretary Report .....	8
National Treasurer Report.....	9
Editor/AMMV Office Administrator Report .....	10
Convention Memory Book Form.....	11
AMMV Profit & Loss.....	12
AMMV Balance Sheet .....	13
AMMV Approved Budget.....	13
What Happened To These? .....	14
Crossed the Final Bar .....	15
Progress Report.....	16
AMMV New Members .....	17
A Special Tribute to a Tradition .....	19
The Robert E. Lee vs U-Boat U-166.....	20
Have You Crossed The Line Lately?.....	22
The Navy Armed Guard Was Definitely There!.....	24
How To Become A Member-At-Large .....	26
The Cruise of the Abraham Baldwin .....	27
A Brand-New Tall Ship.....	28
What It Feels Like .....	30
M.A.L. News .....	32
StormTheHill Initiative 2017 .....	34
StormTheHill Team Speaks .....	36
Book Review: Menominee .....	38
AMMV Member Awards Program .....	39
AMMV Member-At-Large Application .....	40
AMMV Constitution & By-Laws .....	41
President's National Memorial Day Proclamation.....	46



## AMERICAN MERCHANT MARINE VETERANS

### National Officers

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

**National Vice President**... **Christian Yuhas** *Golden Gate Chapter*  
P.O. Box 867 – Isleton, CA 95641 – (707) 398-5244 – AMMV\_VP\_YUHAS@yahoo.com

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

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

### Regional Vice Presidents

#### Region ONE – FL, PR

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

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

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

#### Region THREE – NJ, PA

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

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

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

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

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

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

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

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

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

#### Region EIGHT – AUS, CA, HI

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

### Appointed Officers

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

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

**Editor,**

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

**Historian:** ..... vacant

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

### Standing Committees

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

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

**Veterans Affairs:** ..... vacant

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

**Nominating &**

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

**Special Projects &**

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

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

**Internet &**

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

### 2018 National Convention Committee

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

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

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

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

*(Full committee to be announced in Fall News)*



# National President Capt. Chris Edyvean

## ***Nelson Cauble crosses the bar; Shirley Cauble installed as National Secretary***



I announce with great sadness that AMMV National Secretary Nelson Cauble has crossed the bar. Nelson and his wife Shirley have been a driving force behind AMMV's causes for many, many years. In fact, the couple was recognized at our 31<sup>st</sup> National Convention in Reno for their years of

dedicated organizational service.

Nelson had recently been elected to an additional term as National Secretary, but passed away before that term officially began. Our By-Laws do not specifically address how to proceed with filling a National Officer position in such case; however, our By-Laws do give power to the Executive Board of Directors to make decisions in unique situations. The Ex Board voted unanimously to install Shirley Cauble as AMMV National Secretary for the period July 1, 2017 to June 30, 2019.

## ***StormTheHill 2017***

In late May, AMMV sent a six-person volunteer team to Washington, D.C. to promote H.R. 154 (The Honoring Our WWII Merchant Mariners Act of 2017) and to educate members of Congress. The team was led by Government Affairs Co-Chairman Morris Harvey (Ocala Chapter); other members included Government Affairs Committee Member Charles A. Mills (Lone Star Chapter); Eugene Barner (Member-at-Large); Robert Weagant (Midwest Chapter); and daughters of WWIIMM Vets Sheila Sova and Laura Johnson Riddle (both Members-at-Large).

The STH team was "home-ported" at the Maritime Institute of Technology & Graduate Studies (MITAGS) in Linthicum Heights, MD. Sponsorship for room & board and transportation to/from D.C. was compliments of MITAGS and the International Organization of Masters, Mates, and Pilots (MMP). Assistance with the coordination of meetings was provided by the Transportation Institute (TI).

Our group's first day in D.C. included a reception banquet at the Rayburn Building, sponsored by the

Navy League of the United States (NLUS) and USA Maritime. Program flyers were distributed which included a WWII-era photo of each of the MM Vets, including the fathers of Sova and Riddle. Speaking at the banquet was William Geroux, author of *The Mathews Men: Seven Brothers and the War Against Hitler's U-boats*. The gang met with several Congresspersons this first day, including H.R. 154 sponsor Rep. Al Green (D-TX).

Throughout the next several days, our STH crew visited other Congresspersons and staffers, with a focus on members of the House Committee on Veterans' Affairs. They also were able to hold a demonstration and pass out educational materials on one of the weekend days. They reportedly had a great time at MITAGS interacting with the staff and maritime students.

One notable event in which the StormTheHill team participated was the National Maritime Day ceremony at the Department of Transportation building. The U.S. Maritime Administration (MARAD), who sponsored this event, aired footage from the *M/S City of New York* Remembrance Ceremony at our 31<sup>st</sup> National Convention in Reno. Many notable transportation and maritime leaders were on hand, including U.S. Transportation Command (USTRANSCOM) General Darren W. McDew; Secretary of Transportation Elaine Chao; and Seafarers International Union President Michael Sacco.

## ***Dave Yoho speaks at National WWII Memorial on Memorial Day***

Our STH members made a big splash, but perhaps they were just the "opening act" for a stunning Memorial Day speech by WWIIMM Vet & AMMV member Dave Yoho. Dave used his honed skills to speak about WWII veterans and the sacrifices that were made by all who served in the military during the second World War. He was also able to weave the lesser known story of the WWII U.S. Merchant Marine into his talk. Following his speech, Dave led a prayer vigil to commemorate the Murmansk Run. He specifically focused on the tragic story of the PQ-17 convoy, in which 24 out of 35 merchant ships were lost.

The reaction to Yoho's speech was monumental. An initial video of the presentation posted on the

*(continued on next page)*

(continued from previous page)

internet had over 1.25 million views. Many people and groups contacted Dave afterwards. This degree of attention to the WWII Merchant Marine is unprecedented in recent years. Dave has also made available to AMMV 250 DVDs of his speech for distribution. See ad later in this issue. Thank you, Dave!

### ***AMMV is no longer a chapter based organization***

Due to so many chapters closing down with their remaining members transferring to Member-at-Large (MAL) status, AMMV should no longer be considered a chapter-based organization. A Membership Report compiled by our National Office Administrator at the close of the fiscal year revealed that a touch over 50% of our membership is now MAL based. There is really no solution to this unfortunate trend, other than to encourage our existing chapters to stay together. This shift in membership proportions creates difficulty in that our By-Laws were constructed to serve a chapter-based organization. The National Officers look to propose some By-Law amendments to dampen this problem.

### ***2018 National Convention location & dates***

I am pleased to officially announce that the 32<sup>nd</sup> annual AMMV National Convention will be held at the DoubleTree St. Louis at Westport, St. Louis, MO between March 14<sup>th</sup> – 18<sup>th</sup>, 2018. Registration Forms will be available with detailed information beginning in the fall News issue. However, please note that because of the early convention dates, we must begin solicitation for ads/tributes in our Memory Book (aka convention program book). An advertising form for the Memory Book is included in this issue. Please consider participating!

### ***Happy summer to all!***

I conclude this report by wishing a happy summer to our members and friends. Please don't forget to do your part in urging your Congressperson to support H.R. 154. To quote the words of Nelson Cauble: "Together we can, and together we have, made a difference."

*Christopher J. Edyvean*

Capt. Chris Edyvean

# **HELP WANTED**



AMMV National Office Administrator Sindy Raymond is retiring between October and January. She will continue on as AMMV NEWS Magazine Editor and Communications Liaison.

We are seeking someone to learn the Admin job. Serious candidates should be skilled in accounting and use of Microsoft Office programs. Primary duties include membership tracking & dues collection. Preference may be given to a candidate who has ties with the WWII Merchant Marine. Initial training would include traveling to the National office in Santa Rosa, CA to spend a few days learning the ropes.

Please contact AMMV National President Capt. Chris Edyvean for more details; phone (715) 862-2531; email: [cjedyvean@hotmail.com](mailto:cjedyvean@hotmail.com).



# National Vice President

## I AM A HAPPY CAMPER!

I am a happy camper. I am an ex-Regional Vice President, an ex-National President, and now an ex-National Vice President. Just look at our National officers – we now have on board, three Mariners who are post WWII era. Our second term President Chris Edyvean is firmly in charge and surpassing all expectations. Our new Treasurer, John Pitts and our new VP, Christen Yuhas are already involved in their positions. The AMMV can be the greatest organization working for the overall betterment of our member Mariners – regardless of their position on-board ship and regardless of their past level of service. Founded by WWII veterans in 1984, AMMV has progressed to being the all-inclusive or-



ganization that it is today, as expressed in the AMMV goals listed in our Constitution (see copy later in this NEWS). I believe these basic goals have a lot to do with prior successes and will energize future members to make even greater efforts to gain Just Recognition.

I am looking forward to contributing further to AMMV causes. I am still co-chair of the Government Affairs Committee – working on the WWII legislation, HR 154, while my co-chair, Michael Helbig, is dedicated to obtaining US Government recognition of Veterans status for the Korean and Vietnam Mariners.

Don't forget to keep informed by checking our website [www.ammv.us](http://www.ammv.us). I expect to spend more time generating content to keep the site up to date. The Ocala Chapter is still in service and I will enjoy keeping in touch with the Ocala gang.

See you in St. Louis on March 14th.

*Morris Harvey*

Morris Harvey, Past National Vice President

## INCOMING NATIONAL VICE PRESIDENT CHRISTIAN YUHAS



As newly elected National Vice-President of AMMV, I pledge to do what I can to further AMMV causes, including the passage of the Just Recognition legislation and recognition of veterans, retired and active duty mariners who have served our country.

Many of you have heard me speak of the dire straits that our maritime industry is in today. AMMV has pledged support of very important issues for this industry, including major things like the Jones Act. As Vice President, I would like help in forwarding this support.

Perhaps you have noticed that life can be changeable. Mine certainly is at the moment:

I'm working diligently on finishing my Masters of Science degree; I'm thinking of relocating my residence; and when the Masters' degree work is done, I may be returning to sea duty.

For some time, I sailed as Chief Engineer of the Hawaii Super-ferry. Since then, one of my major ambitions is to re-establish this much needed service between the Hawaiian Islands and it would certainly be beneficial to the maritime industry. Involvement in this project is certainly on my agenda in the future.

However, I would like to assure you that I will still do all I can for the AMMV organization as Vice President. We all need to work together on a great many projects. We all need to do what we can to further the causes of and for mariners – yesterdays, todays and future ones. They are vitally needed for service to the United States of America in Peace and War.

Thank you,

Christian Yuhas





# National Secretary Shirley Cauble

## IT'S AN HONOR – THANK YOU



This is a very different and special message from me. I have been elected, through a special Executive Board of Directors election, to follow in the footsteps of my late husband, Nelson Cauble. I am honored to have been trusted, now, to share in and continue the work that is before us at American Merchant Marine Veterans. Nelson would expect nothing less from me, nor would I. We were a team and had worked together in business and in life for almost 70 years.

It is an honor today to send my grateful thanks to you for the many messages I have received, about friendship and courage for the days now ahead.

Our work in the AMMV was, and is, a wonderful part of those years now past. I am proud today to have this opportunity to carry on what he knew to be important at this time and place. I give you my full assurance that I will continue on the path ahead, and will be “on duty” and welcome your advice, friendship and trust.

Please do not hesitate to contact me. My “office” will always be open and together we will find the answer if it’s a question; or we will just share a time together and talk.

I found this poem many years ago. Over those years I have had it taped to my typewriters and computers and carry a copy with me.

*Thy strength oh Lord just for this day I pray You will impart,  
For me again, renew my faith as this new day I start.  
Reach out to me and keep Thy hand on everything I do;  
Direct my path to things undone and guide to pathways new.*

*Give me the patience that I need to do for others now,  
The things that You would have me do and kindly show me how.  
Through doubts and fears and heavy loads I struggle on my way,  
Yet through the rugged path I know that You are near today.*

*You steer my feet and lift my head and cause the light to shine,  
Then all my troubles, aches and pains I gladly leave behind.*

My grateful thanks, again, for all your messages and support. My promise is that I will give you the very best I have to give. Nelson would expect that from me and I feel it too. Let’s move forward together and give it our very best. I’m ready!

SHIRLEY CAUBLE  
National Secretary





# National Treasurer

## AN OPEN LETTER OF APPRECIATION

### To retiring National Treasurer George Salovich:



Thank you, George, for serving as Treasurer of the AMMV for so many years. Your faithful service is much appreciated by our members, our officers and myself. Your steadfastness and durability over the years has been exemplary. From the Big Sky country of Montana, your efforts have definitely succeeded in overcoming distance barriers that others may be facing. Without your determination, your establishment of a chapter there would not have been feasible. And thanks to modern tech-

nology and the USPS, the stretch of miles did not preclude your participation in National efforts.

It has been a pleasure working with you from the National office and knowing that, if I ever got to Montana, I could count on your hospitality for a great piece of pie. And thank you so much for when that happened.

Over the years, your course has remained steady and that is much appreciated.

Fair winds and smooth sailing,

Sindy Raymond

National Office Administrator

## INCOMING NATIONAL TREASURER JOHN PITTS

Hello Fellow AMMV Members –



Thank you for electing me as National Treasurer of the American Merchant Marine Veterans (AMMV). I am truly honored by the trust you have placed in me through election to this office.

My career as a U.S. Merchant Mariner has spanned 45 years during which time I have sailed in several shipboard ratings. I am presently rated as Bos'n, but my sea service has declined as I'm also the shore side Chairman of the Atlantic Maritime Employees Union (AMEU) representing the unlicensed sailors and seamen aboard Polar Tankers, Inc. vessels.

My membership with the AMMV began in the late 1980s when I became a member of the China Coasters Chapter in Wilmington, CA. I became really involved when the China Coasters put forth a proposal to establish a Memorial dedicated to the memory of American Merchant Marine Veterans of WWII as a physical recognition of Veterans status gained by WWII Merchant Mariners from US Congress in 1988.

In 1989, that Memorial was completed in San Pedro, California. The American Merchant Marine Veterans Memorial Committee, Inc. (AMMVMC) was created and

charged with the funding and maintenance of the Memorial. I have been involved as a volunteer on this committee since the 1990's in the capacity of Treasurer, and as Chairman since 2003.

Over the years, I have realized that Maritime history is not promoted or taught in US schools and definitely needs to be. I am impressed by AMMV efforts in getting the word to the public and want to help. Over the years progress has been made, including the successful attainment of Veterans' status for the WWII Mariners; the dissemination of history by Captain Arthur Moore, through his amazing book, "A Careless Word...A Needless Sinking"; and continuing efforts for recognition of Korean and Viet Nam era US Merchant Mariners; these efforts have made a distinctive difference.

Current events, such as the Storm the Hill Gang; Dave Yoho's speech at the National Memorial Day service in Washington D.C. on May 28th and other projects to further recognition for Merchant Mariners of all ages, also need to be put forth.

There are many positive things being done to recognize, preserve and fortify the story of the US Merchant Marine, but more needs to be done. I will do what I can to help our cause through my service as an officer of the American Merchant Marine Veterans.

Fraternally and Thank You for your service,

John Pitts



# Editor / AMMV Office Administrator Sindy Raymond

## **OLD DOG; NEW TRICKS**

### **NEVER TOO OLD TO LEARN:**



Recently, Charles A. Lloyd, who for many years has kept the U. S. Navy Armed Guard (NAG) history alive with his publication of "The Pointer" magazine, announced that the last issue had been printed and he is going to retire. This left a large void in helping keep the NAG and the U. S. Merchant Mariners of WWII remembered by the general public.

One source said that even the U. S. Navy has forgotten about the Armed Guard.

We, at AMMV, cannot and must not let the heroic efforts of both these groups of men be forgotten. After all, the two groups were, literally, in the same boat in WWII. The NAG was disbanded after WWII, while Merchant Mariners have continued to serve in Peace and War since then. But during the U. S. involvement in WWII, the two groups were uniquely dependent upon one another. You cannot tell the story of one without telling the story of the other.

In our continual quest for additional members, our own Sheila Sova and yours truly here at National office produced a mailing to about 2,000 NAG men from a list that C. A. Lloyd had generously supplied. Hopefully our work will not be for naught and we will gain some new members for AMMV.

However, during this process I came to realize how little I knew about the NAG. I found that there is even less information available about them, publicly, than about the Merchant Mariners of WWII. So, I pledge, here and now, to make a concerted effort to learn more about the NAG and try to keep both groups in the minds of the American public. Both groups deserve the recognition for serving their Country so gallantly and should not be forgotten! A post-script though. After our AMMV mailing went out, we heard from C. A. that another NAG has volunteered to continue C. A.'s efforts. We will have more updates on this as time passes. Nonetheless, further NAG information will be forthcoming from here, too.

### **FIND A NEED & FILL IT:**

In Capt. Chris' column you probably read that our membership in AMMV is now almost 50% Members-at-Large (MALs). Many, many of those members are doing their best for AMMV and our goals, whether it is contacting legislators, seeking further recognition for the MM or just doing public

service. Your Editor, yes, that's me, feels that they need recognition, too, as individuals. So we have established a special section in this NEWS Magazine for them. I hope you enjoy it. And, please, continue to send in your contributions, stories, pictures, whatever. We know that you are actively doing what you can, so let us know about it.

### **REMINDER: DUES ARE DUE:**

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 remittance 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!

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

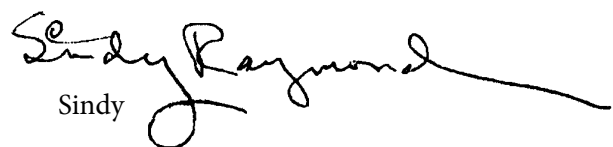
### **LOOKING FORWARD:**

After much negotiating with the powers that be, it has been decided that my SEMI-RETIREMENT date will be at the end of this year, December 31, 2017. I say, semi-retirement, because I will still be editing the AMMV NEWS Magazine, communicating with you special members and assisting in additional AMMV projects.

I have, as you know, been doing double duty the last few years for AMMV and it has been my pleasure. However, at the end of the year, I will be turning my National office financial and membership recording duties over to someone else, in the hopes that they will enjoy them as much as I have – although in my case it's been enjoying them for 57 years with AMMV and other places. After all that time, I am hoping for a little break from the day-to-day routine. I have a few projects that I would like to do aside from Merchant Marine based things. HOWEVER, I AM NOT GIVING UP THE SHIP!!!! Please don't think you can get rid of me that easily!

Let's make the National convention in St. Louis, MO next March, a semi-retirement party for me. Meet me in St. Louie, Louie!

FAIR WINDS AND SMOOTH SAILING,

  
Sindy

## American Merchant Marine Veterans

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.

### MEMORY BOOK RATES

*Deadline for submittals is **JANUARY 26, 2018***

_____ Full Page (8 in x 10.5 in) @ \$ 110.00	_____ Half Page (8 in x 5.25 in) @ \$ 80.00
_____ 1/4 Page (4 in x 5.25 in) @ \$ 45.00	_____ Business Card @ \$ 25.00
_____ Biographical Story \$0.00	_____ Patriotic Contribution

- ★ Full page submittals can be printed in color for an additional \$190.00 per page
- ★ Premium location: (Color only) Back cover, inside front cover or inside back cover. Available on a first come, first serve basis. Contact us for additional information.

*All Submittals must be camera ready • No Bleeds except back and inside covers • Original Art – No Photo Copies please*

*Digital Copies accepted (PDF Format preferred) [photos.mcg@gmail.com](mailto:photos.mcg@gmail.com)*

Contact: \_\_\_\_\_ Phone: \_\_\_\_\_ E-mail \_\_\_\_\_

Chapter Name (if applicable): \_\_\_\_\_

Send copy of the Memory Book to this address:

Paid by: \_\_\_\_\_ Address: \_\_\_\_\_

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

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Space: \$ \_\_\_\_\_ + Color (full pages only) \$ 190 = Total \$ \_\_\_\_\_

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

E-mail digital files to Carole Gutierrez at [photos.mcg@gmail.com](mailto:photos.mcg@gmail.com)

### **FOR MORE INFORMATION:**

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



# AMMV

## Profit & Loss

July 2016 through June 2017

### Ordinary Income/Expense

#### Income

402 · CONTRIBUTIONS	16,556.42
403 · INTEREST INCOME	33.50
405 · MISSION SUPPORT FUND	5,543.98
406 · DVD SALES	108.00
407 · RECRUITMENT MAIL INCOME	700.00
409 · MISCELLANEOUS INCOME	1,346.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	140.00
AKG · ALASKA GREATLANDS	128.00
BEE · BEEHIVE MARINERS	125.00
CAC · CACTUS MARINERS	192.00
CEC · CENTRAL CALIFORNIA	300.00
CWM · CARL W. MINOR - CENT. CA. COAST	325.00
DAR · DENNIS ROLAND	2,400.00
DES · DESERT MARINERS	400.00
DVC · DELAWARE VALLEY	100.00
GLD · GOLDEN GATE	1,475.00
GUL · GULFSTREAM	1,045.00
HIR · HIGH ROLLERS	375.00
HSE · HIGH SEA ERA	50.00
HSM · HIGH SEAS MARINERS	0.00
HUD · HUDSON VALLEY	725.00
HUM · HUMBOLDT BAY	125.00
JTS · JOHN T. SCHMIDT/PALMETTO	525.00
LON · LONE STAR	325.00
MAC · ROBERT J. MAC ALVANA	375.00
MAL · MEMBERS AT LARGE	22,758.00
MALW · MEMBER-AT-LARGE - WEBPAGE	1,460.92
MAM · MID AMER. ANCIENT MARINERS	600.00
MGC · MISSISSIPPI GULF COAST	64.00
MOV · MISSOURI VALLEY	725.00
MPA · MARINERS OF PENNSYLVANIA	405.00
MWE · MID WEST	650.00
NBM · NORTH BAY MARINERS	500.00
NOA · NORTH ATLANTIC	500.00
OCA · OCALA CHAPTER	675.00
OHV · OHIO VALLEY	550.00
OKM · OKLAHOMA MARINERS	300.00
ORE · OREGON	1,200.00
ORV · OSWEGO RIVER VALLEY	75.00
PEC · PECONIC BAY	350.00
PUG · PUGET SOUND	250.00
ROG · ROGUE VALLEY	325.00
ROR · ROAD RUNNER	350.00
SAC · SACRAMENTO VALLEY	850.00
SAR · SARASOTA-MANATEE	600.00
SSP · SS SAMUEL PARKER	600.00
STH · SS STEPHEN HOPKINS	575.00
SUQ · SUSQUEHANNA VALLEY	250.00
SWF · SOUTHWEST FLORIDA	375.00
THR · THREE RIVERS	700.00
VUL · VULCAN CHAPTER	375.00

Total 410 · CHAPTER DUES 45,192.92

Total Income 69,480.82

### Expense

#### 500 · FIXED EXPENSE

501 · BANK CHARGE	207.00
503 · EQUIP RENTAL	644.00
507 · TELEPHONE	3,648.61
508 · RENT/OCCUPANCY	3,600.00
509 · UTILITIES	1,250.00
510 · MEMBERSHIP PROMOTION	947.37
511 · SERVICE CHARGES - PAYPAL	54.44

Total 500 · FIXED EXPENSE 10,351.42

#### 520 · MISSION ADVANCE

521 · AWARDS	1,000.00
525 · MISSION SUPPORT EXPENSE	6,319.50

Total 520 · MISSION ADVANCE 7,319.50

#### 522 · RECRUITMENT & SPECIAL MAILING

526 · INTERNET INITIATIVE	200.00
528 · JCC CLOSING EXPENSE	991.00

#### 530 · NEWS LETTER

533 · POSTAGE	4,472.57
536 · PRINTING	14,537.98
537 · GRAPHIC DESIGN	400.00
538 · LAYOUT	4,400.00
539 · EDITORIAL FEE	1,200.00

Total 530 · NEWS LETTER 25,010.55

#### 540 · DVD EXPENSE

543 · DVD POSTAGE	8.49
-------------------	------

Total 540 · DVD EXPENSE 8.49

#### 550 · PERSONNEL

551 · ADMINISTRATOR	18,600.00
552 · NATIONAL PRESIDENT	672.74
555 · NATIONAL V.P.	878.74
556 · REG. V.P.	600.00

Total 550 · PERSONNEL 20,751.48

#### 560 · OPERATING EXPENSES

564 · OFFICE SUPPLIES	1,196.66
565 · POSTAGE - OFFICE	1,372.88
566 · PRINTING - OFFICE	78.95
567 · LICENSES & FEES	70.00
568 · TRAVEL EXPENSE	1,136.29

Total 560 · OPERATING EXPENSES 3,854.78

### Total Expense

### Net Ordinary Income

### Net Income

69,190.17

290.65

290.65

*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.*

**AMMV**  
**Balance Sheet**  
As of June 30, 2017

**APPROVED BUDGET: FISCAL YEAR**  
**July 1st, 2017 - June 30th, 2018**

*Approved by the BOD and General Assembly*  
*March 26-27, 2017 at Reno*

	<u>Jun 30, 17</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
102 · WELLS FARGO 2000053950011	109,122.49
103 · PAYPAL ACCOUNT	127.88
<b>Total Checking/Savings</b>	<u>109,250.37</u>
<b>Total Current Assets</b>	<u>109,250.37</u>
<b>TOTAL ASSETS</b>	<u><b>109,250.37</b></u>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Other Current Liabilities	
311 · DUES RECEIVABLE 2018	9,660.00
312 · MEMBER RECRUITMENT	3,000.00
314 · MISSION SUPPORT DONATIONS	51,376.00
<b>Total Other Current Liabilities</b>	<u>64,036.00</u>
<b>Total Current Liabilities</b>	<u>64,036.00</u>
<b>Total Liabilities</b>	64,036.00
Equity	
32000 · Unrestricted Net Assets	-13,912.39
390 · EARNINGS	58,836.11
Net Income	290.65
<b>Total Equity</b>	<u>45,214.37</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<u><b>109,250.37</b></u>

**INCOME**

410 DUES: 704 Chptr. Mbr. @ 25.00	\$17,600	
410 DUES: 700 MAL Mbr. @ 32.00	\$22,400	
<b>TOTAL ESTIMATED RENEWAL DUES</b>		<b>\$40,000</b>
401 INTEREST + MAG. ADS.	\$0	
402 CONTRIBUTIONS	\$5,000	
405 MISSION SUPPORT FUND	\$10,000	
<b>400 TOTAL MISC INCOME</b>		<b>\$15,000</b>
<b>TOTAL PROJECTED INCOME</b>		<b>\$55,000</b>

**FIXED Expenses**

501 Bank charges	\$250	
503 Rent/Nat.Office Equipment	\$600	
506 Insurance	\$580	
507 Telephone	\$3,500	
508 Rent/Occupancy	\$3,600	
509 Utilities/Nat. Office	\$1,200	
<b>500 TOTAL FIXED</b>		<b>\$9,730</b>

**MISSION ADVANCE Expense**

521 Awards & recognition	\$1,000	
522 Recruit-Mail	\$1,000	
525 Mision Support Expense	\$2,500	
526 Internet Initiative (Parts A, B. & C)		
(A) Website maintenance	\$0	
(B) SEO services	\$0	
(C) Social Media Advetising	\$200	
527 Survey/Mbr's	\$0	
528 JCC Freight-Closing	\$1,000	
<b>520 TOTAL MISSION ADV.</b>		<b>\$5,700</b>

**NEWS MAGAZINE Expense**

533 Mailing (Postage + Fee)	\$5,000	
536 Printing	\$15,000	
538 Layout	\$4,400	
539 News Mag. Editing	\$1,200	
532 Graphic Design Contributor	\$400	
<b>530 TOTAL NEWS MAGAZINE</b>		<b>\$26,000</b>

**PERSONNEL Expense**

551 Administrator	\$18,600	
552 National President	\$2,000	
555 National Vice President	\$1,500	
553 National Secretary	\$500	
554 National Treasurer	\$500	
556 Regional Vice Presidents	\$2,000	
<b>550 TOTAL PERSONNEL</b>		<b>\$25,100</b>

**OPERATING EXPENSES**

564 Office Supplies	\$1,500	
565 Office - Postage	\$1,500	
566 Office - printing	\$400	
567 License & Fees	\$70	
<b>560 TOTAL OPERATING</b>		<b>\$3,470</b>

<b>TOTAL PROJECTED EXPENSES</b>	<b>\$70,000</b>
---------------------------------	-----------------

# WHAT HAPPENED TO THESE?

*Editor's note: This picture was reproduced from a 1942 (?) War Shipping Administration Training Organization information booklet. It made me wonder what happened to these beautiful passenger liners.*

## THE SS MANHATTAN:

She was a 24,189-ton luxury liner of the United States Lines, named after a borough of New York City. At the time of their construction (1930), the Manhattan and her sister ship, the Washington were the largest liners ever built in the United States. Manhattan was the first large liner built in the US since 1905. She carried over 1,100 passengers in cabin, tourist and third class. United States Lines signed contracts in 1931 for the two ships at a cost of approximately \$21 million per ship. This was considered an extreme cost in the Depression, and a gamble by a man in the passenger liner business.<sup>1</sup>

Beginning in August 1932, the Manhattan flew the US Lines flag on the New York-Hamburg route, a route she would continue to serve with only one short break until December 1939, when Roosevelt invoked the 1939 Neutrality Act against Germany.

From January 1940 until Italy's entry into World War II in June 1940, *Manhattan* sailed between New York and Genoa. On January 12, 1941, while in

coastal service on the Atlantic seaboard, the Manhattan went aground just off the Florida beaches nine miles north of Palm Beach, and was refloated 22 days later. On March 6, 1941, the commander of the marine inspection bureau suspended the captain and first officer after finding them guilty of negligence in the grounding. The captain received an eight-month suspension while the first officer was suspended for one month.

On 6 June 1941, the *Manhattan* was requisitioned

and leased by the US Navy, and was subsequently commissioned as the troopship *USS Wakefield* on 15 June 1941. Assigned a Coast Guard crew under Commander Wilfrid N. Derby, she became the largest vessel ever operated by the Coast Guard.

The *Manhattan* would never reenter commercial service. On 3 September 1942, while en route from Clyde to New York as part of convoy TA-18, fire broke out aboard. Taken in tow she reached Halifax five days later, still burning. By the time the last flames were extinguished, her hull was effectively gutted. Paid off by the US Navy, she was towed to Boston Navy Yard and rebuilt to

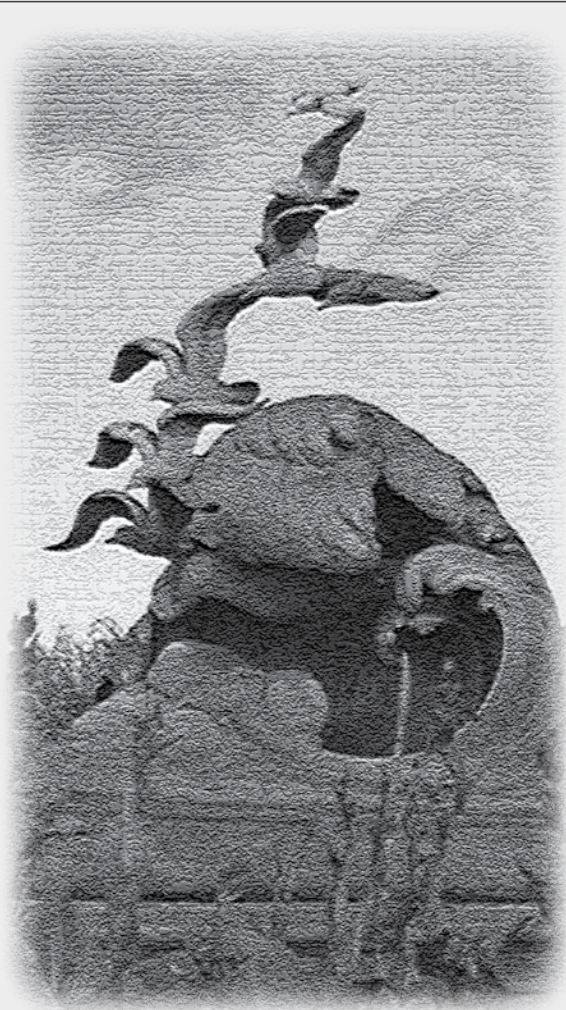
troopship specifications. She was struck in 1959 and scrapped in 1964.

*Other liners shown will be featured in the Fall, 2017 AMMV NEWS Magazine.*





# *In memory of those who have Crossed the Final Bar*



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

SPENCER A. AMES  
GEORGE BERTHOLD  
RUDOLH G. BRITTO  
NELSON CAUBLE  
NAOMI COLLIER  
JOE COLON  
WALLACE R. DAVIS  
LARRY DUNCAN  
GEORGE GUNDERSEN  
GEORGE E. HALE  
RICHARD A. HILL  
JOHN H. HOLTZHAUER  
LAUREN H. JORDAN  
PATRICK R. KELLY  
ALBERT A. MENDES  
HERMAN "HANK" J. ROSEN  
HANS G. SKALAGARD  
KENNETH E. STIREMAN  
EDWARD J. WEBER  
ALBERT M. WITHERSPOON  
HERBERT C. WOLFSEN

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.

# PROGRESS REPORT:

## KOREAN CONFLICT MERCHANT MARINER GROUP APPLICATION

Since my last report (Winter 2016-17 edition AMMV NEWS) the focus has been on three main areas:

**1. Researching thousands of pages of witness testimony** in 15 published Senate and House hearings conducted between 1949 and 1954. It may come as a surprise to some that our merchant marine of that era was not in any sense an organization. Rather, it was an essential element of what was then called “the shipping business” or “the maritime industry.” Conflicting laws, regulations and policies established in the wake of WWII ensured that Congress would have its hands full in attempting to husband an American merchant marine worthy of the stated policy in the Merchant Marine Act of 1936. A major theme characterizing these hearings is the encroachment of the Military Sea Transportation Service (MSTS) on U. S.-flagged commercial shipping interests. Domestically, business had been lost to the railroads. Internationally, there was increasing foreign-flag competition. As the Dept. of Defense (DoD) responded to the Korean Crisis its unified ocean carrier, MSTS, grew into an empire, integrating both public and commercial ships into a naval auxiliary necessary to meet the mushrooming needs of the Armed Forces. But even before the armistice was signed commercial ships were being returned, their owners focused on the peacetime role of carrying the nation’s commerce while struggling to remain profitable. MSTS, however, now burdened with world-wide commitments, was loathe to reduce itself. Accordingly, the old hue and cry to “Get government out of the shipping business!” echoed through the halls of the Capitol. Despite the annual Maritime Day speeches, as one captain told me 15 years ago, “The future of the merchant marine is government, not commercial.”

**2. A match-up of 266 “organic fleet” USNS ships acquired by MSTS** during the Conflict, 227 of which are found to be U.S.-crewed. Certain questions had to be answered about these public vessels as to their duty status and periods of active operation, and who crewed them. This was done by checking all of the available MARAD Vessel History Database cards and DANFS entries online, filling in as needed with crew list information when they could be found.

Though not 100% satisfactory the results should be sufficient to convince the DoD Civilian/Military Service Review Board that the Coast Guard would be justified in issuing an administrative DD-214 based on a seaman’s discharge falling within the date window that the ship was in service. Ideally it would have been preferable to establish this through entries in the *Ships’ Data Book* (Vol. II, 1 July 1952) and the *Naval Vessel Register* (1 July 1950, et seq.), but the Navy Department Library doesn’t own the former and won’t loan the latter. So information on the ex-Army AKL acquisitions that sailed the Pacific, aside from some scattered crew lists, is in short supply. It would be easy, for example, to make a claim for civilian service on the six LST’s that participated in the Inchon Landing. However, despite their acquisition by MSTS as USNS ships, it turns out that all of them were rapidly converted from that status to USS commissioned ships with Navy crews on the eve of the invasion. Thus, the service dates in Korean waters assigned them in the *Navy and Marine Corps Awards Manual* pertain to commissioned service only. And there were another 38 LST’s crewed by the Japanese that no claim can be made on.

**3. Military Control.** This was established administratively by DoD/MSTS over *public vessels* withdrawn from the National Defense Reserve Fleets and allocated by MARAD’s Federal Maritime Board/ National Shipping Authority through bareboat charters and General Agency Agreements (GAAs) to commercial companies that, in turn, time chartered them for the account of MSTS. It was established over *commercial vessels* when these were “offered” to MSTS under time charter. There is a big hole in this research when it comes to commercial vessels operated for MSTS under shipping contracts and so-called berth terms. Since about 50% of military cargo was carried by such ships operating on their essential trade routes, this represents a lot of mariners who may not have even been aware that there was such cargo manifested aboard. The number of voyages made with military support cargo “on berth” is staggering and though it may be possible to isolate the shipping contracts by company, it is probable that we will not be able to obtain the specific ships and their sailings in order

to credit service. My list of U. S.-flagged dry cargo ships that made Korean waters stands at 485, to which can now be added another 14 plus 2 passenger ships under GAA's that did not. There are also another 27 that are known to have operated on berth, so the total is 528. The hearings reveal that DoD/MSTS employed an average of 32 commercial tankers per month under voyage charters under the Voluntary Plan to Contribute Tanker Capacity (January 1951 to March 1953). While the pool of potential participants identified through research stands at 497, it will take a successful FOIA request to identify the specific tanker names and the dates they sailed. While we would hope to establish a claim for service on those ships, there is a catch (see below).

**Factors:** Subjection to military discipline – On 24 July 1950 representatives of the maritime industry voluntarily agreed to support the Government's effort to secure shipping from subversive elements. The Coast Guard established a screening program that had lots of holes in it. Nevertheless, as of 1 May 1953, 354,228 seamen had been screened for security and only 1,833 (0.5%) were denied the required stamp to their documents: "VALIDATED FOR EMERGENCY SERVICE."

**Subjection to military justice** – Four Army and one Navy court-martial review/appeal cases have been identified that were prosecuted under the UCMJ in effect 31 May 1951. Jurisdiction was challenged under article 2 (11) in all cases, and succeeded in one only because the seaman had quit before he committed the crime. On 24 April 1952 the NAVY JAG issued his opinion that commercial vessels operating under MSTS voyage or space charters were not "so related to military command as to warrant jurisdiction unless integrated into a task force engaged in a military operation" or otherwise became subject to military control. While one of the cases involved a commercial ship, she was under a time charter. Thus, there is no case yet found in which a merchant seaman was prosecuted while assigned to a ship under voyage/space charter. Yet, we are in possession of a shore pass issued by the Army in Yokohama that advises any seaman on a ship carrying military cargo is subject to court-martial. That presumably was the standing policy issued by the Far East Command JAG, so the Army seems to have had a different opinion of the matter than the Navy.

*Submitted by Michael J. Helbig – 7/13/17*

## Welcome Aboard to these New Members of the AMMV

LOIS BOYLE	SAN PABLO	CA	EDWARD J. MADIGAN	BRONX	NY
TONY BRIA	MANNINGHAM	AUS	CAPT. EARL E. MAXFIELD, JR.	OLD SAYBROOK	CT
STEVEN CAMBIO	LOS ANGELES	CA	DARRIN MUENZBERG	PENA BLANCA	NM
BILL W. CARTER	NEVADA CITY	CA	DENNIS NG	ORADELL	NJ
KIMBERLY DEGRAVE	HURLEY	WI	PEDRO A. OCAMPO	MIAMI	FL
ELIZABETH DIRCKS	BUDD LAKE	NJ	JESSICA PERFETTE	PEORIA	AZ
DONALD DITTMER, SR.	TOLEDO	OH	EDWARD W. QUILTER	HOUSTON	TX
KELLY DROWN	GLENDALE	AZ	BAILEY RIDDLE	PEORIA	AZ
DONALD FLEMING	IRONWOOD	MI	GARRISON RIDDLE	GLENDALE	AZ
ALLAN C. GODWIN	SOUTHMONT	NC	SCARLETT J. ROSE	ANDERSON	CA
CLARENCE E. HAWKINS	BEDFORD	VA	CAPT. CLARKE SHEEHAN	CATO	NY
JAMES B. HILL	NOVATO	CA	KEVIN SHEEN	HERNANDO	FL
JUNE KUBINA	JANESVILLE	WI	BRUCE C. SIGMAN	HOPE	IN
HERMAN LAZARE	LAKE CHARLES	LA	MICHAEL STEWART	HOUSTON	TX
ROBERT H. LIZON	MADISON	WI	LAURA L. WISE	COLLINSVILLE	IL



# Couldn't make Memorial Day at the World War II Memorial?



Dave Yoho on Memorial Day  
"A Tribute to Veterans"

Featuring  
Dave Yoho

Only  
\$12  
donation  
including shipping



## *Be there with this DVD*

For more information or to order send check or money order to:

AMMV National Office  
2722 Maynes Ct.  
Santa Rosa, Ca 95405

Sindy Raymond ★ Phone: (707) 546-6349 ★ Cell: (707) 235-6598 ★ Email: [saaren@sonic.net](mailto:saaren@sonic.net)

# A Special Tribute to a Tradition

National Maritime Day, May 22<sup>nd</sup>, is celebrated on a grand scale in San Pedro, CA, the shipping port of Los Angeles. San Pedro has a major maritime ambiance that is probably not felt too many other places in the United States. And the yearly ceremony, sponsored by the American Merchant Marine Veterans Memorial Committee, which is chaired by AMMV National Treasurer John Pitts, is very impressive.

The ceremony is held at the site of their very special memorial dedicated to the American Merchant Marine veterans of WWII, and is adjacent to the marble walls engraved with the names of US Merchant Mariners lost to hostile action from WWII, Korea, Vietnam and other conflicts. The site, situated on the waterfront of Los Angeles harbor, reflects the nautical influence needed.

May 22, 2017 dawned to a clear sky, which was appreciated as the locals are used to what they call the June Gloom, overcast grey mornings with the sun breaking out sometime later.

John opened the ceremony at 11:00 AM, by welcoming everyone; the flag was presented; and opening invocations were heard. Edmund O'Shea, Chief Mate aboard the ready reserve fleet ship S.S. Cape Inscription read the 2017 Maritime Day Presidential Pro-



clamation. L.A. Supervisor, and former U. S. Congresswoman, Janice Hahn; David Arian, Port of LA Harbor Commissioner; and Captain Charlene Downey, officer in charge of the Los Angeles area U.S. Coast Guard were among the speakers present. Ms. Hahn spoke of the influence on her life of having an uncle who was in the Merchant

Marine and a father who was in the Navy in WWII. She remembers how the uncle did not receive the Veterans benefits accorded to her father and she promised that she will continue to do whatever she can to correct the injustice done to the Merchant Mariners of WWII.

After the speakers, there were closing invocations, followed by a 21-gun salute by a local VFW armed guard unit with a demonstration and explanation of the flag-folding ceremony following.

When John closed the ceremony, the crowd adjourned to a local restaurant, some riding on the provided old-fashioned local bus, and enjoyed lunch.

At the lunch, many maritime unions and other maritime-connected participants heard a stirring speech presented by Captain Willie Barrere, King's Point graduate and West Coast representative of the American Maritime Officers. Those in attendance also listened to additional "entertainment" and the Kings Point graduates finished off the occasion with a rousing version of "Heave Ho".

*Editor's note: It was my pleasure to have been invited to this event for the fourth year in a row. My luncheon table partners were some folks who are volunteers on the SS Lane Victory, the WWII project ship that is berthed not too far from the restaurant and is open to the public for self-guided tours. Photos shown are courtesy of Manny Aschenmeyer.*



*Supervisor Janice Hahn and Chairman John Pitts*





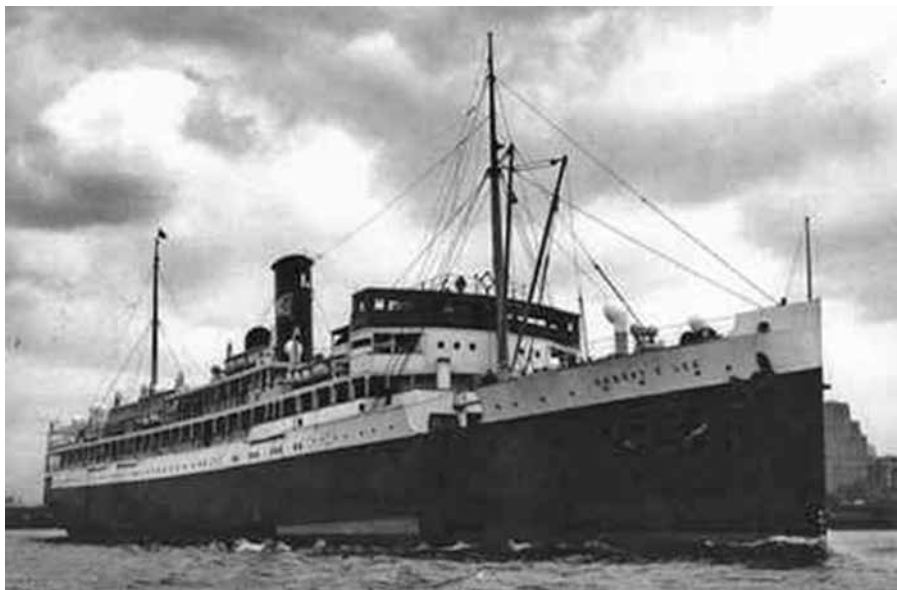
# The Robert E. Lee vs U-Boat U-166

During the years 1942 and 1943, a fleet of over 20 German U-boats cruised the Gulf of Mexico, seeking to disrupt the vital flow of oil carried by tankers from ports in Texas and Louisiana. They succeeded in sending 56 vessels to the bottom; 39 of these are now believed to be in state or Federal waters off Texas, Louisiana, and Florida alone.

When America entered World War II, the Nazis launched "Operation Drumbeat", an ambitious plan that used U-boats to drop off spies on the U.S. East Coast and attack shipping in the western Atlantic and the Gulf of Mexico.

Hundreds of ships were sunk. Millions of tons of cargo shipments were intercepted. More than 5,000 lives were lost. But at the time, few Americans knew about the operation or how successful it was.

After their initial, devastating success, U-boat attacks in the Gulf became rare by the end of 1943 after merchant vessels began cruising in armed convoys. The opening of the "Big Inch" pipeline from Texas to New Jersey also contributed to



freeing the war effort from relying on ships to transport crude oil.

## ***The story of one sinking:***

On 30 July 1942 the SS *Robert E. Lee* (Master William C. Heath) was hit by one torpedo from U-166, steaming at 16 knots about 50 miles southeast of the entrance to the Mississippi River. Lookouts had spotted the torpedo wake about 200 yards away before it struck just aft of the engine room. The explosion destroyed the #3 hold, vented through the B and C decks and wrecked the engines, the radio compartment and the steering gear.

The badly damaged *Robert E.*

*Lee* first listed to port then to starboard and finally sank by the stern about 15 minutes after the torpedo hit. One officer, nine crewmen and 15 passengers were lost. The survivors of the eight officers, 122 crewmen, six armed guards (the ship was armed with one 3-inch gun) and 268 passengers on board abandoned ship in six lifeboats, eight

rafts and five floats and were soon picked up by USS PC-566, USS SC-519 and the tug *Underwriter* and landed in Venice, Louisiana. The passengers aboard the *Robert E. Lee* were mostly survivors of previously torpedoed ships on their way home to the U.S.A.

The vessel had been bound for Tampa, but no harbor pilot was available so she was diverted to New Orleans under escort by the U. S. Navy sub-chaser USS PC-566 (LtCdr Herbert Claudius), which now began dropping depth charges at a sonar contact, sinking the U-boat.

Oil and debris rose to the surface and they didn't see the U-boat again, so Captain and crew reported that they had destroyed it. And the ship's crew turned their attention to rescuing the *Robert E. Lee's* passengers.

The Navy had doubts about the



*The conning tower of the U-boat U-166*



crew's report, especially since Claudius and the men had not yet received anti-submarine training. Things got more muddled when, a few days later, a patrol plane shot at a U-boat about 140 miles away. The pilots thought they sunk it and the Navy assumed it was the U-166. Claudius' superiors determined that he had botched the earlier operation and let the U-boat get away. They literally gave Claudius an "F" on his report and ordered him back to anti-submarine warfare school.

### ***Fast forward to 2001:***

While surveying the Gulf floor for an oil pipeline, BP and Shell Oil Company announced, on June 7, 2001 that most of the German U-boat U-166 wreckage had been found 5,000 feet below the Gulf of Mexico, close to the long-identified wreck of the *SS Robert E. Lee*.

They felt it was strange that the front section of the U-boat was missing. Remotely operated vehicles from the Expedition ship *Nautilus* found the front some distance away from the rest of U-166. Whatever happened, happened quickly and violently enough to break the sub apart. Experts in underwater mapping and salvage were able to pinpoint the place where the explosion must have occurred. Claudius and his crew were skilled enough – and lucky enough – to have one of the depth charges drop onto the U-boat's hull, right above where the torpedoes were kept. When the sub descended to evade the attack from PC-566, the depth charges must have exploded, breaching the hull and setting off a catastrophic chain

reaction with the torpedoes.

### ***Things move slowly – December 16, 2014:***

Hoping to rescue the reputation of Capt. Claudius and thanks to the efforts of an expedition's acquaintance, and others, after review of the "new" information, the Naval History and Heritage Command reviewed Claudius' case and decided that he and the *PC-566's* crew should be given credit for sinking the U-boat.

Claudius passed away in 1981, but his son Gordon received a Legion of Merit medal, posthumously for his father, from Navy Secretary Ray Mabus during a ceremony at the Pentagon in December 2014. "It's never too late to set the record straight," Mabus said.

Operation Drumbeat ultimately failed. The United States built up its aerial and naval resources during the year that followed Pearl Harbor, and code-breakers cracked the ad-



vanced Enigma cipher (known as "Shark") that was used by the German navy for U-boat radio transmissions. By the spring of 1943, Drumbeat had faded.

The operation's terrible legacy endures, however, on the bottom of the Gulf of Mexico — where U-166 and the ships it sank still lie. The site has been preserved as a war grave, and petroleum companies altered their plans to put a natural gas pipeline in the area.

*Editor's note: For an entertaining, slightly different view of the U-boat activity in the Gulf, try reading "Iron Coffin" by John Mannock, published in 2004 and probably based on this information. Makes you wonder – is there another sunken U-boat out there?*



# HAVE YOU CROSSED THE LINE LATELY – THAT IS, THE EQUATOR?

The Line Crossing ceremony is a long-standing tradition of initiation that commemorates a sailor's first time crossing of the Equator. The excitement and enthusiasm that prevails among fellow shipmates at the time of conducting the line-crossing ceremony is one that beams of a happy past experience of the same and that of passing on the baton of the art of sailing to newbies.

Behind the pomp and grandeur of the event is a lot of history. In ancient times, mariners made animal sacrifices to Neptune to please him. 15<sup>th</sup> century explorers wondered what lay beyond Northwest Africa and looked for something that would ease their fear of falling off the edge of the world. Somewhere along the line, the line crossing ceremony was born. King Neptune is said to be the ruler of the seas and this entire shindig is orchestrated to appease the King by showing Him respect, to keep a sailor away from the perils of the sea and to bring good luck.

The seamen who have already crossed the equator are referred to as **Shellbacks** (or **Sons Of Neptune**) and those who haven't are called **Pollywogs**. The Pollywogs are put through some physical tests to be initiated into the "ancient mysteries of the deep"! Mind you, no harm or hurt



is involved, however the minor embarrassments must be taken in the right spirit. As with most healthy traditions, the small indignities are a symbolism for inclusion and frolic.

The tradition of the line crossing ceremony lived on into the WWII era, and for many navies in the world at the time, it still constituted a rite of passage for sailors. In the British Royal Navy and the United States Navy, for example, Pollywogs

who had not yet crossed the line transformed into Shellbacks with the ceremony, entering a brotherhood of trusty sailors. The ceremony traditionally was presided over by a



Shellback dressed as King Neptune, ruler of the high seas; other Shellbacks might dress as the king's court. As popularly known, the ceremony involved the embarrassment of Pollywogs for the entertainment of Shellbacks. Pollywogs often had to run through a gauntlet of various obstacles, then swear loyalty to King Neptune by kissing his signet ring and/or his bare foot.

## *There were few exceptions:*

In late November 1936, when American cruiser USS *Indianapolis* crossed the Equator with President Frank-



lin Roosevelt aboard, even the leader of a nation was not subject to exemption. Roosevelt was made to plead his case before a seasoned sailor who dressed up as King Neptune, and FDR had to go through some degree of embarrassment before he was granted the status of a Shellback. Like most sailors who went through this rite of passage, Roosevelt was given a certificate to show his status as a trusty Shellback.

Men who crossed the equator and completed the ceremony often received a certificate to commemorate the event. Decorated by drawings of mermaids and sea serpents, Roosevelt's certificate read:

**Subpoena and Summons Extraordinary  
The Royal High Court of the Raging Main**

BE IT KNOWN,

That we hereby summon and command you  
**FRANKLIN DELANO ROOSEVELT**

Now the Commander in Chief of the Army and Navy, to appear before the Royal High Court and our August Presence on the aforesaid date at such time as may best suit OUR pleasure under penalty of eternal pickling. You will accept most heartily and with good grace the pains and penalties of the awful torture that will be inflicted upon you to determine your fitness to be one of our Trusty Shellbacks and answer to the following charges:

*CHARGE 1. Disregard of the traditions of the sea.*

Specification: In that Franklin D. Roosevelt, having, for many years sailed the high seas and bounding main, entirely through kindly assistance, toleration and consideration of his Majesty Neptunus Rex, has, for lo these many years, failed to appear in person to show allegiance to his Royal Highness, thereby masquerading as a man of the sea, and by this utter disregard added insult to other previous crimes.

*CHARGE 2. Taking liberties with the piscatorial subjects of His Majesty Neptunus Rex.*

Specification: In that, Franklin D. Roosevelt, having taken liberties with the denizens of the Realm of Neptunus Rex, by maliciously removing them from the depths of their recognized habitat, has permitted these acts to be publicized by print, town crier, and all other means of shameless publication; and, furthermore, has exaggerated this crime by the public humiliation of the greatest of these creatures of the sea, by stuffing them full of sawdust, and placing them in a position of eternal disgrace in a national museum where the eyes of all mortals may regard their pitiful and ignoble plight. Disobey this summons under pain of Our Swift and Terrible displeasure.

Our Vigilance is ever wakeful,  
Our Vengeance is Just and Sure.

NEPTUNUS REX  
Ruler of the Raging Main

DAVY JONES  
Clerk



# The Navy Armed Guard Was Definitely There!

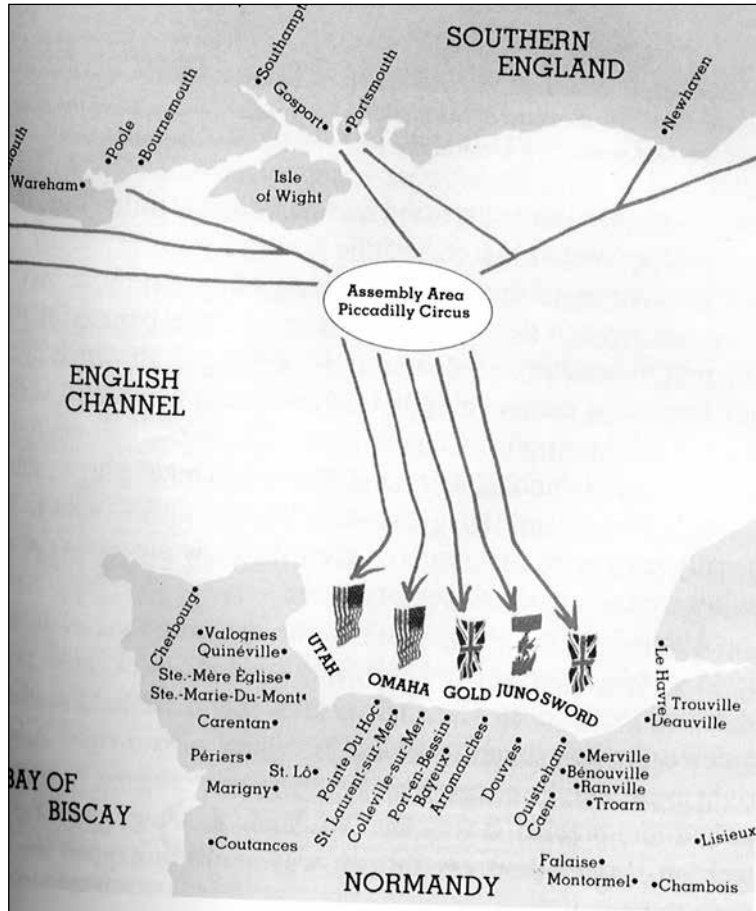
## *Where to stage the invasion of France?*

A major defensive to drive the German army back was needed – the major question was where the invasion would take place. The Germans thought it would be at Calais, the narrowest point in the English Channel, and that an attack on Normandy – or anywhere else on the French coast – would simply be a diversion.

## *Preparation for battle:*

Normandy was indeed the location chosen but two major obstacles faced the Allies: the absence of natural ports and how to unload the vast amounts of armament, equipment, manpower and supplies required to breach what Hitler considered “Fortress Europe”. To achieve these objectives artificial harbors called “mulberries” were constructed. They were sheltered by breakwaters named “Gooseberries.” These were made up of ships and floating caissons (“Phoenixes”) which were sunk off shore.

Emory Land, head of the Maritime Commission wrote:  
...32 American ships were to be sunk off the beachhead. They were manned by more than 1,000 merchant seaman and officers who volunteered for the hazardous duty. These ships, many of which had previously suffered severe battle damage, were charged with explosives for quick scuttling. They sailed from England through mined waters, filed into position off Normandy beach under severe shelling from German shore batteries, and were sunk by the crews to form the artificial harbor. Behind this breakwater, prefabricated



units were towed in to handle the subsequent debarkation of men and equipment, to make the invasion of Fortress Europe possible... This project stands as one of the most remarkable waterborne accomplishments of all time...

The U.S. Navy Armed Guard was there guarding the breakwater ships and ensuring the invasion's success. It was a daunting task, accomplished under heavy enemy fire.

In preparing for the Normandy invasion and thereafter, through December, 1945, a total of seventy ships were either sunk or damaged. Thirty were deliberately sunk. The others were either torpedoed by planes, hit by submarines or mined. A total of eighty-seven Army personnel, twenty-four merchant crew

and ten U.S. Navy Armed Guard were killed during preparation.

## *D-Day – the work never stopped:*

Harlan P. Ross, NAG, who worked on a tug during the D-Day invasion wrote:

## *The Tug of War*

I spent a year, as an eighteen-year old U.S. Navy Armed Guard Signalman aboard a U. S. Army Transport Service tug boat, the LT 130. The tug was just 123 feet in length, rather small for the adventure it was about to embark upon. The crew totaled twenty-three men, mostly merchant seaman, along with an Army radioman, two Navy Armed Guard gunners and me. We were in Charleston, South Carolina. It was February 1944. In a matter of a couple of days we were directed to join up in a small convoy designated CK-1 comprised of six similar tugs and eight small Army tankers. Our escorts were two U. S. Navy Destroyer Escorts.







The winter North Atlantic lived up to its nasty reputation as the convoy plowed its way to Bermuda and then through heavy seas, to the Azores and from there to the British Isles where the *LT 130* was directed into Newport, Wales. From there we were sent to Plymouth, England which became our base of operations and where we got a new captain: a Norwegian named Arvin Heiberg. Captain Heiberg's family was still in Oslo under the control of the Nazi occupation and he was determined to do all he could to hasten the end of the war. As a result the *LT 130* hardly ever cooled down as he took on assignment after assignment towing and deploying equipment and war material from one port to another in preparation for the big push which everyone knew was approaching but no one knew when.

About 3:00 or 4:00 o'clock on the dark morning of June 6, 1944 we were towing two barges and headed east along the north shore of the English Channel when Captain Heiberg suddenly ordered the helmsman to swing the wheel a hard right. A hard right meant south and south meant the coast



of France; Normandy to be more precise. It was then that we knew the "big push," the attack on Hitler's Fortress Europe was about to happen and we were to be in it.

The two barges we were towing in tandem were loaded; one with small arms ammunition and the other with 5-gallon cans of gasoline. Our job was to follow in the first wave of the invasion as close to

shore as we could get and swing the two barges around in a "crack the whip" fashion so that they would drift ashore for the GIs already on Utah Beach. Shells from the beach were raining down indiscriminately among the thousands of ships and boats in the armada. Once we accomplished this assignment we went back to England and were hooked up to a huge concrete caisson which we towed back to Omaha Beach for the artificial harbor, Mulberry.

### ***And later that year:***

Le Havre and Antwerp were captured in the summer and late fall of that year. We were assigned to tow heavy equipment into Antwerp just as the "Battle of the Bulge" unfolded. Hundreds of German V1 and V2 "buzz" bombs were showered on the city and docks causing a great amount of damage.

It was Christmas, 1944.

When the "Bulge" was contained and things quieted down a bit we were surprised to be told that, after practically a year, the navy gunners and signalman were to be relieved of duty

aboard the *LT 130*. The emotional reaction this was a fascinating mixture of sheer joy and the sad realization that I would part with not just acquaintances but friendships of unique depth. From the captain down to the lowliest oiler or deck hand, we had shared and weathered experiences which would probably never be matched in any of our lifetimes.

*Excerpted with permission from "No Surrender: true stories of the U. S. Navy Armed Guard of World War II" authored by Gerald Reminick and published by The Glencannon Press, Palo Alto, CA.*



*Has your local AMMV Chapter dissolved?*  
**BECOME A MEMBER-AT-LARGE**



Dues for fiscal year July 1, 2017 through June 30, 2018 are due.

Retain all of your AMMV membership benefits by converting your Chapter membership to a MAL membership. Complete the form below and return it with a check or money order for \$32.00 to:

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

*RECENTLY DISSOLVED CHAPTERS:*

*Carl W. Minor Chapter  
Desert Mariners Chapter  
Mid-America Ancient Mariners Chapter  
Mo Valley Mariners Chapter  
Mon Valley Mariners Chapter  
Oklahoma Mariners Chapter  
Robert J. MacAlvanah Chapter  
Rogue Valley Chapter  
SS Stephen Hopkins Chapter  
Vulcan Mariners Chapter*

**Dues for active chapter members are still payable to your chapter.**

**MEMBER-AT-LARGE DUES**

☐ Current MAL

☐ Member of dissolved Chapter \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

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

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

# The Cruise of the *Abraham Baldwin*

or

## *Twenty ways not to cross the Atlantic*

Listen, Sailors, and you shall hear  
A tale that is very long and drear,  
An account of a voyage that broke men's hearts,  
A tale of woe from the Northern parts.

The men who designed this type of ship  
Figured to cut the percentage of slip,  
But they never figured the screw would keep dry  
As it missed the sea, and spun in the sky.

We left Boston on a late summer's day  
And headed north where the submarines play.  
The wolf pack struck, and the wind did howl,  
The seas were high, nasty and foul.

They rolled 'cross the boat decks and down the galley  
stack,  
The side door was lifted, and tore off with a crack.  
The bulwarks split as she pitched and tossed;  
The lifeboats broke loose and they were lost.

For sixteen days she rolled and pitched  
While the crew below swore and bitched,  
'til the Irish Sea some relief did give,  
And we thought once more we would live.

We took over Union Street, invaded the pubs,  
And after hours we sought the clubs.  
We took all their women – took all their drinks  
And left with their curses, sailed with their jinx.

They told us the weather was going to be bad;  
They sent us to sea, we were driving them mad;  
They gave us no ballast and took all our oil  
And sent us to act as submarine foil.

We headed north and gave her full steam  
'til we broke her back where the Northern Lights gleam.  
The bow did pitch while the stern lay still;  
She was hinged like a door on a windy hill.

Put the sea on her quarter to ease her shell  
And headed for St. John's – straight into Hell.  
Ran up a lee-shore, wind one hundred and ten  
And prayed to God to please say when.

Both anchors down, full steam ahead;  
Eighteen fathoms was read by the lead.  
That the anchors would hold we all did pray,  
For the Navy's a million miles away.

But we rode her out and took her in,  
And they patched her sides that were so thin,  
And said, "At Torpedo Junction you have a date,  
So put to sea, or you'll be late."

We joined a convoy which was very slow,  
And creeping westward we did go.  
From here on out all was smooth sailing  
Except for that now I am wailing.

Winches, Capstains, Pumps that fail,  
Icebergs, Ice-Fields, Growlers and Gales,  
Convoy Collisions, Depth Charges and Fogs,  
For downright misery we sure are hogs.

"Fuel oil is low, and the grub's about out";  
The crew from their quarters are beginning to shout;  
Some have the scurvy, and some have the itch;  
We doubt if we live to fill out this hitch.

When off our bow "The Lady" does stand  
(The one with the torch held high in her hand),  
At us she may look as we're inward bound –  
If she sees us again, she'll have to turn 'round.

*Editor's note: Written by Joseph V. Wagner  
and the twenty-five man Armed Guard crew  
on the Liberty ship SS Abraham Baldwin in  
1943. Reprinted from "No Surrender – true  
stories of the U. S. Navy Armed Guard in  
World War II" by Gerald Reminick*

# A Brand-New Tall Ship

On April 1, 2017, a wooden tall-ship was launched into San Francisco Bay from Sausalito, CA. Touted as the first wooden ship built in the Bay Area in 84 years, the *Matthew Turner* is a six-year project built entirely by volunteer workers and funded by private donations. She will serve as an experimental learning platform for Bay Area youth. A non-profit organization named Call of the Sea has been serving middle school-aged youth since 1984 and engages them in marine environmental education, teaching the skills of seamanship and teamwork through its experimental sailing programs.

## **Embracing new technologies:**

No fossil fuels will be used for normal operations of the new *Matthew Turner*. Wind power will provide basic propulsion and will also generate power for the DC electric motors to be used when winds are insufficient. The new *Matthew Turner* will be the “greenest” wooden tall ship ever built. Every aspect of construction, from the FSC certified lumber to the latest non-toxic paints, has been scrutinized to minimize negative environmental



impacts.

## **Dedicated namesake:**

This new 132' long Brigantine Schooner was named after Matthew Turner, shipbuilder, who was born in Geneva, Ohio in June of 1825. His father owned a sawmill on the shores of Lake Erie and later, Matthew designed his first ship, the schooner *G. R. Roberts*.

According to the story, his father was so impressed with the design that he had the boat built and it was launched in 1848. On a trip down the Mississippi river in late 1849, Matthew heard about gold mining in California and set off for the West Coast soon after. He spent more than 3 years successfully mining gold in Calaveras County. He later travelled to New York where he bought a schooner and sailed her back

to California. Once back there, he took on a partner and they started shipping lumber to San Francisco from the Mendocino coast. Later, expanding into other areas, he noticed the abundance of cod and bought a bigger schooner to capitalize on this, as cod were selling in San Francisco at a high price.

During his career as a shipbuilder, Matthew





Turner designed and built 228 sea going vessels in a period of 37 years; more sailing vessels than any other American shipbuilder. These ships included the *Emma Claudina*, a 126 ft., 266 ton brigantine, the first ship of the Matson Line, named for the daughter of John D. Spreckels of sugar cane and shipping fame.

His innovations in design included, on his first ocean-going ship in 1868, a hull that was exactly the reverse of what was customary in the area at that time, being “long and sharp forward, lean and full on the waterline aft.” A “Turner Model” sailing rig designed by him, used the Bermudan sail, a “fore and aft sail without a gaff, being a large triangular sail”. Eliminating the gaff made it much easier to bring the sail down during sudden Pacific squalls.

The legacy of Mathew Turner is honored with this new wooden tall ship bearing his name, as she was inspired by Turner’s classic vessel *Galilee*, which still holds the record for the Tahiti-San Francisco run in a wooden-hulled sailing vessel of 22 days.

### ***The launching:***

The new *Matthew Turner* was eased into San Francisco Bay 400 ft. from its tent-covered construction site on April 1, 2017 after the 6-year project was completed. A large crowd, of mostly involved volunteers, assembled for the occasion, including CEO Michael Hoge of the AMMV North Bay Chapter. The schooner is currently berthed at the Army Corps of Engineers Pier, just south of the tent, where work will continue on the decking, rigging, systems, and interior.



# WHAT IT FEELS LIKE

*Editor's note: Main story below excerpted from late member Richard Starrett's book "Warrior from Adelaide". Richard also was in the infamous PQ-17 convoy and, a few years ago, was interviewed about it for a BBC documentary.*

## **The bare facts -**

### **from Isthmian Lines service records:**

September 5, 1941: on a voyage from New York to Sues, Egypt the vessel, clearly marked with an American flag

painted on the side, came under attack by a German plane in the Red Sea, position 27.20 N, 34.15 E at 11:28 PM. Steaming at 4 knots with 7,000 tons of general cargo, she proceeded with her navigational lights lit in clear weather and rough sea. The vessel was struck by one bomb in the #5 double bottom tank. The Master, John D.

R. Halliday, immediately stopped engines and ordered the ship abandoned. The crew launched three boats and the vessel rolled over and sank in 15 mins. All nine officers and 27 crewmen reached Egypt the next day. 5 men received treatment ashore for injuries.

### **On board - with the Author:**

Our ship, the SS *Steel Seafarer* was a five-hatch freighter built in Kearny, NJ in 1921 with 2 steam turbines DR geared to a single screwed shaft. She may have had a thirty-foot flag painted on the hull to declare neutrality but freighter captains were cautioned to take extra precautions, and Captain Halliday certainly did just that.

Just after we sailed, not only were all lifeboats rigged over the side in preparation for instant lowering, but Captain Halliday insisted on drill after drill with a stop watch to time our speed in responding to

abandon-ship signals.

We were alone in the vast Atlantic, and entering waters far from what was considered to be normal shipping lanes. The ship was fully loaded with unmarked crates in all five hatches and additional large crates lashed sixteen feet high on the main deck with wooden catwalks built over the top allowing crew members to reach all parts of the ship. The Suez Canal was closed to traffic, so to reach our destination

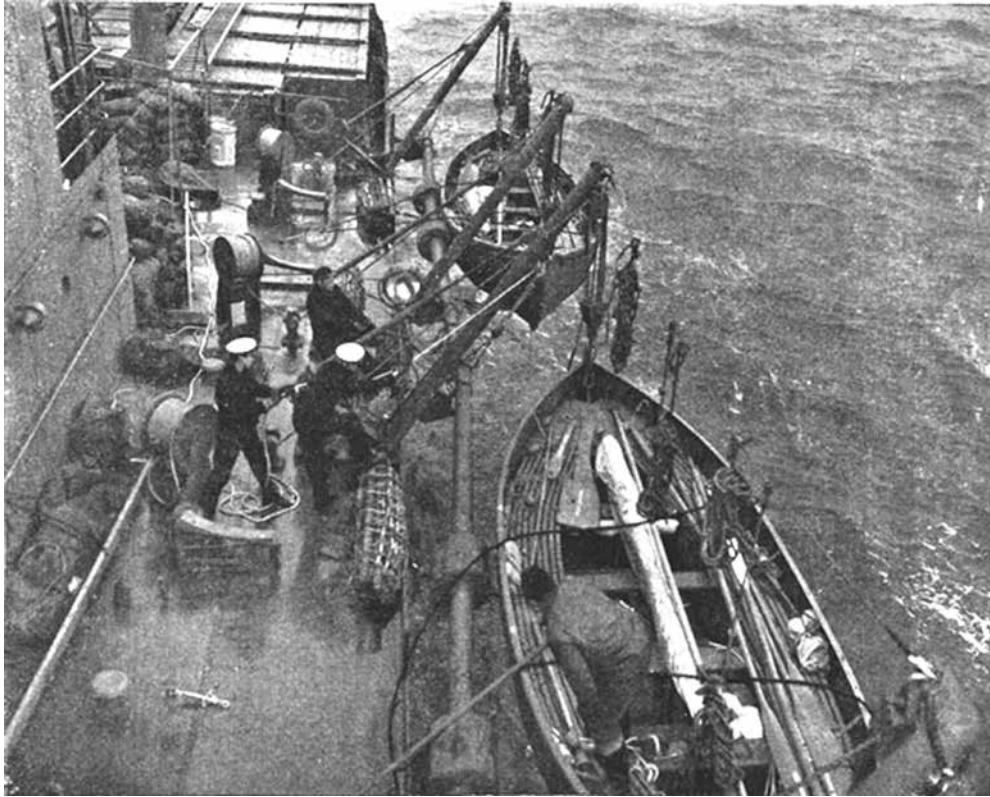
in Egypt, our course took the long way around Africa and the Cape of Good Hope. It was going to be a long voyage.

Neutrality or not, we kept a good lookout for German raiders and U-boats during the passing days, and at Halliday's order, double lookouts were posted. I made friends with the bosn, first to avoid always getting stuck with chipping

and painting the overhead passageways and second due to his interest in teaching seamanship to a lowly OS.

Capetown, South Africa, was a good liberty town. Its waterfront was lined with sailors' taverns complete with girls. My improved thirty-five dollars monthly salary plus overtime (we were a union ship) went a long way. I was beginning to learn to drink, and although I never had actually gotten drunk, I found the companionship of "feeling good" with my friends, a pleasurable new experience. The rush to supply the Allies had activated many ships formerly tied up for lack of business, so the expanded merchant marine was beginning to attract a new and a different breed with little in common with the old sailors and their ways.

At Capetown we took on stores, fuel and water for



the long final leg of the voyage up the Indian Ocean to the Red Sea. As we progressed northward into warmer waters, the heat in our un-insulated quarters brought out wind-scoops, metal scoops projected out of a porthole to direct whatever breezes there were to the inside.

Entering the Red Sea triggered the new “war zone supplement,” which entitled civilian sailors to a bonus for each day in an “official” war zone. This amounted to a 50 percent increase in daily pay for each day we remained in the zone (about \$1.75) – a real windfall in that we did not consider we were really in a war zone anyway, in these somewhat protected waters.

### ***Then, the unexpected:***

After my watch, where the unfolding clear night showed a bright and clear moon, my two watch-mates got interested in playing cards in the mess room so at 2100 hours, I went to bed alone in our quarters on the stern. Our destination, Suez, was about 200 miles away, just another day’s run. Suddenly, the ship heaved with an explosion that felt like the end of the world.

The crucifying roar echoed back and forth in the mind leaving a numbness of hollow confusion. Deafened and stunned, as if in the distance, I was aware that things were flying about, pieces of the wooden bulkhead sucking off onto the deck while the cabin itself heaved and rocked in response to the shock waves of the ship. I found myself joining those flying objects landing in a corner of the cabin across from my bunk. The lights were out and in the confusion of darkness, there seemed no way to find direction. Everything was upside down and hindering in slow motion like in a bad dream. As the echoes of the explosion faded, some ability to reason returned... how do I get out of here?

Pulling and pushing on anything, to get my feet through the debris and trying to overcome stunned confusion, I found myself frantically feeling around for the doorknob. Once I found it, the door seemed to be stuck. I put one foot on the edge of the door casing and hauled back hard until it suddenly burst open.

Moments later I was free and climbing up the ladder to the top of the deckhouse only to see chaos everywhere around me. Where the catwalk started, parts of it and its wooden railings were damaged with pieces of wood crates torn and lashings hanging, but in the bright moonlight there was just enough visibility to scramble over the mess to the amidships boat deck.

Already “abandon ship” was blowing with the howl of the ship’s whistles seven short blasts. As I sat shivering in my assigned place on the lifeboat thwart, I couldn’t help but mentally thank Captain Halliday for his insistence on lifeboat drills. The stern portion

of the ship where I’d been sleeping was already partly under water! In the chaos, a lifeboat was hanging down from a single fall, apparently damaged by the explosion, but mine and the two remaining boats were being lowered down and successful separated from the rope falls so they could get away from the suction of the rapidly sinking ship. We were in boats and away in under five minutes – a Halliday record!

### ***Now what?***

We floated in the clear moonlight, watching, as the *Seafarer* broke in half and went down stern first. Within twenty minutes of the explosion, her bow had disappeared in a swirl of groaning foam and bubbles.

I can’t tell you the shock and trauma of watching our ship, conqueror of the worst storms and a marvel of engineering, and our home, restaurant, laundry, backyard, hospital, our neighborhood for all our friends and containing all our worldly possessions... simply just disappear beneath the water!

The explosion had numbed us all, each in our own way. A sailor’s ship is a part of the man himself, and losing it is shockingly painful and traumatic to the body. In minutes we had gone from comfortable sleep and security in our natural surroundings to abandonment. This was unexpected, leaving us floating about in the darkness of a new strange world devoid of familiar ship sounds, some of us barefooted and in our underwear. Nothing like this should ever happen to a normal God-fearing American taxpayer.

### ***Help on shore:***

A distant light on shore became our guide, so we began rowing toward it and were soon separated from the other two boats. It took many hours of hard rowing to reach shore and the Egyptian lighthouse we had seen earlier. We staggered ashore near dawn, tired and hungry. The lighthouse keeper and his staff helped us inside for hot tea, soup, and what food they had to offer.

Captain Halliday had spoken with the lighthouse staff and was told that they had sighted a ship stopped about eight miles out that seemed to be pickup up survivors, so a flashing light signal was sent to the distant ship asking that they radio Suez of our plight and location. The next day, a long gray naval vessel appeared just offshore, and sent in boats to pick us up. It turned out to be H.M.S. *Coventry*, a British light cruiser. It didn’t take long for the survivors to be standing on her deck with British tea in hand surrounded by friendly English sailors. By nightfall, we were docked in the port city of Suez.

*(Copies of Richard Starrett’s book “Warrior from Adelaide” are available in paperback or Kindle version at [www.amazon.com](http://www.amazon.com).)*



# M.A.L. NEWS

*From the Editor: Since American Merchant Marine Veterans seems to be attracting many new Members-at-Large (MALs) in many different parts of the Country, this new section for the NEWS will feature their stories and contributions. Hopefully, MALs will continue to contribute their news and/or pictures to National office for inclusion in this section. Thank you.*

*Sindy.*

## J. ROBERT LUNNEY- Bronxville, NY

To all:

As a surviving officer of the *S.S. Meredith Victory* my wife, Joan, and I were invited to meet Moon Jae-in, President of the Republic of Korea on 28 June at the wreath laying Ceremony, Chosin-Reservoir Campaign Monument, Museum of the Marine Corps at Quantico, VA.

During this Campaign we aboard the *Meredith Victory*, under the heroic leadership of Capt. Leonard P. LaRue (later Bro. Marinus, OSB) had evacuated 14,000 Korean refugees from Hungnam, N. Korea in December 1950 and among those we rescued were the parents and sister of President Moon.

It must always be remembered that it was a merchant ship, the *SS Meredith Victory* (operated by Moore-McCormack Lines under charter to the Military Sea Transportation System) that rescued 14,000 refugees including the parents and sister of President Moon!

As President Moon stated in his remarks, "I was born on Geoje Island where the *SS Meredith Victory* disembarked the refugees. Had it not been for the valiant warriors of the Jangjin Reservoir Battle and the success of the Hungnam Evacuation, my life would not have started. I would not even exist today." He also stated, "The

journey of the *SS Meredith Victory* toward freedom and human rights 67 years ago must continue even hereafter. I am also willing to join that journey."

We enjoyed a most warm conversation with President Moon and presented him with a large copy of my photo displaying many hundreds of refugees on the open deck



of the *Meredith Victory* at the time of the Hungnam Evacuation.

In addition I presented President Moon with the background material on the application of the Apostleship of the Sea to introduce the cause of Bro. Marinus, OSB, to the Congregation of Saints. In view of the heroic virtue of Bro. Marinus I requested his support for his cause to be recognized as a Saint.

Anchors aweigh,  
Bob Lunney

## CHARLES MONTANARO – Carson City, NV

Sindy:

I have two items for you. On Memorial Day, at the National Veteran's Cemetery in Fernly, NV, I was honored to be presented, by the office of U.S. Senator from Nevada, a Certificate of Appreciation for service to my Country and I felt indeed honored.

On July 4<sup>th</sup>, returning to the Fernly Cemetery, I got involved in a project to update the Merchant Marine memorial there. As you can see from the pictures, the







memorial is surrounded by PVC pipe. A group of volunteers, that I belong to called the Nevada Veterans' Coalition, and I would like to enlarge the cement area, replace the PVC pipes with metal ones and put a replica of a propeller from a Liberty ship next to the anchor. Estimated cost will be about \$15,000 - \$20,000.

If members of AMMV would like to get involved or



would like to help in some way, please have them call me at (775) 461-0004 or email me at: cem93spchic@gmail.com.

Thanks,  
Charles Montanaro



## **SALLY & ROY LANGWAH – Inverness, FL**

Hi my twin sister, Sindy:

Just to let you know that on our extended road trip following your convention in Reno (and of course, the departure of the "Snow Birds" from Florida), we stopped by and did a show in Little Rock, Arkansas on June 16th. Guess who showed up and made the evening really spe-



cial? Yes, Bob Ross, his daughter and son-in-law, Shirley and Crawford Knight. Sharon Shoemaker even came down the next day from Oklahoma and partied with us.

It was so much fun to re-connect with a few of the Merchant Marine group that mean so much to us. We are certainly looking forward to seeing you all again in St. Louis for your 32<sup>nd</sup> National Convention next March.

See you then, if not before.

Your twin Sally Langwah

## **FATHER SINCLAIR OUBRE – Port Arthur, TX**

Dear Editor:

A much-appreciated update: In response, on May 9, 2017, to a letter to the Bishop of Paterson, NJ, The Most Reverend Arthur J. Serratelli, requesting assistance in Father Sinclair's quest for sainthood for Captain Leonard LaRue/Brother Marinus for the evacuation of Korean refugees, Bishop Serratelli wrote, in part:

*I totally agree with Brother Marinus' later reflection of that voyage that "God's own hand was at the helm of my ship." This statement is an example of Brother Marinus' humbleness. I do not think it is a coincidence that Captain LaRue saved 14,000 Korean refugees and decades later Brother Marinus' Abbey was saved from closing by the arrival of Korean Monks.*

*This cannot be considered just a coincidence but the work of Our Lord. It will be interesting to read the testimonies of the people who personally knew Brother Marinus. I look forward to formally introducing the cause of Brother Marinus to the Congregation of Saints. We have been in contact with Father Dennis Donovan and have also asked our postulator in Rome, Dr. Silvia Correale, if she would represent your cause. She has said yes.*

*I am requesting from Dr. Correale the procedure and necessary documents we must have to introduce Brother Marinus' cause. As soon as I receive them, I will be in touch with you and Father Dennis Donovan.*

This is wonderful news, indeed.

Bob Lunney



# JUST RECOGNITION

## StormTheHill INITIATIVE – 2017

### Promoting passage of HR 154 - Honoring Our WWII Merchant Mariners Act of 2017

Our StormTheHill (STH) team convened in Washington, DC on May 18-24, 2017 to promote House Bill HR.154 in the halls of Congress. The team consisted of four WWII MM Vets (aged 89 – 96) Morris Harvey, Ocala chapter; Charles Mills, Lone Star chapter, Eugene Barner, Member-at-Large and Bob Weagant, Midwest chapter. Two daughters of WWII MM Vets: Sheila Sova, Member-at-Large and Laura Johnson-Riddle, Member-at-Large were also along. Ages of the WWII MM Vets were almost always a subject of discussion – often resulting in a guessing game to determine our ages, especially, the age of Charles, our oldest member.

This team composition was found to be exceptionally effective. Adding the younger generation made an impression on our Congressional targets by emphasizing the importance of recognition in our message – the issue is not just money. The younger members were also a great help to the senior members by participating in the prep work each day. Their support in supplying social media material was more than expected – especially with live streaming video and providing media material in a timely manner. I believe they also contributed to helping the team to contact more Congresspersons during the work day.

#### ***A successful endeavor:***

The 2015 StormTheHill initiative was deemed to be an outstanding team exhibiting a high level of energy. But the three repeat team members, Morris Harvey, Charles Mills and Eugene Barner, have agreed that the overall effectiveness of the 2017 team exceeded the work of our 2015 STH initiative. The team believes that we had a higher level of response from the Congresspersons that were contacted.

#### ***The STH “attack plan”:***

The STH attack plan this year was directed toward the House VA Committee members. We set our visitation schedule based on the House Office Buildings where their offices are located. Fortunately, they were fairly equally divided between the Rayburn, Longworth, and the Cannon HOBs.

We made official visits to 16 Republicans offices and 5

Democratic offices. There were several cold-call visitations with staff members as time permitted. We concentrated on members of the House VA Committee during this initiative. In addition we favored the Republican members to gain some balance. During our initiative we visited the offices of: House VA Committee members: Clay Higgins (LA); Timothy Walz (MN); Al Green (TX); Brad Wenstrup (OH); Jodey Arrington (TX); Bruce Poliquin (ME); Aumua Amata – Radewagen (AS); Mike Bost (IL); Beto O'Rourke (TX); Elizabeth Esty (CT); John Rutherford (FL); David Roe (TN); Jack Bergman (MI); Neal Dunn (FL); Jim Banks (IN). Not on House VA Committee but also visited = Randy Weber (TX); Ted Poe (TX); Rob Bishop (UT) and Steny Hoyer, Minority Whip (MD). We also made literature available to staff and



*Gang with Rep. Amata (American Samoa) who is on the Vets Affairs Committee (and related to Laura through marriage!)*

Congresspersons at the two events and in the hallways. The numbers indicate: we visited 16 House VA Committee Members (R= 12 & D = 4). We also visited four (4) non VA Committee members (R=3, D=1).

Each Congressperson visited received a copy of the blue booklet, which details the exemplary MM service in WWII, “U.S. Merchant Marine at War” with inserts supporting HR 154; a book titled “Danny”, which relates to the MM at War; a CD with three versions of our “Heave Ho” theme song and a sheet with the words; and, finally, a desk stand base with the MM and American stick flags. These goodies were packed into prior AMMV convention bags. This package got a very positive reaction with a big thank you. We also left a large inventory of booklets and other promotional material for the staff of Congressman Green to distribute.

#### ***Additional events during the week:***

There were two sponsored events during this initiative that added to the awareness of Congresspersons about our presence on the Hill. These events also added to the number of Legislators that were exposed to our message. Attendance at these events exceeded 20 staffers and/or actual Congresspersons. The first event was a luncheon



# JUST RECOGNITION

and a book review of “The Mathews Men” on Tuesday May 18<sup>th</sup> hosted by the Navy League, Transportation Institute, and the American Maritime Congress. On May 24<sup>th</sup>, the Congressional sponsor of our House bill, Congressman Al Green-TX, hosted a food and beverage showing of the documentary film “The Sea is my Brother”, which was produced by Professor Shari Rothfarb Mekonen, George Stevenson, assistant Professor-Media Arts and Technology -- and Shari’s husband Avishai Mekonen. This trio donated their own time and obtained grants, over a period of five years, on this film project.

On Saturday, May 20<sup>th</sup> we held a demonstration in the Taft Memorial Park. We had asked for a spot in front of the Capitol building but that was occupied by an orchestra setting up for Memorial Day. The Taft Memorial Park is across International Ave. from the Capitol. We had MM flags mounted on ½ inch PVC pipe, laminated banners declaring our support of HR 154 and we passed out flyers containing details of WWII service. The purpose of this demonstration was to urge people to contact their own Congressperson and the House VA Committee members and ask them to co-sign and support passage of HR 154. We are not sure how many people were contacted – the estimate is more than 50.

On Maritime Day, May 22<sup>nd</sup>, we were front row guests of the Maritime Administration (MARAD) at the U.S. Transportation Department memorial ceremony. The program included four speakers and the rewarding of medals to a Mariner who had never received his awards from WWII. Our StormTheHill team was introduced individually and honored by the MC. At the luncheon which followed, in separate conversations, several people expressed words to the effect of “having you here made the day for this ceremony”. Dave Yoho was also in attendance.

## ***Appreciation for generous help:***

The generosity of specific elements of the Maritime industry was outstanding. I will list all of those that I know of (I hope I do not miss anyone): The Maritime Institute (MITAGS); Master Mates & Pilots (MM & P) Marine Engineers Benevolent Association (MEBA); The Seafarer’s International Union (SIU); The Navy League; The American Maritime Congress; The Transportation Institute; and Maritime TV. We cannot express our gratefulness enough for the above standard room and board accommodations,

the transportation to and from the Hill and to the other events, and the support given to our STH initiative by sponsoring activities on the Hill.



*Meeting with Congressman John Rutherford (FL)*

## ***Was it successful?***

Of course, the final measure of success is related to how many Congresspersons that we can convince to become co-signers and then by movement of the bill HR 154 to the House floor for a vote. In the interim, we are optimistic and expectations of the team are positive. This

2017 StormTheHill initiative was an outstanding experience – the team organization and composition was effective and above expectations – the team members were congenial and worked together as a team.

## ***What come now – the next initiative:***

The following is based on our experience and more input from the bill sponsor, plus some other knowledgeable people:

All members, family, and friends concentrate on recruiting Congress People (especially your own) to co-sponsor our bill, **HR 154: Honoring Our WWII Merchant Mariners Act of 2017**. We know this is old stuff to most of you; however, it is the basic task that lobbyists and members of Congress recommend and promote in their advice to us. Co-sponsors do not pass a bill – they are an indication, to the responsible committee, what support the bill has among the general House members.

Create a list of probable Senator sponsors for a companion bill in the Senate.

The search should start with the members of the Senate VA committee. Also, the top of our list should contain the Republican members.

Add a few Senators who are active and well known and who have demonstrated their support of veterans and the Maritime Industry.

Designate members from this list to individuals who would be most likely to obtain a sponsorship from the named Senator – work the list. The Co-Chair of our Government Affairs should have overall responsibility of this project.

Consider another StormTheHill initiative aimed at gaining Co-signers to the Senate bill.

*Reported By:*

*Morris Harvey*

*Proud leader of the 2017 StormTheHill Team  
Co-Chair, Government Affairs Committee*

# The StormTheHill Team Speaks

*Editor's note: Along with the report from Morris Harvey, leader of the recent Storm The Hill effort, we asked the other team members for their reactions to the project. Charles Mills and Eugene Barner deferred to the daughters of the WWII Merchant Mariners, who were there. Here are their reactions:*

## Sheila Sovo

First let me say that going to D.C. was indeed an honor and for that I thank the AMMV. My role was clearly defined as I landed in Baltimore to a water cannon salute. Did they know I was coming? No, it was the 60 Veterans who had boarded the plane in St. Louis for the Honor Flight. Standing and applauding them as they came off the plane, it was indeed an honor and a glimpse of what the next seven days would be like.

The 2017 Storm the Hill team was a group effort. As two proud daughters of US Merchant Marine Veterans, Laura Riddle and I brought to the attention of Congress the need for recognition. We have absolutely nothing to gain from the passage of HR154 yet our passion was in seeing a USMM flag raised at a monument or having "Heave Ho" played on Veterans Day.

Laura brought along a positive energy that radiated in her photos and videos, in case you followed along with us. Discussing what HR154 was and what the bill would do for these men to total strangers was in my comfort zone. As a community relations spokesperson at work, I knew that value of educating these people up close and personal. Laura and I complimented each other in our skillset and between the two of us, we brought in several new AMMV members!

What can I say about Morris



(Manatee) Harvey, our leader who had to reel us in every now and then? He came well prepared and had his facts and statistics down.

Eugene Barner, was our "Kansas Jayhawk." His genuine Midwest approach led us to several impromptu meetings with congressmen to the two young mariners from L.A. wanting to adopt him as their grandpa! Bob Weagant is a mariner that has nothing to gain from the passage HR154. He joined the Marines after leaving WWII and got the GI Bill. The fact that he went on behalf of those men, who did not get the GI Bill, was an

inspiration to me. His story of "taking over the guns" after his ship was hit, was a real eye opener for the congressmen or their staffers.

Charles Mills was our navigator. Even though he walks with a cane, don't let that fool you. He was always way ahead of our group and found each room in the US Capitol without hesitation. Charles will be 97 in a few weeks and has a heart as big as he is tall.

My Father knew that I would be in good hands when he went to Heaven. After going to the Transportation Department in D.C. on Maritime Day, May 22nd and being honored from the podium as the "Proud Daughter of a USMM WWII Veteran" I know that I have five more great men looking after me: Morris, Eugene, Bob, Charles and Dave Yoho. Thank you gentlemen and thank you for your service.

Sheila M. Sovo

Proud daughter of a USMM  
WWII Veteran

## Laura Johnson Riddle:

*How the Storm the Hill Project has impacted my life.*

I writing about how 4 amazing





men with a goal and the passion to make a difference and change the pattern of history has impacted my little life here in Arizona.

After the death of my beautiful

mom, I learned so much about my Dad from his scrap book that was made by his Aunts in Chicago. My dad, Edward R. Johnson was a Merchant Marine from 1941-1946. He served his country proudly and I know he loved being in the MM. That I knew but after joining AMMV and going to the convention in Reno and then being asked to attend the STH in DC I wanted to honor my late dad and get involved. I came away from D.C. with the heart-felt fondness of 4 Incredible hard working Veterans, who from the time the sun broke through to sometimes late at night did not give up or tire from doing what they came to D.C. to do.

**Morris Harvey** who was our fearless leader! I am so in awe of how he organized all these meetings and times and even breaks. He brought a lot of materials with him to hand out. Because of all his calls and organization before the trip, things went pretty smoothly. Morris knows everything and I liked that, because of his great organization skills and his knowledge, questions got answered.

**Eugene Barner**, he was so fun to be around, never a dull moment with Gene. But when it came to our meetings and doing what he came to do, Gene was right on. He worked so well with everyone, he would walk the halls of congress and shake hands and take time to answer questions.

**Charles Mills**, now this is a man full of knowledge! He spoke; people listened. He prepared also before this trip by visiting our Sponsor of HR.154, Rep Al Green's office and letting them know we were coming to D.C. I really felt special around Charles. He is close to what

my dad's age would have been and he was one of the first WWII Vets I met in Reno when I had no clue what I was doing. Charles walks into a room and people listen. He was our oldest at 96; but he was there when you needed him. Charles was a MM even before WWII started.

**Robert Weagant**, now here was a special surprise, I think, for everyone. Bob is a watcher, I noticed that. We watchers stick together. When something needed answering and there was a lull, Bob would step in and answer. And let me tell you he knows what he is talking about. He was the only one with our group who was in combat, and he shared his stories with such accurate detail it was like you were there. Bob and I got along so well. I enjoyed talking with him. I felt he has so much to offer the group.

### ***They're Living History:***

These 4 men, I told the Representatives and their staffs, are LIVING HISTORY. I pointed out that never again will they be able to talk to 4 WWII Merchant

Marine Veterans, all alive, healthy and knowledgeable, who were there during WWII and before. These men have been all over the world delivering ammunition and supplies to our forces in dangerous and deadly areas; and records show that 1 in 26 of them were killed. This is a chance in a lifetime for the Representatives to make a difference, correct a wrong to our MM Veterans and MAKE IT RIGHT.

### ***My goal in Washington, DC:***

I went to DC not knowing much about the HR154 bill or really much about the MM; but I did know social

media and about getting the word out about what was done to these Veterans and all the other WWII Merchant Mariners that they are representing. I knew I had to





spread their message.

My dad was a MM and would have wanted someone like me to help make a difference in how the MM were treated after WWII. I believe, along with so many others, that we should come together and educate Congress and the USA about how they were denied benefits and not even recognized as Veterans. Let's right this wrong! We need to get that MM flag flying proudly along the other branches and the song of the MM sung. Our WWII vets need and deserve what was wrongly denied of them. We need to get HR.154 passed in Congress.

I am the PROUD daughter of a MM and we need other sons and daughters and grandchildren to help stand



up with these heroes! I was honored to be around "my boys" as I liked to call them. Let's make a difference...I know we can but we need more help. Come help us! Please and NOW; BEFORE IT'S TOO LATE.

***This will happen! This is not about me! It's about them!***

One particular experience of the week is etched in my memory. One lunchtime, I was sitting across from Morris trying to help him. He had just lost his checkbook and credit card and was busy with calling the bank.

It was loud and the boys where in all different directions; then this little boy and his Mother came up to thank the Veterans. Everything stopped. Morris literally stopped, turned and put all his attention to this little boy. It was probably the most touching moment of the whole week for me.

Then Gene saw and walked over and bent down to talk to the boy. I was trying to take pics as fast as I could. It was priceless but a little funny because Gene was calling the boy a girl. The Mom handled it real well.



# AMMV MEMBER AWARDS PROGRAM

*Submitted by Capt. Christopher Edyvean*

So just why do we give out awards at our annual convention? Obviously, the main reason is we want our dedicated volunteers to feel appreciated for the great work they do for AMMV and our causes. I also believe that others should be aware of these hard-working individuals and the functions that they perform which benefit our entire membership. Finally, the awards ceremony is intended to spark initiative in others by motivating them to become more involved.

I would like to take a few minutes to explain the current award categories that are in effect.

At the last two National Conventions, AMMV awards were presented for **“Outstanding Volunteer”**. This is an annual award, with the eligibility period being from convention time the previous year to convention time the current year. Recipients of Outstanding Volunteer plaques are considered to be part of the driving force that keeps AMMV alive and functional.

Next, the **“Harvey-Wichita Award”** was introduced at the 2017 convention. This award is first and foremost designed to honor by name our two past National Presidents Morris Harvey and A.J. Wichita, who have worked extremely hard for AMMV and have given so much over the years. This is the highest level of recognition for organizational service to the AMMV, with recipients having displayed a level of excellence commensurate with the two namesakes of the award.

The criteria for this award is as follows:

- One award annually will be given to a WWII era Merchant Marine Veteran. This is somewhat of a “lifetime achievement” award in terms of dedication to AMMV causes and advocacy for the U.S. Merchant Marine.
- Also, one award annually will be given to a post-WWII member. This is to be the equivalent of a “Man or Woman of the Year Award”, with the eligibility period being convention time the previous year through the current convention dates.
- This is a one-time award. Once presented the *Harvey-Wichita Award*, a recipient will not again be eligible.

**“Member Appreciation”** plaques will be given out from time to time. There are many AMMV members who perform important functions within the organization, perhaps

at a regional or local level, and possibly in a specialized area. *Member Appreciation* awards provide an avenue for the AMMV National Office to recognize their important work.



At this past convention, I presented two **“American Legacy Recognition Awards”** in conjunction with our ceremony on the 75<sup>th</sup> anniversary of the sinking of the *M/S City of New York*. A documented U.S. Merchant Mariner, sailing as the ship’s physician, delivered a baby in a lifeboat after the ship was torpedoed and sunk. The story of the “lifeboat baby” became a big headline. At a time when our

government masked the losses of merchant shipping from the public, this story was widely broadcast to provide a boost of morale to Allied forces worldwide. This - at least in my opinion - made the *City of New York* episode a historic U.S. maritime event.

I would like to continue the *American Legacy Recognition Awards*. However, I would like to get our membership involved by making this a nomination procedure based on the following criteria:

- Candidate was part of a significant and/or historic event in U.S. maritime history
- More than one individual may be recognized from same event
- Not limited to WWII; can be related to a post-WWII or even a peacetime incident
- Not restricted to AMMV membership (non-members may be considered)
- Navy Armed Guard are eligible
- Award may be presented posthumously to family/ descendants

Our *City of New York* Remembrance Ceremony was interesting enough to gain TV news media coverage at the 2017 convention. Also, MARAD was so impressed with this story that they included footage of our ceremony at their National Maritime Day event at the DOT building in Washington, D.C., of which many top leaders in maritime and transportation were on hand.

To put this in perspective, I am reaching out to you – the AMMV member – to help us find more amazing stories which can be used to spotlight the role of the Merchant Marine in U.S. history. If you know of someone who was part of a significant event, please nominate them by reaching out to me and/or our National Office Administrator with details.



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 new members will receive a membership certificate, membership card, and a survey requesting additional membership data. *AMMV is an incorporated not for profit group.*



Join online at [ammv.us](http://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 1<sup>st</sup> through June 30<sup>th</sup>). 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](mailto:saaren@sonic.net)



## **AMERICAN MERCHANT MARINE VETERANS INC.**

### **CONSTITUTION AND BY-LAWS**

#### **PREAMBLE**

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

#### **CONSTITUTION**

##### **Article I - NAME OF THIS ORGANIZATION**

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

##### **Article II - ENABLING LAW**

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

##### **Article III - OUR PURPOSE IS:**

- A. To preserve the spirit of Comradeship among the American Merchant Marine Veterans, and our fellow seamen who served in the Merchant Marine Fleets of the nations allied with the United States.
- B. To perpetuate the memory of our dead, assist their widows, and help worthy comrades.
- C. To maintain and extend the institution of American freedom and encourage loyalty to our country's laws and Constitution.
- D. To publicize the services of the American Merchant Marine Seamen in World War II, and gain recognition for the services and sacrifices of Korean, Vietnam and Middle-East Wars as recognized by the Veterans Administration.
- E. To have our nation always maintain a modern and strong Merchant Marine as it is a national and economic necessity, but more importantly a potent arm of defense and offense as it has already proven to be. We desire a well-trained and efficient manpower to crew this fleet.
- F. To conduct and carry on its activities for nonprofit purposes, in any state or territory of the United States, or in any foreign country, in conformity with the laws of such state, and that no part of net earnings shall inure to the benefit of any Member, Director or Officer.
- G. There shall be no discrimination by any Officer, Director, or Member against anyone because of race, creed or national origin.

##### **Article IV - MEMBERSHIP**

ELIGIBILITY: The following persons are eligible for membership in this Corporation:

- A. Applicants must submit proof of service in the American Merchant Marine at any time, or proof of service as a seaman on any countries' vessels.
  - a. Certificate of Discharge from ocean voyages (Foreign or Coastal) or inland waters.
  - b. Members of the U. S. Maritime Service (Active or Inactive including Academy Cadets.)
  - c. Members of U. S. Public Health Service who were engaged in the treatment of U. S. Seamen.
  - d. Armed Guards serving on U. S. Merchant Marine vessels with DD Form 214.
  - e. Members of any uniformed United States Armed Service with a DD Form 214.
  - f. Wives and widows of members in good standing.
  - g. Children, grandchildren and descendants of members in good standing.
- B. The following persons are eligible for Associate membership in the American Merchant Marine Veterans:
  - a. Any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry. Associate members shall be held to 2.5 percent of the membership.
- C. Honorary membership may be offered to any individual who through the Arts and Sciences and/or through his or her efforts has furthered the cause of the Merchant Marine. Such membership must be approved by the Board of Directors. Honorary members pay no dues and will not have a vote in membership elections or other matters.
- D. Each member shall pay annual dues as prescribed by the Bylaws.

##### **Article V - ORGANIZATION**

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

##### **Article VI - MEETINGS**

- A. The organization will meet once a year to elect officers and conduct such other business as may be properly come before the membership. This meeting shall be called the National Convention.
- B. The Board of Directors shall convene at the National Convention or at any other time that may be determined necessary by a majority of the Board.

##### **Article VII - AMENDMENTS TO THE CONSTITUTION AND BY-LAWS**

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

#### **BY-LAWS**

##### **ARTICLE 1 - MEMBERSHIP**

- 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.
- D. A member belonging to more than one Chapter has voting rights in his home Chapter that pays his National dues.
- E. 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.

- F. 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.

#### **G. ARTICLE II - NATIONAL OFFICERS**

#### **SECTION 201 – ELECTED OFFICERS AND VACANCIES**

- A. The officers of the national organization shall consist of:
1. President
  2. Executive Vice President and a minimum of 7 Regional Vice Presidents.
  3. Secretary
  4. Treasurer
  5. National Directors (all duly elected officers, Past Presidents, Regional Vice Presidents and Executive Officers of each Chapter shall be a National Director.)
  6. All AMMV Past Presidents shall serve as an ex-officio director of the Board.
- B. An elected officer may resign at any time. Such resignation shall be made in writing to the Board of Directors.
- C. Any officer, elected or appointed, may be removed for just cause by the Board of Directors by a majority vote whenever the best interests of the organization will be served thereby.
- D. Any vacancy occurring in any office, except that of President, shall be filled by a person receiving a majority of votes of the Board of Directors at a special meeting or by mail poll after proper notification. A vacancy in the office of President shall be filled by the Executive Vice President.

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

- A. 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.
- B. National elective officers shall be nominated and elected at the annual meeting to be known as the National Convention. Nomination for all offices shall be made by the nominating committee. Additional nominations will be permitted from the floor. No person absent shall be considered for any elective office unless such person has previously notified the Nominating Committee Chairman in writing or via email before the first business meeting of the National Convention that the person is willing to serve in the office concerned. All elected National Officers shall hold their office for a term of two (2) years commencing at the start of the fiscal year, as stated in Section 209 of the By-Laws, and shall hold office for a term of two (2) years or until installation of their successor, if after the end of their fiscal elected year. Installation shall be before the end of the annual convention at which the officer is elected. In the absence of any duly elected officer, he or she may be installed when represented by any member selected for that purpose. No president can serve over two (2) year terms. However, if the president is elected after absence from office for at least one (1) term, then he or she shall be eligible for two (2) consecutive two (2) year terms.
- C. 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 22<sup>nd</sup>. Some flexibility may be allowed for obtaining favorable rates, with the approval of the Executive Committee of the Board of Directors.
- B. The National Secretary shall notify all Chapters of the National Convention, not less than sixty (60) days prior to the annual convention.
- C. The National Convention site shall be voted on at the current National Convention for the following two years and will be rotated sectionally.
- D. 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.
- E. The purpose of this convention shall be to conduct business necessary for the efficient operation of the organization.
- F. 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.**

- A. PRESIDENT
1. The National President shall preside over all meetings of the Board of Directors and the National Convention. The National President shall work to the best of his ability to further the aims and policies of the organization. The National President shall coordinate and supervise the activities of all National Officers.
  2. The President shall be able to receive Expense allowance, to cover the cost of performing his duties in office, not to exceed \$4,000.00 annually.
  3. Section 204 (F) details duties of the National President in relation to meeting payment obligations of the organization.
- B. EXECUTIVE VICE PRESIDENT
1. The National Executive Vice President shall assist the President and in his/her absence, shall discharge the duties of the National President and shall assume the duties of the President for the remainder of term if the President is absent for any reason, including resignation or inability to serve for any reason.
  2. The Executive Vice President shall be able to receive expense allowance, to cover the cost of performing his duties in office not to exceed \$1,500.00 annually.
- C. REGIONAL VICE-PRESIDENT
1. The National Regional Vice President shall assist the President and the Chapter Executive Officers and Board of Directors in the operations of their respective districts when needed.
  2. They shall be available to each Chapter to arbitrate any Constitution and By-Laws violations.
  3. They shall check and screen all Regional District applications for Charter to National. They must adhere to the Constitution and reject any infractions.

4. They shall notify all local Chapters within a Region and the Executive Officer and Board of Directors of a pending formation of same.
5. They shall carry out all assignments as directed by the National President and direct all correspondence to the National Office and a copy of all Chapters in their district.
6. The Regional Vice President shall be able to receive expenses to cover the cost of traveling to Chapters in his region. Also for the postage and phone expenses while performing the duties of his office. This amount not to exceed \$600.00 annual expense allowance, and is to cover the cost of performing his duties in office. .

**D. SECRETARY**

1. The National Secretary shall attend all business meetings of the National Convention and meetings of the Board of Directors and shall be responsible for the minutes of the meetings. The National Secretary shall provide the Editor of the official publication with the edited and typed proceedings of the business sessions of the National Convention within thirty (30) days after the last business session of the National Convention.
2. The National Administrator will receive all monies and deposit them into the National Treasury and shall provide reports of deposits to the National Secretary to include information on all members who paid their dues. The National Secretary shall perform such duties as the National President may from time to time prescribe. The National Secretary shall make a quarterly report of his/her activities to the National President with a copy to the National Executive Vice President. The National Secretary may receive compensation as specified by the Board of Directors.
3. The National Secretary shall notify the Board of Directors of all meetings.
4. The National Secretary shall be able to receive expense allowance, to cover the cost of performing his duties in office not to exceed \$500.00 annually.

**E. TREASURER**

1. The National Treasurer shall attend all business meetings of the National Convention, and all meetings of the Board of Directors. The National Treasurer shall have custody of all monies, bonds and item of value; and shall compile and maintain a complete set of records to divulge the true financial records (status) of the organization suitable to be audited by a Certified Public Accountant.
2. The National Treasurer shall insure valid signatures specimens are on record at all institutions of deposit. Section 204 (F) details duties of the National Treasurer in relation to meeting payment obligations of the organization.
3. The National Treasurer shall purchase, at the expense of the organization, a fidelity bond covering all officers authorized to sign or countersign checks and any National officers handling monies or securities of the organization. The National Treasurer shall prepare a financial statement for the fiscal year ending June 30<sup>th</sup>. This fiscal statement shall be published in the August issue of the official publication. The National Treasurer shall prepare for the Board of Directors a quarterly financial report of the 15<sup>th</sup> day following the end of the quarter.
4. The National Treasurer shall be able to receive expense allowance, to cover the cost of performing his duties in office not to exceed \$500.00 annually.

**F. NATIONAL OFFICERS & METHODS OF ISSUING MONIES/PAYMENTS DUE**

1. There are two methods in which AMMV will meet its payment obligations. The first method is the longstanding traditional method, in which the National Treasurer shall pay out monies in payment of obligation only on authority given by the National President. If using this payment method, all checks shall be signed by the National Treasurer and countersigned by the National President or any Board Member (when necessary). The second method allows for the National President to directly issue due payments electronically via the use of online banking. If using this payment method, the National Treasurer will be notified by the National President via email with the details of each electronic transaction. The National Vice President shall be copied on such emails.
2. It is understood that the four elected National Officers have the means to set-up an online profile and to view AMMV's transaction record at any time. On the authority of mutual agreement between the National President and the National Vice President, the National Office Administrator shall have "guest viewing" privileges to access to this online account in order to better perform his/her duties.
3. It is intended that the use of online banking, which allows for the automatic record keeping of payment transactions, will provide a quick and accurate recall of transactions for use in any audit situation. In addition, the separate email records of the National President, Vice President and Treasurer would give auditors additional information regarding the processing of online transactions.

**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 a member in good standing to fulfill his duties. A letter to this effect shall be submitted to the National President before said meeting by the Board of Directors member unable to attend.
- 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**

1. 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.
2. The local Chapter Executive Officer shall certify the delegates to represent the district or local Chapter members and the respective secretaries will authenticate the delegates' credentials letter. The credentials letter of the local Chapter delegates shall list by name each member of the local chapter they are representing.
3. 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 bona fide members.
4. 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.

5. A Chapter unable to send a delegate to the Convention may give their voting proxy to another AMMV Chapter.
  6. 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. 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**  
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.
- C. **COUNTING AND RECORDING THE BALLOTS BY COMMITTEE**  
All Ballot votes shall be conducted by roll call. All votes will be posted and updated in real time and projected on a presentation screen for all attendees to review and verify accuracy of posting and count. Final results will be announced at the conclusion of the balloting.

## **SECTION 207 – APPOINTED OFFICERS**

- A. **APPOINTED OFFICERS**  
The President shall, by resolution, appoint the following officers, and said appointments shall be announced by the National President and published in the first issue of the official publication following the National Convention.
1. **JUDGE ADVOCATE** – who shall be prepared at all times to give such legal counsel and advice as the National President or National Convention may require. Robert's Rules of Order shall be the authority of all questions of parliamentary law and procedure, unless otherwise specifically provided in this Constitution and By-Laws.
  2. **CHAPLAIN** – the Chaplain may, when possible, be an ordained clergyman and perform such duties as required by the Board of Directors.
  3. **EDITOR** – (Official Publication)
    - a. The official publication shall be known as American Merchant Marine Veterans News. This publication shall be issued at least once each quarter. Any orders, official notices, and the financial reports published in the official publication shall be deemed sufficient and lawful notice to all members for all purposes whatsoever.
    - b. The editor shall be responsible for the publication and distribution of the official publication in accordance with instructions from the Board of Directors and approval of the President.
  4. **HISTORIAN** – the Historian shall compile and maintain a brief history of the activities of this organization during his or her term of office, to be kept as a permanent record of this organization, and shall perform such other duties as his or her office may require or the Board of Directors may direct.
  5. **PUBLIC RELATIONS OFFICER** – the Public Relations Officer shall coordinate any and all publicity of the organization.

## **SECTION 208 – STANDING COMMITTEES**

- A. The President shall, by resolution, appoint the following Standing Committees, which shall include at least one member of the Board of Directors. Said appointments shall be announced by the National President and published in the official publication.
1. **VETERANS COMMITTEE** – To compile information that will benefit Veterans, form policies beneficial to Veterans. Establish relations with other Service Veterans' organizations.
  2. **EDITORIAL COMMITTEE** – To assist the Editor of the official publication whenever necessary and submit any policy changes to the Board of Directors.
  3. **CONVENTION COMMITTEE** – 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.
  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 BY-LAWS COMMITTEE**
  6. **NOMINATING COMMITTEE**
  7. **AUDIT AND BUDGET COMMITTEE**
  8. **MEMBERSHIP COMMITTEE**
- 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**

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

## **SECTION 210 – NATIONAL DUES**

1. The National dues shall be established by the Board of Directors, voted on by the membership at the National Convention and published in the official publication. The dues shall include a subscription to the official publication.
2. Dues are payable by July 1 of the current fiscal year. Member's dues not paid by September 30 of the current fiscal year are removed from the mailing list.

## **SECTION 211 – BUDGET**

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

## **ARTICLE III - CHAPTERS**

### **SECTION 301 – FORMATION – CHARTERING**

- A. A local Chapter may be formed by the authority of the Board of Directors on the application of not less than ten (10) persons, members of the American Merchant Marine Veterans, Inc., or who have applied for membership. Membership in the National organization is a mandatory prerequisite for valid membership in any Chapter.
- B. The application for a chapter shall be signed by all elected officers pro-tem, and shall list the names of all charter members of the Chapter. The application shall be forwarded to the National Secretary for approval of the Board of Directors. The Chapter shall comply with the National Constitution and By-Laws.
- C. Each Chapter must be self-supporting. Each Chapter shall be responsible for their own assets, property and liabilities. Each Chapter is also permitted to establish their own welfare fund.
- D. The National A.M.M.V. shall establish districts within the fifty (50) states. There shall be at least seven (7) districts as per Article II – NATIONAL OFFICERS, Section 201.A.2 of the By-Laws.



- E. These district boundaries may be changed, depending on the total membership in a said district. The National Board of Directors shall set district boundaries at the National Convention based upon the total chapters and the per capita tax for the given year. All Chapters shall receive a true copy of such districts and boundaries.
- F. All Chapters shall display the National logo on all chapter stationery.

#### **SECTION 302- SUSPENSION AND REVOCATION OF CHARTER.**

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

#### **SECTION 303 – CHAPTER DUES**

Each Chapter shall set its own dues.

#### **SECTION 304 – ELIGIBILITY TO OFFICE**

National membership shall be a requisite for holding office.

#### **SECTION 305 – VOTING PROCEDURE**

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

#### **ARTICLE IV – WELFARE FUND**

#### **SECTION 401 – PURPOSE**

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

#### **SECTION 402 – ACCOUNTING**

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

#### **ARTICLE V – AMENDMENTS**

#### **SECTION 501 – AMENDMENTS**

- A. This Constitution and By-Laws shall be amended by an affirmative two-thirds (2/3) of the members voting at the National Convention in accordance with the voting procedures.
- 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. During voting procedures, each proposed amendment would be projected on a presentation screen at the National Convention.
- 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. 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**

- A. The corporation shall or may be dissolved and its affairs wound up by a two-thirds (2/3) vote of the corporation's voting members.
- B. In the event of dissolution, the Board of Directors shall, after paying or making provision for payment of all liabilities of the corporation, dispose of all the assets of the corporation exclusively for the purposes of the corporation in such manner, or to such organization or organizations organized and operated exclusively for charitable, educational, religious or scientific purposes as shall at the time qualify as an exempt organization under Section 501 C... (3) of the Internal Revenue Code of 1954 (or corresponding provision of any future United States Internal Revenue Law), as the Board of Directors shall determine. Any such assets not so disposed of shall be disposed of by
- C. a court of competent jurisdiction in the country in which the principle office of the corporation is then located; exclusively for such purposes as to such organization as such Court shall determine which are organized and operated exclusively for such purposes.
- D. Upon a vote to dissolve the AMMV Corporation, the original records of the history of the organization, the records of the Historian, copies of the AMMV News, photographs, audio tapes, video tapes and any other appropriate historical records shall be turned over to a Maritime museum willing to accept the same, such as the Merchant Marine Academy Museum, Museum Ships, Maritime Museum or a college/university library/archives.
- E. 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

#### **ARTICLE VII – GRIEVANCES AND LITIGATION**

#### **SECTION 1 – PROCEDURE FOR RESOLVING MEMBERSHIP GRIEVANCES.**

- A. Every member or officer or chapter or region must follow the following procedure to resolve a grievance:
  - 1. Every member agrees to follow this procedure for resolving grievances as a pre-condition of membership in the American Merchant Marine Veterans Association.
  - 2. The grievance shall be a written statement setting forth the facts, the identity of the people involved, a detailed account of the grievance, and a statement of how the grievant wants the grievance to be resolved.
  - 3. The grievance must be submitted within thirty (30) days of the date of the occurrence by certified mail, return receipt requested, addressed to the National President at National Headquarters.
  - 4. The written statement must be sworn to in an affidavit form before a Notary Public.
  - 5. Within thirty (30) days of the receipt of the grievance, the National President is to reply in writing to the grievant by certified mail, return receipt requested, stating the solution or resolution to the grievance. The National President may also request additional information.
  - 6. If the grievant is not satisfied with this solution or resolution the grievant is to notify the National President within ten (10) days by CERTIFIED MAIL, return receipt requested, stating the reasons and requesting that the grievance be referred to the National Board of Directors by way of appeal. The National President will submit within Ten (10) days the record of the grievance to the National Board of Directors for a vote by this body and notification to the grievant with thirty (30) days.
  - 7. By becoming a member of the AMMV, a member or officer or chapter or region accepts that the AMMV is a not for profit Florida Corporation subject only to the laws and jurisdiction of the state of Florida and its courts.
  - 8. Under no circumstances is the grievant to resort to any court until the aforesaid procedure has been completed. Therefore, if resort is made to a civil court it must be a Florida court located in Lee County. If the grievant resorts to a Florida court before following the procedure set forth herein said grievant will automatically forfeit membership in AMMV. If the grievant does not obtain a judgment against the AMMV or its officers in the Florida civil court, the grievant agrees to reimburse the AMMV for its legal expenses, attorney fees, and court costs incurred in defending this suit.
  - 9. If the grievant resorts to a court in any jurisdiction other than the state of Florida, said grievant will automatically forfeit membership in AMMV.

# President Donald J. Trump Proclaims May 22, 2017 as National Maritime Day

NATIONAL MARITIME DAY, 2017

-----  
BY THE PRESIDENT OF THE UNITED STATES OF AMERICA  
A PROCLAMATION

On National Maritime Day, we recognize the important role the United States Merchant Marine plays in supporting our commerce and national security. We honor the proud history of our merchant mariners and their important contributions in strengthening our economy.

Americans have long looked to the sea as a source of safety and well-being. Bounded by two oceans and the Gulf of Mexico, and crisscrossed by inland waterways, America was destined to be a maritime nation. Our fledgling Republic expanded and became stronger, as our Nation's growing Merchant Marine connected the States and cemented ties among our new allies.

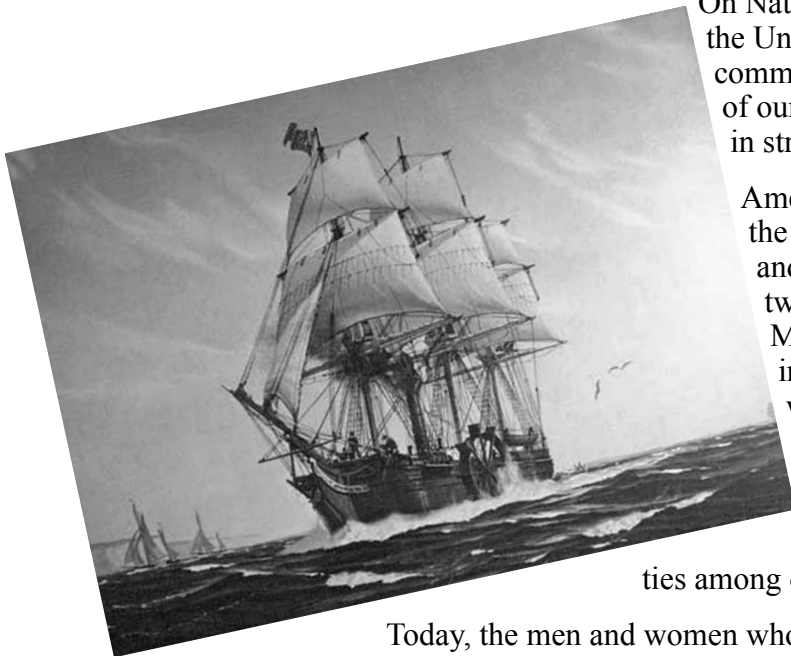
Today, the men and women who crew ships remain essential to our Nation's prosperity and security. Those in the maritime industry, including merchant mariners, promote our economic growth, facilitating the export of more than \$475 billion in goods just last year and sustaining our critical defense industrial base. Merchant mariners also actively protect our homeland, serving as our eyes and ears on the seas. They serve with distinction and courage, heading into war zones, and too often sacrificing their own lives for our protection.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," to commemorate the first transoceanic voyage by a steamship, in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2017, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand seventeen, and of the Independence of the United States of America the two hundred and forty-first.

DONALD J. TRUMP



Get a **FREE** Copy of...

# PowerShips



**PowerShips magazine**, the ultimate source for stories about maritime ships and their history, is published quarterly by SSHSA, celebrating our 80th year. • 88 pages • Full color

**Email [info@sshsa.org](mailto:info@sshsa.org) or call**  
1-401-463-3570 and we'll send you  
a FREE copy and tell you  
how to subscribe.

## STEAMSHIP HISTORICAL SOCIETY OF AMERICA

[INFO@SSHSA.ORG](mailto:info@sshsa.org) • [WWW.SSHSA.ORG](http://WWW.SSHSA.ORG)





*American Merchant Marine Veterans*  
2722 MAYNES CT.  
SANTA ROSA, CA 95405-8408

NON PROFIT ORG.  
U.S. POSTAGE  
PAID  
SAN ANTONIO, TX  
PERMIT #1001

# Written in the sands of Omaha Beach



*Belgium*



*Australia*



*New Zealand*



*The Netherlands*



*Canada*



*Norway*



*Czechoslovakia*



*Flags of all the countries participating in D-Day*



*Poland*



*France*



*Greece*



*United States  
of America*



*United Kingdom*