

**AMERICAN**

**MERCHANT MARINE**

**VETERANS**

**NEWS MAGAZINE**



**Sunshine Skyway Bridge  
over Tampa Bay**



***SS American Victory* seen here in drydock  
with fresh paint**







PHOTO: Dru DiMattia, National Convention Chairman

This monument on the Sydney boardwalk, Cape Breton Island, Nova Scotia, Canada was unveiled in early May, 2016. It commemorates Sydney's involvement in World War II when ships of every kind jammed Sydney harbor awaiting transit across the Atlantic, but the journey was a perilous one.

That was the reality for those in the Canadian merchant navy transporting supplies in convoys during the Battle of the Atlantic, Canada's longest military engagement that lasted from Sept. 1939 to May 1945. German U-boats patrolled the waters in an attempt to cut off much-needed supplies overseas.



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**NATIONAL HEADQUARTERS**

**American Merchant Marine Veterans**

**Lynn Kelly**

**P.O. Box 2024**

**Darien, CT 06820-2024**

**(475) 470-9200**

**ammermarvets@gmail.com**

**NATIONAL CORPORATE OFFICE**

**American Merchant Marine Veterans**

**8055 N. Dacca Terrace**

**Dunnellon, FL 34433-5413**

**NEWS EDITORIAL OFFICE**

**Sindy Raymond**

**2722 Maynes Ct.**

**Santa Rosa, CA 95405**

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

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

**saaren@sonic.net**

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## AMERICAN MERCHANT MARINE VETERANS

### National Officers

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

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

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

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

### Regional Vice Presidents

#### Region ONE – FL, PR

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

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

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

#### Region THREE - NJ, PA

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

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

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

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

**W.F. "Speed" Hinds** *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

**Vacant**

#### Region EIGHT – AUS, CA, HI

**Larry Starn** *North Bay Mariners 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:...** **Sindy Raymond** *North Bay Mariners Chapter*

**Nominating &**

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

### Standing Committees

**Editorial:.....** **Capt. Chris Edyvean** *Midwest Chapter*

**Sindy Raymond** *North Bay Mariners Chapter*

**Government Affairs:.....** **Michael Helbig (Co-Chair)** *Member-at-Large*  
(907) 244-4238 – hanshelbig.helbig08@gmail.com

**Charles A. Mills (Co-Chair)** *Lone Star Chapter*  
(713) 436-1638 – mcamco@aol.com

**Eugene Barner** *Member-at-Large*  
(913) 766-3105 – ammv43@kc.rr.com

**Robert Weagant** *Midwest Chapter*  
weagant@sbcglobal.net

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

**Laura Johnson Riddle** *Member-at-Large*  
AMMVlaura@gmail.com

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

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

**Special Projects &**

**Veterans Outreach .....** **Sheila M. Sova** *Member-at-Large*

**Membership:.....** **Capt. Chris Edyvean** *Midwest Chapter*  
**Sindy Raymond** *North Bay Mariners Chapter*  
**Lynn Kelly** *Member-at-Large*

**Internet &**

**Social Media: .....** **Capt. Chris Edyvean** *Midwest Chapter*

### **2019 National Convention Committee**

**Convention Chairman ...** **Capt. Dru DiMattia** *SW Florida Chapter*  
239-242-3409 – drudimattia@gmail.com

**Registration Head .....** **Kimberly King** *SW Florida Chapter*

**Committee Member .....** **Capt. Chris Edyvean** *Midwest Chapter*

**Committee Member .....** **Lynn Kelly** *Member-at-Large*

**Commemorative**

**Magazine Sales .....** **Sheila Sova** *Member-at-Large*

**Commemorative**

**Magazine Design .....** **Susan Alexander** *Member-at-Large*





# National President Capt. Chris Edyvean



## ***AMMV members attend function with Rep. Garamendi***

A handful of western-region AMMV members attended a maritime stakeholders meeting with Rep. John Garamendi, held on September 17<sup>th</sup> at the California State University Maritime Academy. (Rep. Garamendi introduced H.R. 5879: The WWII

Merchant Mariner Congressional Gold Medal Act of 2018 and also met with our “Storm the Hill” gang back in May.) Following was a luncheon sponsored by the Propeller Club of Northern California, in which Rep. Garamendi received the “Champion of Maritime” award from the American Maritime Partnership. It was important that AMMV be represented at these functions, both to show our support for current maritime issues and to hopefully keep the WWII MM Gold Medal legislation near the top of Congressman Garamendi’s agenda.

Attending the activities were AMMV News Editor Sindy Raymond, AMMV Region #8 Vice President Larry Starn, Michael Hoge (North Bay Mariners Chapter members); AMMV National Vice President Christian Yuhas, Frank Mendez, Robert Ulrich, Bill Fairfield, Harold Wagner (Golden Gate Chapter members); and AMMV National Treasurer John Pitts (Member-at-Large). Thanks to all of these individuals for contributing to our strong showing of support. We also owe a big “thank you” to Garamendi’s Chief of Staff Emily Burns for coordinating with our attending members - and more importantly - for her hard work in promoting H.R. 5879.

## ***Status of WWII Merchant Mariners Congressional Gold Medal Act***

The Senate version of the WWII Merchant Mariners Congressional Gold Medal Act (S. 2127) is relatively stalled at 25 cosponsors as we head into press. Meanwhile, the companion House bill (H.R. 5879) is showing steady progress, having risen to 211 cosponsors.

I am pleased to report that more of our members are stepping up to in some way help promote this legislation. Yet, much work is needed if the Gold Medal Act is to be successful in what little time remains in the 115<sup>th</sup> Congress. Please do not delay in voicing opinions to your Congress-

person and Senators! (As a reminder, identical legislation passed the House in the 114<sup>th</sup> Congress but failed in the Senate with a lack of cosponsors.)

## ***AMMV National Officers Election in 2019***

Several amendments to the AMMV Constitution & By-Laws were approved at our St. Louis Convention last March. Most of these revisions are attributable to the shift in membership trend from being chapter-based to having a majority of “at-large” members.

One of the biggest changes is how we now handle elections. Candidates for AMMV National & Regional Officer positions must inform the National President and/or the National Office in writing of their intent to run for a specific position, and must do so before the end of the calendar year that precedes the given election. Since 2019 is our election year for National Officers, all interested members-in-good-standing must announce their candidacy by December 31<sup>st</sup>, 2018. The winter AMMV News issue will feature candidate information if received before the deadline of December 5<sup>th</sup>.

In addition, the ‘old school’ methods of chapter voting and proxies (including nominations from the floor) have been eliminated. All members-in-good-standing (full or associate) will receive a ballot by mail to vote for officers and to vote on proposed amendments to the Constitution & By-Laws. Completed ballots should be mailed back to the National Office, and a committee will tally the results during the convention. However, if there are no proposed changes to the Constitution & By-Laws, and if all candidates are running unopposed, then said candidates will be considered elected and no mailing of ballots is required. The revised Constitution & By-Laws were printed in the summer AMMV News issue, but you may also obtain a copy by contacting the National Office.

## ***Update on AMMV 33<sup>rd</sup> National Convention***

March 20<sup>th</sup> – 24<sup>th</sup> are the official dates of our 2019 National Convention, which will be held at the Westshore Grand in Tampa, FL. Registration and hotel reservation information are included in this issue.

To date, we can announce the following details: (1) We are offering a Tampa Bay harbor dinner cruise on the yacht *Starship I* on the evening of March 21<sup>st</sup>. (2) Our “Patriotic Dinner” on the evening of March 22<sup>nd</sup> will feature entertainment by Sally & Roy Langwah. This function will also include the AMMV Awards Ceremony, 50/50 drawing, etc. (3) We have received confirmation from the management of

*(continued on next page)*


the S/S *American Victory* that they will indeed participate in a joint activity on March 23<sup>rd</sup>, but it is too early to plan for specific details or times. Various speakers are being considered and a completed convention agenda should be available in time for the winter AMMV News edition.

Many thanks to Capt. Dru DiMattia (SW Florida Chapter) who is serving as Convention Chairman.

One final note: The order form for our Commemorative Magazine (formerly called the "Memory Book") is included

in this issue. Please consider participating, as this publication greatly helps to offset convention costs.

Until next time, I hope you enjoy the autumn season!



Captain Chris Edyvean  
AMMV National President

## I WAS A SAILOR

*Yes, I was a Sailor once.*

*Caught up in the feverish activities of the War  
I took my chances with the Ships at Sea,  
those lumbering work horses that brought supplies  
to the heroes that fought for us.*

*I remember, with fondness, and respect,  
the Ocean in all of its moods. Sometimes glassy smooth,  
and sometimes angry and upset, flinging us around like rag dolls;  
and always rolling like a living thing,  
contesting the power of our engines 24 hours a day.*

*I liked standing on the deck with salt spray in my face,  
breathing the ocean winds that whipped across the open sea:  
Winds from far off regions of the North and South,  
each with its own character and smell.*

*I liked the surge of adventure as we cast off  
to face whatever dangers lurked out there,  
not knowing if we would be coming back again.*

*I liked the thrill of being guided by the stars,  
across vast Oceans. Knowing by the myriad noises,  
large and small, that my ship was alive and well.*

*I liked the other Creatures that shared that space,  
the whales, the sea birds, and the albatross of the Southern Seas.*

*I liked the character and smell of foreign ports,  
of meeting people and cultures of a different world  
doing what they do in their own way.*

*Now, gone ashore for good, I count those months  
and years with humble appreciation  
for the countless blessings that came my way.*

*Yes, I was a Sailor once, but now I am a witness  
to God's Mercy and Grace for bringing me home from the Sea.*

*Submitted by Gordon Thompson  
Member-at-Large, Grove, OK*



# National Treasurer John Pitts



## AN IMPORTANT AND INFORMATIVE MEETING

On Monday, September 17, 2018, Congressman John Garamendi, Ranking Member of the Transportation and Infrastructure Subcommittee on the Coast Guard and Maritime Transportation, spoke at a Maritime

Stakeholder meeting held at California State University Maritime Academy in Vallejo, California.

The American Merchant Marine Veterans organization was well represented at the meeting and members occupied a table in front of the podium. In attendance were: AMMV News Editor Sindy Raymond, AMMV Region #8 Vice President Larry Starn, Michael Hoge (all North Bay Mariners Chapter members); AMMV National Vice President Christian Yuhas, Frank Mendez, Robert Ulrich, Bill Fairfield, Harold Wagner (all of Golden Gate Chapter); and AMMV National Treasurer John Pitts (Member-at-Large).

During the introductions, Rep. Garamendi surprised all by presenting those WWII US Merchant Marine Veterans in attendance with a Congressional Commendation Certificate recognizing their service.

The Congressman had introduced H.R. 5879: The WWII Merchant Mariner Congressional Gold Medal Act in past May. A prominently displayed picture of the Congressman and the AMMV Storm the Hill Gang was evidence of their meeting in Washington, D.C. last May. He asked the attendees of the September 17<sup>th</sup> meeting to do everything they could to promote co-sponsorship of H.R. 5879, which at that time needed about 100 additional co-sponsors.

The purpose of the September 17<sup>th</sup> meeting was to

review the recommendations on priority actions addressing present and future needs of the U.S. maritime industry. This was a follow up meeting to a roundtable held on April 25, 2016 which presented a report from Congressman Garamendi's Maritime Advisory Committee.

U.S. maritime industry representatives from across the U.S. maritime community, but particularly with Northern California interests, were in attendance. The U.S. Coast Guard was represented by Commander Gutierrez, whose Father served in the US Merchant Marine as a Radio Operator during WWII.

The Congressman spoke on issues concerning US maritime interests not the least of which was the Jones Act and simply stated that without the Jones Act, the US would probably not have the 78 ships under the US-flag today.

Following the presentation, a question and answer session was put to good use by Bob Ulrich of the AMMV

Golden Gate Chapter when he posed questions regarding Veterans status for Korea and Viet Nam era U.S. Merchant Mariners, and federal requirement to have the U.S. Merchant Marine flag displayed at National Cemetery's and the USMM Hymn (Heave Ho) included in Military musical medleys played at official functions. The Congressman directed his staff to investigate these issues.

AMMV Treasurer John Pitts posed a question about the exceptions being made to the Jones Act with regard to U.S. shipping and new construction. Rep. Garamendi replied to the issue of U.S. Customs allowing foreign owned vessels exemptions in supplying U.S. off shore oil platforms violating the Jones Act which provides that U.S. owned vessels and U.S. crews perform this work.

The Congressman's track record in support of stronger U.S. shipping includes:

Leading a bipartisan fight in Congress in support of the Jones Act by holding three different Coast Guard and Maritime Transportation Subcommittee hearing/meetings



*l to r: Harold Wagner, Frank Mendez, Bill Fairfield, Michael Hoge, Bob Ulrich, Larry Starn, John Pitts and Stu Margolis, Propeller Club luncheon organizer.*





*AMMV WWII Merchant Marine Veterans with Congressman John Garamendi.*



*Congressman Garamendi receiving award from American Maritime Partnership members.*

on the Jones Act, its enforcement, and its nexus to national security.

Led the charge to correct misinformation media campaign launched by Jones Act opponents after Hurricane Maria battered Puerto Rico in 2016 that ultimately vindicated both the Jones Act and performance of U.S. flag carriers.

Introduced bipartisan/bicameral legislation (H. R. 5939, the Energizing American Shipbuilding Act) to require certain percentages of liquefied natural gas (LNG) and crude oil exports be transported on U.S. built and U.S.-flagged vessels as a means to provide new economic opportunities for U.S. shipyards while addressing critical sealift shortage concerns.

Successfully opposed attempts by the Trump administration to eliminate the Title XI Maritime Loan Guarantee program and secure authorized funding levels and appro-

priations to maintain the program, albeit at funding levels below demonstrated need.

Secured authorization in the 2019 NDAA (H.R. 5515, the John S. McCain National Defense Authorization Act for Fiscal Year 2019) to recapitalize a fleet of six U.S. Coast Guard polar icebreakers and successfully secured appropriation in the Navy Shipbuilding and Coast Guard acquisition accounts to fund construction of the first hull. NOTE: the U.S. currently has one icebreaker which was built in 1976, while China and Russia have fleets of icebreakers. The Congressman expressed concern that the U.S. is vulnerable to Russian polar dominance of sea lanes.

Successfully worked to include language in the 2019 NDAA to authorize the construction of a fleet of six new National Security Multi-mission Training Vessels to recapitalize the existing fleet of training vessels at State Maritime Academies.

He also secured \$300 million in appropriations in the Fiscal Year 2018 THUD appropriation bill and expects Congress to appropriate an additional \$300 in the 2019 THUD appropriations bill.

Successfully reauthorized and increased authorized funding in the 0219 NDAA for the Small Shipyard Grant program. MARAD recently awarded, in July 2018, more than \$20 million to support 29 different grants.

Congressman Garamendi has also been active in these issues: Providing additional funding and tools to allow the maritime industry to address environmental sustainability goals, providing a nationwide freight sustainability standard, and

working to ensure that new environmental policies incorporate standards to reflect "Best Available Technology", consider the viability and availability of new technologies, and support incentive and performance-based regulations.

Following the meeting, the Propeller Club of Northern California hosted a luncheon and the American Maritime Partnership (AMP) presented Congressman Garamendi with their Champion of Maritime Award for his extraordinary support of the American Maritime Industry.

The AMMV was well represented at this important meeting which demonstrated that someone in government is looking out for the interest of U.S. Mariners past, present and future.

Thank you for your service and sacrifice.

Fraternally,  
John Pitts  
National Treasurer, AMMV



*Emily Burns, Chief of Staff for Con. Garamendi*





# National Office Administrator Lynn Kelly



## DUES PAYMENTS

Dues collection has picked up since the reminder post card was sent out in early September. Prior to that, we had almost 600 MAL Members who had not paid their dues for this membership period. Since the reminder has yielded such successful results we are considering sending a reminder next year in May

before the June 30<sup>th</sup> expiration date, instead of depending on the spring issue of the AMMV NEWS magazine to let people know it was time to send in their membership dues. Each year after the spring and summer issues, we still have many members who have not renewed. For all of you who have sent in your \$32 dues ---thank you. If you are not sure if you have renewed please feel free to call me (475) 470-9200 or email ammermarvets@gmail.com.

Chapter members, please contact your Chapter CEO or Treasurer to see if you are caught up.

## VETERANS DAY EVENTS

I recently received a message from Jane Cable who is the Post Adjutant for American Legion Post 97 in Chester, CT. Jane is the organizer of the local Veterans Day Parade. She is asking for any Merchant Mariners in the area to join the parade and ceremony this year on Sunday, November 11. I have sent letters to AMMV members in the area encouraging them to consider participating in the parade. The parade organizers will even provide a decorated trailer for those who would have trouble managing the walk, as well as a group of young Marines willing to push wheelchairs. This and other parades offer a wonderful opportunity for AMMV to get out and "spread the word" to promote public awareness.

With Veterans Day approaching I am reminded of some of the lovely Veterans Cemeteries throughout the United States. A couple of times a year I brave the Long Island Expressway to venture down to Long Island, NY where there is a beautiful cemetery called Calverton National Cemetery, built in 1978. It is the country's largest and most active National Cemetery with over 7000 burials per year. This is where most of the Veterans in my family are interred, including my father (WW II Army) and father-in-law (WW II Army Air Corps).

## WREATHS ACROSS AMERICA

This time of the year also brings to mind an organization called Wreaths Across America (WAA), whose mission it is to place a wreath on every Veterans grave throughout the United States. Morrill Worcester, owner of Worcester Wreath Company of Harrington, Maine was a 12 year old paper boy for the Bangor Daily News when he won a trip to Washington DC. Arlington National Cemetery made a lasting impression on him.



In 1992 Worcester Wreath found themselves with a surplus of wreaths when nearing the end of the pre-holiday season. Remembering his Arlington experience, Worcester decided to honor the country's veterans by placing wreaths at Arlington in one of the older sections that had been receiving fewer visitors with each passing year. Many volunteers and organizations, including American Legion, VFW Posts and the Boy Scouts offered to help. A local trucking company offered to transport the wreaths from Maine to Virginia.

In 2006, with the help of the Civil Air Patrol and other civic organizations, simultaneous wreath-laying ceremonies were held at over 150 locations around the country. The Patriot Guard Riders volunteered as escort for the wreaths. This began the annual "Veterans Honor Parade" that travels the east coast in early December. The procession passes through New England, where it stops in my little town of Darien to honor those in our Spring Grove Veterans Cemetery then on to Arlington National Cemetery. It has become known as the world's largest veterans' parade. By 2014 Wreaths Across America, and its national network of 2,047 fundraising groups and more than 60,000 volunteers, laid over 700,000 wreaths at over 1,000 locations in the U.S. Mr. Worcester's goal of covering every grave in Arlington was met in 2014 with the placement of 226,525 wreaths.

Morrill Worcester and Wreaths Across America's motto is REMEMBER our fallen Veterans, HONOR those who serve, TEACH your children the value of freedom.

Calm Seas,

  
Lynn C. Kelly



# NEWS Magazine Editor Sindy Raymond



Fall is in the air. At least, here in Northern California we don't experience the extreme weather the rest of the Country endures; but one can still feel the changing of the seasons. Up here, in this "Great State of Northern California", we're not exactly orange groves, beaches and sunshine constantly, like down South; so sometimes

we're really glad that the heater works.

## ***A BIG Thank you for your efforts:***

To all of our members and others who have been or are working on lining up co-sponsors in Congress for House bill HR. 5879 and Senate bill S.2127, we'd like to let you know how very much your work is appreciated. However, please don't give up now!

We are aware that these bills –the Merchant Mariners of World War II Congressional Medal Acts – are honoring WWII Merchant Mariners and they are aimed at providing recognition for the outstanding service Mariners provided in WWII.

I guess we are all aware that they are not the long-fought-for compensatory legislation that WWII Mariners are hoping for. However, please know that we have been advised that passage of the Gold Medal bills is a major step towards success of the Just Recognition legislation.

So, let's not give up the battle!! Please do whatever you can to help. Let's get 'er done – this 115<sup>th</sup> Congressional session ends December 31, 2018, so time is of the essence. Let's get this project, the Gold Medal Bills, passed in this session of Congress, so we can concentrate on Just Recognition before it's too late to be of any good to any World War II Merchant Marine Veterans. Please!

## ***New membership is paramount to AMMV continuance:***

Later in this issue you will find a blog appealing to AMMV Members-at-Large and asking them to help recruit new members for us. Additional members are particularly important to the future of our organization and hopefully everyone will do their share in welcoming some new members aboard. Chapters are, also, urged to use some of the blogs ideas in their new membership searches.

A large member recruitment mailing has gone out lately to a group of potential joiners. And we are sending a AMMV NEWS Magazine to all the ships that ply the Western U.S. coast, hoping that the crews get the message that we're urging them to join. Thanks to the MM&P union and our National Treasurer John Pitts for their help with this.

However, if you have any suggestions of other groups or venues, please contact any of our Membership Committee members – I'm at (707) 235-6598, email saaren@sonic.net or drop me a note. All suggestions will be considered and, if feasible, acted upon.

## ***Upcoming AMMV National Convention in Tampa, Florida – March 20-24, 2019:***

There's been a lot of organizational work happening in the background lately, for the March, 2019 National convention. Convention Chairman Dru DiMattia, National President Capt. Chris Edyvean and others are striving to make this one another memorable convention.

The organizers found a few obstacles in their way. One of them is that Tampa, being in "snowbird infested" Florida, is crowded at that time of year and prices of lodging and other things are more costly.

So we need to loosen up our purse-strings just a bit and enjoy the camaraderie of a national convention, and, of course, participate in the serious side, like in the election of National officers. Speaking for myself, I'm looking forward to the dinner cruise evening.

See you in Tampa,

*Sindy Raymond*  
Sindy



*My heroes!*



# *Janet Wilzbach of St. Louis, a Dedicated AMMV Volunteer*

Michael Helbig, who is working on our efforts to attain Korean War mariners Veterans' status, has introduced us to Janet Wilzbach, a resident of St. Louis, whom he learned of from Jack Grothe, CEO of our former S.S. Samuel Parker chapter.

Janet has a Bachelor of Science degree in Historic Preservation from Southwest Missouri State University and a Master of Arts degree in Museum Studies from the University of Missouri-St. Louis. A well-organized individual with a keen eye for detail, Janet has been employed since 2005 with the St. Louis County Parks Department. Her research into the history of Fort Bellefontaine—the earliest westward expansion outpost established at the time of Lewis and Clark's "Voyage of Discovery" expedition—supported that site's 2016 successful inclusion in the National Register of Historic Places.

Along with the Fort Bellefontaine, Jefferson Barracks Historic Site and three other St. Louis County park attractions, Janet stays busy making her weekly rounds as Manager of the Museum Object Collections. This priceless treasure trove is a window into our historical and cultural past that today enriches our understanding of who we are and what we accomplished in the development of our great nation. She is one of the keepers of our heritage and as such her work is vital in maintaining our ability to interpret the past so as to inform America's future.

AMMV hopes to gain similar recognition for those mariners who served overseas during the Korean War. Through her friend, Jack Grothe—a Navy veteran and merchant mariner who sailed during the Vietnam War—Janet heard about our efforts at AMMV and decided to use her off-duty hours to do voluntary research at the National Archives for our cause. Spurred on by the new criteria established by Dept. of Defense regulation in 1989 which are particularly daunting and rigid, with government records required to document and substantiate the group application, Janet decided to support our efforts last May (2018) by making weekly voyages to the Archives as an unpaid, non-member volunteer. With over 90 hours of painstaking research logged and 640 miles of personal travel to date, this represents a significant sacrifice on her part. Her contribution is vital to AMMV's project and the hopes of merchant mariners who supported our troops around the world in the 1950's.

The AMMV extends to Janet Wilzbach a sincere "Thank You" for her work and recognizes her as an outstanding volunteer in 2018.



# DIARY OF A CONVOY :

## The WWII Diary of JOHN MITCHELL, Naval Armed Guard, aboard the Liberty ship *SS Thomas L. Hartley* in 1943

*Editor's note: This convoy, also known as the FORGOTTEN CONVOY, was historical in that after unloading their cargo in Murmansk, Russia, the ships were shuttled off to Molotov, Russia, where they sat idle from April 26th to October 30th, 1943, enduring hazardous conditions, limited supplies and boredom, before being allowed to sail for home.*

**Wednesday Jan. 20th, 1943** Made Trial Run in the Hudson River. Set compass. Getting ready to leave.

**Thursday Jan 21st-** We put on two P.T. boats. Very nice boats which is a part of our convoy for Murmansk, Russia but didn't know it at the time where they were going to be discharged at.

**Friday Jan. 22nd** for the Run to Murmansk, Russia. We went out to get our position in the convoy. There are 54 ships in the convoy leaving New York and we were cleaning our guns and storing ammunition in our READY BOXES for the big guns and 20 mm and

the weather was not so cold with our overcast skies and it was just like a peace time cruise with the exception of "monkey drills". We had to get to our battle stations and so it was up till the time we got the alarm for the real thing if it was a submarine

**Monday, 25th.** Had first boat drill and weather getting pretty foggy.

**Wed. 27th** The sea has changed from a still calm to heavy running sea. Rolling and pitching very bad.

**Thursday Jan 28th.** - Storm is getting worse all the time. 2nd day in bad seas. A lot of our dishes were broke, couldn't get any sleep. A lot of the boys were sick and damn sick. They couldn't eat and some of the rest couldn't because you couldn't keep the plate on the mess tables.

**Friday 29th** - Third day storm and still getting worse.

**Sun. Jan. 31st.** Fifth day of storm with blizzard. Everything on the deck and all over was ice. We were taking big seas clear over our flying bridge up to the top of the stack and going over into it down to the engine room. The north seas were so bad that we had two life boats smashed to pieces and washed away. We couldn't even keep a fire in the galley stove for cooking. We stood our watches soaking wet all the time and ice freezing on our clothes and we had to sleep with our icy clothes on except our sheepskin coats and rubber overalls in case of a submarine attack. Our Liberty Ship

was rolling so bad, I and others often wondered how she kept from capsizing but she could really take it.

**Mon- Feb 1st.** Well this is the day. We had a general alarm, 12:30 A.M. that started our war for action with subs. One Liberty Ship out of our convoy got two tin fish from the sub and sank and the sub let go with another and set fire to



another ship and we started FULL STEAM to get away from the subs. The seas were still bad and we could hardly stand on our ice covered decks but we out run the subs that night.

**Tues. Feb. 2nd** - Things went on about the same as usual till night again. Then at 12:45 A.M., we got called to battle stations for subs again. Weather was pretty calm now. We caught a "WOLF" on the surface just waiting for the convoy. He was about 1500 yards off our port side and our 3" inch 50 beat him to the draw. We sent two salvos at him. He crashed dived before our big gun, 5"50 got a chance to fire for there was "Limey" tanker on our port beam but our 3"50 got credit for downing the "wolf". We lost #85 that night.

**Thurs. Feb 4th.** No alarm but "straggler" #45 was torpedoed at 6 A.M.. Lots of depth charges dropped. Thirty one saved off of ship #45.

**Friday-Feb 5** Convoy split up into single file. Nearing land.

**Sat. Feb. 6th.** Arrived in Guorock, Scotland. Very beautiful country and nice farming land. **Sun, Feb 7th.**

Passed mines and nets. Still in Scotland. Cleaning guns and daily routine until we move to another anchorage position and getting steam up to move into the Irish Sea at 7 A.M.

**Feb 12th.** The Irish Sea was very rough to start with, but we got two new life boats for the ones we lost on the way on the way to Scotland. We are in a little much channel and also rough as hell. **Sat. Feb 14th.** Dropped the hook at 10:30 A.M. -waiting for convoy.

**Mon. Feb. 15th.** Set sail at 4 P.M.. Large escort- 2-AC-1M.S. 2TRA-2 D - 8 CO

**Tues. Feb. 16th.** Bucking heavy running seas and cold as the devil.

**Wed. Feb. 17th.** Still in rough and heavy seas-heading to Russia for we didn't find out for sure where we were going until the day we left Scotland but we all had an idea where we were going.

**Fri. Feb. 19th** Sea is getting worse yet as our ship is taking a hell of a beating again. I was on watch around 2 A.M. when one of our life rafts on the port side of the deck was hit by a big sea wave and tore loose and washed away. Still taking big seas over the flying bridge & over the stack into the engine room. Also, crossed the Arctic Circle and eight of us got our hair all cut off.

**Sat. Feb. 20th** - We are getting into a lot of floating mines and set one off by firing at it. Had boat drill. Sea calming a little so things went along the same as usual until we sighted an enemy plane.

**Tues. 23rd** Then the sub started to come at us again. And the destroyer started to drop depth charges all night long. Then we got cloudy weather all day Tuesday and Wednesday. Saw another scouting plane Wed. and the subs were still under us yet. And all day and all night the destroyers dump ash cans. A close depth or depth charge off our port in the engine room turned the deck plates over and just played hell all around down below. Even on deck you get a good jarring.

**Wed. Feb. 24th.** Sighted two German scouting planes again.



Subs still under us and depth charges still thundering yet. It was a nice day and I cleaned my 20mm and damn glad I did for the next day, all hell broke loose and I mean-"ALL HELL, TOO"!

And I never will forget the **25th day of Feb. 1943.** It was our first battle with the planes. It was about 11:55 A.M. and most of us were eating when we got the general alarm for BATTLE STATIONS. There were

sixteen planes in one wave, high altitude bombers and dive bombers and they came at us so fast that while I was running up the fore deck to my gun to take off the cover, that one wave was over us already. Planes were diving, bombs screaming and exploding and the ships firing at the planes and depth charges busting all around us. It is almost impossible to believe there would be that much HELL in one place so quick but I got my gun cover off and was ready for the second attack and it was the same as the first attack. They didn't get any of us and we didn't get any of them but we had bombs all around us and some close ones. So the score was even.

**Fri. 26th** It was a cloudy day early morning but we were waiting for them to come back and they did at 12: 20 P.M.. They got our position and went into the clouds above us and started to drop their screaming pay loads just like they did before. But we shot down a big 3 motor transport bomber and they hit one of our ships but didn't sink her. The weather changed to snow in late afternoon but we still had the Wolf Pack under us yet.

**Sat, 27th.** We were not too far from Kola Bay. We were watching seals on the cakes of ice and having a good time. We got into the bay a little before noon, and we were eating again, and a couple of German dive bombers came over the hills and really bombed one of our ships that came in with us in the morning.

**Sun.Feb. 28th** Kola Bay. We four were on the 12-4 watch and two planes came over again when I first heard them. I thought they were Russian planes, but when I saw the first "pickle" dropped, Krbena rang the alarm. They came right over us and let go the bombs that dropped between one of our Liberty ships and a destroyer. Close, but no hit. They came over eight times that day and night, trying to sink ships in the river and blow up the ships and docks in Mur-

mansk. We were six miles from Murmansk. One plane was shot down at night by shore batteries and we all ran to see it crash in flames.

**Mar. 1st.** Moved our ship from Kola Bay into the docks at Murmansk to discharge cargo. Bad weather - one air raid.

**Mar. 2nd.** We were the first ship to sail from the U.S.A. to Murmansk that arrived safely with P.T. boats on our deck. Forty others were sunk or damaged beyond repair. The Russians sure was happy when they saw the P.T. boats and the boats can cause Hitler a hell of a lot of trouble.

Mar. 3rd. Two air raids, bad weather yet and not so good for planes at night but they were dropping incendiary bombs and one landed one of our life boats and we smothered it out before it burned the boat up.

**Mar. 5th.** One air raid- not much damage- Just a nuisance raid.

**Mar. 6th.** Our first big attack at the docks. They came over in waves and really gave us hell. It started at 7:30 P.M. and ended at 9 P.M.. It was worse than the battle at sea on Thursday the 25th because it was at night and there was nothing we could do except put out incendiary bombs on our decks. The Kingsman, an English ship was hit with two bombs and two men were killed and three hurt. Bombed the Arctic Hotel and started fires all over Murmansk. Some of our crew were in the hotel at the time but none were hurt. Also, hit an ammunition dump 100 yards away from us and most of our ships had plenty of ammunition for cargo including us.

**Mar. 9th.** At noon, the cargo discharged. No air raids--bad weather. THANK GOD!

**Mar. 10th.** At noon, nine dive bombers gave us plenty to think of. Our ship got credit for getting another one, and two more went down.

**Mar. 12th. and 13th.** The first air raid was around 9:30 A.M. Got another plane. They kept us going all the rest of the day and all night, on up until 6:00 A.M. of the next morning. The planes were diving low and around us and hit the Ocean Freedom with two "pickles". She got one in #1 hatch and one in #2 hatch and cracked her plates and she started to sink right away at her berth. She had 8,000 tons of ammunition aboard. She was only 75 feet off our port bow. We were lucky but tired as hell. I think our ship is charmed or else it is my mother praying Could be both. I will never forget that night. A beautiful half golden moon shining on the water and the skies full of hell-dropping planes. They kept coming over for seven hours in steady waves. For thirty two minutes, they left us alone out of the seven hours. We were so damn tired, we slept with our helmets and all our clothes on. What a nightmare.

**Mar. 14th.** More air raids. Shot down three more planes. We are all sick and tired of staying up night and day. We are all discharged except #2 hatch and starting to load chrome ore in #3 and #4 for ballast.

**Mar. 16th.** Two air raids. Bombed the docks right at our ship's starboard and left a hole about 20 feet around and

plenty of big pieces of logs landed up on our flying bridge and the air was full of everything. All our guns were so damn dirty. It was a good thing we pulled out in the bay and everyone was glad when we got away from the docks safe and sound. Thanks to the Lord. A spy in town!

**Sun. Mar. 21st.** Still at anchor in the Kola river basin. We didn't see a German plane all day but from 0 to 0400, they were over Murmansk three times. It was a beautiful moon. So full that the shore batteries didn't use their search lights during the barrage. I don't think there will be planes over Murmansk tonight for it's 2113 and no moon.

**Thurs. Mar. 25th.** Well, we all had bad news tonight at 7:45 P.M.. We have to go back in at the docks to load chrome ore for the U.S.A.. We had water ballast and had to pump it out.

**Fri. Mar. 26th.** We moved back into the hell hole at the docks. In the same berth we were in before. We had all our lines fast at 10:15 A.M. and snowing a little and overcast skies. Well, if we can stay here a week or so without being hit and sunk at the harbor, we will be lucky. And for now on, I guess we will be sleeping with our helmets in our hand and ready for the battle stations at any time. The convoy on the way had a one hundred mile an hour gale and making it late. so that is why we are back in Murmansk getting ore ballast and hope for snow and wind as long as we are here. And all night from 12 midnight, the big guns at the front kept firing and we could see the flashes and hear the salvos in the distance. It seems like the Germans are getting closer all the time and I hope the Germans do not invade Murmansk while we are here for it would be bad for all the American seamen and there is a big snow storm coming up tonight from the North West so no raids tonight, Thank God. for the weather.

**Sat. Mar. 27th** Makes one month today we have been in Russia. Still loading chrome ore and the snow storm of last night, blew itself out and we have sunshine today. At 3:45 P.M. called to battle stations until 4:10. Dive bombers again,. Saw one German plane crash about 150 yards from ship in the water. She nosed dived and part of the wing tore off before she hit and sure made a splash. The pilot bailed out and another crashed into the hills. They were dog fighting. I really enjoyed the show today and I wish I had a movie camera for lots of these shows. I really had my gun hot today. I could see the heat waves coming off the barrel.

**Sun. Mar. 28th** A beautiful sunshine day and no raids to my surprise. Finished loading chrome ore at 0800. Left our berth at 3:45 P.M. to move back out into the Kola river and glad to get out in the stream.

**Mar. 29th-30th-31st** Planes still come over and try to get us but we are always ready for them. and have a chance here. We have 17 1/2 hours a day light here now and the Northern Lights are beautiful to see. After we crossed the Arctic Circle on Feb. 19th, we got only 5 hours a day.

**April 1st and 2nd.** No raids. Everything quiet. Still waiting on convoy to come in so we can start home. We will get hell on the way back.



**Sat. April 3rd.** A beautiful day and skies are full of planes-Russian and German. Well, they are coming after us out in the stream since there are no more ships in at the docks. They started around 8:30 to bomb and kept it up until 2 A.M. Sunday April 4th. and then they started to drop the floating mines into the river. Our ship trembled from stem to stern from concussion of the bombs falling so close. We were using our anti-aircraft gun. We couldn't reach them with our 20mms.

**Sun. April 4th.** Well, they were back again. One of the floating mines hit the S.S. Artigas and they are towing her back in to patch up the hole in her hull. Well, we have had two close ones this A.M.. One bomb hit ten feet off our port beam and one off our stern. The concussion was so great that it blew all the glasses out of the gauge indicators in the engine room. The lights went out over and knocked the men down and hurt one man. It even turned the deck plates over and bowed them also. Well, they kept coming all day and night until 1:25 A.M..

**Mon. April 5th.** Well, we had so many raids today again. I don't see how we can go much longer without sleep and eating. We only have 4 1/2 hours of dark any more. Why, the Northern Lights are as bright as day almost. It seems no matter where our ship goes, they are always trying to get us. Our captain asked to go to a new anchorage where it's not so hot with dive bombers.

**Thursday. April 8th, 9th and 10th.** Our new anchorage is like a paradise compared to the other one. It has been snowing on and off.

**Sunday April 11th.** We were called to stations five times today. High altitude bombers over but no action on our ship. Lots of shrapnel falling on our decks and in the water. We watched twelve bombers take off yesterday morning around 16:00 and I bet the Germans caught hell.

**Monday April 12th** 22:00 Just one month ago today, we were really getting hell from the planes at the docks. Well, we are sure getting low on food now. We have no fruit; our butter is all spoiled. The eggs are not fit to eat. We have enough canned milk for two weeks yet but the worst of all is that our ammunition is very low, too and no place here to get anything at all.

**Monday April 26th** 13:30 We are leaving for Molotov up in the White Sea to lay over for a few months. The engines are warming up now. 17:00. at the mouth of the Kola River dropping depth charges. The subs are here, waiting for us.

**Tues. April 27th** Snowing and cold. We entered the ice fields. 1730 and the ice cutters are making a cut for our ships. We only have three hours of darkness now.

**Wd. April 28th.** Arrived in Molotov at 20:00 and didn't have any more trouble at sea. It is nicer here because the Jerrys don't bomb here often as it is too far for them to come.

**Sun. May 30th 1943.** Well, we have been here a month tomorrow and so far, the Jerrys have not been over except to take a few pictures. We are out of everything except what

each have left. No toothpaste, shaving cream, soap to wash clothes even. No toilet paper. Hardly anything to eat. Bacon for two more days.

**Sun. July 11th.** One fair meal in four or five days now.

**Tues. Sept. 7th.** Went to the "Black Market" this morning and bought potatoes, carrots, turnips and garlic. Today is the first potatoes I have had for over 6 months. We get a fresh cabbage once in a while now.

**Oct. 1st.** Well, the news of the Von Tirpitz sure was good news and now may get out of this dam hole. She was dam close to us and we couldn't get by her..

**Oct. 13th. 1943** Tonight's news said the Von Tirpitz was hit hard. Bad enough to lay her up for a while anyway. That what we have been waiting on.

**Sat. Oct. 30th** We are leaving for Murmansk tomorrow and that is what we have been waiting for a long time and I hope we don't stay there too long.

**Sunday October 31st.** Left the docks at 3:20 P.M. to go out to meet the other ships.

**Mon. Nov. 1st.** Forming convoy position at 10A.M and we draw number 23 position so we get "coffin corner" 10:30 A.M.. We have our position now and we are on the way homeward bound and going 600 miles North from here.

**Sunday Nov. 14th.** Arrived at beautiful Scotland at Gourock, dropped the hook around 6 A.M.. Went ashore Sunday night and had a lot of fun.

**Friday November 20th.** Picking up anchor at 11:50 P.M.; HOMEWARD BOUND. Will be in New York in fifteen or eighteen days. I hate to leave here in a way.

**Dec. 11, 1943.** Well, this is the day we have been waiting for a long time. We didn't have any of our ships lost and no trouble with the subs at all. We are 65 miles out of New York and will be in around 4:30 A.M. It was a long trip but is ending now and Thank the Lord above and my mother's prayers, we are still alive. And that Statue of Liberty is going to look good to me. So the story of this trip to Murmansk is ended.

*Editor's note: This report was forwarded to us by Charles A. Lloyd, who has worked diligently for years to publicize the U. S. Navy Armed Guard experiences during WW II in honor of his brother, who served in the NAG. Charles received the original from the family of an Armed Guard friend and printed it in the NAG "Pointer" magazine a while back. It is copied verbatim from the original.*





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# AMMV

## Profit & Loss

July through September 2018

<b>Ordinary Income/Expense</b>	
<b>Income</b>	
402 · CONTRIBUTIONS	1,642.18
403 · INTEREST INCOME	15.00
405 · MISSION SUPPORT FUND	369.00
409 · MISCELLANEOUS INCOME	0.00
410 · CHAPTER DUES	
AKG · ALASKA GREATLANDS	64.00
BEE · BEEHIVE MARINERS	100.00
CEC · CENTRAL CALIFORNIA	150.00
DAR · DENNIS ROLAND	1,464.00
EOH · EDWIN O'HARA	421.00
GLD · GOLDEN GATE	1,150.00
GUL · GULFSTREAM	425.00
HIR · HIGH ROLLERS	525.00
JTS · JOHN T. SCHMIDT/PALMETTO	450.00
LON · LONE STAR	200.00
MAL · MEMBERS AT LARGE	11,772.00
NBM · NORTH BAY MARINERS	450.00
OCA · OCALA CHAPTER	32.00
OHV · OHIO VALLEY	350.00
ORV · OSWEGO RIVER VALLEY	96.00
PUG · PUGET SOUND	175.00
ROR · ROAD RUNNER	275.00
SAR · SARASOTA-MANATEE	350.00
THR · THREE RIVERS	575.00
<b>Total 410 · CHAPTER DUES</b>	<b>19,024.00</b>
411 · CONVENTION INCOME	
414 · CONVENTION DONATIONS	1,000.00
<b>Total 411 · CONVENTION INCOME</b>	<b>1,000.00</b>
<b>Total Income</b>	<b>22,050.18</b>
<b>Expense</b>	
500 · FIXED EXPENSE	
501 · BANK CHARGE	47.00
507 · TELEPHONE	97.45
511 · SERVICE CHARGES - PAYPAL	5.04
<b>Total 500 · FIXED EXPENSE</b>	<b>149.49</b>
514 · CONVENTION EXPENSES	
515 · CONVENTION EVENTS	1,000.00
518 · CON - CRUISE EXP.	1,501.00
<b>Total 514 · CONVENTION EXPENSES</b>	<b>2,501.00</b>
520 · MISSION ADVANCE	
525 · MISSION SUPPORT EXPENSE	367.53
<b>Total 520 · MISSION ADVANCE</b>	<b>367.53</b>
522 · RECRUITMENT & SPECIAL MAILING	468.97
528 · JCC CLOSING EXPENSE	297.00
530 · NEWS LETTER	
533 · POSTAGE	1,938.46
536 · PRINTING	3,702.15
538 · LAYOUT	1,300.00
539 · EDITORIAL FEE	300.00
<b>Total 530 · NEWS LETTER</b>	<b>7,240.61</b>
550 · PERSONNEL	
551 · ADMINISTRATOR	4,650.00
<b>Total 550 · PERSONNEL</b>	<b>4,650.00</b>

<b>560 · OPERATING EXPENSES</b>	
565 · POSTAGE - OFFICE	278.96
566 · PRINTING - OFFICE	62.73
<b>Total 560 · OPERATING EXPENSES</b>	<b>341.69</b>
<b>Total Expense</b>	<b>16,016.29</b>
<b>Net Ordinary Income</b>	<b>6,033.89</b>
<b>Net Income</b>	<b>6,033.89</b>

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*Dues for the fiscal year July 1, 2018 through June 30, 2019 were due July 1st.*

## Welcome Aboard to these New Members of the AMMV

ANTHONY DE LA ROSA	EL DORADO HILLS	CA
CHARLES DEEMER	TORRANCE	CA
PATRICIA ANN WOOD HOLMES	MYRTLE BEACH	SC
CAPT BRIAN H. HOPE	ARNOLD	MD
ALAN L. JAMES	IRMO	SC
GEORGE KAHN	SACRAMENTO	CA
ROBERT M. LEWIS	QUINCY	MA
JOHN MACLEAN	CROTON-ON-HUDSON	NY
TERRY MC KEE	SILVER SPRINGS	FL
JOHN MC NEILL	PHOENIX	AZ
CAPT MAURRY J. SCHOFF	MAHWAH	NJ



# USS LEXINGTON, FIRST AIRCRAFT CARRIER SUNK IN WWII, FOUND NEAR AUSTRALIA

## HISTORY WAS WRITTEN:

Initially designed as a battlecruiser, USS *Lexington* was converted to an aircraft carrier under the terms of the 1922 Washington Naval Treaty. During the interwar period, the USN used she and her sister *Saratoga* to develop its carrier

doctrine. *Lexington*, fondly nicknamed

“*Lady Lex*”, escaped the attack on Pearl Harbor, having been dispatched to ferry aircraft to Midway Island. The first few months of the war were

taken up by patrols and minor raids. In March and April, 1942, U.S. and British intelligence revealed a major Japanese operation in the South Pacific. U.S. commanders deduced the likelihood of an amphibious attack on Port Moresby, Papua, New Guinea, which would threaten to cut communications between the United States and Australia. Admiral Chester Nimitz deployed his available carriers (USS *Lexington* and USS *Yorktown*) to the region in order to stop the Japanese advance.

She took part in the Battle of the Coral Sea (May 4-8, 1942) along with the USS *Yorktown* against three Japanese carriers. *Lexington* and *Yorktown* intercepted a force consisting of two fleet (*Shokaku* and *Zui-kaku*) and one light carrier. On the morning of May 7, aircraft from *Lexington* and *Yorktown* found and destroyed HIJMS *Shoho*, the first Japanese carrier sunk during the war. Aircraft from the main bodies of the two fleets found each other on May 8. American aircraft inflicted severe,

but non-fatal, damage on HIJMS *Shokaku*. In return, the Japanese hit *Lexington* with two torpedoes and two bombs, and also damaged *Yorktown*. Although damage-control parties restored *Lexington*’s flight deck to service, a series of explosions ripped through the ship in the early afternoon.

When the fires became uncontrollable, the ship was declared a total loss and abandoned.

The USS *Phelps* delivered the final torpedoes that scuttled the crippled carrier. With other U.S.

ships standing by, 2,770 crewmen and officers were rescued, including the captain and his dog Wags, the ships ever-present mascot. The *Lexington* has the dubious distinction of being the first aircraft carrier to sink during wartime.

The Battle of the Coral Sea was notable not only for stopping a Japanese advance but because it was the first naval engagement in history where opposing ships never came within sight of each other. This battle ushered in a new form

of naval warfare via carrier-based airplanes. It was the first time Japanese forces suffered a permanent setback in its advances on New Guinea and Australia. However, the U.S. lost the *Lexington* and 216 of its distinguished crew.

Despite the loss of *Lexington*, U.S. forces turned back the Japanese invasion of Port Moresby, dealing the Imperial Japanese Navy its first major setback of the war. One month later, the U.S. Navy



surprised Japanese forces at the Battle of Midway, and turned the tide of the war in the Pacific for good.

The USN learned much from the sinking of *Lexington*, in particular a regard for damage control practices and the dangers of flammable fumes spreading through a damaged ship. These lessons would help save carriers in future battles, such as *USS Enterprise* on several occasions, and *USS Franklin* in 1945.

## 76 YEARS LATER

The *USS Lexington* rested, undisturbed, until March 4, 2018, when an expedition, the team aboard the research vessel *R/V Petrel*, sponsored by billionaire Microsoft co-founder, Paul G. Allen, discovered the final resting place of the aircraft carrier and a number of her aircraft, under nearly two miles of water in the Coral Sea some 500 miles off Australia's northeast coast

The team shared photos of the carrier taken by their search vessel, which also showed aircraft that appeared remarkably well preserved. They bore the five-pointed star insignia of the US Army Air Forces on their wings and fuselage. The squadron's "Felix the Cat" insignia and markings denoting four kills could also be seen on the fighters.

The *Petrel* crew had been planning to hunt for the *Lexington*, known affectionately as "Lady Lex," for six months after successfully locating several historic wrecks including the Japanese battleship *Musashi*, the *USS Indianapolis* and the wreckage from the *USS Ward*, which fired the first shot of World War II at Pearl Harbor last year.

The team received coordinates for where experts thought the *Lexington* might have sunk. Equipping the *Pe-*



*trel* with exploration gear that could reach 3.5 miles under the sea, they began their search. So far, besides locating the ship, the team has been able to find 11 of the 35 aircraft that were onboard when the carrier went under.

"*Lexington* was on our priority list because she was one of the capital ships that was lost during WWII," Robert Kraft, director of subsea operations for the *Petrel*, said in a statement. "Based on geography, time of year and other factors, I work with Paul Allen to determine what missions to pursue. We've been planning to locate the *Lexington* for about six months and it came together nicely.

"To pay tribute to the *USS Lexington* and the brave men that served on her is an honor," Allen says in the statement. "As Americans, all of us owe a debt of gratitude to everyone who served and who continue to serve our country for their courage, persistence and sacrifice."

Adm. Harry Harris, commander of the U. S. Pacific Command, whose father served on the *Lexington* and survived the attack heralded the find. "As the son of a survivor of the *USS Lexington*, I offer my congratulations to Paul Allen and the expedition crew of Research Vessel (R/V) *Petrel* for locating the "Lady Lex," sunk nearly 76 years ago at the Battle of Coral Sea," Harris said in the statement issued from Australia, where he was meeting with that country's military leaders.

There is no word yet on whether the *Petrel* will recover any artifacts from the *Lexington*, but knowing where it rests is a comfort to many. Fortunately, at 2 miles below the water's surface, *USS Lexington* is probably too deep to suffer the attention of the wreck salvagers who have destroyed many of the remaining artifacts of the Pacific War. She appears to be well-preserved, with gun mounts and even aircraft in good condition. Along with the other vessels that Allen has discovered, as well as those that remain unfound, she sits as a monument to the sacrifices made during the Pacific War.



# THINKING OF A VACATION RETREAT?

Rising from the water like rusty invaders out of H.G. Wells, the Maunsell Forts – armed towers - in the Thames Estuary, were designed to protect London and the Mersey Estuary, while guarding the vital convoy port of Liverpool, an unusual, perhaps, but entirely sound location for defense purposes.

In early WWII, Liverpool received countless convoys delivering the goods that Britain needed and that Roosevelt's "great arsenal of democracy" could provide. Because of its location, Liverpool was quite vulnerable to bombers flying across England, then turning and attacking from the West. The Thames Estuary forts were directly on the Luftwaffe's flight path to bomb London and industrial centers like the city of Birmingham. Today, the forts are decaying reminders of the darkest days of World War II.

## ***Two Designs: One Principal – Protection:***

Maunsell's designs were innovative and came in two forms: Naval and Army.

### ***THE NAVAL FORTS:***

The four naval forts were built on the Thames estuary and operated by the Royal Navy.

They were Rough Sands Fort, Sunk Head Fort, Tongue Sands Fort and Knock John Fort.

Naval forts were smaller and, as you'd expect, crewed by sailors. The naval forts have two cylindrical towers that are united by a gun platform above. The first forts to be developed, the four naval forts were built between February and June 1942. These forts housed 120 men each, mostly below the waterline. These structures were built onshore and sunk into their position offshore. The naval forts were single structures that had seven floors. Each fort had Bofors guns and Radar.

The Thames estuary forts also did far more than destroy incoming bombers. At the time, London had one of the largest dock complexes, making the Channel the world's busiest shipping lane. German aircraft routinely tried to lay minefields in the area, but the Thames Estuary forts were there to hinder them.

Later in the war, Hitler's Vergeltungswaffen ("vengeance weapons") often flew over these forts toward London. The naval forts' guns could do nothing about the V2, a supersonic rocket and the world's first ballistic missile. They could, however, pick off the slower, pulsejet-powered V1s nicknamed "buzz bombs" and "doodlebugs". Efforts to stop V1s raining down on Central London was a top priority and the Thames forts destroyed over 30 of them along with 22 enemy aircraft. One fort's gunners even destroyed an E-boat, despite not being designed to handle enemy torpedo boats.



### ***THE ARMY FORTS:***

Also designed by Guy Maunsell as part of the Thames Estuary defense network, these four Forts were named Nore Fort, Red Sands Fort, Shivering Sands Fort and Liverpool Army Forts (a group of possibly 38 structures). These Army anti-aircraft tower-forts were also

constructed in 1942, with each fort consisting of a cluster of seven stilted buildings surrounding a central command tower with operational, catwalks connecting the buildings. These were also built on land and then transported to their watery homes.



The Army forts carried more guns than their naval counterparts. Most of the Army forts were concentrated off Liverpool while most Navy forts guarded against bombers attempting to use the Thames Estuary as a landmark for attacking London. The forts were also heavily armed. Searchlights, heavy 3.75-inch quick-firing guns, and Bofors 40mm cannon initially gave Luftwaffe crews a nasty surprise, as they were located in the water, where no guns were expected. The Thames Estuary forts proved particularly effective.

Both type of forts depended on supplies coming from the sea. Without regular deliveries of food, water, ammunition and rotating crewmen on and off duty, they'd have been useless.

### ***After World War II:***

Time has taken its toll on these structures however.

### ***ARMY FORTS:***

Originally of the four Army forts only two are left standing: the Red Sands Fort and the Shivering Sands Fort. After their successful wartime career, the forts were decommissioned in the 1950s. The Nore Army Fort was badly damaged by both a storm and being struck by a ship and was dismantled in 1959-60.



Liverpool Forts had been designed to be a group of 38 towers – of which, 21 were built – but they were demolished starting in 1950, and delayed until 1956, when it was felt that they were a hazard to shipping.

In the 1960s and 70s, the remaining abandoned forts – Red Sands and Shivering Sands – were famously taken over as pirate radio stations,

which mostly broadcast punk rock music. The size of these Army forts made them ideal antenna platforms, since a large antenna could be based on the central tower and guyed from the surrounding towers.

In 2003, the Project Redsands organization was formed with the aim of protecting and possibly restoring the Red Sands Fort, chosen over Shivering Sands due to its better state of preservation. More recently, the Shivering Sands Fort was occupied by the artist Stephen Turner for 36 days in 2005, roughly the same amount of time a WWII serviceman would have spent at the fort. He described the project



as an experiment in isolation and wrote a blog and a book about the project. In 2008 A band, the Prodigy filmed a music video at Red Sands.

According to Underground

Kent, an organization dedicated to exploring and documenting the military installations in Kent: “Access for the men posted to these forts was via an entrance at the base of the platform. Parts of the ladders that the men would have used are still visible today but are in a very poor condition. Indeed, attempting to access these forts is extremely hazardous, and they are best viewed from a boat and a safe distance.”

All of the Army forts are now abandoned. The forts are now in varying states of decay, and attempting to enter them is probably ill-advised, if not illegal. They can be seen by boat or, on a clear day, from Shoeburyness East Beach.

### NAVAL FORTS:

Rough Sands Fort (the naval fort just outside British territorial waters) was taken over by pirate radio in the 1960s. In 1966 Paddy Roy Bates, who operated Radio Essex, and Ronan O’Rahilly, who operated Radio Caroline, landed on Fort Roughs and occupied it. However, after

disagreements, Roy Bates seized the tower as his own. O’Rahilly attempted to storm the fort in 1967, but Roy Bates defended the fort with guns and petrol bombs and continued to occupy it. The British Royal Marines went on alert and the British authorities ordered Roy Bates to surrender. He and his son were arrested and charged, but the court threw out the case as it did not have jurisdiction over international affairs: Rough San tower lay beyond the territorial waters of Britain. Bates took this as de facto recognition of his country and seven years later issued a constitution, flag, and national anthem, among other things, for the Principality of Sealand (founded on 2 September 1967). It later declared itself an independent nation named Principality of Sealand. No government has ever recognized Sealand as an independent state and probably never will, but technically at least, it remains the world’s smallest independent island state.

Sunk Head Fort was decommissioned in 1945 but was maintained until 1956 when it was abandoned. It, too, was considered safe game for offshore broadcasting but the British Government was anxious that this not happen. In August, 1967 Sunk Head was boarded by a contingent of Royal Engineers. The fort was weakened by acetylene cutting torches and 3,200 pounds of explosives were set. Three days later, Sunk Head was blown up, leaving 20 feet of the leg stumps remaining.

Tongue Sands Fort had settled badly when it was originally grounded and as a result became unstable. It finally collapsed into the under-scoring hole during storm in February, 1996, leaving only a single 18 foot stump of the south leg remaining visible above sea level.

Knock John Fort was also maintained until 1956. In 2009 it was decided that underscoring had caused a slight distortion of the legs.

Maybe none of the remaining structures would be such a good vacation retreat, after all.



*Naval fort – now the Principality of Sealand*



# LINGAYEN GULF: a little known effort

*Editor's note: AMMV member and WWII Merchant Marine Veteran Bill Noah of Idaho submitted information for an article on Lingayen Gulf, saying simply "I was there".*

The Invasion of Lingayen Gulf 6-9 January 1945, was an Allied amphibious operation in the Philippines during World War II. In the early morning of 6 January 1945, a large Allied force commanded by Admiral Jesse B. Oldendorf began approaching the shores of Lingayen. U.S. Navy and Royal Australian Navy warships began bombarding suspected Japanese positions along the coast of Lingayen from their position in Lingayen Gulf for three days. On 9 January, the U.S. 6th Army landed on a 20 mi beachhead between the towns of Lingayen and San Fabian.

## Background

During World War II, the Lingayen Gulf proved a strategically important theater of war between American and Japanese forces. On 22 December 1941, the Japanese 14th Army—under Lieutenant General Masaharu Homma—landed on the North-Eastern part of the gulf at Agoo, Caba, Santiago and Bauang on the Luzon Island, the largest island in the Philippines, where they engaged in a number of relatively minor skirmishes with the defenders,



*General Douglas MacArthur (center) coming ashore in Lingayen Gulf*

which consisted of a poorly equipped contingent of predominantly American and Filipino troops, and managed to successfully invade and occupy the Gulf. Following the defeat, the next day General Douglas MacArthur issued the order to retreat from Luzon and

withdraw to Bataan. For the next three years, the gulf remained under Japanese occupation prior to the Lingayen Gulf Landings.

## Operations

Beginning on 6 January 1945, a heavy naval and air bombardment of suspected Japanese defenses on Lingayen began. Underwater demolitions began, but found no beach obstacles, and encountered sparse opposing forces. Aircraft and naval artillery bombardment of the landing areas also occurred, with kamikazes attacking on the 7th. On the 8th, it was observed that in the town of Lingayen, as a response to the pre-landing bombardment, Filipinos had begun to form a parade, complete with United States and Philippine flags; fire was shifted away from that area.

At 09:30 on 9 January 1945, about 68,000 GIs under General Walter Krueger of the U.S. 6th Army—following a devastating naval bombardment—landed at the coast of Lingayen





Gulf meeting no opposition. A total of 203,608 soldiers were eventually landed over the next few days, establishing a 20 mi beachhead, stretching from Sual, Lingayen and Dagupan (XIV Corps) to the west, and San Fabian (I Corps) to the east. The total number of troops under the command of MacArthur was reported to have even exceeded the number that Dwight D. Eisenhower controlled in Europe. Within a few days, the assault forces had quickly captured the coastal towns and secured the 20-mile-long beachhead, as well as penetrating up to five miles inland.

Despite their success in driving out the Japanese forces stationed there, they suffered relatively heavy losses; particularly to their convoys, due to kamikaze attacks. From 4–12 January, a total of 24 ships were sunk and another 67 were damaged by kamikazes; including the battleships *USS Mississippi*, *New Mexico* and *Colorado* (the latter was accidentally hit by friendly fire), the heavy cruiser *HMAS Australia*, the light cruiser *USS Columbia*, and the destroyers *USS Long* and *USS Hovey*. Following the landings, the Lingayen Gulf was turned into a vast supply depot for the rest of the war to support the Battle of Luzon.



### **Action – today:**

Today, Lingayen Gulf is peaceful, with mainly local fishing boats plying its waters. However, 24 ships were sunk in the Gulf in January, 1945 and can be visited by divers. A Veterans Memorial Museum was established to honor those men lost in the battles of Lingayen Gulf.



# UNDERWAY REPLENISHMENT AT SEA

## HISTORY:

Prior to underway replenishment, coaling stations were the only way to refuel ships far from home. As early as 1870, the Royal Navy became interested in finding ways of refueling and restocking at sea. Various advances in the technique increased the amount of coal that could be transferred to the steamers from 5 tons per hour to 20 tons an hour using water-tight coal carriers suspended from a cable between two ships while the ships maintained a speed of 5 knots. The main technical problem was ensuring the constant distance



## A MOMENTOUS OCCASION –

**April 6, 1917:**

The first operational underway replenishment was achieved by the United States Navy oiler USS *Maumee*. Following the declaration of war, April 6, 1917, she was assigned duty refueling

at sea the destroyers being sent to Britain. Stationed about 300 miles south of Greenland, *Maumee* was ready for the second group of U.S. ships to be sent as they closed on her May 28, 1917. With the fueling of those six destroyers, *Maumee* pioneered the Navy's underway refueling operations under the direction of *Maumee's* Executive Officer Chester Nimitz, thus establishing a pattern of mobile logistic support which would enable the Navy to keep its fleets at sea for extended periods, with a far greater range independent of the availability of a friendly port.

While during the interwar period most navies pursued the refueling of destroyers and other small vessels by either the alongside or astern method, it was the conventional wisdom that larger warships could neither be effectively refueled astern nor safely refueled alongside, until a series of tests conducted by now-Rear Admiral Nimitz in 1939-40 perfected the rigs and ship-handling which made the refueling of any size vessel practicable.

This was used extensively as a logistics support technique in the Pacific theater of World War II, permitting US carrier task forces to remain at sea indefinitely. Since it allowed extended range and striking capability to naval task forces the technique was classified so that enemy nations could not duplicate it. Presently, virtually all underway



between the two ships throughout the process.

The United States Navy became interested in the potential of underway replenishment. Lacking a similar collier fleet and network of coaling stations from England's, and embarking on a large naval expansion, the Navy began conducting experiments in 1899 with a system devised by Spencer Miller and the Lidgerwood Manufacturing Company of New York. His device kept a cable suspended between the two ships taut, with a quick-release hook that could travel up and down the line with the use of a winch.

Over the next few years, additional changes were instituted but none of them ever approached rates required to make replenishment at sea (RAS) practicable, considering that a battleship required over 2,000 tons of coal and even a small destroyer required 200.

It was only the transition to oil as the main fuel for ships at sea, that underway replenishment (UNREP) became genuinely practical.





replenishments for the United States Navy are handled by the Military Sealift Command (MSC) with civil service crewed ships. Underway replenishment is now used by most, if not all, blue-water navies.

On the morning of Dec. 7, 1941, Japanese naval and air forces surprised most of the U.S. Pacific Fleet moored in Pearl Harbor. Although the damage from the attack was substantial, it was not the knockout blow Japan had hoped for. Most of the 19 U.S. ships sunk or damaged were quickly returned to operational service. The United States was extraordinarily fortunate: Throughout the attack, the entire 4.5 million barrel fuel supply of the Pacific Fleet had sat untouched in visible, densely grouped above-ground storage tanks. The Japanese pilots had been ordered to prioritize the destruction of U.S. aircraft and warships — the fuel tanks were not targeted.

Japan's failure to destroy the fuel was a strategic blunder. Destroying that oil would have immobilized almost the entire Pacific Fleet and given Japan time to consolidate its own newly seized oil sources in the Dutch East Indies. As Admiral Chester W. Nimitz put it: "Had the Japanese

destroyed the oil, it would have prolonged the war another two years."

During World War II, Germany used specialized submarines (so-called milk-cows) to supply hunter U-boats in the Atlantic. However, these were relatively ponderous, required

both submarines to be stationary on the surface, took a long time to transfer stores, and needed to be in radio contact with the replenished boat, all conspiring to make them rather easy targets. Due to this, those not sunk were soon retired from their supply role.

Although time and effort has been invested in perfecting underway replenishment procedures, they are still hazardous operations.

### HOW IT'S DONE:

There are several methods of performing this task: astern fueling; vertical replenishment (VERTREP) and alongside connected replenishment (CONREP).

**ASTERN FUELING** The earliest type of replenishment, rarely used today by the USN, is astern *fueling*. In this method, the receiving ship follows alongside the wake of the supplying ship. The fuel-supplying ship trails a marker buoy in its wake and the receiving ship takes station on it. Then the delivering ship trails a hose in the water that the fuel-receiving ship retrieves and connects to. This method is more limited, as only one transfer rig can be set up. However, it is safer,



as a slight course or speed error will not cause a collision. US Navy experiments with early oilers led the Navy to conclude that the rate of fuel transfer was too slow to be useful. But the astern method of refueling was used by the German and Japanese Navies during World War II; and this method was still used by the Soviet navy for many decades thereafter and less experienced navies today.

**VERTICAL REPLENISHMENT (VERTREP)** Another of underway replenishment is vertical replenishment. In this method, a helicopter lifts cargo from the supplying ship and lowers it to the receiving ship. The main advantage of this method is that the ships do not need to be close to each other, so there is little risk of collision; VERTREP is also used to supplement and speed stores transfer between ships conducting CONREP. However, the maximum load and transfer speeds are both limited by the capacity of the helicopter, and fuel and other liquids cannot be supplied via VERTREP.





**ALONGSIDE CONNECTED REPLENISHMENT (CON-REP)** Alongside connected replenishment is a standard method of transferring liquids, such as fuel and fresh water, along with ammunition and break bulk goods.

When refueling at sea is to be conducted, one ship is the delivering ship and the other the receiving ship. The delivering ship is the guide and the receiving ship the maneuvering ship. In evolutions such as an independent high-line transfer, prior agreement is reached as to the guide and the maneuvering ship.

At the start of the evolution, the delivering ship hoists signal flag RO-MEO (replenishment) at the dip. When everything is ready, ROMEO is closed up (two blocked). The receiving ship then approaches and assumes station about 140 feet abeam.

A shot line is passed between the two ships by the delivery ship. The delivery ship provides all the “tools.” Increasingly heavier lines are used to pull over the heavier equipment. At the same time, a sound powered telephone and marker line is passed between the ships. This is a bridge-to-bridge means of communication. The marker line has pieces of canvas about 12” square painted RED with 20, YELLOW with 40, BLUE with 60, WHITE with 80, and GREEN with 100 painted on them. These indicate the distance in feet between the ships and are constantly tended.

At night, small lights are used as references. Due to the weight of the fuel hose, wire rope and winches are used for support and proper line tension. Other highline transfers use heavy manila line, blocks (pulleys), and working parties to support the load and maintain tension. When steering conditions are difficult this can be a tough job for the 50 or more men hauling in and slacking off the line.

After supporting high lines are secured and tensioned, the “saddles” which are the trolleys that the hoses are attached to are hauled over. The hose has a probe at the end which is seated in a receiver and the refueling commences. At the same time, there are additional sound power phone lines passed between the fueling stations on both ships. The pumping starts at about 40 psi and is gradually increased to 100 psi. Today all fuel to USN ships is marine

diesel or jet fuel. From WW II to Vietnam era “black oil” was the standard and any leaks were a major mess to clean up. All lines require constant tending-slacking off and hauling in-as the ships move apart and close in.

Five minutes before refueling is completed, PREP flag

is hoisted at the dip. One minute before all lines are clear, PREP is closed up. When the refueling is complete, the process is reversed. It is common for destroyers to refuel simultaneously from both sides of an oiler or a “big boy”. Depending on the amount of fuel needed, refueling can take up to an hour for a destroyer and several hours for large ships.

Winds and seas can drive

the ships apart or push them together but the main reason two ship are drawn together is the high and low pressure zones that are created by the rush of water between the two ships. It is generally NOT the fault of a lazy helms-

man.. The most dangerous part of the evolution from a ship handling point of view is the approach and breakaway. Both ships have high pressure zones at bow and stern and a low pressure zone between them. The approaching ship must almost climb a hill of high pressure water to get in position but then can ride between the “highs” fairly easily. When breaking away, care must be taken to avoid having the stern pulled into the low pressure zone, so a high power accel-

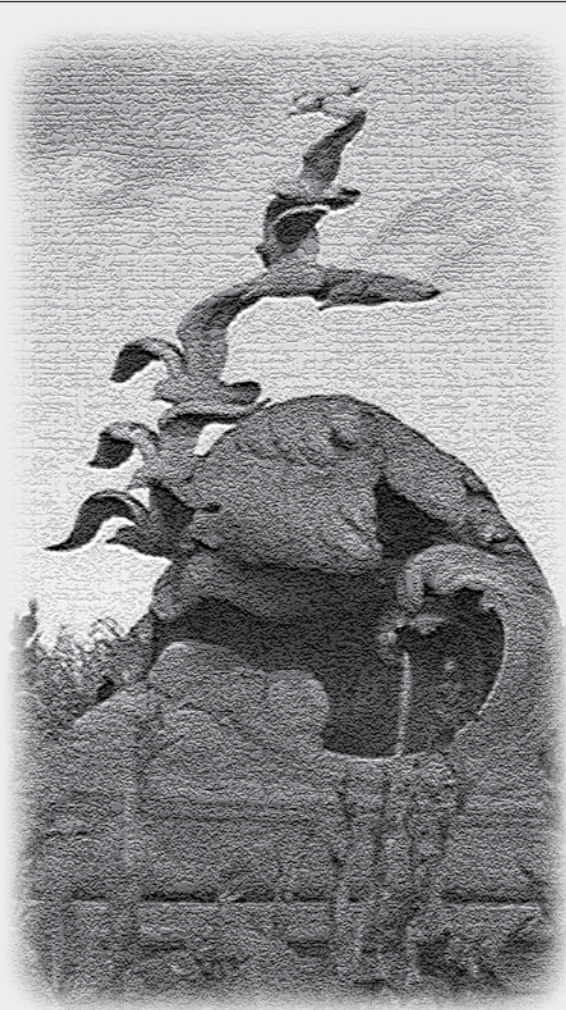
eration is the normal for faster ships and a gradual easing away for the lower powered customers.

When it’s done right with experienced crews, the evolution looks easy. It is NOT. For the inexperienced, having large ships that close together and churning water between, is terrifying. When things go wrong they result in bent metal, spilled oil, broken lines and sometimes badly injured crew. It ain’t for the faint hearted. That’s the downside. The upside is an ability to sustain a fleet at sea independent of close bases. It is a multiplier in force power projection that is as important as the most sophisticated weapons system.

*Editor’s note: A special thanks to Capt. Patrick Moloney for technical advice on this piece. He has “been there; done that”.*



# *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.*

MILTON ATKINS  
GEORGE BERMUDEZ  
NILS BREKKA  
PHILIP J. COMBA  
JOE GIOCOMARRA  
DONALD HEFFERN  
E. WILLIAM HENRY  
LAWRENCE L. LANDBERG  
WILLIAM GILBERT LEDBETTER  
ANTONIO MASI  
ROBERT I. OLSEN  
GORDON OLSON  
EMERY POSTENRIEDER  
ALBERT D. POWERS  
LEO J. SELVEY  
CHARLOTTE STARN  
LEO C. TULLOCK  
HERBERT W. WELLMAN  
IMAN C. WINTZ  
JOHN "JACK" WOLFF  
ALFRED A. ZIPP

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



# JUST RECOGNITION

October 4, 2018

Sheila Sova

Dear Sheila:

Thank you for contacting me in support of awarding the Congressional Gold Medal to the merchant mariners of World War II. I appreciate hearing from you, and I welcome the opportunity to respond.

First, let me express my sincere appreciation to members of the Armed Services who answered the call to duty and selflessly sacrificed for our nation during World War II. We owe a great debt to this Greatest Generation.

Congress commissions gold medals as its highest expression of national appreciation for distinguished achievements and contributions. You will be delighted to know that, a few weeks after you wrote your email, I became a cosponsor of the “Merchant Mariners of World War II Congressional Gold Medal Act of 2017” (S. 2127), which was introduced by Senator Lisa Murkowski (R-AK) on November 15, 2017. This bill would award Congressional Gold Medals to the merchant mariners of World War II in recognition of their dedicated service during World War II.

S. 2127 currently awaits consideration by the Senate Committee on Banking, Housing and Urban Affairs, of which I am not a member. The Committee requires that at least 67 Senators must cosponsor any Congressional Gold Medal legislation before the committee will consider it. S. 2127 has 24 cosponsors as of October 4, 2018.

Please know that I have taken careful note of your thoughts on awarding a Congressional Gold Medal to these outstanding individuals, and will keep your support in mind should S. 2127 come before the full Senate for consideration.

Once again, thank you for your letter, and for your suggestion that I cosponsor this legislation. Should you have any other questions or comments, please call my Washington, D.C., office at (202) 224-3841 or visit my website at [feinstein.senate.gov](http://feinstein.senate.gov). You can also follow me online at YouTube, Facebook, and Twitter, and you can sign up for my email newsletter at [feinstein.senate.gov/newsletter](http://feinstein.senate.gov/newsletter).

Best regards.

Sincerely,

Dianne Feinstein  
United States Senator





# JUST RECOGNITION

## SENATE GOLD MEDAL BILL S.2127 – MORE CO-SPONSORS DEFINITELY NEEDED

In reference to a letter to Sheila Sovia from Senator Dianne Feinstein of California, many more co-sponsors for the Senate bill S.2127 are needed. At press time, official records show that we have convinced 25 U.S. Senators to help recognize the U. S. Merchant Mariners and to award them a collective gold medal as stated in **Senate Bill S.2127 “Merchant Mariners of World War II Congressional Gold Medal Act of 2017”**. However, 42 more need to sign on before a vote will be held in the Senate and this is before the end of this year.

You can help!!! Please contact one or all the Senators on the list below who have NOT SIGNED on as co-sponsors and urge them to act NOW as time is running short in this 115<sup>th</sup> Congressional session. Please write, call, email or otherwise contact them TODAY.

NAME	DISTRICT ADDRESS	CITY	ST	ZIP	DIST. PHONE	DC-202
SENATOR DOUG JONES	1 CHURCH ST. STE 500-B	MONTGOMERY	AL	36014	334 230 0698	224 4124
SENATOR RICHARD C. SHELBY	1800 5TH AVE. N., STE. 321	BIRMINGHAM	AL	35203	205 731 1384	224 5641
SENATOR JOHN BOOZMAN	1401 W. CAPITOL AVE. #155	LITTLE ROCK	AR	72201	801 372-7153	224 4843
SENATOR TOM COTTON	1108 S. OLD MISSOURI RD. #B	SPRINGDALE	AR	72764	479 751 0879	224 2353
SENATOR JEFF FLAKE	2200 E. CAMELBACK RD. #120	PHOENIX	AZ	85016	602 840 1891	224 4521
SENATOR JON KYL	REPLACED JOHN MCCAIN	NO ADDRESS AVAILABLE	AZ			
SENATOR KAMALA D. HARRIS	501 I ST. #7-800	SACRAMENTO	CA	95814	916 448 2787	224 3553
SENATOR MICHAEL F. BENNETT	1244 SPEER AVE.	DENVER	CO	80204	303 455 7600	224 5852
SENATOR CORY GARDNER	721 19TH ST. #150	DENVER	CO	80202	303 391 5777	224 5941
SENATOR RICHARD BLUMENTHAL	90 STATE HOUSE SQ. 10TH FLR	HARTFORD	CT	6103	860 258 6940	224 2823
SENATOR CHRISTOPHER MURPHY	120 HUYSHOPE AVE. #401	HARTFORD	CT	6106	860 549 8463	224 4041
SENATOR THOMAS R. CARPER	301 N. WALNUT ST. #102L-1	WILMINGTON	DE	19801	302 573 6291	224 2441
SENATOR BILL NELSON	225 E. ROBINSON ST. #460	ORLANDO	FL	32801	404 872 7161	224 5274
SENATOR MARCO RUBIO	7400 SW 8TH AVE. #270	MIAMI	FL	33173	305 596 4224	224 3041
SENATOR JOHNNY ISAKSON	3625 CUMBERLAND BL. #970	ATLANTA	GA	30339	770 661 0999	224 3643
SENATOR DAVID PERDUE	3280 PEACHTREE RD. NE #2640	ATLANTA	GA	30305	404 865 0087	224 3521
SENATOR MAZIE HIRONO	300 ALA MOANA BLVD. #3-106	HONOLULU	HI	96850	808 522 8970	224 2126
SENATOR BRIAN SCHATZ	300 ALA MOANA BLVD., #7-212	HONOLULU	HI	96850	808 533 2061	224 3934
SENATOR JONI ERNST	210 WALNUT ST. #733	DES MOINES	IA	50309	515 284 4574	224 3254
SENATOR CHUCK GRASSLEY	210 WALNUT ST. #721	DES MOINES	IA	50309	515 288 1145	224 3744
SENATOR MICHAEL CRAPO	251 EAST FRONT ST. STE 205	BOISE	ID	83702	208 334 1776	224 6142
SENATOR JAMES E. RISCH	350 N. 9TH ST., #302	BOISE	ID	83702	208 342 7985	224 2752
SENATOR RICHARD J. DURBIN	230 S. DEARBORN ST. #3892	CHICAGO	IL	60604	312 353 4952	224 2152
SENATOR TODD YOUNG	251 N. ILLINOIS ST. #120	INDIANAPOLIS	IN	46204	317 226 6700	224 5623
SENATOR JERRY MORAN	1200 MAIN ST., #402	HAYS	KS	67601	785 628 6401	224 6521
SENATOR PAT ROBERTS	444 SE QUINCEY #392	TOPEKA	KS	66683	785 295 2745	224 4774
SENATOR MITCH MC CONNELL	601 W. BROADWAY #630	LOUISVILLE	KY	40202	502 582 6304	224 2541
SENATOR RAND PAUL	1029 STATE ST,	BOWLING GREEN	KY	42101	270 782 8303	224 4343
SENATOR BILL CASSIDY	5555 HILTON AVE. #100	BATON ROUGE	LA	70808	225 929 7711	224 5824
SENATOR JOHN KENNEDY	500 POYDRAS ST. #364	NEW ORLEANS	LA	70130	504 581 6190	224 4623
SENATOR EDWARD J. MARKEY	15 N. SUDBURY ST. #975	BOSTON	MA	2203	617 565 8519	224 2742
SENATOR BENJAMIN CARDIN	100 S. CHARLES ST. #1-1710	BALTIMORE	MD	21201	410 962 4436	224 4524
SENATOR CHRIS VAN HOLLEN	1900 N. HOWARD ST., STE. 100	BALTIMORE	MD	21218	667 212 4610	224 4654





# JUST RECOGNITION

NAME	DISTRICT ADDRESS	CITY	ST	ZIP	DIST. PHONE	DC-202
SENATOR SUSAN M. COLLINS	202 HARBOR ST. #20100	BANGOR	ME	4401	207 945 0417	224 2523
SENATOR DEBBIE STABENOW	719 GRISWOLD ST. #700	DETROIT	MI	48226	313 961 4330	224 4822
SENATOR AMY KLOBUCHAR	1200 WASHINGTON AVE S.#250	MINNEAPOLIS	MN	55415	612 727 5220	224 3244
SENATOR TINA SMITH	60 PLATO BLVD E. #2200	ST. PAUL	MN	55107	651 221 1016	224 5641
SENATOR CINDY HYDE-SMITH	190 E. CAPITOL ST. #550	JACKSON	MS	39201	601 965 4459	224 5054
SENATOR STEVE DAINES	222 N. 32ND ST. #100	BILLINGS	MT	59101	406 245 6822	224 2651
SENATOR JON TESTER	2900 4TH AVE. N., STE 201	BILLINGS	MT	59101	406 252 0550	224 2644
SENATOR HEIDI HEITKAMP	220 E. ROSSER AVE. STE 228	BISMARCK	ND	58501	701 258 4648	224 2043
SENATOR JOHN HOEVEN	220 E. ROSSAR AVE., #312	BISMARCK	ND	58501	701 250 4618	224 2551
SENATOR BEN SASSE	304 N. 168TH CIRCLE, STE 213	OMAHA	NE	68118	402 550 8040	224 4224
SENATOR MARGARET WOOD HASSAN	142 MAIN ST. #520	NASHUA	NH	3060	603 880 3314	224 3324
SENATOR CORY A. BOOKER	ONE GATEWAY CTR. 23RD FLR	NEWARK	NJ	7102	973 639 8700	224 3224
SENATOR ROBERT MENENDEZ	ONE GATEWAY CENTER, #1100	NEWARK	NJ	7102	973 645 3030	224 4744
SENATOR MARTIN HEINRICH	400 GOLD AVE SW #1080	ALBUQUERQUE	NM	87602	505 346 6601	224 5521
SENATOR TOM UDALL	400 GOLD AVE. SW #300	ALBUQUERQUE	NM	87102	505 346 6791	224 5521
SENATOR CATHERINE CORTEZ MASTO	333 LAS VEGAS BLVD, S. #8016	LAS VEGAS	NV	89101	702 388 5020	224 3542
SENATOR KIRSTEN E. GILLIBRAND	780 THIRD AVE. #2601	NEW YORK	NY	10017	212 688 6262	224 4451
SENATOR CHARLES E. SCHUMER	780 THIRD AVE. #2301	NEW YORK	NY	10067	212 486 4439	224 6542
SENATOR SHERROD BROWN	801 W. SUPERIOR AVE #1400	CLEVELAND	OH	44113	216 522 9272	224 2315
SENATOR ROB PORTMAN	312 WALNUT ST. #3425	CINCINNATI	OH	45202	513 684 3265	224 3353
SENATOR JAMES LANKFORD	1015 N. BROADWAY AVE #310	OKLAHOMA CITY	OK	73102	405 231 4941	224 5724
SENATOR JEFF MERKLEY	121 SW SALMON ST. #1407	PORTLAND	OR	97204	503 326 3386	224 3753
SENATOR PATRICK J. TOOMEY	200 CHESTNUT ST. STE. 600	PHILADELPHIA	PA	19106	215 241 1090	224 4254
SENATOR JACK REED	ONE EXCHANGE TERR. STE. 408	PROVIDENCE	RI	2903	401 528 5200	224 4642
SENATOR LINDSEY GRAHAM	508 HAMPTON ST. #202	COLUMBIA	SC	29201	803 933 0112	224 5972
SENATOR TIM SCOTT	2500 CITY HALL LN., 3RD FLR	N. CHARLESTON	SC	29406	843 727 4525	224 6121
SENATOR LAMAR ALEXANDER	167 N. MAIN ST. #1068	MEMPHIS	TN	38103	901 544-4224	224-4944
SENATOR BOB CORKER	3322 WEST END AVE., STE 610	NASHVILLE	TN	37203	615 279 8125	224 3344
SENATOR JOHN CORNYN	5001 SPRING VALLEY RD. #1125E	DALLAS	TX	75244	972 239 1310	224 2934
SENATOR TED CRUZ	1919 SMITH ST #9047	HOUSTON	TX	77002	713 718 3057	224 5922
SENATOR ORRIN G. HATCH	125 S. STATE ST. #8402	SALT LAKE CITY	UT	84138	801 524 4380	224 5251
SENATOR MIKE LEE	125 S. STATE ST. #4225	SALT LAKE CITY	UT	84138	801 524 5933	224 5444
SENATOR TIM Kaine	919 E. MAIN ST. #970	RICHMOND	VA	23219	804 771 2221	224 4024
SENATOR MARK R. WARNER	919 E. MAIN ST., STE 630	RICHMOND	VA	23219	804 775 2314	224 2023
SENATOR PATRICK J. LEAHY	199 MAIN ST., 4TH FLR.	BURLINGTON	VT	5401	802 863 2525	224 4242
SENATOR BERNIE SANDERS	1 CHURCH ST., 3RD FLR.	BURLINGTON	VT	5401	802 862 0697	224 5141
SENATOR MARIA CANTWELL	965 SECOND AVE. #3206	SEATTLE	WA	98174	206 220 6400	224 3441
SENATOR PATTY MURRAY	915 2ND AVE. #2988	SEATTLE	WA	98174	206 553 5545	224 2621
SENATOR RON JOHNSON	517 E. WISCONSI AVE. #408	MILWAUKEE	WI	53202	414 276 7282	224 5323
SENATOR JOE MANCHIN, III	900 PENNSYLVANIA AVE #629	CHARLESTON	WV	25302	304 343 5855	224 3954
SENATOR JOHN BARRASSO	2120 CAPITOL AVE #2013	CHEYENNE	WY	82001	307 772 2451	224 6441
SENATOR MICHAEL B. ENZI	2120 CAPITOL AVE #2007	CHEYENNE	WY	82001	307 772 2477	224 3424

# A MENAGERIE; ARE THEY MASCOTS OR FRIENDS?

"Oh, Boy! Look what's coming down the dock!" Bones and I had been leaning on the after fashion plate watching the cargo gang on the wharf in Bahia. He had slapped my shoulder with an enthusiastic wallop.

"Get a load of that, Franko!"

He pointed down toward the far end of the dock. Tex was strolling toward the gangplank hand in hand with a rather large spider monkey. "Wait until the Old Man sees this, he will hit the overhead!"

Bones asked Tex, "Why didn't you just get some rum or something?"

Our horse trader had struck up a fantastic exchange with a native farmer who would soon learn his attempts to fatten up his prize – which was the ship's mascot a few days ago; a goat which had decided that a pound or more of the potent white lead used with the preparation of paint was an interesting cocktail – would be a lesson in futility and could only result in a dubious-tasting barbecue. Since Tex had already named our new ship's mascot, he would not listen to any other suggestions, so the mischievous-looking critter with its long powerful prehensile tail was christened "Mike".

It soon became quite apparent that Mike had his own idea of how things would be aboard his new home. He absolutely refused to use the bed vacated by Abdul and, instead, had decided the lower bunk belonging to Tex would be his future boudoir.

It was decided that this little surprise had best not be shown to the skipper until we again well out to sea. The crew was beginning to show a little better judgment in these matters relating to pets or ship's mascots. They had also given their notice to Tex; he would have the sole responsibility of cleaning up behind the monkey.

It was several days before we sailed. The restless animal was kept chained to the steel leg of the bottom bunk in the gun crew quarters. He was very unhappy about this turn of events. He pleaded with his sad protruding round eyes and jabbered constantly at anyone who came near him.

It was nearly dusk when we cleared port and

turned north. The chief mate told us, "We are heading for torpedo alley." We were again heading into very dangerous waters. There had been dozens of American and British vessel in and adjacent to Port of Spain, Trinidad. The enemy was so bold in this area of the Caribbean Sea, that ships tied up at dockside had been torpedoed and sunk.

The narrow Golfo De Paria in the south and the short distance between Port of Spain and Point Penas on the mainland of northern Venezuela were no deterrent to the resourceful U-Boat skippers. Numerous small islands dot this southern part of the Caribbean offering a haven for enemy subs and their supply vessels. Precious fresh water and diesel fuel were readily at hand for them.

**Eight a.m.** It was my wheel watch. We had been steering from the station above the wheelhouse. It was a warm pleasant morning. The canvas cover above the wheel kept the helmsman in the shade and allowed a gentle breeze to cool him. The mate was out on the wing of the bridge and, as usual, he did not care to pass the time talking with the helmsman. Perhaps he had orders from the captain. This arrangement suited me just fine. I could easily stand my watch and think my own thoughts. We steamed serenely along in a calm

and peaceful sea on the northeast heading still south of Point Do Mato near Joao Pessoa. Once clear of the Point, we changed heading to northwest. Deep in thought and staring into the compass binnacle, the lubbers line barely moved. We were steering a straight and efficient course.

A scant ten minutes into the wheel watch, and without warning of any kind, something crashed onto my back. A hairy arm wrapped around my neck, nearly choking off my wind. Startled, the hair standing up on the back of my neck, I turned my head and came eyeball-to-eyeball with the foul-smelling, grinning face of Mike. As I reared back I didn't know if he was going to kiss me or bite my nose off. How that damn animal had climbed the stanchion a few feet behind me and scampered over the canvas without my being aware of his presence is a mystery to me. I had stepped back



from the wheel in surprise and stood there dumbfounded, holding the chattering smirking hairy creature in my arms.

"What the hell is going on here?" The mate had come in from the wing of the bridge and was glaring at me. Hearing the angry sound of the mate's voice, Mike turned and held out his free arm to the officer.

"Are you standing a wheel watch or making love to this damn animal?" The irate officer demanded of me. "Do you know what will happen if the Old Man sees this?"

**Play time?** The deck officer on that watch was a nice fellow and previously we had gotten along, now he seemed quite angry. As I staggered toward the wheel the wild creature leaped from my arms and landed on the helm, his feet spread wide apart on the inner circle. His arms on the top spokes, he jumped up and down, screeching all the while. I tried to pull the animal from the wheel but Mike seemed to think I wanted to play. Why this critter was causing me so much trouble was beyond me. In the past I had tried to ignore him and had nothing whatever to do with him.

By now the ship had swung about four degrees to starboard. I had to reach around the crazy think and turn the helm to port to check the swing. Mike's head was now near my left hand and he was hanging horizontally across the wheel. Regardless of what I did to get rid of him, Mike thought it was great fun. He jumped down and was trying to turn the wheel. We struggled for possession while the mate berated me to get rid of the darn nuisance. With all the noise and commotion, I kept expecting to see the skipper any minute.

To my relief, Mike tired of the game and as he scampered off, he slapped the mate on the side of the leg. He had not endeared himself to the ship's officer. I felt sure the skipper would surely hear all about the escapade.

My wheel watch finally ended and I headed straight back aft to tell Tex what he could do with that so-an-so monkey. Tex was a big, raw-boned lad but I was quite angry. Surprisingly he listened to me and when it was all over, we both had a good laugh.

Our deck engineer was a strange fellow and mostly kept to himself. He had been pestering Tex ever since Mike came aboard and had offered a hundred dollars to Tex if he would sell the animal and get it into the States. Tex thought the man was crazy and so did the rest of the gang.

**More friends come aboard.** There was no mooring space available in Port of Spain so we had to anchor

just off the docks as many other merchant vessels were doing. American destroyers and several small British escort boats cluttered the immediate area. We hoped their presence would be some protection.

A motor launch had come alongside to take the captain ashore for a meeting with the shipping authorities and make arrangements for fresh water and provisions. We felt we would be here for several days. A few minutes after the motor launch returned to shore, and as if by magic, the ship was surrounded by a small fleet of bum boats; little wooden craft loaded to the gunnels with fresh fruit, bananas and countless small marmoset monkey. These little creatures with their strange



round protruding eyes measuring less than a foot tall were clambering all over the lone boatman manning each vessel, threatening to sink it.

"Ho, Yankee!" they shouted up to use, "You buy rum?" "You buy bananas?" "You like monkey?"

The gun crew lads were all excited. If Tex could have a monkey so could they. They were all shouting at once "How much? How much?" The bum boat man told them they could have them all for just a few dollars as he would be glad to be rid

of them and there are plenty more where they came from. When the transaction was completed, the happy carefree youngsters were clambering up and down the gangway carrying bunches of green bananas and dozens of squirming, chattering monkeys.

A few of the black gang and most of the deck force decided this bit of business was for them, too. They would not be outnumbered; they wanted their equal share of little pets. Bones tried to talk them out of this nonsense. "The Old Man is going to kill you guys!" He was out-voted by both groups. It was my turn to make a decision. A dozen of the cute little pets (soon to become pests) would surely help to pass the time. "Franko, you're nuts!" Bones informed me. "While you're down there, get us some rum."

"Two bottles of rum and a dozen monkeys," I told the man.

He had about twenty marmosets left. He gave me the last of them because we had been such good buyers. I was sure he was very happy to be rid of the little devils. Climbing back up the gangway, I had monkeys hanging all over me, some clutching my pant legs, several on my shoulders, and one perched on my head.

"Be careful with them bottles!" Bones was advising me from the top of the gangway.

*Excerpted from "To Leave this Port" by the late Francis J. Enright, AMMV member. Used copies available at Amazon.com.*



# THE TEXAS CITY DISASTERS

## April 16, 1947 and a 2003 close call

### THE SS GRANDCAMP:

For several years following World War II, the United States worked diligently to help the Cold War rebuilding of Europe. And in the process, the deadliest industrial accident in U.S. history happened in Port of Texas City, TX, near Galveston, on April 16, 1947.

It began with a mid-morning fire on board the French-registered vessel *SS Grandcamp* which was docked. The fire detonated approximately 2,300 tons of ammonium nitrate and resulting chain reaction of fires and explosions killing at least 581 people.

The *Grandcamp* was a recently re-activated Liberty ship, originally christened the *SS Benjamin R. Curtis* in 1942; the ship served in the Pacific theater and was moth-balled after WWII. In the Cold War, she was assigned to the French Line to assist in the rebuilding of Europe. Along with ammonium nitrate—a very common cargo on the high seas—she was carrying small arms ammunition, machinery, and bales of sisal twine on the deck. Another ship in the harbor, the *SS High Flyer*, was docked about 600 feet away from the *SS Grandcamp*. The *High Flyer* contained an additional 961 tons of ammonium nitrate and 1,800 tons of sulfur. The cargo in the two ships, and in an adjacent warehouse, was fertilizer on its way to farmers in Europe. The *Grandcamp* had arrived from Houston, Texas, where the port authority did not permit loading of ammonium nitrate.

Around 8:00 AM, smoke was spotted in the cargo hold of the *Grandcamp* while it was still moored at its dock. Attempts at control failed as a red glow returned after each effort.

Shortly before 8:10 AM, the Captain ordered his men to steam the hold, a firefighting method where steam is piped in to put out fires in the hope of preserving the cargo. Meanwhile, the fire had attracted a crowd of spectators along the shoreline, who believed they were a safe distance away. Spectators noted that the water around the ship was already boiling from the heat, and the water touching the hull of the ship was vaporizing into steam. The cargo hold and deck began to bulge as the forces increased inside.

At 8:12 AM, the ammonium nitrate reached an explosive threshold and the vessel exploded, causing great destruction and damage throughout the port. The tremendous blast sent a 15-foot tidal wave that was detectable over nearly 100 miles off of the Texas shoreline. The force of the wave thrust a large steel barge ashore and carried



dead and injured persons back into the turning basin as it receded. The blast leveled nearly 1,000 buildings on land. The *Grandcamp* explosion destroyed the Monsanto Chemical Company plant and resulted in ignition of refineries and chemical tanks on the waterfront. Falling bales of burning twine added to the damage while the *Grandcamp's* anchor was hurled across the city. Ten miles away, people in Galveston were forced to their knees; windows were shattered in Houston, 40 miles away.

The explosion blew almost 6,350 tons of the ship's steel into the air, some at supersonic speed. Official casualty estimates came to a total of 567, including all the crewmen that remained onboard the *Grandcamp*, but many victims were burned to ashes or literally blown to bits, and the official total is believed to be an underestimate. The entire volunteer fire department of Texas City was killed in the initial explosion on the docks while fighting the shipboard fire, and with the fires raging, first responders from other areas were initially unable to reach the site of the disaster.



Disaster response of volunteers was immediate. Former Merchant Mariner, the late Frank "Bud" Schmiedel, was a Coast Guard seaman first class on April 16th, 1947 and was returning to his Galveston Coast Guard station on a bus from Houston around 0800 when he saw the smoke over Texas City. He wrote, fifty years later, about his experience:

*"After I returned to the station, we received orders to prepare the fire boat, a tugboat, to help put out a dock fire at Texas City. The boatswain's mate came aboard and prepared our high pressure hoses and warmed up the engines to prepare for whatever might arise.*

*While we were proceeding up-channel, there was a tremendous explosion and a huge cloud arose in front of us. We were not prepared for the devastation. Fires were everywhere. Balls of string and rolls of toilet paper were strung out over wires. Metal debris was everywhere. What appeared to be straw had penetrated window glasses and steel girders. The girders looked like that had been shot with buckshot, they were so filled with holes.*

*We were told to stand by and help where needed. Bodies were strewn all over. Another seaman and I carried a stretcher ashore and went to work, as best we could.*

*A barge was blown ashore. Beyond it was a hole full of dirty, oily water. I saw a head near the surface of the pool, stepped into the water and pulled on it expecting a body. But there was only a head.*

*There was a black man in a handsome blue pin-stripe suit. He said, "Please, can I help?" George was off somewhere else, so I said, "Sure!". He removed his double-breasted coat and tie and threw them on the ground. He took the back end of the stretcher, and for hours, we carried children from that awful hole, all of them black. The explosion had happened on payday and I learned later that it was not unusual for non-workers and their families to come past the gates. That explained the unusual number of children there.*

*Later some ladies brought donuts and coffee. They were like angels from above. We were tired and hungry, bruised*

*and in shock from the destruction and death we had been working in. A commercial tug was standing by, waiting for the order to pull out a second ship into the roads. At about 2100 hours we were advised to shove off for the base. We were nearly there when a terrific light and explosion occurred. The High Flyer had exploded. The order to move her had not come in time.*

*After seeing and handling so many bodies, guts, heads, arms, and legs, after so much blood on my hands and clothes, so much grease and oil and dirt, so many bruises and cuts, I became numb to it all. To survive, I had to quit feeling and just do the job I was there to do.*

*I will always carry with me the vividness of scenes from that first day, like snapshots in my mind, and the memories of the heart-wrenching dedication of the many people from all walks of life who joined together to patch up what they could of the disaster."*

### **A SECOND EXPLOSION:**

The first explosion ignited ammonium nitrate cargo in the nearby *High Flyer*. The crews spent hours attempting to cut the *High Flyer* free from its anchor and other obstacles, but without success. After smoke had been pouring out of its hold for over five hours, and about 15 hours after the explosions aboard the *Grandcamp*, the *High Flyer* blew up demolishing another nearby ship and adding to the devastation. It exploded in a blast that was thought even more powerful than that of the *Grandcamp*. Casualties were light because rescue personnel had evacuated the dock area but in something resembling a fireworks display, incandescent chunks of steel which had been the ship arched high into the night sky and fell over a wide radius, starting numerous fires.

### **ALMOST ANOTHER DISASTER – 2003**

On a warm November evening in 2003, Barge NMS 1477 sat docked in Texas City, just across from the same dock where the *Grandcamp* had been waiting fatefully 56



years earlier. Loaded with 197,000 gallons of concentrated sulfuric acid (>97%), the barge capsized during the final stages of loading on November 3. With the barge now floating upside down at the dock, acid began slowly leaking from the vents as seawater rushed in, dangerously diluting the acid.

Charlie Henry, then NOAA's Scientific Support Coordinator for the region, quickly reported to the scene to support the United States Coast Guard Captain of the Port. While the situation appeared stable, the threat of a possible disaster was slowly growing. Inside the bowels of the barge, an aggressive chemical reaction was taking place.

Highly concentrated acid is actually stable when shipping, but partially diluted concentrated sulfuric acid is highly corrosive. As the acid began mixing with small amounts of seawater, it began eating away at the barge's steel structure, releasing heat and explosive hydrogen gas.

The gravity of this situation was not lost on Charlie and others involved in the response. This was quickly becoming a very dangerous situation for the responders and the local public.

With the gruesome 1947 catastrophe on their minds, the local NOAA responders along with a Louisiana State University chemist, who provided scientific support, arrived at the site of the partially sunken barge on November 5, and a Seattle-based NOAA response team went into high gear. They and other responders worked together to ward off another explosion.

The barge had now tilted on its side and rested on the bottom at the dock. This was the same spot that the unfortunate S.S. *High Flyer* was docked in 1947. Everyone's immediate concern was the



potential for an explosion from the hydrogen gas now built up in the barge. The gas had expanded the barge's side-plates and vigorously bubbled from vents located underwater near where the side of the barge rested on the bottom.

Since 1947, this area in Texas City had been extensively developed to support the chemical and oil industries, meaning that an explosion on the

barge could lead to even more damage and disaster than before.

Because the threat of explosion was so great, the responders made the unusual but necessary decision to do a controlled spill of the vessel's remaining sulfuric acid into the adjacent harbor waters. To dilute such large volumes of acid to a concentration considered below an environmental hazard, it would have to be mixed with huge volumes of water. The buffering salts in seawater would also help mitigate the acid. The operation was complete by November 13, nine days after the accident.

The decision to intentionally spill the cargo wasn't easy, but later environmental sampling showed that the acid was highly buffered and diluted when it entered the adjacent open bay. Furthermore, tidal flow and the movement of ships in the area appeared to help reduce the environmental impacts as well. Monitoring continued as the "footprint" of the plume of the discharged acid dissipated throughout the waters.

Fortunately, a smart use of logic helped avoid another explosion in Texas City.

*(Editor's note: Part of this article was printed a number of years ago in the AMMV NEWS. However, the additional 2003 information is pertinent. Lessons learned should not be forgotten.)*



## BEAUTY & BRAINS

### *Hedy Lamarr: both a movie star and an inventor*

Hedy Lamarr could be considered a boundary-breaker, whatever the confines put on her. However, hers is the classic tale of non-recognized talent.

Born Hedwig Kiesler, she was raised in Austria to wealthy Jewish parents. She dropped out of school early and, became a film star. In 1933, while still in Austria, she became an international sensation in her fifth film, as the star of Czech film *Ecstasy*, featuring her flitting across the screen nude and thought to be the first on-screen orgasm in a non-pornographic film. The film was condemned by the Pope for visual effects and by Adolf Hitler, because Lamarr was Jewish.

Her first marriage was to arms manufacturer Friedrich Mandl, a Jew who'd converted to Catholicism so he could do business with the Nazis. Lamarr later claimed that he'd kept her locked away in their home like a prisoner. She declared that Mandl wanted her to "appear, be beautiful, look stupid and not say anything" at social functions, which were numerous as Mandl's business interests required. She did listen, however, and remembered. She was particularly interested in the submarine and aerial torpedo weapon systems for which one of the guests was supplying components. Later in life what she learned inspired her creativity.

During 1936, one of the guests who attended functions was Hellmuth Walter, a northern German mechanical engineer who was the genius of German torpedo development at the time. In 1936 the first of the German diesel-electric attack submarines was commissioned by Hitler, who was already planning German defensive moves opposite France's Maginot Line.

Hedy became acutely interested in submarine propulsion through Walter, who knew that it was limited by the problem of supplying oxygen underwater to sustain combustion.

The standard submarine at the time (and throughout WWII) used diesel engines for surface operation, where it could draw in air from outside the vessel. Underwater,

with no available air supply, they had to switch to battery-powered electric motors, which limited their speed and the time they could remain submerged before the batteries had to be recharged.

Walter had been working on a means to drive a submarine at much higher speeds when submerged since the 1920s. He was looking for an oxygen-rich fuel alternative

for engines that needed air to sustain combustion underwater and finally settled on hydrogen peroxide, which, used in high concentration, could be decomposed by contact with an appropriate catalyst into steam and oxygen – in the process generating intense heat. The super-heated steam generated by the heat could drive a power plant without adding any additional fuel. However, injection of a fuel such as alcohol or kerosene into a combustion chamber to mix with the decomposing hydrogen-peroxide could be throttled to vary the output of energy required. The energy could be generated without the need for additional air.

For many years Walter tried to generate interest in his findings and, finally in 1935, proposed to the German naval command a two thousand horsepower hydrogen-peroxide driven four-man, mini-sub designed for underwater speeds of up to thirty knots. At this time he was also working on missile engines and an assisted-takeoff device which would enable aircraft to take off from shorter runways. These used a dual fuel system of kerosene and hydrogen peroxide.

Walter and his staff were also developing methods of remote control for torpedoes. There was work going on elsewhere in Germany on radio-controlled anti-ship glide bombs and at least one of the glide bombs under development used hydrogen peroxide for propulsion.

Germany's work on torpedo control began in 1935, early enough for Hedy to have heard about it with Mandl, whom she met at a Christmas gala in 1936 with Walter when he was talking about his remote-controlled, wakeless torpedo. She learned that radio control of submarine torpedoes was difficult – radio signals don't travel far through







seawater. Wire guidance of the torpedoes was preferred – with the torpedo playing out a thin insulated wire behind it as it left the submarine that connected it electronically to the human controlling its path. However, using the already developed radio-controlled anti-ship glide bombs for submarine torpedoes was being considered.

Previously radio-controlled systems were plagued with “jamming” by the enemy as a means of diverting the path of the missile or torpedo on a fixed single-band radio frequency.

Basically, the system being developed was a transmitter which could operate on any of 18 pre-launch selectable fixed-space frequencies.. This allowed up to 18 missiles to be separately controlled at one time and also helped to negate the effects of any enemy electronic jamming directed at the guidance system. This would allow 18 different frequencies to detract enemy observation.

### **CHANGES IN LIFE:**

Hedy eventually fled Mandl and his “restrictions” – dressed as a maid – and made her way to Paris and then to London where she was introduced to Louis B. Mayer, the head of M-G-M Studios. She wanted to head for Hollywood and just “happened” to be on the same ship that Mayer and his wife returned to the U.S. on. Before long, she was stepping off an ocean liner in New York to the flash of photographer’s bulbs, with a new name (suggested by Mayer’s wife) and a five-hundred-dollar-a week studio contract.

### **A NEW CAREER?:**

Yet the most surprising turn in her life—her career as an inventor—had yet to begin.

Lamarr’s favorite hobby involved taking things apart, tinkering, and, once the Second World War was in full swing in Europe, dreaming up ideas to help the Allied cause. She felt helpless in the face of the terrors being inflicted on her people, while she sat, draped in luxury, an ocean away. Spurred on by reports of tragic ship sinkings, she decided that Allies needed to do something about the German submarine menace. She began thinking about how to invent a remote-controlled torpedo to attack submarines and, about that time, met composer George Antheil, who knew a great deal about how to synchronize player pianos.

### **INSPIRATION AND A PATENTED PROJECT:**

What did Antheil and Hedy have in common to work on an invention? Perhaps it was a Philco radio – a Mystery Control model, which had the retail radio market’s first

wireless remote control, a six-inch cabinet cube with a dialer on top with ten finger holes, like a dial telephone. The holes matched up with a ring of small indentations impressed into the surface of the cube printed with the call letters of the radio stations set up for dialing. Being able to change stations from across the room could easily have inspired Hedy to conceive the idea of using radio to control a torpedo. Antheil, with his knowledge of the internal structure of and synchronization of player pianos could be an immense help with the technical workings of such a remote-control conception as Hedy had in mind.

Hedy and Antheil went to work, in the summer of 1940, on a new invention which they hoped would be successful. Their invention, a frequency hopping signal, made it impossible for German submarines to interrupt radio-controlled torpedoes by spreading the frequency over a much broader bandwidth – 88 frequencies to be exact, the same as the standard number of piano keys. Hedy and Antheil took out a patent for their “Secret Communications System” and pitched it to the Navy, but were turned down.

### **UNCREDITED AND UNCOMPENSATED:**

Hedy and Antheil were not informed that their patent had run out.

However, by the 1950s, the Navy was using their technology. In 1957, it was adapted for use in transmitting the underwater positions of enemy submarines revealed by sonar. In 1962, it was present on the ships involved in the Cuban Missile Crisis. **Their work has now been recognized as a precursor to the “spread-spectrum” wireless communication used in mobile phones, global positioning systems, and Wi-Fi technology.**

One can only imagine how much more Hedy could have achieved had she been given the tools, the trust, and the means afforded to her male peers. If she hadn’t been trapped behind that beautiful face, the one she called a “mask I cannot remove”.

*Editor’s note: For more information, please view the DVD “Bomb-shell” available on Netflix and the book “Hedy’s Folly” by Richard Rhodes. Both are available for purchase on Amazon.com.*



# A SPECIAL APPEAL TO OUR MEMBERS-AT-LARGE

*More AMMV Members Are Needed And You Can Help.*

AMERICAN MERCHANT MARINE VETERANS (AMMV) is always looking for new members to help keep our historical organization alive in this current world. Our membership base has changed dramatically over the years. When it was organized in 1984, it was chapter- based and focused primarily on U. S. Merchant Mariners from World War II.

Time has passed however, and the loss of WWII Vets has created a new, younger and somewhat more casual membership base. We are much less Chapter oriented now and would appreciate any help that the majority of members – **MEMBERS-AT-LARGE** – can be in recruiting new members.

With a limited amount of time and energy, recruitment is readily feasible. **Please HELP!**

OFTEN HEARD QUESTION: WHY SHOULD I JOIN? Possible answers -

- They will receive our informative quarterly *AMMV NEWS Magazine* and a membership card.
- They will help the AMMV move into the future and continue its focus on efforts to gain Veterans status for Merchant Mariners of Korea, Vietnam and the Middle-East conflicts.
- It will help keep up-to-date on current day maritime issues – such as supporting the Jones Act – which AMMV strongly advocates.
- They can help educate the public about the history of the Maritime service and how Mariners have contributed to that history. It is still felt that without the Merchant Marine in WWII, that war could not have been won.
- They will meet other members who have similar experiences and share those memories.

WAYS TO RECRUIT:

- Remember, **wives, widows, children, grandchildren and descendants** of Merchant Mariners are now eligible for membership in AMMV. Wives, widows and descendants are very often interested and helpful; and their enthusiasm may be contagious. They can help spread the word about our legislative efforts and maritime history.
- AMMV also welcomes **Veterans of other services**. Often they are interested in the MM.
- Use **“calling” cards** with your name on them as contact person including phone and email – in case someone asks “what did or do you do as a Merchant Mariner?” Perhaps they are potential members, even if they are Veterans of other services but are interested enough.
- **Post notices on bulletin boards** – in grocery stores, post offices, libraries, churches and other public places. These don’t have to be fancy – postcard size is okay – bigger with AMMV logo is better. The message can be as simple as:

“Are you a Merchant Mariner post-WWII or actively currently sailing??

Would you like to meet other seafarers with sea-stories like yours, who are also trying to help our organization move into the future? Was your Father or Grandfather in the Maritime service during WWII?

Please join us at an American Merchant Marine Veterans

For more information call John Doe at (123) 456-7890 or email: johndoe@home.net.”

- **Publish** the same notice in the **public notice section of local papers**. “Freebie” papers will usually do this for free and others for a small fee.
- Wear your **Merchant Marine hats**, coats and shirts whenever you’re out and about.
- **Attend as many public functions**, like parades, as possible. And wear those hats and coats.
- Ask the Editor of **local papers to interview** you and print same with contact information. Most papers like to do this kind of public awareness story.
- **Contact local public radio and television stations** and ask to submit a 45-second (or whatever) request for new members. Fashion a statement with the reasons for joining in mind.
- **Contact and visit schools** and libraries and arrange for a member to give the students a historical MM lecture and pass out information at same. Be sure to provide your contact information.
- If you live near the ocean, **contact your local Maritime union’s Business agents** and ask to post an AMMV notice, as above, on their bulletin boards. And if there’s one handy, maritime academies are great places for these notices. And don’t forget the bulletin boards at the local wharfs, marinas and boat shops.
- If you live inland, try **posting a notice** on the bulletin boards of the **marinas and boat supply stores** on lakes and rivers.
- Ask your **church and local social organizations** to help publicize your efforts in their newsletters.
- If there’s a local **Korean War Veterans or Vietnam Veterans group**, ask them to let you attend a meeting and announce you are recruiting AMMV members. Remember, quite a few WWII AMMV members also got drafted or served in the Korean War. When you go, bring along AMMV membership applications and some of those “calling cards”.
- Carry some of those “calling” cards in your glove compartment so they’re handy whenever you are asked about Merchant Mariners and what you did or do.
- And remember, **mariners are not only found on the deep seas, but also on our lakes, rivers and harbors**. They are more than welcome as members of AMMV, too.

Contact Cindy at the National NEWS Editor’s office: (707) 546-6349, email [saaren@sonic.net](mailto:saaren@sonic.net) or Lynn Kelly at the National Administrator’s office – telephone: (475) 470-9200, email her at [ammermarvets@gmail.com](mailto:ammermarvets@gmail.com) for more information and applications; and be sure to check out our website at [www.ammv.us](http://www.ammv.us). Possible members can also join through this website.

**Your help will certainly be appreciated** and publicity for maritime history, provided stalwartly by mariners since 1775, will keep our national organization, AMMV, alive and functioning.

Thank you,  
SINDY RAYMOND  
AMMV NEWS Magazine Editor

# *Special Items From Our Readers*

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## **DON'T GIVE UP THE SHIP: efforts towards preserving WWII Merchant Mariners recognition**

As of press-time, a long-time battle is being waged in the town of Lititz, Pennsylvania by AMMV member and WWII Merchant Marine Veteran Bill Balabanow and some other ardent supporters of recognition for the Merchant Mariners of World War II. These folks are asking that the Merchant Marine be recognized at the proposed Veterans Honor Park of Lancaster County located in Lititz. They seem to be running into blank walls, for the most part.

On **March 31, 2017**, the local "Lititz Record Express" newspaper wrote, in part:

"When organizers planned for the Veterans Honor Park of Lancaster County several years ago, they decided they needed to raise at least \$300,000 to get started.

"With a generous pledge from the Lititz American Legion Post 56 of \$25,000, the Veterans Park is at that threshold and organizer C. David Kramer hopes that ground-breaking for the park will get underway in November."

Kramer stated: "While the Veterans Honor Park of Lancaster County may be located in Lititz, it is a park to honor all veterans of Lancaster County.

"The Veterans Honor Park of Lancaster County will serve as a permanent tribute to every generation of Lancaster County warriors in every branch of the United States military, including the Army, Navy, Air Force, Marines, Coast Guard and Merchant Marines."

By **December 9, 2017**, however, the plan to include the Merchant Marines had been deleted. The fund-raising brochure had dropped the Merchant Marines from the description of the project.

In response to a letter, questioning deletion of the Merchant Mariners, to local Mariners Clarence Newcomer and Bill Balabanow, Chairman of the Veterans Honor Park, C. David Kramer states:

"Based on information provided by the Lancaster County Office of Veterans Affairs and the U.S. Department of Veterans Affairs, a final determination has been made to limit formal recognition to veterans of the active duty U.S. Army, Navy, Air Force, Marines and Coast Guard."

Kramer goes on to state: "Title 38 of the Code of Federal Regulations defines a veteran as a 'person who served in the active military, naval or air serve and who was discharge or released under condition other than dishonorable. The U.S. Merchant Marine is one of nineteen civilian groups equally recognized under Public Law 95-202 being approved for veteran status. None are 'veterans' as defined by Title 38. The Veterans Honor Park of Lancaster County must be guided by Federal Regulations, Title 38."

By **July 21, 2018** in response to another letter submit-

ted by Balabanow about why the Merchant Marine will be missing, Kramer, who is a Marine Corps veteran who served in Vietnam, responded, in part: "The Veterans Honor Park of Lancaster County is a tribute to military veterans of the U.S. armed forces. The Merchant Marine service is a civilian organization." He again quoted the Title 38 reason and added: "We nonetheless have offered local WWII Merchant Marines the opportunity to install a permanent bronze plaque commemorating the 1941-1945 wartime service of Lancaster County Merchant Mariners at the Veterans Honor Park. The offer was declined."

By **August 4, 2018**, more Mariners had stepped up to the plate in this battle. Letters to the Editor by our intrepid Sheila Sova, proud daughter of a WWII USMM, Leroy Emerich and Bill Balabanow appeared in the Lititz Record Express. Balabanow's letter reads, in part, about the plaque offer: "This is another 'half-truth'. A bronze plaque of unknown quality, unknown depiction, at an unknown location and an unknown price was proposed. All plaque costs and all installation costs borne by us was offered. We, of course, emailed back that the offer was considered unsatisfactory."

On three separate occasions Balabanow requested an audience before the entire Veterans Honor Park Committee to describe his belief that the Merchant Marine is being discriminated against. Three times he was denied the opportunity to appear.

At this point, the American Legion Post 56 wrote a letter to the Veterans Honor Park backing the USMM and threatening to reconsider the \$25K pledge to the monument would not be forthcoming if the USMM were not included.

**Further efforts** on Balabanow's part with groups and legislators, since then:

He met with the President of the Korea War Veterans Assn., asking for help. Shirley McBride Columbia of the Korean War Veterans Assn. wrote a Letter to the Editor on September 11, 2018 stating: "Citizens of Lititz, I know you are a community that honors and respects veterans and military members.

"The Veterans Honor Park of Lancaster County is being built to honor them. In a brochure a few years ago, the Merchant Marines were to have a plaque with all the other five, but in the latest brochure the Merchant Marines were removed. Why?

"The Merchant Marines were one of the units who delivered supplies to our troops, especially during World War II.

"There are 6,000 to 9,000 men at the bottom of the Atlantic and Pacific oceans with their ships. They were singled out by Germans U-boats and Japanese submarines.

"During the Korean War, the SS Meredith Victory rescued 14,000 refugees at Hungnam Harbor — including 17 wounded and 4,000 infants and children — packed, stand-



ing room only. The merchant ship saved them as North Koreans were advancing on them.

"The World War II memorial in Washington, D.C., has a Merchant Marine plaque on it with the military branches.

"These men served and some gave their all. They deserve a plaque on the memorial."

#### **Further contacts by Balabanow and others:**

Balabanow appeared before the Board of Directors on August 8, 2018 to explain Lititz Honor Park's discrimination toward the Merchant Marine and asking for help. The Board was receptive and promised to write a few letters.

He had a meeting with the President of the Viet Nam Veterans Assn. soliciting that group's help. The President said his group would back the Merchant Marine in any way.

August 15<sup>th</sup> he met with PA Senator Martin's staff to express concern over the apparent discrimination. They suggested he meet with PA Senator Aument, in whose district the Lititz Honor Park lies, and he did.

He spoke with the past president of the NAVY CLUB concerning the discrimination.

Balabanow reports that State Representatives Lloyd Smucker and Mentzer and PA. Senators Martin and Ryan Aument basically feel that since the Veteran's Park is on private property they have no jurisdiction over displays.

**AMMV NEWS Magazine press deadline – October 4, 2018.** It sounds like Balabanow and company are NOT going to give up the ship. If anyone would like to help, Balabanow suggests that an email to the Warwick Town Manager at [dzimmerman@warwicktownship.org](mailto:dzimmerman@warwicktownship.org) pleading the cause might be useful. FULL SPEED AHEAD! DON'T GIVE UP THE SHIP!

## **HONORING A GRANDFATHER**

On September 21<sup>st</sup> in Lincoln, NE, AMMV member, Marcie Sextro and her extended family participated in a ceremony that presented her Grandfather, R. J. "Bill" Katen's Merchant Marine medals posthumously to them. Over 35 members and four generations of Bill's extended family were able to attend the event and celebrate his sacrifice and service.

Long-time AMMV member Beech Dale shared his experiences with the gathering and spoke about what the Merchant Mariners role was in World War II and how it has been a continuous effort for them to



*Marcie Sextro with picture of her Grandfather*

be recognized by our government.

Marcie, Bill Katen's granddaughter, who is writing a novel based on the service of the Merchant Mariners, shared her research with the group. She reported:

*"Although he had tried to enter the war through every branch of the military he was denied due to physical requirements that he did not meet. But that didn't stop him from wanting to serve so in 1944 he joined the Merchant Mariners and began his training on Catalina Island off the coast of California.*

*"His days there were filled with physical hardiness tests such as boxing, calisthenics and miles and miles of ridge running and I can attest the mountains on the island were huge. His sea training was even more rigorous with life boat training, learning to shoot 22 mm Oerlikon guns to protect their ship and jumping from a 30 foot pier into the water to swim under a large spill of oil that was set on fire.*

*"According to the records we have and the information I was able to attain, once through training, he was an Able Seaman aboard his first ship the SS Matsonia which carried thousands of troops traveling from San Francisco to Port Angeles, WA and then on to Papua New Guinea.*

*"He later served on the SS Oscar F. Barrett which was a tanker ship and then on the SS Kewanee. In the summer of 1944 he joined the crew of the SS Henry Hadley which took him to England and its surrounding areas including stops in Halifax and Liverpool.*

*"His next ship was the SS Will B. Otwell, which he was on for almost five months traveling in large convoys of supply ships that included both destinations of Gibraltar and Guantanamo. His last ship was the SS Samuel Samuels.*

*"Unfortunately, official records were not kept very well but we know his goal was to see the seven seas and fight for his country and he certainly did that."*

Nebraska's Congressman Adrian Smith and State Legislator Senator Tom Brewer attended the event and presented RJ "Bill" Katen's daughters and grandson with the medals Bill was entitled to, which included: the WWII Victory Medal, the Atlantic War Zone Bar and Pacific War Zone Bar. He also was awarded the Merchant Mariner pin along with the Honorable Service Button.

It was a long-coming tribute to a World War II Merchant Mariner and Bill's family was honored to receive the hard-earned awards.

## **CHICAGO RESTORATION PROJECT COMPLETED**

AMMV MidWest chapter's Treasurer Karyn Holm forwarded this message about their efforts to keep Merchant Marine history alive and in the public's eye.

*"The Midwest Chapter initiated a quest to restore the Merchant Marine Memorial at the Navy Pier in Chicago; I contacted Tom Carroll, the son of Tom Carroll, Sr. (deceased) a long time, loyal member of the Midwest Chapter. Tom enthusiastically volunteered to undertake the project with-*

out pay; he was able to secure the services of the best memorial artist in and around Chicago, Oscar Leon of Sculpture Resource.

*"Chapter member Joe O'Connor and I met with Tom at the Merchant Marine Memorial at Navy Pier the end of August. Tom's daughter, Annie, was wearing her grandfather Tom's Merchant Marine jacket.*

*"The work has now been completed."*



*Annie Collins in front of pre-refurbished plaque*

The artist, Oscar Leon later explained the restoration process to Tom.

"The restoration started with a thorough cleaning and degreasing of the surface. In a two stage process the Noble Rust (green oxidation) was removed to expose underlying patina. The bronze relief was then resurfaced to bring out highlights in the bronze. An application of hot Liver Patina was placed into the bronze

for a deep metal treatment. A follow up resurfacing of the Liver patina created contrast. To protect the restoration two coats of lacquer sealer were applied. To ensure the lacquer stays strong and intact, two rounds of wax and burnishing completed the work."

Karyn adds: *"On behalf of all World War II Merchant Mariners, those alive and those who have crossed the bar, a very sincere Thank You to Tom Carroll and Oscar Leon, the memorial artist. Our goal remains, keep the history of the service and sacrifice of the Merchant Marine alive."*

## NEW SHIP ON THE WATER

Long-time AMMV member Walter Paas of the Midwest chapter, attended the christening ceremony of the container ship, the *Daniel K. Inouye*, on June 30<sup>th</sup>. Walter thinks that this latest vessel might help defer the skeptics who are touting the lack of construction of American built vessels as a problem for America.

It may not impress alongside the latest behemoth containerships. But it is the biggest containership ever built in a U.S. shipyard, and Matson, Inc., Honolulu, is betting the *Daniel K. Inouye*, the first of four dual-fuel vessels for its Hawaii trade, is the future of U.S. shipping.

Christened June 30 in Philadelphia, Pa., the 854', 50,794 dwt vessel has 3,600 TEU container capacity and 408 reefer slots.

It is the first of the Aloha class of diesel and liquefied natural gas (LNG) fueled ships, to be followed by another and then two of the 870' Kanaloa class, with similar container capacity plus roll-on/roll-off for up to 800 vehicles, by 2020. All will have speeds close to 34 knots.

In all it is part of Matson's \$1 billion investment to dominate routes between the West Coast and Hawaii and Guam. The vessels are being built by Philly Shipyard, Inc., Philadelphia, Pa. The first two Aloha class ships are costing around \$418 million, according to Matson.

The 51,400 tons vessel is 850-foot long and has capacity for 3,600 TEUs. She will be Matson's fastest vessel, with a top speed of nearly 24 knots, helping ensure on-time deliveries in Hawaii from Matson's three West Coast terminals in Seattle, Oakland and Long Beach.

Matson's first Aloha Class container ship, *Daniel K. Inouye* incorporates the latest environmentally friendly technology, including dual fuel engines that can be adapted to use LNG, double hull fuel tanks, fresh water ballast systems, which will reduce chances of carrying invasive marine species between ports and a more fuel efficient hull design.

"This new vessel, designed specifically to serve Hawaii and built with LNG-compatible engines, is the next generation of vessel and sets a new standard for cargo transportation in Hawaii. It also symbolizes Matson's continuing commitment to serving our island home in the most efficient, effective and environmentally sound way into the future," said Matson chairman and CEO Matt Cox at a shipyard ceremony.

The *Inouye* is the largest Jones Act containership every built in a U.S. yard, designed to replace obsolete ships that are running up against U.S. and international deadlines for cleaner engine technology and lower emissions. The ship is named for the late Sen. Daniel Inouye, D-Hawaii, who served as the islands' senior member in the U.S. Senate from 1963 until his death in 2012. A Honolulu native, Inouye fought during World War II in the 442<sup>nd</sup> Regimental Combat Team, an all-Japanese-American volunteer unit, and was awarded the Medal of Honor for his service in Europe.

During his time in Washington, Inouye "was a long-standing supporter of the U.S. maritime industry and its important role in supporting Hawaii's economy," according to Matson officials. Inouye's wife Irene Hirano Inouye christened the ship with the ceremonial bottle of champagne broken against the hull.

A crowd of about 350 included speakers Peter Navarro, an adviser to President Trump on trade and industrial policy who has spoken out on the value of the Jones Act and U.S. maritime capability, and Rear Adm Mark Buzby, administrator of the Maritime Administration.

Two days later, Buzby wrote about the event on the U.S.

Department of Transportation blog *Connections*:

“At a time when the U.S. maritime industry is fighting to keep its place among international competitors, this event was a momentous occasion. Built for the Hawaii trade, the *Inouye* represents the blending of the most advanced technologies with proven American shipbuilding skills and was constructed, fittingly, in Philadelphia.

“Once merely an early colonial port settlement, Philadelphia was transformed by the maritime industry into one of the nation’s largest cities boasting a formidable complex of shipping companies, terminals, port facilities, and private and public shipyards. In that founding generation, ‘American-built’ and ‘American-crewed’ ships meant freedom, independence, and economic and military successes for a young nation. That meaning has not changed to this day.

“Compared to the 22,000-plus TEU mega-container ships that are currently in service, the 3,600 TEU *Daniel K. Inouye* may seem small. However, the dedicated service that she will provide to the people of Hawaii and the West Coast will be priceless.

“In 2018, the U.S. maritime industry faces many challenges, but this stunning Aloha Class container ship, built at home in the Philly Shipyard by American workers, is a big part of the solution. We need more ships like the *Inouye*, and there’s another new 3,600 TEU container ship currently under contract to be built. All told, the *Inouye* is a boon to American economic health and security. In the arc of our nation’s maritime history, it is a shining moment worth celebrating. Aloha!”





# Convention Registration Form

AMMV 33<sup>rd</sup> National Convention

March 20th – 24th, 2019

The Westshore Grand, Tampa, FL

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

Spouse/partner; additional guest(s): \_\_\_\_\_

Address: \_\_\_\_\_

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

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

## CONVENTION REGISTRATION FEE (required to attend business sessions & hospitality room activities)

☐ SINGLE REGISTRATION (one person) ..... **\$100 = \$** \_\_\_\_\_

☐ DOUBLE REGISTRATION (with spouse/partner)..... **\$150 = \$** \_\_\_\_\_

Additional \$25 per extra person in your party (if more than two) ..... **\$25 x** \_\_\_\_\_ **= \$** \_\_\_\_\_

## TAMPA BAY DINNER CRUISE (Yacht *Starship I*) (Thursday, March 21<sup>st</sup>: 6:30 - 9:30 pm)

Dinner Cruise..... # \_\_\_\_\_ @ **\$86 each = \$** \_\_\_\_\_

3 entrée choices (order when onboard) served with Chef's choice of starch and seasonal vegetable:

(1) Boneless breast of chicken stuffed with goat cheese, prosciutto and sun-dried tomato in white wine piccata sauce; (2) Pan-seared Atlantic Salmon with champagne dill sauce; (3) Vegetarian Entrée.

ALL selections include: Mixed greens salad; ice tea & coffee service; choice of dessert (cash bar available). Price includes bus transportation between the Westshore Grand Hotel and the vessel.

## PATRIOTIC DINNER (Friday, March 22<sup>nd</sup>: 6:30pm – 9:30 pm)

Cuban Mojo Chicken ..... # \_\_\_\_\_ @ **\$77 each = \$** \_\_\_\_\_

Slow Roasted Pacific Salmon ..... # \_\_\_\_\_ @ **\$80 each = \$** \_\_\_\_\_

Filet Mignon ..... # \_\_\_\_\_ @ **\$92 each = \$** \_\_\_\_\_

ALL selections include: InterContinental Salad; artisanal rolls and butter; coffee/tea selections; Chef's choice starch and vegetable; and dessert: Florida Key Lime tartlet with meringue topping (cash bar available).

## S/S AMERICAN VICTORY “interactive” day (Saturday, March 23<sup>rd</sup>)

***Please note that specific activities/times for the American Victory event have yet to be determined. Once details are finalized, you will be contacted by the Registration staff to RSVP; we will accept payment at the door for this portion of the convention. Thank you!***

**TOTAL due for all selections ..... = \$** \_\_\_\_\_

Please make check payable to: **AMMV**  
Mail check (no cash please) with completed form to:  
**AMMV, Attn: Convention, P.O. Box 2024, Darien, CT 06820-2024**



# AMMV 33<sup>rd</sup> National Convention

March 20th – 24th, 2019

## Hotel & Reservation Information

# The Westshore Grand

4860 West Kennedy Blvd. Tampa, FL 33609



**Special AMMV rate: \$142 + tax per night**

**Reservations via phone: (866) 912-1041; group code: AMMV 2019**

**To make reservations online, please use this link:**

**<https://www.starwoodmeeting.com/events/start.action?id=1808106579&key=3AA5E33C>**

*24-hour room service available; Shula's Steakhouse onsite for breakfast & dinner; outdoor rooftop heated pool (6 a.m. – 10 p.m.); fitness center 24/7; complimentary guestroom internet; 3.3 miles from Tampa International Airport (free shuttle service 5 a.m. – 12:30 a.m. – call (813) 286-4400, or estimated \$20 taxi ride)*

**Guests can modify or cancel a reservation up to 48 hours in advance; however, please note your original reservation must be made by February 26th, 2019 to obtain our group rate (subject to availability); therefore, attendees are encouraged to not delay in making reservations.**



Membership Application for:

## AMMV MEMBER-AT-LARGE

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

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

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



Join online at [ammv.us](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:**

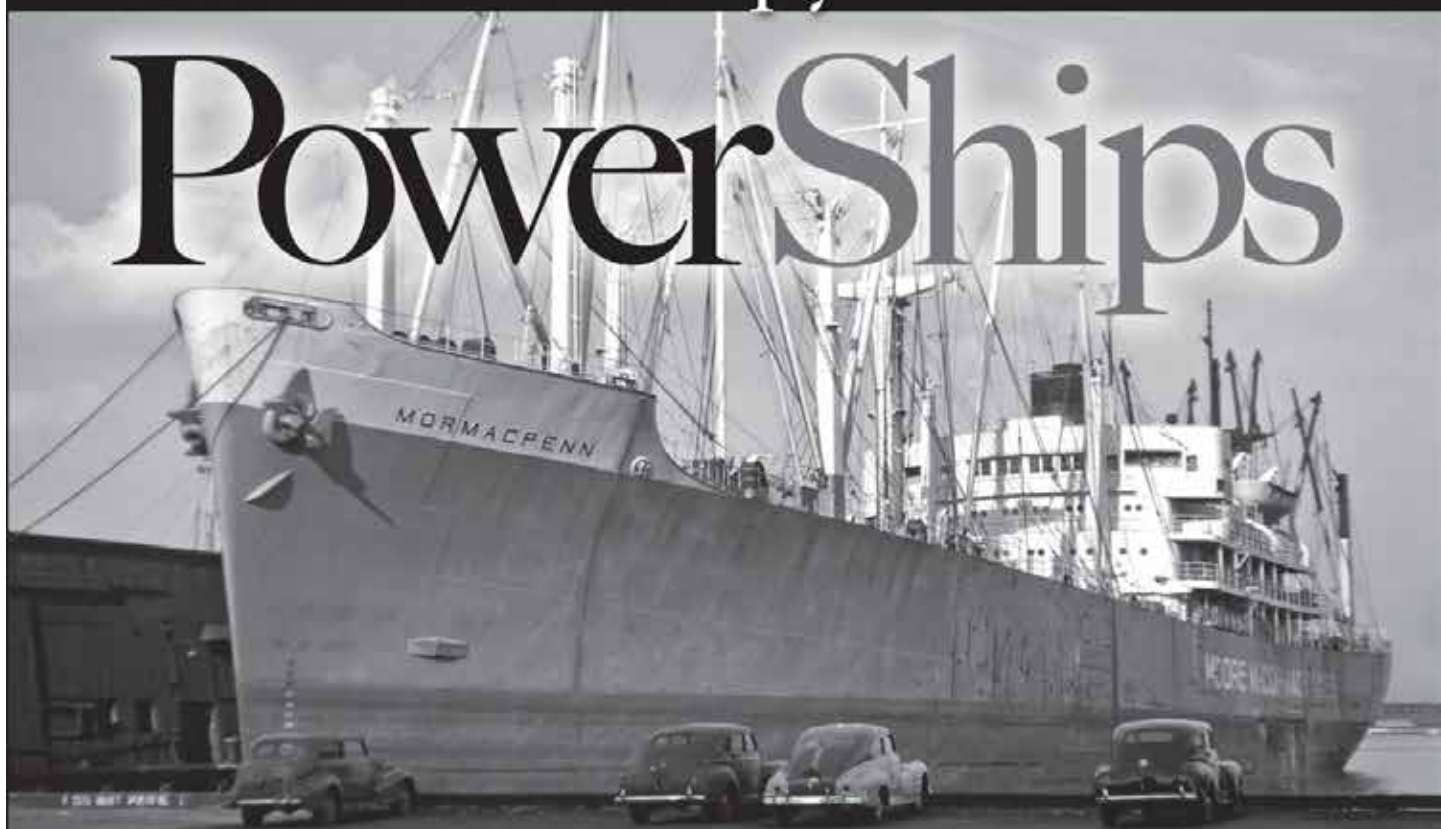
***American Merchant Marine Veterans  
P.O. Box 2024, Darien, CT 06820-2024***

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



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**Congressman John Garamendi presents Congressional Commendation Certificates to WWII US Merchant Marine Veterans attending a Maritime Stakeholder meeting held at California State University Maritime Academy in Vallejo, California.**