

AMERICAN MERCHANT MARINE VETERANS NEWS MAGAZINE



Page 16

**John Pitts Observes
Los Angeles County
Maritime Day in
San Pedro, CA**



**Joe Mantegna, Dave Yoho, Gary Sinise
Celebrate Memorial Day With AMMV**



WWII Veterans Honored as Grand Marshals in Memorial Day Parade

Fairfax, VA – May 31, 2018: A viewing crowd estimated at 300,000 watched as nine World War II Veterans acted as Grand Marshals of the annual tribute to those who gave their lives in this country's wars.

The nine Veterans included three Tuskegee airman, a survivor of the famous Band of Brothers and one who may be considered as the youngest of the WWII Veterans.

Dave Yoho was an underage volunteer, (now 89 years old) in a war that ended 73 years ago on August 15th of this year.

Dave was also the keynote speaker at the WWII Memorial last Memorial Day. Over 1,250,000 viewers saw his speech.

Dave asks everyone to support the efforts of the American Veterans Center, the organization who acts for the preservation of the history and remembrance of the sacrifices made by Veterans of all of our wars.

For more information, contact: Dave Yoho Associates - 703-591-2490
admin@daveyoho.com - www.daveyoho.com



*"When you are with others, tell them
of us and say, we gave up our yesterdays
~ for their tomorrows."*

--Dave Yoho



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Sindy Raymond *North Bay Mariners Chapter*

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2019 National Convention Committee

Convention Chairman ... Capt. Dru DiMattia *SW Florida Chapter*

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



National President Capt. Chris Edyvean

WWII Merchant Mariners Congressional Gold Medal Act now has companion House bill



Last fall, S. 2127: **Merchant Mariners of WWII Congressional Gold Medal Act** was introduced by Alaskan Senator Lisa Murkowski, who had sponsored identical legislation (S. 2989) in the 114th Congress. Our biggest news to report since the spring News issue is that in conjunction with National Maritime Day, Rep. John Garamendi of California introduced **H.R. 5879** as a companion bill to S. 2127.

Joining Garamendi as original sponsors were Rep. Dan Young of Alaska and Rep. Susan Brooks of Indiana. You may recall that Brooks led a successful effort to see identical legislation (H.R. 2992) pass in the previous session of Congress; however, the Senate bill failed.

As we head into press, S. 2127 sits at 19 co-sponsors while H.R. 5879 has 32.

Update on “Compensation” legislation (H.R. 154)

There is not much to report in regards to **H.R. 154: Honoring Our WWII Merchant Mariners Act of 2017**, other than a handful of new co-sponsors (51 co-sponsors at press time). If enacted, this legislation would provide each eligible WWII Merchant Mariner with a one-time sum of \$25,000, which is intended to compensate for lack of GI Bill benefit eligibility between 1945-1988.

Most of our legislators in Congress are citing costs and budgetary concerns as a reason for declining to support H.R. 154. The “Storm the Hill” group relayed from their meetings with staffers that part of the problem may lie with estimated number of 5,000 eligible WWII Merchant Mariners, which is the same figure that [former] Rep. Janice Hahn used at the opening of the 114th Congress in 2015. New legislation with a lower estimate may increase the odds of success.

U.S. Merchant Marine of WWII represented at Maritime Day & Memorial Day events

The AMMV National Office & editorial staff are proud to have received several reports of our members participating in events both large and small across the country to

represent our Merchant Marine at National Maritime Day and Memorial Day functions. We have included in this issue as many pictures and summaries of these activities as possible, and thank everyone who in some way participated in an event.

2018 Storm the Hill

The most notable and visible effort of late was our Storm the Hill week in Washington, D.C., in which three WWII Merchant Marine Veterans and two daughters of Vets spent a week educating Congresspersons, Senators, and staffers of the importance in supporting pending WWII U.S. Merchant Mariner legislation. (A detailed Storm the Hill report is printed later in this magazine issue.)

The main point I wish to emphasize is that these efforts are intended to be only the beginning. It is our duty as members and supporters to follow up with the legislators who took time to meet with our gang. For this reason, the Storm the Hill report contains phone numbers, email addresses, and Twitter handles of these representatives. I cannot overstate the need for each of us to also contact our own Senators and Congressperson.

We owe a round of applause to our 2018 Storm the Hill unit, which consisted of Charles Mills (team leader), Sheila Sova (team coordinator), Eugene Barner, Robert Weagant, and Laura Johnson Riddle. The team did a wonderful job,



Getting our family members & friends involved in the political process is important. Pictured here, Chris Edyvean, Jr. poses with Rep. Sean Duffy of Wisconsin. Chris took this opportunity to ask Rep. Duffy to support WWII Merchant Mariner legislation.

(continued on next page)

and we thank them for their participation!

I would like to formally convey AMMV's appreciation to those who helped make this 2018 Storm the Hill possible. First and foremost, thanks to Glen Paine, Executive Director of the Maritime Institute of Technology & Graduate Studies (MITAGS) and Capt. Don Marcus, President of the International Organization of Masters, Mates, and Pilots (MMP). Room & board and transportation to/from the D.C. area for our group were compliments of MITAGS and MMP. Next, thanks to the Seafarers International Union (SIU) and affiliated Paul Hall Center for Maritime Training & Education (PHC) for sending a group of Apprentices to assist with our rally on Capitol grounds; Jordan Biscardo, Communications Director for the SIU, was our point of contact for these arrangements. We would also like to extend a heartfelt thankyou to the following individuals and groups: Dave Gardy of Maritime TV; AMMV member Larry Groves; Kings Point Club of D.C., American Maritime Congress; Sara Fuentes of the Navy League of the United States (NLUS); and an extra big thank you to Paul Doell, National President of the American Maritime Officers (AMO) union. Storm the Hill would not have been possible or successful without the combined assistance from these contributors.

Website & Social Media

The AMMV website ammv.us has undergone several updates over the past few months and is now current in regards to content. Meanwhile, our official social media sites (Facebook & Twitter) have a combined 8,000 "followers". Social media is our primary vehicle to drive our messages out into the public. This is achieved by harnessing the energy of those who support our causes and getting them to engage in social media posting. In addition, social media has proven to be a meaningful tool in recruiting new members and even boosting convention attendance. If anyone has a desire to "get started" on social media but is unsure how or where to begin, please contact Sheila Sova (shesova@aol.com) who will be happy to assist.

Gutierrez resigns from AMMV

Longtime Graphic Arts Contributor and Editorial Committee member Carole Gutierrez has resigned from AMMV duties at the National level. On behalf of all of AMMV, I would like to thank Carole for her many dedicated years of service to the organization, especially for her fine work on the annual convention program book (Memory Book). Carole's late husband,

Max, was a WWII Merchant Marine Vet; she was also good friends with President Emeritus A.J. Wichita, who we lost this past December. Thank you, Carole, for your many years with AMMV.

AMMV family suffers many losses

We have suffered many great losses in the AMMV family since the last publication date. These include: Calvin Berry, a founding member of AMMV who served for 18 years as National Treasurer; Capt. Elizabeth Clark, President of Gulfstream Chapter and former interim AMMV National Officer; Charlotte Starn, wife of Regional Vice President Larry Starn; and Ken Blue, former President of Sacramento Valley Chapter and long-time co-organizer of the Western Region conferences. AMMV's National Officers extend our deepest condolences to the survivors and friends of these members.

Until next time – please enjoy the remainder of your summer!



Captain Christopher J. Edyvean
AMMV National President

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National Treasurer John Pitts

This past quarter (April, May & June 2018) has included several events providing significant recognition for American Merchant Marine Veterans:



In Los Angeles, LA County Supervisor Janice Hahn proclaimed **May 22, 2018** Los Angeles County Maritime Day.

May 22nd saw several recognitions and celebrations of National Maritime Day including the annual San Pedro, CA Maritime ceremony and luncheon,

organized by the American Merchant Marine Veterans Memorial Committee (AMMVMC).

May 21 – 24th: The Storm the Hill Gang, which included Charles Mills, Robert Weagant, Eugene Barner, Laura Johnson Riddle and Sheila Sova, with the assistance of Paul Doell, AMO National President and others, met with members of the US Congress again to state their case for the support and passage of HR 5879,



Retiring USCG Capt. Charlene Downey speaks at the San Pedro Maritime Day ceremony.

HR154 and S2127 in person;

May 28th, Memorial Day witnessed AMMV member Paul Nielsen representing American Merchant Marine Veterans at the VFW Rifle Post 2967 Memorial service at Wilmington, California Cemetery while at the same time, Matt Hartzell, Rich Doherty and I attended the Green Hills Mortuary Memorial Day ser-



Los Angeles County proclamation of May 22nd as Los Angeles County Maritime Day

vice in Palos Verdes, California. In addition to the American Merchant Marine Veterans being recognized in the Color Guard at the Green Hills service, the USMM anthem “Heave Ho” was included in the Armed Forces Medley played by the attending symphony. This first time representation of the American Merchant Marine Veterans at one of the largest Memorial Day services in California was made possible by Hap and Cynthia Bledsoe who put me in touch with their friend and associate who is administrator of the mortuary:



l to r: Matt Hartzell, AMMV; John Pitts; Rich Doherty, AMMV at Green Hills Mortuary Memorial Day Ceremony

On **June 22nd**, I attended the change of command ceremony for the Captain of the US Coast Guard, Ports of Los Angeles/ Long Beach, California. Retiring Captain Charlene Downey, and her relief, Captain Monica Rochester both assured me they would continue their support of American Merchant Marine Veterans efforts to gain recognition for their service and sacrifice and continue to work for a strong US Merchant Marine;



USCG Capt. Charlene Downey

On **June 23rd**, I was invited to speak at a Memorial service aboard the SS Lane Victory in San Pedro, California recognizing the 17 American Merchant Mariners from San Pedro, California who were killed in action during WWII. The US Merchant Marine Veterans of WWII group, who are responsible for the maintenance and administration of the SS Lane Victory, orchestrated a touching ceremony with the dedication of a plaque including the names of all 17 San Pedro Veterans and the ships on which they served when killed. The plaque will be permanently affixed aboard the SS Lane Victory. During that ceremony, two Merchant Marine Veterans from WWII, and members of the AMMV, who were in attendance, were recognized. Issie Deitsch and Leonard Blake were singled out and thanked for their service, sacrifice and dedication serving as US Merchant Mariners during WWII and for their continued contributions.



Aboard the SS Lane Victory

The maritime history educational progress is slow:

Some new inroads have been created recently. Some uninformed persons were educated to the role of the Merchant Marine and the AMMV, but most amounted to "Preaching to the choir." Much work still needs to be done.

This is evidenced by the Mayor of San Clemente, California who refused to include the US Merchant Marine Veterans in the San Clemente Memorial Day program. I, and others trying to correct this injustice, placed several calls to the Mayor, none of which were returned to me, and spoke with his secretary on numerous occasions. While I

was assured he would get back to me, he never did. It was reported that he felt the Department of Defense did not allow for the US Merchant Marine Veterans to be included in Armed Services functions.

That is preposterous that someone serving, in an influential elected position, is ignorant of the facts and is talking through a paper stern tube. I intend to meet with the Mayor of San Clemente, invited or otherwise, in the future to educate him on the contributions of the US Merchant Marine in Peace & War. It seems that each accomplishment of recognition for the US Merchant Marine Veterans results in the discovery of a lack of knowledge or, worse, a blatant disregard and/or resistance against proper recognition of the US Merchant Marine.

Further success needed; a common goal?:

While preparing for attendance at, and reading information about these functions, it occurred to me that these events all had a common goal of representing American Merchant Marine Veterans, but were organized, conducted or attended by several different Maritime organizations with similar, if not the same goal, among them: American Merchant Marine Veterans, Inc.; American Merchant Marine Veterans Memorial Committee, Inc.; & US Merchant Marine Veterans of WWII (SS Lane Victory).

I started thinking about how these three organizations operate independently of each other while serving the same group of members, with some as members of all three groups and looked at the other similar groups dedicated to the furthering our causes: that of the American Merchant Marine and the Veterans who have served and have been recognized for service in WWII or are still awaiting recognition as Veterans after serving in subsequent conflicts



l to r: David Young, Executive Director of the SS Lane Victory/ USMMVWWII; Joe Busciano, L. A. City Councilman; and John Pitts aboard the SS Lane Victory.

under the flag of the United States.

One of the major things that has attributed to the greatness and success of the United States is the unity of all the

components of this Country. Each state has its own identity and unique issues, but they all contribute to the whole. They don't always agree and even broke ranks at one time causing a Civil War from which much has hopefully been learned and corrected.

I feel it is appropriate to speak to this unity in the maritime community as well, especially at this time of year when we celebrate the birth of the great experiment which has become the United States of America. We need to remember the roots of the American Merchant Marine which sparked the American Revolution with actions by Jeremiah O'Brien and the Merchant Marine in Machias, Maine aboard the sloop *Unity* when they captured the British armed schooner *HMS Margarett* during the Battle of Machias on June 11 & 12, 1775, the first naval battle of the American Revolution.

The American Revolution resulted in the unification of states and territories with diverse issues and ideas into a country benefitting from the contributions of each toward common goals.

Perhaps we could take a lesson from this successful historical experience and use it as a template for our continued, future and progressive success.

Thank you for your service and sacrifice!

John Pitts
National Treasurer



Masters, Mates & Pilots (MM&P) union members at the San Pedro Maritime Day ceremony

Welcome Aboard to these New Members of the AMMV

JAMES ACHENBACH	SANTEE	CA
STEVE ALDERSON	LITCHFIELD	IL
SUSAN ALEXANDER	CONVERSE	TX
MARY BRININSTOOL	BATTLE CREEK	MI
GARY CHILJEAN	BRIDGEWATER	MA
JOHN CROSS	SPRINGFIELD	IL
KENNETH DELANCEY	HENDERSON	NV
EDWARD "NED" FORNEY	MOUNT PLEASANT	SC
CAPT HUGH P. GALLAGHER	FERNDAL	CA
GLENN GERMAINE	NAPLES	FL
JOAN HANSON	LAS VEGAS	NV
MATT HARTZELL	HUNTINGTON BEACH	CA
CAPT ROBERT HOLDEN	PALM HARBOR	FL
ROBERT HOOYMAN	WASILLA	AK
DAVID F. KENNEDY	SAVANNAH	GA
BEN KUCKENS	MOUNTAIN VIEW	CA
THOMAS H. LIBERATOR	PORTLAND	OR
MARIA MAHAN	HENDERSON	NV
JOHN J. O'CONNOR	ST. AUGUSTINE	FL
GEORGE OFFENHAUSER	FRIENDSWOOD	TX
HARRY PIERSON, JR	JAFFREY	NH
LOIS SARGENT	ISLAMORADA	FL
CARL R. SIEGMAN	CINCINNATI	OH
CHARLES B. SMITH	LAS VEGAS	NV
AGNES STARK	BELLVUE	NE
DONALD TIERNEY	HONOLULU	HI
REYNOLDS TOMTER	PIGEON FALLS	WI
CAPT SEAN TORTORA	EAST ISLIP	NY
CAPT GREGORY M. TYLAWSKY	SAN FRANCISCO	CA
JOHN TYLAWSKY	CHARLESTOWN	RI
BRETT VAN DRIE	BATH	UK
KERRY WALTON	NEW YORK	NY
MIKE WISBY	COLLEGE STATION	TX

Never too old to join the AMMV!

Thanks to a Twitter post by MARAD, we discovered and reached out to 101-year old Reynolds Tomter of Pigeon Falls, WI. Mr. Tomter is now a proud new member of AMMV!





National Office Administrator Lynn Kelly

NEW FISCAL YEAR – DUES ARE DUE:

The most important issue to write about is our dues!



Our annual membership dues were expected to be in National Headquarters by July 1, 2018. This is the start of our fiscal year and upon receipt of your membership dues your membership status will be renewed until June 30, 2019. As of July 1st there were approximately 715 Members-at-Large alone who have not yet paid for this upcoming year 2018---2019. If you have

paid since July 1st THANK YOU.

All **chapter members** please contact your chapter Treasurer or CEO and make your chapter payment of which \$25 payment is the National portion.

If you are a **Member-at-Large** you may send a \$32 check, made out to AMMV or American Merchant Marine Veterans to our National Headquarters at:

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

Upon receipt of your MAL dues, I will mail you back a renewal letter and a Membership Card for the 2018-2019 Membership year. If there are any questions please feel free to call me at (475) 470-9200 or email me at ammermar-vets@gmail.com.

We all have the best interests of AMMV in mind and we want our dues and energy to be used where it can do the most good, whether it is to support advancement of legislation, to foster public awareness or to recruit new enthusiastic members. Certainly, paying for postage and my efforts to send “reminders” is not the best use of resources. Please send in your dues as soon as possible so we can continue to do the work we do and make a difference.

MEMBERSHIP QUALIFICATIONS:

I often get calls and emails from people who are interested in becoming members of AMMV but don't think they are qualified. Perhaps now is a good time to state the

official answer to the question. Those eligible to join would be or have been:

- Able to show proof of service in the American Merchant Marine at any time, or proof of service as a seaman on any countries' vessels. This would be a certificate of discharge from ocean voyages (Foreign or Coastal) or inland waterways.
- Members of the U. S. Maritime Service (Active or Inactive including Academy Cadets.)
- Members of the U.S. Public Health Service who were engaged in the treatment of U.S. Seamen.
- Armed Guards serving on U.S. Merchant Marine vessels with DD Form 214.
- Members of any uniformed United States Armed Service with DD Form 214.
- Of course, we welcome wives, widows, children, grandchildren and other descendants of Merchant Mariners as well.

AMMV offers a limited number of Associate Memberships to:

- Any and all persons who have the desire and interest to support the purpose of the American Merchant Marine industry.

AMMV is actively seeking members and our outreach volunteers are working hard to promote the organization through as many outlets as possible. Please spread the word because there is much to be done and many hands needed to continue the work started by our WW II Merchant Marine Veterans back in 1984.

Calm Seas,

Lynn C. Kelly
National Administrator



NEWS Magazine Editor Sindy Raymond



This has certainly been a busy quarter with lots of information and input for this Summer, 2018 edition of the AMMV NEWS Magazine. If you don't recognize it, don't be surprised. It was felt that an updated, re-designed front cover might be needed and presto; this is the first result.

A big void has been created:

Part of this change was needed due to the resignation from AMMV duties by long-time volunteer Region #7 Vice President; Oregon chapter's "Salty Dog" newsletter Editor; AMMV National Convention Memory book Production chief; AMMV NEWS Magazine Graphic Design contributor and Editorial Committee member - Carole Gutierrez. Carole, voluntarily, wore a great many hats for AMMV for a very long time, over 11 years, and her amazing talents will be greatly missed. **THANK YOU for everything you did for AMMV over the years, Carole; we are eternally grateful!**

Reach out and spread the word:

On a personal note: I was waiting in a doctor's office on June 7th and the other person there, a stranger, after a few words of greeting said to me: "Did you remember that yesterday, June 6th, was D-Day?" You can imagine how surprised I was but, of course, I affirmed that I was well aware of what it was. The lady then complained to me that no one, nowadays, is ever taught anything about World War II in school. I couldn't help but feel - YES, how right she was.

This little exchange reminded me, again, of how much we need to REACH OUT, REACH OUT, REACH OUT to educate the public about what the Merchant Mariners of "the Greatest Generation" did in those historically important but sadly often ignored WWII times. Let's all promise to do what we can to bring attention to the service of Merchant seamen, of all eras, without whose untold efforts World War II and later conflicts would not have been won by the United States. After all, who, without recognition for 44 years after the fact, for WWII-era Vets, brought or brings the "others" the boots, food and the vitally necessary supplies necessary to keep the "others" working? And they continue to do so today on the world's seven seas.

I urge you to do whatever you can to spread the word about the U.S. Merchant Mariners of yesterday, today and tomorrow and their vitally important contributions to the welfare of America in Peace and War. Wear your hats and jackets. Tell folks about those times; especially if you were in hazardous conditions. We've seen a great deal of effort in this area, but more is needed. Please do your share - and let us know the results. My door is always open.

Spreading the word - a different way or two:

I know you've been "nudged" about ways of "educating the public" before; but it very important, in this half-way through the second year of a two-year Congressional session, to get your Congressperson on board for HR.5879, our Gold Medal bill legislation. Write them, call them, email or Tweet them. Time is getting short for this session and ACTION is needed!!! More information is presented later in this NEWS.

You might also want to write a letter to your local newspaper or contact your local television channel about your story or our legislative problems. You might even suggest they urge support for current-day maritime issues like shipbuilding or supporting the Jones Act or even local issues like flags in National cemeteries or the playing of "Heave Ho" at public functions.

There are all sorts of things YOU CAN DO. Please act today!!!

FAIR WINDS AND SMOOTH SAILING.

Sindy Raymond
Sindy



John Pitts and the AMMV join together to wish a Happy 95th Birthday to Hap Bledsoe!

AMMV

Profit & Loss

July 2017 through June 2018

Ordinary Income/Expense

Income

402 · CONTRIBUTIONS	16,467.99
403 · INTEREST INCOME	56.54
405 · MISSION SUPPORT FUND	9,740.00
406 · DVD SALES	137.00
407 · RECRUITMENT MAIL INCOME	1,360.00
409 · MISCELLANEOUS INCOME	488.00
410 · CHAPTER DUES	
BSM · BIG SKY MARINERS	140.00
AKG · ALASKA GREATLANDS	126.00
BEE · BEEHIVE MARINERS	100.00
CEC · CENTRAL CALIFORNIA	225.00
DAR · DENNIS ROLAND	2,325.00
EOH · EDWIN O'HARA	425.00
GLD · GOLDEN GATE	1,517.00
GUL · GULFSTREAM	675.00
HIR · HIGH ROLLERS	425.00
HUM · HUMBOLDT BAY	250.00
JTS · JOHN T. SCHMIDT/PALMETTO	500.00
LON · LONE STAR	225.00
MAL · MEMBERS AT LARGE	27,838.42
MALW · MEMBER-AT-LARGE - WEBPAGE	2,073.24
MGC · MISSISSIPPI GULF COAST	32.00
MWE · MID WEST	525.00
NBM · NORTH BAY MARINERS	475.00
NOA · NORTH ATLANTIC	475.00
OCA · OCALA CHAPTER	475.00
OHV · OHIO VALLEY	375.00
ORE · OREGON	675.00
ORV · OSWEGO RIVER VALLEY	75.00
PUG · PUGET SOUND	250.00
ROR · ROAD RUNNER	275.00
SAR · SARASOTA-MANATEE	350.00
SSP · SS SAMUEL PARKER	557.00
SWF · SOUTHWEST FLORIDA	247.00
THR · THREE RIVERS	725.00

Total 410 · CHAPTER DUES 42,355.66

Total Income 70,605.19

Expense

500 · FIXED EXPENSE	
501 · BANK CHARGE	270.88
503 · EQUIP RENTAL	300.00
507 · TELEPHONE	1,926.24
508 · RENT/OCCUPANCY	1,800.00
509 · UTILITIES	600.00
510 · MEMBERSHIP PROMOTION	909.29
511 · SERVICE CHARGES - PAYPAL	20.36
Total 500 · FIXED EXPENSE	5,826.77
512 · MEMORIAL EXPENSE	284.65
513 · ADVERTISING	200.00
520 · MISSION ADVANCE	
523 · DONATION	110.00
521 · AWARDS	1,840.69
525 · MISSION SUPPORT EXPENSE	10,098.48
Total 520 · MISSION ADVANCE	12,049.17
522 · RECRUITMENT & SPECIAL MAILING	1,949.67
526 · INTERNET INITIATIVE	1,170.15
528 · JCC CLOSING EXPENSE	881.00

530 · NEWS LETTER

533 · POSTAGE	4,572.06
536 · PRINTING	14,559.63
537 · GRAPHIC DESIGN	400.00
538 · LAYOUT	4,400.00
539 · EDITORIAL FEE	1,200.00

Total 530 · NEWS LETTER 25,131.69

550 · PERSONNEL

551 · ADMINISTRATOR	18,858.35
552 · NATIONAL PRESIDENT	753.70
554 · NATIONAL TREASURER	500.00

Total 550 · PERSONNEL 20,112.05

560 · OPERATING EXPENSES

564 · OFFICE SUPPLIES	1,463.43
565 · POSTAGE - OFFICE	1,739.02
566 · PRINTING - OFFICE	1,239.98
567 · LICENSES & FEES	95.00
568 · TRAVEL EXPENSE	1,722.67

Total 560 · OPERATING EXPENSES 6,260.10

Total Expense 73,865.25

Net Ordinary Income -3,260.06

Net Income -3,260.06

NOTICE TO ALL CHAPTERS AND MEMBERS-AT-LARGE:

*Chapter dues should be sent to your
chapter and Member-at-Large dues
in the amount of \$32.00 should be
sent to National Office
Administrator Lynn Kelly.*

*American Merchant Marine
Veterans (AMMV)
P.O. Box 2024*

Darien, CT 06820-2024

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

AMMV
Balance Sheet
As of June 30, 2018

	<u>Jun 30, 18</u>
ASSETS	
Current Assets	
Checking/Savings	
102 · WELLS FARGO 2000053950011	119,011.39
103 · PAYPAL ACCOUNT	132.92
Total Checking/Savings	<u>119,144.31</u>
Total Current Assets	<u>119,144.31</u>
TOTAL ASSETS	<u>119,144.31</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
311 · DUES RECEIVABLE 2019	6,504.00
312 · MEMBER RECRUITMENT	1,640.00
314 · MISSION SUPPORT DONATIONS	69,046.00
Total Other Current Liabilities	<u>77,190.00</u>
Total Current Liabilities	<u>77,190.00</u>
Total Liabilities	77,190.00
Equity	
32000 · Unrestricted Net Assets	-13,621.74
390 · EARNINGS	58,836.11
Net Income	-3,260.06
Total Equity	<u>41,954.31</u>
TOTAL LIABILITIES & EQUITY	<u>119,144.31</u>

APPROVED BUDGET: FISCAL YEAR
July 1st, 2018 - June 30th, 2019

INCOME

410 DUES: 400 Chptr. Mbr. @ 25.00	\$10,000	
410 DUES: 951 MAL Mbr. @ 32.00	\$30,432	
TOTAL ESTIMATED RENEWAL DUES		\$40,432
401 INTEREST + MAG. ADS.	\$68	
402 CONTRIBUTIONS	\$4,900	
405 MISSION SUPPORT FUND	\$10,000	
400 TOTAL MISC INCOME		\$14,968
TOTAL PROJECTED INCOME		<u>\$55,400</u>

FIXED Expenses

501 Bank charges	\$300	
506 Insurance	\$580	
507 Telephone	\$600	
510 P.O. Box rental	\$200	
500 TOTAL FIXED		\$1,680

MISSION ADVANCE Expense

521 Awards & recognition	\$1,000	
522 Recruit-Mail	\$1,000	
525 Mission Support Expense	\$2,800	
526 Internet Initiative (Parts A, B. & C)		
(A) Website maintenance	\$500	
(B) SEO services	\$300	
(C) Social Media Advertising	\$200	
528 JCC Freight-Closing	\$1,200	
520 TOTAL MISSION ADV.		\$7,000

NEWS MAGAZINE Expense

533 Mailing (Postage + Fee)	\$4,000	
536 Printing	\$15,000	
538 Layout	\$4,400	
539 News Mag. Editing	\$1,200	
532 Graphic Design Contributor	\$400	
530 TOTAL NEWS MAGAZINE		\$25,000

PERSONNEL Expense

551 Administrator	\$18,600	
552 National President	\$2,000	
555 National Vice President	\$1,500	
553 National Secretary	\$0	
554 National Treasurer	\$500	
556 Regional Vice Presidents	\$2,000	
550 TOTAL PERSONNEL		\$24,600

OPERATING EXPENSES

564 Office Supplies	\$1,200	
565 Office - Postage	\$1,600	
566 Office - printing	\$250	
567 License & Fees	\$70	
569 Administrator Travel	\$1,000	
560 TOTAL OPERATING		\$4,120

TOTAL PROJECTED EXPENSES **\$62,400**

NOTES

Personnel expense for National Officers is a budgeted number, based on projected participation of National Officers. This is not to be confused with amounts allowed per By-Laws. JCC storage has increased to \$99 per month. Website maintenance has returned to budget; had previously been paid for with old convention profits. Awards & Recognition include both physical awards (plaques, etc.) and monetary incentive checks.

A SPECIAL TOUR

Submitted by Laura Johnson Riddle, Member-at-Large

One of the highlights of my life was a tour of the Project Liberty Ship – SS John W. Brown.

Following our Storm the Hill activities, Sheila Sova and I drove to Baltimore to visit the SS John W. Brown. We didn't know what to expect when we got there but we did know that both of our dads had sailed on Liberty Ships in WWII.

My dad, Edward R Johnson, crossed the bar over 35 years ago, so getting to be on the ship was like having a piece of my dad with me again.

We were given a personally guided tour of the ship by Captain Bowman and John Jerbi.

To experience and see what my dad's life was about during WWII on a Liberty ship is beyond words. We were able to explore everywhere on the top deck.

I was able to recreate some pictures I had of my dad and pose myself in the same pose as my dad was in his pictures. I also had his MM papers with me and took pictures of myself with my dad on the ship. This was very important to me. I was able to be in the same places

on this ship as he was on his liberty ships.

THEN A SPECIAL TREAT – the Engine Room.

Just when I didn't think the tour could get any better, I got a personal tour of the engine room and the cargo compartment which very few people get to experience or see.

The engine room tour was by Jami, who volunteers down there. He gave me an excellent tour. I spent about 2 1/2 hours in the engine room learning about the workings of a steam ship and also of the cargo department. When I

was done, I came up and met Sheila, who pointed out I had grease on my face and arms. We laughed because I really did enjoy learning about the engine area.

A MEMORABLE EXPERIENCE

Every corner of the ship brought an overwhelming sense of what my dad must have experienced. I am so happy I got a glimpse of what our fathers lived through back in WWII.

Being on this ship was a very high honor and privilege. It gave me a personal piece of my dad's life. How I wish I would have talked to him more about his life as an Able Seaman, but I was young when he passed.

You never get over missing your parents. The tour was for you my hero, my Dad, Edward R. Johnson, a WWII

Merchant Mariner Veteran.

Sheila and I are both PROUD DAUGHTERS!



SEAGOING GRANDMA

Editor's note: When you search the Internet, it's always interesting what tidbits you'll find. This article submitted by Michael Helbig, Co-chairman of the Just Recognition Committee. Thanks to new member, Scarlett Rose, for helping him research and verify some of the details below.

Sindy:

I am attaching a unique article (and supporting documents) about a woman who was employed by the Navy Department's Military Sea Transportation Service (MSTS) throughout the entire Korean "period of war," i.e. 27 June 1950 through 31 January 1955. During that time this article was published by the San Francisco Chronicle (31 December 1950, pg. 28), written by Polly Warfield.

Dorothy I. Lannon was apparently home awaiting her next sailing as stewardess aboard the USNS General A. W. Brewster. But she shipped out of San Francisco 4 March 1950 just after the ship transfer when she became a Navy employee rather than an Army employee. The ship returned from Eniwetok atoll on 30 March. She shipped again on 1 September and returned on 8 October, and presumably she was interviewed thereafter for this article before shipping again on 24 January 1951, returning 28 February from Okinawa.

PORTRAIT OF A SEAGOING GRANDMOTHER

"Grandmothers are people, and often highly individualistic ones – as, for instance, Grandmother Moses, Marlene Dietrich and Eleanor Roosevelt.

New to this distinguished company is Mrs. Dorothy J. Lannon of 69th Avenue, Oakland, CA, a seagoing grandmother. She serves on the USNS General A. W. Brewster, a cargo transport ship operated by the Navy's Military Sea Transportation Service of the Pacific.

Mrs. Lannon is 52. Her son, Kenneth, his wife Frances and their son Bill live in Oakland at the 69th Street address. Her daughter Mary Zamzow, Mary's husband Leonard and their two children make their home in Van Nuys. ("I have the sweetest daughter-in-law and son-in-law in the world" Mrs. Lannon staunchly affirms.)

Another son, Staff Sergeant John H. H. Richard Lannon, was killed in action at Leyte during World War II, a J. Dorothy Lannon was the first American mother to visit the Military Cemetery, Leyte No. I, where he lies buried.

PREVIOUS SERVICE

Before she was a marine employee of the Navy, Mrs. Lannon served two years as a staff sergeant in the WAC at



USNS General A. W. Brewster

Hammer Field Air Force base near Fresno. She acted as assistant nurse at Schofield Barracks Hospital near Honolulu for a period, and then was assigned to special Government duties in Manila.

She first served as stewardess aboard the hospital ship *Comfort* in 1947. When the *Comfort* was "mothballed", she transferred to the *General William Wiegel*. The *Brewster* is her third ship.

Mrs. Lannon recently took and passed the Coast Guard examination for a life-boat certificate. She is the first woman employee of MSTS, Pacific, and possibly the first woman in the Bay Area, to achieve this distinction.

"Before a lifeboatman's certificate may be granted", says the Coast Guard manual, "the applicant must prove... that he has been trained in all operation connected with launching lifeboats and life rafts and the use of oars and sail; that he is acquainted with the practical handling of the boats themselves; and further, that he is capable of understanding and answering the orders relative to lifeboat service."

Mrs. Lannon can snap back the answers to such questions as "What is a frapping line?" "How do you use a sea anchor?" or "Why are lifeboats usually double-enders?"

TOUGH EXAM

The examination is said to put young merchant seamen and experienced old salts on their mettle. Mrs. Lannon passed with flying colors.

She received her lifeboat certificate on a Friday the 13th, which she now considers her lucky day. Doubly so, in fact, because on the same day, she received notice that her songs had been accepted for publication.

Yes, the energetic seagoing grandmother writes songs. At the end of the day's routine, when other crew members turn to such hobbies as rope splicing, wood carving or the time-honored sea story sessions over a pot of java, Mrs. Lannon writes songs.

The first of her tunes were put on wax last October by a West Coast publishing and recording company. The titles, *Because of You* and *I'm So Used to Being Mistreated By You*, have no special significance, she says. She just gets an idea and puts it into song.

Her agent tells her that Bandleader Frankie Carle will introduce her two tunes on a personal appearance tour soon.

Mrs. Lannon very much likes being a seagoing grandmother. "I didn't know what living was until going to sea." She says. "Out there, it's really true the life begins at 40".

MARITIME DAY — MAY 22, 2018

While National Maritime Day was observed on May 22 with many ceremonies across the country, only one featured an inspired speech from a current U. S. Cabinet Secretary.

At the Department of Transportation (DOT) headquarters in Washington, DC, Transportation Secretary Elaine Chao headlined the day's ceremony with her keynote address, speaking to an assembled crowd of over 200 maritime industry leaders, including AMMV's Storm the Hill team.

Elsewhere, AMMV member Fr. Sinclair Oubre, who is seeking sainthood for Capt. Leonard LaRue, later Bro. Marinus, of the SS Meredith Victory and his rescue efforts for refugees in the Korean conflict, spoke at the Seamen's Memorial Sundial in Port Arthur, Texas.

In other areas of the country, American Merchant Marine Veterans also participated in ceremonies, including ones in San Pedro, CA; Sacramento, CA; and Chicago, IL. In Chicago, the day is traditionally linked with the Blessing of the Fleet and as Karyn Holm, AMMV Midwest chapter reports: "The Merchant Marine were honored at the Maritime Day Ceremony at Navy Pier Chicago on May 18 2018. Joseph O'Connor (member of the Midwest Chapter and a Shipmaster) chaired the event which highlighted the contributions of the Merchant Marine over the years and included the Blessing of the Fleet and the tossing of a wreath."

Maritime Day is a special day honoring all merchant seamen, past, present and future.



3rd from left – Matthew Clifford, CEO Midwest Chapter at Maritime Day and Blessing of the Fleet, Chicago, IL



Phelps Hobart, Maritime Day, Sacramento, CA

VFW color guard
waiting at
San Pedro, CA
Maritime Day
ceremony





AMMV National Treasurer John Pitts at the luncheon following the San Pedro, CA ceremony



Phelps Hobart, Navy League and Larry Starn, AMMV RVP in Old Town Sacramento, CA

President Donald J. Trump Proclaims May 22, 2018, as National Maritime Day

On National Maritime Day, we recognize the critical role the United States Merchant Marine plays in bolstering national security and facilitating economic growth. We honor our merchant mariners for their contributions to connecting the States, supporting our military, and cementing ties among our allies.

Long known as the “Fourth Arm of Defense,” the United States Merchant Marine has served with valor and distinction in every American conflict. The important work of the Merchant Marine was never more evident than during World War II, when merchant mariners sailed dangerous seas and fought enemies as they connected our Armed Forces fighting abroad to vital supplies produced by hardworking Americans at home. In the course of their valiant efforts, they endured the loss of more than 730 large vessels, and more than 6,000 merchant mariners died at sea or as prisoners of war.

Today, American mariners facilitate the shipment of hundreds of billions of dollars of goods along maritime trade routes for American businesses and consumers. Merchant mariners are ambassadors of good will, projecting a peaceful United States presence along the sea lanes of the world and into regions of core strategic importance to our Nation. Often risking their lives by sailing into war zones, our merchant mariners continue to support our troops overseas by providing them with needed cargo and logistical support. They also advance humanitarian missions worldwide, including last year’s effort to ship tens of thousands of containers of lifesaving supplies to Puerto Rico and the U.S. Virgin Islands after they had been devastated by hurricanes.

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

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2018, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

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

DONALD J. TRUMP

Preserving America's World War II Battlefield:

How NOAA Is Working to Honor the Story of the United States Merchant Marine

Our Nation has a rich tradition of honoring and protecting special places that have defined our history. From the battlefields of Yorktown and Shiloh to the now peaceful waters of Pearl Harbor, these places serve as quiet witnesses to the valor and sacrifice of generations past. But off the coast of North Carolina lies the remains of a largely forgotten WWII battlefield that

serves as the final resting place for nearly 1,700 men lost during the Battle of The Atlantic. The National Oceanic and Atmospheric Administration (NOAA) through the Monitor National Marine Sanctuary is working to preserve and protect this battlefield and the remains of the men and ships that were lost during one of history's darkest chapters.

HISTORY WORTH SAVING

In the summer of 1973, researchers from Duke University set out to find one of the most important shipwrecks in American history – the wreck of the USS *Monitor*. Built in 1862 by the Continental Ironworks of Brooklyn, New York, the Civil War ironclad *Monitor* and her crew become national heroes on March 9, 1862 when they faced-off against the much larger CSS *Virginia* (former USS *Merrimack*) at the Battle of Hampton Roads. Less than a year later, *Monitor* would be lost along with 16 of her crew, not to the fire of the enemy, but to a sudden winter storm blown up off Cape Hatteras, North Carolina.

The discovery of the *Monitor* lying 240' below the ocean surface created a challenge for historians and the preservation community – how can the most important shipwreck in United States history be protected some 16 miles offshore? Ironically, the answer came from a piece of legislation originally created to address issues of garbage and toxic waste being dumped in the ocean.

In 1972 Congress passed the Marine Protection, Research and Sanctuaries Act of 1972 (MPRSA) or National



SS Dixie Arrow torpedoed off Cape Hatteras, NC. (NOAA)

Marine Sanctuaries Act. This Act authorized the Secretary of Commerce, through the National Oceanic and Atmospheric Administration (NOAA), to designate and protect areas of the marine environment with special national significance due to their conservation, recreational, ecological, historical, scientific, cultural, archeological, educational or esthetic

qualities as national marine sanctuaries. And so in 1975, at the bequest of the Governor of North Carolina, James Holshouser, NOAA designated the shipwreck of USS *Monitor* as our nation's first national marine sanctuary assuring its permanent protection as a war grave and memorial.

Since its designation, NOAA's Monitor National Marine Sanctuary has worked hard to protect the remains of the USS *Monitor* from illegal looting and salvage and through public programs, education and museum exhibits, has introduced her story to millions of people assuring the memory of the *Monitor* is passed on to new generations. Now NOAA and the federal government are working to preserve another story equally important and deserving of our efforts – The story of the United States Merchant Marine and their sacrifices during WWII's Battle of the Atlantic.

PRESERVING OUR WWII HISTORY

The waters surrounding the Monitor National Marine Sanctuary contain hundreds of other shipwrecks, many of which are WWII losses from the Battle of the Atlantic. In 2016, following several years of archaeological research, NOAA proposed and solicited public input to expand the boundaries of the Monitor National Marine Sanctuary off North Carolina to include additional historic shipwreck sites. The proposed expansion would protect the shipwrecks and gravesites of nearly 1,700 merchant seaman and military servicemen lost during WWII that in many

cases, currently have little or no legal protection. This area off North Carolina represents one of America's only World War II battlefields to touch the shores of the United States.

From January through July of 1942, German U-boats sank ships off the America's east coast with relative impunity. This American Theatre of World War II was the closest area of conflict to the Continental United States. This complex naval battlefield stretched from New England into the Gulf of Mexico, but the area off Cape Hatteras, North Carolina, emerged as a strategic hotspot for this activity and the resulting concentration of shipwrecks is unparalleled in the nation.

From this activity, the waters off North Carolina are recognized as the area that best represents World War II history as a battlefield in the United States. In just three years, from 1942 to 1945, 90 ships were lost off North Carolina alone as a result of this conflict. The result is an area which contains 78 merchant tankers and freighters, eight Allied warships, and four German U-boats resting on the seabed within miles of the North Carolina coast. This area also serves as a memorial to the cost of war and the unheralded bravery and sacrifice of Allied servicemen and the U.S. Merchant Marine. Monitor National Marine Sanctuary's proposed expansion boundaries would contain the most publicly accessible collection of World War II shipwrecks near America's shore and would constitute the largest area designated as a World War II battlefield anywhere in the United States.

Unfortunately, because of their proximity to the coast and their relatively shallow depth, many of these shipwrecks have been looted and stripped of artifacts over the years regardless of their status as war graves. Few of the wrecks have current legal protections and NOAA believes that the same laws that provided protection for the shipwreck of USS *Monitor* can be used to protect these gravesites as well through the National Marine Sanctuaries Act.

NOAA is now working on a proposal which would continue to allow access to

these sites for divers and fishermen and which would allow the continued free navigation of merchant ships which is important to our national economy. But what this proposal would do is make it illegal for anyone to destroy or remove artifacts from these wrecks and it would perhaps more importantly, elevate the status of these shipwrecks to assure that the stories of sacrifice, valor and heroism would be preserved and passed onto future generations like the *Monitor* before them.

EDITORS NOTE: At the March 2017 annual meeting of the American Merchant Marine Veterans Association (AMMV), AMMV members voted unanimously to support NOAA's efforts to expand the Monitor National Marine Sanctuary to preserve this WWII Battlefield but NOAA needs to hear from you! Now is the time for action and members are encouraged to write to NOAA expressing your personal support. Please send letters of support to: David Alberg, Superintendent, Monitor National Marine Sanctuary, 100 Museum Dr., Newport News, VA 23606



USS Monitor. (NOAA)



IN MEMORIAM

Unfortunately, there is only one thing in life that's certain. It is saddening to hear about so many of our AMMV members who have Crossed the Final Bar and we would like to honor several who have done more than their share to help the American Merchant Marine Veterans organization survive. They most certainly will not be soon forgotten.

CALVIN BERRY – Southwest Florida Chapter member



Calvin Berry's life in the Merchant Marine began before WW II at the age of 16. As the sole provider of his aging parents he needed work. He succeeded in getting that work as a wiper in the engine room of a freight sailing off our western coast.

He was in the engine room when the torpedo struck. Calvin went above to see his fellow sailors jumping into the Pacific. Many had their water proof clothing on. The ocean water filled many of the water proof clothing through the neck, since some of the sailors went under the water from their jump, and their water proof suit quickly filled with water. The ship was abandoned going slowly forward into the heavy oil slick. Calvin returned to the engine room, putting the engine in reverse. Returning top side he went down a hanging line into water. He landed in the oil slick and watched the submarine shoot at some floating sailors. A few hours later he was picked up by an American vessel.

He continued in the Merchant Marine through WWII, ending his career as a First Assistant Engineer. After the War he started four successful businesses in the states of California and Florida and another business in the Republic of Colombia, joined by AMMV member Leo Selvey, who Cal had shipped with while serving at sea.

Calvin was one the original members of the AMMV and served as our National Treasurer for eighteen years.

KENNETH BLUE – Golden Gate Chapter

Former CEO of the Sacramento Valley Chapter



AMMV National President Capt. Edyvean submitted the following:

"I was recently interviewed about Ken Blue by *Out2Sea*, a new digital magazine for seafarers. I answered questions, provided photos, and did my best to try and promote his book, *Civilian at Risk*. In further tribute to Ken, we are reprinting a Letter to the Editor of which he submitted over eight years ago."

MAD AS HELL!

(Reprinted from AMMV News, Letters to the Editor, Winter 2009/10 Edition)

MAD AS HELL! From Ken Blue, Sacramento Valley Chapter Dear Editor: To quote the line from the movie, "I am mad as hell and I don't care who knows it!" There, I put it in print. But to be a bit rational about it, I've been mad for years. I, of course, am referring to the recent quote from Senator Akaka, who seems to be holding up our Senate Bill S.663. I feel I have the right to be angry. I went to sea in the Merchant Marine at age 16 (to help my parents). Later, during the war years, I stuck with the Merchant Marine. I always felt like I was contributing to the war effort. I also knew I was putting myself in jeopardy. The same kind of peril I would have faced had I been in one of the Armed Services. When I hear slurs against our wartime service it makes me mad as hell. From the very



beginning, even before Pearl Harbor, American ships were attacked in the Atlantic. Few people know that the first gun fire on December 7, 1941 was against the merchant ship Cynthia Olsen one thousand miles from Hawaii by a Japanese submarine. This happened in the hours before the attack on Pearl Harbor. Incidentally, all hands were lost on the Cynthia Olsen as well as two U.S. Army passengers. Merchant ships were attacked along both coasts, even within sight of land. We were bombed, torpedoed and strafed with gun fire on every ocean. We were attacked in overseas ports while delivering supplies. The attack on Bari, Italy, may have been the worst. One of our bravest supply operations was the support of the bridgehead at Anzio, artillery. Near the war's end, Merchant ships alongside Navy vessels were the targets for the Kamikaze raids in the far Western Pacific. NOW, WHAT IS THIS ABOUT US NOT BEING EQUAL TO THE ARMED SERVICES? I thought this was decided back in 1988 when we were given DD214s for our "SERVICE." Yes, I am MAD AS HELL AND I DON'T CARE WHO KNOWS IT!

Rest in Peace, Ken.

ELIZABETH CLARK – Gulfstream Chapter CEO



As a Kings Point graduate, former naval officer, a retired Merchant Marine Captain, and holder of a Oceans unlimited Master's License, Liz sailed for about forty years.

She sailed as Chief Mate and Master with Sea-Land Service Containership Company from 1973 until she retired in 1997 (on their C2, T-2, T-3, C-4, D-6, & D-9's.)

She also had an ATP pilot license and was a Certified Flight Instructor airplane and

instruments. She also was a qualified Ground instructor Advance and instruments, single engine land & sea and multi-engine ratings; and was a scuba diver, who worked as diver with NY University Micropaleontology Dept. on bottom sediment research project in Long Island Sound and adjacent Atlantic Ocean.

Liz was a long-time chapter member and stepped up to the plate to replace the late Dave Goff, as interim National Vice President in 2012-2013.

BARBARA REHER – Honorary Southwest Florida



Chapter member

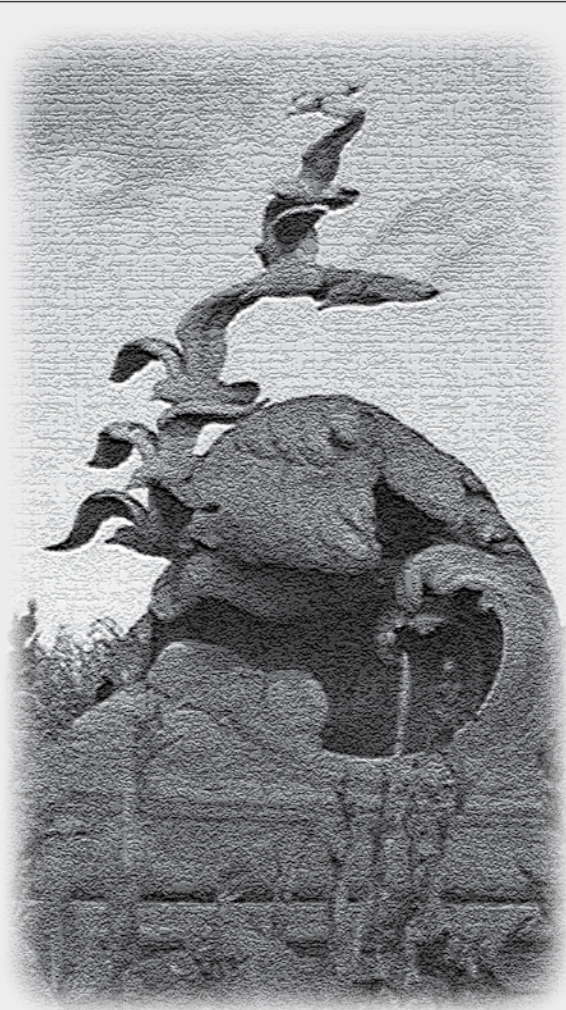
Barbara was the National Office Administrator who handled an "official" AMMV office in Cape Coral, FL., until she retired about 10 years or so ago. Then that office was closed down and it was relocated to Sindy's home in California.

Barbara had run the office for about 12-15 years and worked closely with National officers, including Frank Dooley and Hank Cap, to produce the AMMV NEWS Magazine, as well as organize national conventions while providing exemplary office administrator duties.

Her presence is still felt in some things, and although she hadn't been very active with AMMV for some years, she was a strong supporter of the U.S. Merchant Marine until the end, according to her husband, John.



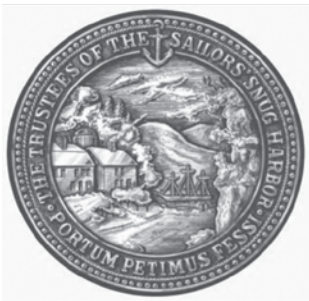
In memory of those who have Crossed the Final Bar



*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.*

HOWARD ALBERT
CALVIN BERRY
KENNETH D. BLUE
CAPT ELIZABETH CLARK
WILLIAM CROSS
FREDERICK HENRY CURTIS
JESSIE M. DEMING
CORNELIUS FARLEY
HELEN FERNANDEZ
LAURENCE F. FRONK
CLYDE H. GARREN
CAPT DONALD D. GOSSETT
JEROME "JERRY" LONDON
CAPT ROBERT W. LOVEALL
HAROLD E. "DUKE" MARTHALER
DOUGLAS ARTHUR "ART" MORRISON
ERIK OSCARSEN
AUGUST "TED" PACE
RICHARD "DICK" PARRISH
GLEN QUIER
CLINT A. QUIRK
BARBARA REHER
FREDERICK M. SARGENT, JR
BOB SEABAUGH
TERRENCE J. "TERRY" SHEA
HENRY A. SHOZDA

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.



THE TRUSTEES OF THE SAILORS' SNUG HARBOR IN THE CITY OF NEW YORK

A PRESS RELEASE

History

The Trustees of the Sailors' Snug Harbor (SSH) was incorporated in 1806 as the result of a bequest made by Captain Robert Richard Randall, a wealthy New York merchant. It was Captain Randall's desire to have his estate utilized to assist 'aged, decrepit and worn-out seamen...'.

President

Capt. Timothy Ferrie

Treasurer/Secretary

Capt. Steven Bendo

Trustee

Mr. Raymond J. Burke, Jr.

Trustee

Capt. Jim McNamara

Trustee

Ms. Veronica M. Sullivan

Financial Administrator/

Mariner Advisor

Mr. Jay Brooks

Who We Are

SSH is a non-profit organization whose mission is **to financially aid retired career mariners with a proven need of assistance**. SSH no longer owns or operates a retirement facility for mariners in Sea Level, NC, Staten Island, NY or anywhere else. Today, we assist mariners in their home communities.

Whom we assist

We offer support to career mariners who can demonstrate they have a need for financial assistance and meet the following requirements:

- 2555 days of deep sea time, at least 5 years on U.S. flagged ships **or** 14 years working on inland waters
- 65 years of age or older (exceptions may be made if mariner is disabled)
- Proven need for financial assistance
- An individual with over \$50,000 in assets will **not** be eligible (primary residence excluded)
- All public benefits available to a mariner must be accessed (if eligible) before any subsidy from SSH is approved. For example, VA benefits, Medicaid, food stamps etc.

More than 16,500 mariners have been assisted since its inception in the early nineteenth century.

Each interested Mariner must complete an application that requires detailed information about present living arrangements, financial history etc.

Contact Sailors' Snug Harbor

If you have any questions or are in need of assistance, please call our Mariner Counselor at 1-888-257-5456. The web site www.thesailorssnugharbor.org has a link to our application. If you do not have access to a computer, please call and one will be sent to you.

We look forward to hearing from you.

17 Battery Place, Suite 230, New York, New York 10004
Tel: 646-465-8585 • Toll Free: 1-888-257-5456 • Fax: 212-513-0243
www.thesailorssnugharbor.org • Email: info@thesailorssnugharbor.org

Storm the Hill Report

Details provided by STH team member/coordinator Sheila Sovo

Sunday, May 20th:

This was our arrival date at our “home port” of MIT-AGS (Maritime Institute of Technology & Graduate Studies) in Linthicum Heights, MD. Our group held a dinner meeting to discuss the upcoming days and events. Our 2018 “Storm the Hill” participants included team leader Charles A. Mills of Texas (Lone Star Chapter); Eugene Barner of Kansas (Member-at-Large); Robert Weagant of Illinois (Midwest Chapter); Laura Johnson Riddle of Arizona (Member-at-Large); and myself - team coordinator Shelia Sovo of Illinois (Member-at-Large).

Monday, May 21st:

Rally on the Capitol Grounds



Charles Mills with an SIU Apprentice at the rally

In reaching the demonstration site, our group encountered some unexpected delays. This was the fault of the limo company for switching-out the type of vehicle at the last moment (without our knowledge or

consent) which resulted in security issues.

All of our contacts were on station by the time we arrived. This included Dave Gardy from Maritime TV; a reporter from CBS-affiliate WUSA; a group of Unlicensed Apprentices from the SIU's Paul Hall Center with their Commandant, Craig Guy; and Jordan Biscardo from the *Seafarers Log*. AMMV Member Larry Groves was also present and of great assistance.

Our permitted location for this rally was “Senate East Front Grassy – Area 9”, bound by the North Mezzanine sidewalk; Fifth Street, NE, Northeast Drive and the East Front Plaza. Following our initial delay, the demonstration went as planned.

Meetings

Later in the afternoon, we met with **Senator Lisa Murkowski** of Alaska (sponsor of **S. 2127: Merchant Mariners of World War II Congressional Gold Medal Act of 2017**). Murkowski was kind enough to do a photo op with the group. Her staff said she would look into **H.R. 154** to

see what she could do (regarding need for companion bill).

Contacts: (202) 224-8767 juan_ramirez@murkowski.senate.gov; gregory_farrell@murkowski.senate.gov; Twitter: @lisamurkowski

We also met with Fair Kim of the American Maritime Congress (AMC) and Sara Fuentes of the Navy League. (You may recall that AMC President James E. Caponiti was a speaker at our St. Louis convention; also, Fuentes is to be credited for setting up the e-letters to Congress in support of WWII Merchant Mariner legislation on the NLUS website.)



Senator Lisa Murkowski (AK) sponsor of Congressional Gold Medal Senate bill S.2127 with STH WWII Veterans

Tuesday, May 22nd:

National Maritime Day events

Our group received front row seats at the annual Department of Transportation National Maritime Day ceremony, which is an “invitation only” event. Many top leaders in maritime and military were present, includ-



Secretary of Transportation Elaine Chao

ing U.S. Secretary of Transportation Elaine Chao U.S. Transportation Command (USTRANSCOM) General Darren W. McDew; and United States Maritime Administrator Mark H. Buzby. Secretary Chao introduced our STH group members individually by name. *Heave Ho* was played near the end of the ceremony, with Ad-



USTRANSCOM General Darren W. McDew with STH member Laura Johnson Riddle



Front row seats were provided for STH members at the DOT National Maritime Day ceremony.

ministrator Buzby singing the lyrics.

Next, we were the guests of honor at an informal luncheon sponsored by the Kings Point Club of D.C. We made several contacts with the KP Alumni and hope that some will join AMMV. We wish to thank Laila Linares (USMMA '06) for the invite!

Meetings

We met with the staff of Idaho **Senator Mike Crapo**, who is the Chairman of the Senate Committee of Banking, Housing, and Urban Affairs. This is the committee that is currently holding



Our STH gang were the guests of honor at a luncheon sponsored by the Kings Point Club of D.C.

our Congressional Gold Medal bill (S. 2127).

Crapo's staffers Bethany Carter and Sierra Robinson explained that a Senate bill needs 67 co-sponsors to push it out of committee. (This is what doomed the Gold Medal bill in the 114th Congress. H.R. 2992 passed in a special session under "suspension of the rules", having 312 co-sponsors. The companion bill, S. 2989, only had 34 co-sponsors.) Crapo's staffers feel S. 2127 is within reach if we can rally our supporters to make enough noise with phone calls and letters to their Senators.

We also discussed the need for a companion Senate bill to H.R. 154, but were told budgetary concerns and projected costs are bound to turn away potential support.

Contacts: (202) 224-6142; Bethany_Carter@crapo.senate.gov; sierra_robinson@crapo.senate.gov; Twitter: @MikeCrapo

Next, we dropped off pamphlets with Kansas **Senators Jerry Moran** and **Pat Roberts** (team member Barner is a constituent), then delivered a photo to California **Con-**

gresswoman Nancy Pelosi, of which her father is pictured with Charles Mills. Her staffer took down Charles' telephone number. Contacts:

Senator Jerry Moran (202) 224-6521; Twitter: @JerryMoran

Senator Pat Roberts (202) 224-4774; Twitter: @SenPatRpberts

Congresswoman Nancy Pelosi (202) 225-4965; Twitter: @NancyPelosi

Wednesday, May 23rd:

Meetings

On this morning, **Rep. John Garamendi** of

California announced from the Floor the introduction of **H.R. 5879**. *AMMV challenge coin*



This is the House companion bill to S. 2127, the WWII Merchant Mariner Congressional Gold Medal Act. Rep. Garamendi's staff was very friendly, and we thanked them for the introduction of this legislation. As soon as the bill was announced, the

Congressman asked us for a photo op! We took this opportunity to present him with an AMMV challenge coin. He conveyed that of all the challenge coins he has received, this WWII USMM coin is the most meaningful. (Garamendi also signed on as a co-sponsor to H.R. 154.)

(Note: At our 2018 National Convention, AMMV resolved to support H.R. 1240: The Energizing American Maritime Act, introduced by Rep. Garamendi. If enacted, this would provide a boost for jobs in the U.S. Merchant Marine.)

Contacts: Emily Burns (Chief of Staff) 202-225-1880; Emily.Burns@mail.house.gov; Twitter: @RepGaramendi

The next meeting was with staffer Matt Rowland of **Rep. Al Green's** office. Congressman Green is the sponsor of H.R. 154. (Note: H.R. 154 is identical to [former] Rep. Janice Hahn's H.R. 563 in the 114th Congress.) Rowland was not familiar with the H.R. 154 and didn't offer much information. Charles expressed his disappointment that the bill had not received any attention. However, Rowland was very polite and said he would investigate to learn what official number of USMM WWII Vets are registered with the VA. Contacts: (202) 225-7508; matt.rowland@mail.house.gov; Twitter: @RepAlGreen

Our group next stopped at the office of Illinois **Congressman Mike Bost**. Bost is the Chairman of the Subcommittee of Disability Assistance and Memorial Affairs, which currently holds H.R. 154. Staffer Noah Barger greeted us; also present on our behalf was American Maritime Offi-

cers (AMO) union National President Paul Doell. Shortly thereafter, Rep. Bost arrived and, being a huge history buff, chatted some WWII history with us. On the subject of the USMM of WWII, each of our Vets described some of the events that took place in the war, such as having to pay one's way back when they were released from POW camps. Rep. Bost is discussed CBO (Congressional Budget Office) costs in regards to H.R. 154. He suggested using VA numbers as well. Contacts: (202) 225-5661; noah.barger@mailhouse.gov; Twitter: @RepBost

Our scheduled meeting with the Floor Director (Hugh Halpern) for **Speaker of the House Paul Ryan** was essentially useless, as he was called away for a meeting in less than five minutes. Contacts: (202) 225-5550; (202) 225-0600; hugh.halpern@mail.house.gov; Twitter: @Speaker-Ryan

One of our more strategic meetings was with **Congressman Cedric Richmond** of Louisiana, who serves as Chairman of the Congressional Black Caucus (CBC). Also present was staffer Ms. Dominique Wardell. Charles Mills spoke entirely, informing Rep. Richmond that the USMM was the only integrated branch of military at that time. When asking Richmond why no members of the CBC have cosponsored **H.R.154**, his response was "Rep. Al Green has never asked us to co-sponsor this bill." Richmond advised that the CBC meets in two weeks and told Charles to wait until three weeks because he "guaranteed that all 45 members of the CBC would be co-sponsoring the bill". Contacts: (202) 225-6636; dominique.wardell@mail.house.gov, Twitter: @RepRichmond

CBC Contacts: (202) 226-9776; Twitter: @OfficialCBC; website: <https://cbc.house.gov/>

Earlier, while the gang was waiting to see Rep. Richmond, I walked over to the office of Missouri **Congresswoman Ann Wagner**, who was expecting us. Just prior to the kick-off of Storm the Hill, the local St. Louis station KSDK (NBC-affiliate) featured a story on WWII MM Vet Robert Westrich. Rep. Wagner's team expressed interest in our cause after viewing the story. Contacts: (202) 225-1621; emilyann.smith@mail.house.gov; zach_gates@mail.house.gov; Twitter: @RepAnnWagner

(Note: KSDK aired another story on June 6th, totaling three stories within three months about the WWII Merchant Marine. News reporter Grant Bissel has been leading the ef-



STH Vets with AMO National President Paul Doell

forts with these stories. Twitter: @gbisselKSDK)

Meetings for this day concluded with a visit to the office of **Rep. Alma Adams** of North Carolina. Staffer Katherine Stewart was very interested and said she would speak with Rep Adams in support of **H.R.154 & H.R. 5879**.

Contacts: (202) 225-1510; katherine.stewart@mail.house.gov; sandra.brown@mail.house.gov; Twitter: @RepAdams

Later that evening, we were the guests of AMO President Paul Doell, who took us out for dinner at the Capitol Hill Club. This enabled us to briefly meet and/or pose for a photo with **Rep. Trey Gowdy of South Carolina, Rep. John Shimkus of Illinois, Senator Tim Scott of Texas, and Rep. John Ratcliffe of Texas**. (With the exception of Rep.

Shimkus, we were not able to ask these reps for sponsorship of our bills.) Contacts:

Rep. Trey Gowdy (202) 225-6030; Twitter: @TGowdySC

Rep. John Shimkus (202) 225-5271; Twitter: @RepShimkus

Senator Tim Scott (202) 224-6121; Twitter: @SenatorTimScott

Rep. John Ratcliffe (202) 225-6673; Twitter: @RepRatcliffe

Thursday, May 24th:

Meetings

We began our activity with "Coffee with **Senator John Cornyn**" of Texas. Staffer Patrick Heiny was extremely respectful toward our group and (having served in the U.S. Marine Corps) expressed knowledge of the role of the U.S.

Merchant Marine. The need for a companion bill for **H.R. 154** was discussed, and we urged Senator Cornyn to co-sponsor **S. 2127**. Contacts: (202) 224-2934; Patrick.Heiny@cornyn.senate.gov; Twitter: @JohnCornyn



STH Vets waiting for a meeting

Heiny then allowed us to ride the underground tram system with him to travel to our next appointment, where we spotted **Senator Richard Blumenthal** of Connecticut, who we had met with during 2017 Storm the Hill efforts. Fortunately, we were able to get a quick photo with him. We offered Blumenthal a challenge coin and informational pamphlet, asking for support of **S. 2127**. Contacts: (202) 224-2823; Twitter: @SenBlumenthal

Our next stop was the office of **Senator Tammy Duckworth** of Illinois, who is a combat veteran of the Iraq War. With the Senator being on maternity leave, we spoke with staffer James Jarosz, asking for co-sponsorship of **S. 2127** and a companion bill for **H.R. 154**. The projected number of 5,000 Merchant Mariners (as per language in the legislation text) that would be eligible for **H.R. 154** again came up as a being a substantial obstacle to gaining co-sponsors and support. Jarosz seemed to recommend (as did most staffers) that this estimated number would have to be reduced for the legislation to gain traction. Contacts: (202) 224-2854; James_Jarosz@duckworth.senate.gov; Twitter: @SenDuckworth

At the office of **Senator Mark Warner** of Virginia, we met with staffer (Legislative Correspondent) Micah Barbour. When asking for support of **S. 2127** and a companion bill for **H.R. 154**, Barbour stressed the need for constituents to call their Congressperson and Senators and request these bills be advanced out of committee. Contacts: (202) 224-2023; Micah_Barbour@warner.senate.gov; Twitter: @



STH gang with Senator John Cornyn of Texas



Rep. John Garamendi (CA) receives AMMV challenge coin from the STH WWII veterans

Mark Warner; @MarkWarnerVA
We next found ourselves at the office of South Carolina **Senator Tim Scott**, who we had briefly said hello to the previous night at the Capitol Hill Club. The Senator wasn't present, but we spoke to his staffers and provided the rundown of **S. 2127 & H.R. 154**. Contacts: (202) 224-6121; Sherri_Pan@scott.senate.gov; Rick_Trimble@scott.senate.gov; Twitter: @SenatorTimScott

We visited the office of Maryland **Senator Chris Van Hollen** with the same requests for support. Present were staffers Spencer Knoll and Steve Sucharski. Contacts: (202) 224-4654; Steve_Sucharski@vanhollen.senate.gov; Spencer_Knoll@vanhollen.senate.gov; Twitter: @VanHollenForMD

The Legislative Correspondent (Jacob Olidort) at the office of Utah **Senator Orin Hatch** was receptive but not aware of the WWII Merchant Marine Veteran. Contacts: (202) 224-5251; KeriLyn_Michalke@hatch.senate.gov; Twitter: @senorrinhatch; @jolidort

The next scheduled meeting was with **Senator Angus King** of Maine. King is already sponsor of **S. 2127**, but we wanted to discuss a companion bill for **H.R. 154**. While waiting our turn, we recieved an offer to meet with **Senator Boozman** of Arkansas. Boozman is on the Senate Committee of Veterans' Affairs, which would be responsible for the funds appropriated, should **H.R. 154** gain a companion bill. In order to maximize our time rather than waiting in line, we left a challenge coin and information for Senator King and then proceeded to visit Boozman. Contacts: (202) 224-5344; William_Ellis@king.senate.gov; Twitter: @SenAngusKing.

We had the privilege of a photo op with Senator Boozman. As we posed for a picture of the challenge coin exchange, I asked him to sponsor a companion bill for **H.R.154** and to co-sponsor **S. 2127** in the Senate. Without quoting his exact words, he did express intent to take action. Contacts: (202) 224-4843; Twitter: @JohnBoozman

Friday, May 25th:

With all STH activities concluded and the boys on their way home, Laura and I received a private tour of the Liberty Ship *John W. Brown*. Many thanks to the Captain & crew of the *Brown* for allowing us to see firsthand the type of vessel that our fathers sailed on!



JUST RECOGNITION

Merchant Mariners of World War II Congressional Gold Medal Act of 2018

H.R.5879

Text of Bill

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

IN THE HOUSE OF REPRESENTATIVES

MAY 18, 2018

Mr. GARAMENDI (for himself, Mrs. BROOKS of Indiana, and Mr. YOUNG of Alaska) introduced the following bill; which was referred to the Committee on Financial Services

A BILL

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

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

SECTION 1. SHORT TITLE.

This Act may be cited as the “Merchant Mariners of World War II Congressional Gold Medal Act of 2018”.

SEC. 2. FINDINGS.

Congress finds the following:

- (1) 2015 marked the 70th anniversary of the Allied victory in World War II and the restoration of peacetime across the European and Pacific theaters.
- (2) The United States Merchant Marine (in this section referred to as the “Merchant Marine”) was integral in providing the link between domestic production and the fighting forces overseas, providing combat equipment, fuel, food, commodities, and raw materials to troops stationed abroad.
- (3) Fleet Admiral Ernest J. King acknowledged the indispensability of the Merchant Marine to the victory in a 1945 letter stating that, without the support of the Merchant Marine, “the Navy could not have accomplished its mission”.
- (4) President, and former Supreme Commander of the Allied Forces, Dwight D. Eisenhower acknowledged that “through the prompt delivery of supplies and equipment to our armed forces overseas, and of cargoes representing economic and military aid to friendly nations, the American Merchant Marine has effectively helped to strengthen the forces of freedom throughout the world”.
- (5) Military missions and war planning were contingent upon the availability of resources and the Merchant Marine played a vital role in this regard, ensuring the efficient and reliable transoceanic transport of military equipment and both military and civilian personnel.
- (6) The Merchant Marine provided for the successful transport of resources and personnel despite consistent and ongoing exposure to enemy combatants from both the air and the sea, including from enemy bomber squadrons, submarines, and mines.

- (7) The efforts of the Merchant Marine were not without sacrifices as the Merchant Marine bore a higher per-capita casualty rate than any other branch of the military during the war.
- (8) The Merchant Marine proved to be an instrumental asset on an untold number of occasions, participating in every landing operation by the United States Marine Corps, from Guadalcanal to Iwo Jima.
- (9) The Merchant Marine provided the bulk tonnage of material necessary for the invasion of Normandy, an invasion which, according to a 1944 New York Times article, “would not have been possible without the Merchant Marine”.
- (10) In assessing the performance of the Merchant Marine, General Eisenhower stated, “every man in this Allied command is quick to express his admiration for the loyalty, courage, and fortitude of the officers and men of the Merchant Marine. We count upon their efficiency and their utter devotion to duty as we do our own; they have never failed us”.
- (11) During a September 1944 speech, President Franklin D. Roosevelt stated that the Merchant Marine had “delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult, and dangerous transportation job ever undertaken. As time goes on, there will be greater public understanding of our merchant fleet’s record during this war.”.
- (12) The feats and accomplishments of the Merchant Marine are deserving of broader public recognition.
- (13) The United States will be forever grateful and indebted to these merchant mariners for their effective, reliable, and courageous transport of goods and resources in enemy territory throughout theaters of every variety in World War II.
- (14) The goods and resources transported by the Merchant Marine saved thousands of lives and enabled the Allied Powers to claim victory in World War II.
- (15) The Congressional Gold Medal would be an appropriate way to shed further light on the service of the merchant mariners in World War II and the instrumental role they played in winning that war.

SEC. 3. CONGRESSIONAL GOLD MEDAL.

(a) AWARD AUTHORIZED.—The Speaker of the House of Representatives and the President pro tempore of the Senate shall make appropriate arrangements for the award, on behalf of Congress, of a single gold medal of appropriate design to the United States Merchant Mariners of World War II, in recognition of their dedicated and vital service during World War II.

(b) DESIGN AND STRIKING.—For the purposes of the award described in subsection (a), the Secretary of the Treasury (in this Act referred to as the “Secretary”) shall strike the gold medal with suitable emblems, devices, and inscriptions, to be determined by the Secretary.

(c) AMERICAN MERCHANT MARINE MUSEUM.—

(1) IN GENERAL.—Following the award of the gold medal under subsection (a), the gold medal shall be given to the American Merchant Marine Museum, where it will be available for display as appropriate and available for research.

(2) SENSE OF CONGRESS.—It is the sense of Congress that the American Merchant Marine Museum should make the gold medal given to the Museum under paragraph (1) available for display elsewhere, particularly at appropriate locations associated with the United States Merchant Marine and that preference should be given to locations affiliated with the United States Merchant Marine.

SEC. 4. DUPLICATE MEDALS.

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

HOUSE COMMITTEE ON FINANCIAL AFFAIRS

As you know, House Bill HR.5879 covering the Gold Medal Act for 2018 was introduced by Congressman John Garamendi in late May. It was referred to the House Committee on Financial Services for approval. **We are, once again, asking you to contact – either by mail, phone or social media – these Congresspersons, WHO ARE MEMBERS OF THIS COMMITTEE, and request that they sign on as Co-sponsors of HR.5879 AND that they rush to approve this Bill so it can be “marked up”, voted on and passed in the U. S. House of Representatives this session.**

		DISTRICT ADDRESS				DISTRICT TELEPHONE	WASH DC A/C 202
Garland “Andy” Barr	R	2709 Old Rosebud Rd.	Lexington	KY	40509	859-219-1366	225 4706
Joyce Beatty	D	471 E. Broad St. #1100	Columbus	OH	43215	614-220-0003	225 6465
Ted Budd	R	128 Peachtree Ln. #A	Advance	NC	27006	336-998-1313	225 4531
Michael E. Capuano	D	110 1st. St.	Cambridge	MA	02141	617-621-6208	225 5111
Wm. Lacy Clay, Jr.	D	111 S. 10th St. #24-344	St Louis	MO	63102	314-367-1970	225 2406
Emanuel Cleaver	D	101 W. 31st St.	Kansas City	MO	64108	816-842-4545	225 4535
Charlie Crist	D	696 1st Ave. N. #203	St. Petersburg	FL	33701	727-318-6770	225 5961
Warren Davidson	R	12 S. Plum St.	Troy	OH	45373	937-339-1524	225 6205
John K. Delaney	D	9801 Washingtonian Bl. #330	Gaithersburg	MD	20878	301-926-0300	225 2721
Sean Duffy	R	208 Grand Ave.	Wausau	WI	54403	715-298-9344	225 3365
Keith Ellison	D	2100 Plymouth Ave. N	Minneapolis	MN	55411	612-522-1212	225-4755
Tom Emmer	R	9201 Quaday Ave. NE #206	Otsego	MN	55330	763-241-6848	225-2331
Josh Gottheimer	D	65 Harristown Rd. #104	Glen Rock	NJ	07452	201-389-1100	225-4465
Jeb Hensarling	R	6510 Abrams Rd, #243	Dallas	TX	75231	214-349-9996	225-3484
J. French Hill	R	1501 N. University Ave #150	Little Rock	AR	72207	501-324-5941	225-2506
James A. Himes	D	888 Washington Bl, 10th flr	Stamford	CT	06901	203-353-9400	225-2265
Trey Hollingsworth	R	279 Quartermaster Ct.	Jeffersonville	IN	47130	812-288-3999	225-5315
Bill Huizenga	R	1 South Harbor Ave #6B	Grand Haven	MI	49417	616-414-5516	225-4401
Randy Hultgren	R	40W310 Lafox Rd. #F2	Campton Hills	IL	60175	630-584-2734	225-2976
Ruben Kihuen	D	2250 N. Las Vegas Bl. #500	North Las Vegas	NV	89030	702-963-9360	225-9894
Daniel T. Kildee	D	111 E. Court St. #3B	Flint	MI	48502	810-238-8627	225-3611
Peter T. King	R	1003 Park Blvd #7	Massapequa Park	NY	11762	516-541-4225	225-7896
David Kustoff	R	5900 Poplar Ave., #202	Memphis	TN	38119	901-682-4422	225-4714
Barry Loudermilk	R	9898 highway 92, #100	Woodstock	GA	30188	770-429-1776	225-2931
Mia B. Love	R	9067 South 1300 West #101	West Jordan	UT	84088	801-996-8729	225-3011
Frank D. Lucas	R	10952 NW Expressway #B	Yukon	OK	73099	405-373-1958	225-5565
Blaine Luetkemeyer	R	2117 Missouri Blvd.	Jefferson City	MO	65109	573-635-7232	225-6536
Stephen F. Lynch	D	88 Black Falcon Ave #340	Boston	MA	02210	617-428-2000	225-8273
Thomas MacArthur	R	33 Washington St.	Toms River	NJ	08753	not listed	225-4765
Carolyn B. Maloney	D	1651 3rd Ave #311	New York	NY	10128	212-860-0606	225-7944
Patrick T. McHenry	R	87 4th St. NW/PO Box 1830	Hickory	NC	28603	828-327-6100	225-2576
Gregory W. Meeks	D	67-12 Rockaway Beach Bl.	Arverne	NY	11692	347-230-4032	225-3461
Alexander X. Mooney	R	405 Capitol St. #514	Charleston	WV	25301	304-925-5964	225-2711
Gwen Moore	D	219 N. Milwaukee St. #3A	Milwaukee	WI	53202	414-297-1140	225-4572
Stevan Pearce	R	570 N. Telshor Rd.	Las Cruces	NM	88011	855-473-2723	225-2365
Robert Pittenger	R	2701 Coltsgate Rd. #205	Charlotte	NC	28211	704-362-1060	225-1976
Bruce Poliquin	R	6 State St., #101	Bangor	ME	04401		225-6306
Bill Posey	R	2725 Jud. Fran.Jamison #C	Melbourne	FL	32940	321-632-1776	225-3671
Dennis A. Ross	R	170 Fitzgerald Rd. #1	Lakeland	FL	33813	863-644-8215	225-1252
Keith J. Rothfus	R	6000 Babcock Bl. #104	Pittsburgh	PA	15237	412-837-1361	225-2065
Edward R. Royce	R	1380 S. Fullerton Rd. #205	Rowland Heights	CA	91748	626-984-5123	225-4111
David Scott	D	173 N Main St	Jonesboro	GA	30236	770-210-5073	225-2939
Brad Sherman	D	5000 Van Nuys Blvd #420	Sherman Oaks	CA	91403	818-501-9200	225-5911
Steve Stivers	R	3790 Municipal Way	Hilliard	OH	43026	614-771-4968	225-2015
Claudia Tenney	R	49 Court St., #210	Binghamton	NY	13901	607-376-6002	225-3665
Scott R. Tipton	R	225 N. 5th St. #702	Grand Junction	CO	81501	970-241-2499	225-4761
David A. Trott	R	625 E. Big Beaver Rd.#204	Troy	MI	48083	248-528-0711	225-8171
Juan Vargas	D	333 F St. #A	Chula Vista	CA	91910	619-422-5963	225-8045
Nydia M. Velazquez	D	266 Broadway #201	Brooklyn	NY	11211	718-599-3658	225-2361
Ann Wagner	R	301 Sovereign Ct. #201	Ballwin	MO	63011	636-779-5449	225-1621
Maxine Waters	D	10124 S Broadway #1	Los Angeles	CA	90003	323-757-8900	225-2201
Roger Williams	R	1005 Congress Ave. #925	Austin	TX	78701	512-473-8910	225-9896
Lee M. Zeldin	R	31 Oak St. #20	Patchogue	NY	11772	631-289-1097	225-3826

Special Items From Our Readers

Editor's note: Since our membership in AMMV is shifting to more members-at-large than chapter members a few changes are considered appropriate; so, in order to acknowledge folks, we have decided to combine Chapter News with MAL News. Please continue to submit your items to us though whether they're chapter or MAL. It's all important information.



l to r: Eugene Barner, Bob Ross, Sally Langwah

AN OUTSTANDING BIRTHDAY

Region Six Vice President Bob Ross recently celebrated his 90th birthday in El Dorado, AR with family and friends from all over. Eugene Barner, just returned from his STH adventures in Washington, DC came in from Kansas City and Sally and Roy Langwah from Florida celebrated with Bob. Cards came from all over the county – with one lipstick “embossed” card embarrassing him greatly. His family and friends teased him persistently about it and a grand old time was had by all.



MEMORIAL DAY IN CHICAGO

Matthew Clifford (President Midwest Chapter); Alderman James Balcer, Master of Ceremonies; and Robert Weagant (Secretary Midwest Chapter) represented the Midwest Chapter on stage at the 2018 Memorial Day Wreath Laying Ceremony at Daley Plaza Chicago. The Merchant Mariners were acknowledged with the Honor Guard carrying our flag and the band playing Heave Ho.

Submitted by Karyn Holm, Treasurer – Midwest Chapter.



A SPECIAL CEREMONY SAN PEDRO, CA

L.A. City Councilman Joe Busciano and Board Director David Jones join Issie Deitsch, a veteran merchant mariner who served on the SS. Lane Victory during WW II, to commemorate the lives of fellow vets lost at sea during a dedication ceremony on Saturday, June 23, 2018 aboard the Lane Victory in San Pedro, CA.

AMERICAN MERCHANT MARINE VETERANS INC.

CONSTITUTION AND BYLAWS

Amended July 1, 2018

As approved by the Board of Directors and general assembly on March 16th, 2018 at the AMMV National Convention in St. Louis, MO.

PREAMBLE

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

CONSTITUTION

Article I - NAME OF THIS ORGANIZATION

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

Article II - ENABLING LAW

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

Article III – OUR PURPOSE IS:

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

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

Article IV - MEMBERSHIP

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

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

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

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

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

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

Article V - ORGANIZATION

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

Article VI - MEETINGS

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

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

Article VII – AMENDMENTS TO THE CONSTITUTION AND BYLAWS

Amendments to this Constitution and ByLaws may be proposed by a Motion adopted by the Board of Directors and approved by a majority vote of the membership votes officially cast.

BYLAWS

ARTICLE 1 – MEMBERSHIP

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

ARTICLE II - NATIONAL OFFICERS

SECTION 201 – ELECTED OFFICERS AND VACANCIES

The officers of the national organization shall consist of:

President

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

Secretary

Treasurer

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

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

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

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

- To be eligible for any National or Regional Vice President office, the candidate must be a member in good standing. A member may hold one elective office and more than one appointive office. Elections for National office will be held on odd numbered years; elections for Regional Vice President office will be held on even numbered years.
- All persons seeking National or Regional Vice President office (including those eligible for re-election) shall notify AMMV National Headquarters (Office Administrator) and/or the National President by mail or email by December 31st of the year prior to desired election. Beginning on January 1st of any given election year, no previously undeclared candidate(s) will be considered. Nominations “from the floor” during the National Convention for any National or Regional Vice President office(s) will not be allowed. All elected National Officers shall hold their office for a term of two (2) years commencing at the start of the fiscal year, as stated in Section 209 of the ByLaws, and shall hold office for a term of two (2) years or until installation of their successor, if after the end of their fiscal elected year. Installation shall be before the end of the annual convention at which the officer is elected. In the absence of any duly elected officer, he or she may be installed when represented by any member selected for that purpose. No president can serve over two (2) year terms. However, if the president is elected after absence from office for at least one (1) term, then he or she shall be eligible for two (2) consecutive two (2) year terms.

SECTION 203 – NATIONAL CONVENTION

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

- The AMMV News magazine (official quarterly publication of the AMMV organization) shall serve as official notice to all members and existing chapters of the National Convention dates, location, and details.
- The National Convention location should, when possible, be rotated by Region.
- The minutes from the National Convention will be published in the next regularly scheduled issue of the official publication (AMMV News).
- The purpose of this convention shall be to conduct business necessary for the efficient operation of the organization.

SECTION 204 – ELECTED NATIONAL OFFICERS – POWERS & DUTIES.

PRESIDENT

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

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

Section 204 (F) details duties of the National President in relation to meeting payment obligations of the organization.

EXECUTIVE VICE PRESIDENT

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

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

REGIONAL VICE-PRESIDENT

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

They shall be available to each Chapter to arbitrate any Constitution and ByLaws violations.

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

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

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

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

SECRETARY

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

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

The National Secretary shall notify the Board of Directors of all meetings.

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

TREASURER

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

The National Treasurer shall insure valid signatures specimens are on record at all institutions of deposit. Section 204 (F) details duties of the National Treasurer in relation to meeting payment obligations of the organization.

The National Treasurer shall purchase, at the expense of the organization, a fidelity bond covering all officers authorized to sign or countersign checks and any National officers handling monies or securities of the organization. The National Treasurer shall prepare a financial statement for the fiscal year ending June 30th. This fiscal statement shall be published in the August issue of the official publication. The National Treasurer shall prepare for the Board of Directors a quarterly financial report of the 15th day following the end of the quarter.

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

NATIONAL OFFICERS & METHODS OF ISSUING MONIES/PAYMENTS DUE

There are two methods in which AMMV will meet its payment obligations. The first method is the longstanding traditional method, in which the National Treasurer shall pay out monies in payment of obligation only on authority given by the National President. If using this payment method, all checks shall be signed by the National Treasurer and countersigned by the National President or any Board Member (when necessary). The second method allows for the National President to directly issue due payments electronically via the use of online banking. If using this payment method, the National Treasurer will be notified by the National President via email with the details of each electronic transaction. The National Vice President shall be copied on such emails.

It is understood that the four elected National Officers have the means to set-up an online profile and to view AMMV's transaction record at any time. On the authority of mutual agreement between the National President and the National Vice President, the National Office Administrator shall have "guest viewing" privileges to access to this online account in order to better perform his/her duties.

It is intended that the use of online banking, which allows for the automatic record keeping of payment transactions, will provide a quick and accurate recall of transactions for use in any audit situation. In addition, the separate email records of the National President, Vice President and Treasurer would give auditors additional information regarding the processing of online transactions.

SECTION 205 – NATIONAL BOARD OF DIRECTORS.

The property and business of the organization shall be managed by a Board of Directors as per Constitution Article V. and as constituted per Article II Section 201, 205 and 206 of the ByLaws. A National Board of Directors member, unable to attend a meeting, may appoint, per proxy, a member in good standing to fulfill his duties. The Board of Directors member unable to attend shall submit a Proxy letter to this effect to the National President before said meeting.

As entrusted by the Board, the National President, as Chairman of the Board, will designate an Executive Committee of the Board, consisting of the

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

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

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

SECTION 206 - VOTING PROCEDURES

A. SELECTION OF NATIONAL DELEGATES

- Voting procedures (excluding full Board voting) outlined under Section 206 (A), paragraphs 1-4, will apply only for the purposes of voting on organizational Resolutions and/or other incidental business that may arise at the National Convention. Voting for National and Regional officers will be conducted via a mail ballot system as defined in Section 206 (C); voting on proposed changes to the AMMV Constitution and ByLaws shall also be conducted via a mail ballot system per Section 510 (A).
- Each local Chapter, at a regular meeting prior to the National Convention shall select a delegate or delegates to the National Convention to represent the local chapter members. The delegate or delegates shall represent the voice of their Chapter.
- The local Chapter Executive Officer shall certify their Chapter delegates to represent the Chapter members and the respective secretaries will authenticate the delegates' credentials letter. The credentials letter of the local Chapter delegates shall list by name each member of the local Chapter they are representing. If the CEO is not attending the convention, a delegate may be designated to serve as a representative of the CEO, for convention Board of Directors business. Such credentials letter shall be initiated by each individual Chapter.
- Each delegate will present the credentials letter to the Nominating & Credentials Officer prior to the first business meeting of the National Convention. The Nominating & Credentials Officer, with assistance from the National Office Administrator, will verify the credentials letter and determine if each member is in fact a bona fide member.
- National delegates who have not presented their credentials to the Nominating & Credentials Officer before the Convention has been called to order will not be permitted to vote.

VOTING BY INDIVIDUALS

National members-in-good-standing with "Member-At-Large" status, while attending the National Convention, may cast an individual vote in each instance where a vote for an organizational Resolution or other incidental (non-Board) business is called for. Voting for National and Regional officers will be conducted via a mail ballot system as defined in Section 206 (C); voting on proposed changes to the AMMV Constitution and ByLaws will be performed in conjunction with the mail balloting system for officers, as mandated in Section 501 (A).

COUNTING AND RECORDING THE BALLOTS BY COMMITTEE

- On any given election cycle, ballots for National offices or Regional Vice President offices shall be mailed by AMMV HQ to all National members- in-good-standing, regardless of whether such members are members of a chapter or Members-At-Large, and regardless of whether such members are full or associate members.
- Each ballot will include a return envelope with current address of the AMMV National Office Administrator.
- The National Office Administrator will collect and transport all received ballots to the National Convention. All ballot envelopes will remain unopened.
- * A three-person Ballot Committee will be selected during the general business session to officially tally the votes and declare a winner for each contested office and declare a result of each proposed change to the AMMV Constitution & ByLaws.
- * Any member-in-good-standing who wishes to protest and personally review the results may do so in the company of the selected three-person Ballot Committee and at least two officers (National and/or RVP). If such a recount is called for, it must be conducted on the same business day as the original count.
- * If only one candidate for a given office has been established per Section 202 (B), then such candidate will be considered the winner of said office; no counting/tallying will be necessary.
- * On any given election cycle, if all candidates qualifying per Section 202 (B) are unopposed, then such candidates will be considered the winners of their pursued offices; and, if simultaneously, there are no proposed changes to the AMMV Constitution & ByLaws, then no mail balloting will be conducted during such election cycle.

SECTION 207 – APPOINTED OFFICERS

APPOINTED OFFICERS

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

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

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

EDITOR – (Official Publication)

- a. The official publication shall be known as American Merchant Marine Veterans News. This publication shall be issued at least once each

quarter. Any orders, official notices, and the financial reports published in the official publication shall be deemed sufficient and lawful notice to all members for all purposes whatsoever.

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

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

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

NOMINATING & CREDENTIALS OFFICER – the Nominating & Credentials Officer shall oversee all nomination, election, and Ballot Committee activities in strict accordance with AMMV's Constitution & ByLaws and make any decisions which may arise in such areas.

SECTION 208 – STANDING COMMITTEES

The President shall, by resolution, appoint the following Standing Committees, which shall include at least one member of the Board of Directors.

Said appointments shall be announced by the National President and published in the official publication.

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

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

CONVENTION COMMITTEE – The Convention Committee will oversee the planning and execution of our annual National Convention, including all financial duties and the production of the convention program book (aka Memory Book).

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

CONSTITUTION & BYLAWS COMMITTEE

INTERNET & SOCIAL MEDIA COMMITTEE – This committee shall oversee the official AMMV website and all official AMMV social media platforms such as Facebook, Twitter, etc. Committee members shall supervise the volunteers who run these sites to ensure that AMMV's views are properly represented.

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

MEMBERSHIP COMMITTEE – This committee will work diligently to recruit new members and to retain existing members.

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

SECTION 209 – FISCAL YEAR

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

SECTION 210 – NATIONAL DUES

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

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

SECTION 211 – BUDGET

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

ARTICLE III - CHAPTERS

SECTION 301 – FORMATION – CHARTERING

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

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

SECTION 302 - SUSPENSION AND REVOCATION OF CHARTER

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

SECTION 303 – CHAPTER DUES

Each Chapter shall set its own dues.

SECTION 304 – ELIGIBILITY TO OFFICE

National membership shall be a requisite for holding office.

SECTION 305 – VOTING PROCEDURE

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

ARTICLE IV – WELFARE FUND

SECTION 401 – PURPOSE

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

SECTION 402 – ACCOUNTING

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

ARTICLE V – AMENDMENTS

SECTION 501 – AMENDMENTS

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

Proposed amendments with supporting statements shall be submitted to the Board of Directors for printing in up to two publications of the AMMV News magazine prior to the National Convention, subject to publishing deadlines.

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

ARTICLE VI – DISSOLUTION OF THE CORPORATION

SECTION 601 – DISSOLUTION OF THE CORPORATION

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

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

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

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

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

SS Jeremiah O'Brien

SS John W. Brown

SS Lane Victory

SS Red Oak Victory

SS American Victory

ARTICLE VII – GRIEVANCES AND LITIGATION

SECTION 1 – PROCEDURE FOR RESOLVING MEMBERSHIP GRIEVANCES.

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

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

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

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

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

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

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

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

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

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

SERVICE IN VIETNAM AND EXPOSURE TO HERBICIDE AGENTS

Editor's note: Information was distributed by Nathan Millar of the USVA at a Western Region Convention in Reno. It includes Agent Orange information from the Federal Benefits for Veterans – 2016 Edition. You are urged to work closely with your local or State VA officer on these important issues.

June 1, 2018 – updated information AGENT ORANGE REGISTRY

For Veterans possibly exposed to dioxin or other toxic substances in herbicides used during the Vietnam War between 1962 and 1975, regardless of length of service; exposure on land in Vietnam, or **on a ship operating on the inland waterways of Vietnam between Jan. 9, 1962 and May 7, 1975**; service along the demilitarized zone in Korea between April 1, 1968 and Aug. 31, 1971; possible exposure on or near the perimeters of military bases in Thailand between Feb. 28, 1971 and May 7, 1975; or possible exposure due to herbicides tests and storage at military bases in the United States and locations in other countries, DoD has provided a list of locations and dates where herbicides, including Agent Orange, were used. This DoD list is available on the Web at www.benefits.va.gov/compensation/docs/shiplist.docx. For those sites not listed, the Veteran should provide some proof of exposure to obtain a registry examination. Information is also available through VA's Special Issues Helpline at 1-800-749-8387.

Background

This ships list is intended to provide VA regional offices with a resource for determining whether a particular US Navy or Coast Guard Veteran of the Vietnam era is eligible for the presumption of Agent Orange herbicide exposure based on operations of the Veteran's ship.

According to 38 CFR § 3.307(a)(6)(iii), eligibility for the presumption of Agent Orange exposure requires that a Veteran's military service involved "duty or visitation in the Republic of Vietnam" between January 9, 1962 and May 7, 1975. This includes service within the country of Vietnam itself or aboard a ship that operated on the inland waterways of Vietnam. However, this does not include service aboard a large ocean-going ship that operated only on the offshore waters of Vietnam, unless evidence shows that a Veteran went ashore. Inland waterways include rivers, canals, estuaries, and deltas. They do not include open deep-water bays and harbors such as those at Da Nang Harbor, Qui Nhon Bay Harbor, Nha Trang Harbor, Cam Ranh Bay Harbor, Vung Tau Harbor, or Ganh Rai Bay. These are considered

to be part of the offshore waters of Vietnam because of their deep-water anchorage capabilities and open access to the South China Sea.

In order to promote consistent application of the term "inland waterways", VA has determined that Ganh Rai Bay and Qui Nhon Bay Harbor are no longer considered to be inland waterways, but rather are considered open water bays. This is a change from previous policy. As of February 2, 2016, new ships will not be added to the list based on operations in those locations and no additional dates for operations in those locations will be added to those ships already on the list. Veterans who served aboard ships already on the list for those locations will retain the presumption of Agent Orange exposure. New Veteran claimants who were aboard ships in those locations, during the dates already on the list, will also qualify for the presumption of exposure. This presumption will extend to all future disability claims from these Veterans. However, Veterans who were aboard ships in those locations, during new dates not currently on the list, will not qualify for the presumption. Likewise, Veterans aboard new ships in those locations will not qualify for the presumption of exposure.

Ship Categories

The list contains five categories of ships that operated on the waters of Vietnam. A Ship is placed on this list when documentary evidence shows that it fits into a particular category. The required evidence can come from an official ship history, deck logs, cruise books, Captain's letters, or similar documents. A specific ship may be listed in more than one category, based on its activities. Evidence requirements for the presumption of Agent Orange exposure may vary depending on what dates the Veteran was aboard and what ship activity occurred on those dates. Ship categories include:

I. Ships operating primarily or exclusively on Vietnam's inland waterways

This category includes smaller naval vessels involved with patrolling and interdicting enemy activity on the inland waterways of Vietnam. It also includes ships supplying and supporting those operations. Examples of such vessels include swift boats, river patrol boats, and LSTs [landing ship, tank]. The inland waterways are often referred to as "brown waters" because of their muddy color and the naval vessels operating on them are referred to as the Brown Water Navy and/or the Mobile Riverine Force. All Veterans who served aboard these vessels are eligible for the presumption

of Agent Orange exposure because their primary service was on the inland waterways of Vietnam.

II. Ships operating temporarily on Vietnam's inland waterways

This category includes large ocean-going ships that operated primarily on Vietnam's offshore waters for gunfire support of ground operations and interdiction of enemy vessels travelling along coastal waters. It also includes ships supplying and supporting these operations. Examples of such vessels include destroyers, cruisers, and cargo ships. The deep offshore waters are often referred to as "blue waters" and naval vessels operating on them are referred to as the Blue Water Navy. Ships in this category entered Vietnam's inland waterways temporarily as part of their gunfire, interdiction, or support missions. All Veterans who served aboard these vessels at the time of entry into Vietnam's inland waterways are eligible for the presumption of Agent Orange exposure.

III. Ships that docked to shore or pier in Vietnam

This category includes large ocean-going ships of the Blue Water Navy that entered an open water harbor and docked to a pier or otherwise docked to the shore of Vietnam. As a result of this docking, it is assumed that crewmembers had the opportunity to go ashore for a work detail or for liberty leave. Therefore, any Veteran aboard the ship at the time of docking will be eligible for the presumption of exposure if that Veteran provides a lay statement of personally going ashore.

IV. Ships operating on Vietnam's close coastal waters for extended periods with evidence that crew members went ashore

This category includes large ocean-going ships of the Blue Water Navy that conducted a variety of missions along the close coastal waters of Vietnam for extended periods of time. Documentary evidence has been obtained for all ships in this category showing that some crewmembers actually went ashore. Examples of such vessels include hospital ships, harbor repair ships, mine sweepers, and seaplane tenders. Also included are combat ships, such as destroyers, when evidence shows that crewmembers went ashore. Because shore activity of some crewmembers has been documented, any Veteran aboard the ship at the time of documented shore activity will be eligible for the presumption of exposure if that Veteran provides a lay statement of personally going ashore.

V. Ships operating on Vietnam's close coastal waters for extended periods with evidence that smaller craft from the ship regularly delivered supplies or troops ashore

This category includes large ocean-going ships of the Blue Water Navy that conducted supply missions to Vietnam or transported troops into and out of the country through use

of smaller landing craft housed within the mother ship. Examples of such vessels include attack cargo ships, amphibious attack transports, and landing ship docks. The smaller landing vessels within these ships required a crew of from 3 to 14, depending on size, as they ferried supplies or troops to and from shore. Although official documents show that some crewmembers went ashore with the landing craft, they do not generally provide the names of these crewmembers. Additionally, many of these ships are listed for extended time frames because they routinely travelled back and forth between the US and Vietnam, and between Vietnam and other Asian Pacific ports, as they delivered supplies and troops to Vietnam. Therefore, military records should be checked to ensure that the Veteran was aboard when the ship was in Vietnamese waters (as shown by a PIES O34 request).

Any Veteran aboard the mother ship during the time frame of offshore Vietnam landing craft activity will be eligible for the presumption of exposure if that Veteran provides a lay statement of personally going ashore with the landing craft.

Locating Ships on the List

In addition to its name, all US Navy and Coast Guard vessels are assigned letters and numbers, usually painted on the forward hull of the ship, that identify the ship type and the numerical order in which it was built. Ships on this list are arranged by these letter-number designations. Vessels within each category are arranged alphabetically by the ship type letter designations and then numerically by hull numbers within that ship type. As an example, for the USS Ingersoll (DD-652), "DD" represents the "destroyer" ship type and the number shows that this is the 652nd destroyer built for sea service. A computer search for specific ship names or letter-number designations can be done with the "Find" function located in the drop down menu of the toolbar "Edit" function.

This list is evolving and is not complete. Therefore, the presumption of Agent Orange exposure should not be denied solely because the Veteran's ship is not on this list. All development described in the procedures manual should be followed in cases involving ship activity, including sending a request to the Army and Joint Services Records Research Center for review of deck logs. When regional office personnel obtain evidence showing that a ship fits into any of these categories, the evidence should be forwarded to the Compensation Service Agent Orange Mailbox so that the ship can be added to the list [VAVBAWAS/CO/211/AGENTORANGE].

Merchant seamen may need to show evidence of specific shipping papers to qualify.

SS MAYAGUEZ – the last incident of the Vietnam War – MAY 12, 1975

Beginning in 1965, the SS *Mayaguez* sailed a regular route for Sea-Land Services in support of American forces in Southeast Asia: Hong Kong -- Sattahip, Thailand -- Singapore. On May 7, 1975, about a week after the fall of Saigon, *Mayaguez* left Hong Kong on a routine voyage.

She was launched in April 1944 as SS *White Falcon*, a C2-S-AJ1 (U.S. Maritime Commission) built by North Carolina Shipbuilding Company of Wilmington, NC.

After World War II, she was renamed *Santa Eliana*. In 1960, she was lengthened and widened by Maryland Shipbuilding and Drydock and converted into a container ship. She could carry 382 containers below and 94 on deck. **She was the first all-container U.S. flag ship in foreign trade.** She was renamed SS *Sea* in 1964, and SS *Mayaguez* in 1965.

Under attack

On May 12, 1975 the SS *Mayaguez* was in a regular shipping lane in the Gulf of Siam about 60 miles from the coast of Cambodia, but only about 8 miles from Poulo Wai, an island claimed by Cambodia, Thailand, and Vietnam. There were many small boats about. Suddenly, a few American-made PCF Swift gunboats headed from Poulo Wai towards the *Mayaguez*. At 2 PM, a 76-mm shot was fired across her bow.

Captain Charles T. Miller heeded the warning and at the same time sent out a Mayday message. Cambodia had fallen in mid-April, and the gunboats were in the control of the Khmer Rouge, who had captured 27 crewmen of 7 Thai fishing boats, shot at a South Korean freighter, captured 7 South Vietnamese vessels, and held a Panamanian ship for 35 hours. The crew of the SS *Mayaguez* received no warning about these events before Khmer Rouge naval forces boarded the SS *Mayaguez*.

Captain Miller, of Fountain Valley, CA, stalled as long as he could, pretending not to understand, and telling his captors his radar was malfunctioning. Finally, he was forced to follow the gunboat into Kampong Saom on the mainland.

Around noon on May 13, the ship anchored off Kaoh Tang, a small island 30 miles off the Cambodian coast. U.S. Air Force P-3, Orion, F-4E Phantom, F-111A, A-7D Corsairs, and AC-130H “babysat” the *Mayaguez*. Just before 4 PM, pilots saw smoke coming from the stack of the *Mayaguez*. Two Corsairs strafed across her bow and the smoke died down. Many small boats milled around the *Mayaguez*, making it hard for the airmen to determine exactly what was happening. They saw the 39 man crew board a fishing boat at 7 PM on May 13 and saw people disembarking fishing boats at Kaoh Tang island. They assumed - incorrectly -- the *Mayaguez* crew was on the island.

President Gerald Ford denounced the seizure as an “act of piracy” and demanded immediate release of the ship. Diplomatic efforts were unsuccessful and at 5:45 PM on May 14, the President ordered military action. A Marine Corps detachment at Subic Bay was given the assignment. They were to board a ship at sea -- the first such maneuver since 1826.

Mariners volunteer

Rear Adm. Sam H. Moore, Military Sealift Command, asked for volunteers from MSC ships in Subic Bay to accompany Marines during recapture of the ship to help get her underway. Late on May 13, Captain Raymond Iacobacci of USNS *Greenville Victory* found 6 volunteers among his MSC crew for the dangerous mission [USNS stands for United States Naval Ship -- Navy controlled with civilian crew]:

					
Clinton Harriman, First Officer	Karl Lonsdale, Third Officer	Robert Griffin, Yeoman Storekeeper	Michael Saltwick, 2nd Asst. Engineer	Hermino Rivera, Fireman Watertender	Epifanio Rodriguez, Oiler

Volunteers from USNS Greenville Victory

The volunteers were briefed at 11 PM and at midnight were aboard an Air Force C-141 on their way to Utapao Air Base in Thailand where 1,100 Marines landed after flights from the Philippines and Okinawa. U.S. Air Force planes sank three Cambodian gunboats to prevent their taking *Mayaguez* crew to the mainland.

The Marines showed the MSC mariners photos of the *Mayaguez* and discussed plans to retake the ship. First Officer Harriman told the Marines they could have the ship under way within 2 to 6 hours after boarding -- if nothing was damaged.

In a three pronged attack, Marines were to overpower Cambodian soldiers believed to be aboard the *Mayaguez*, allowing the MSC crewmen to prepare and sail the ship to safety.

Marines in helicopters were to make an amphibious assault on Kaoh Tang island.

Navy aircraft from the carrier *USS Coral Sea* were to strike military targets in the mainland Kompong Som area.

At 3 AM on May 15, the Marines, an Army linguist, 6 volunteer USAF bomb disposal experts, 6 sailors from *USS Duluth*, and the 6 MSC mariners boarded 3 helicopters bound for the *USS Harold E. Holt*, which was to provide a boarding platform for the assault. The CH-53s were too big for the Holt's helicopter pad, so the men in one helicopter clambered down rope ladders; others went down the cargo ramp as the helicopters touched down only their rear wheels.



Boarding the SS Mayaguez

Air Force planes dropped tear gas on the *Mayaguez* in advance of the boarding. *USS Holt* maneuvered alongside and 48 Marines stormed over the side like swashbuckling pirates. They found no one aboard. About 8 AM the MSC mariners, wearing gas masks, boarded the *Mayaguez*. Within 5 minutes, they had the emergency diesel generator running. At 8:20 AM the Marines raised the American flag

The volunteers hauled out tow lines and cut the anchor chain with an acetylene torch. At 10:45 AM, *USS Holt* began her tow, while MSC engineers worked to get steam up.



Release of the Mayaguez crew

About that time, a Thai fishing boat approached the *USS Wilson* which was off Kaoh Tang island supporting the amphibious assault. Aboard the boat, which was captured by the Cambodians a few days earlier, was a Thai crew and the 39 men of the *Mayaguez*. They had been set free by their captors after being moved earlier in the day to Kompong Som in a small Cambodian gunboat. They had then been moved again to tiny Kach Island and had been freed there.

At noon, all *Mayaguez* crewmen were back aboard their own ship. The volunteers continued to assist until 7:30 PM, when they climbed into an Army tug boat and were flown to the MSC office in Sattahip.

Marine Assault on Kaoh Tang

Meanwhile, on the northern tip of Kaoh Tang, the marine assault force arriving at 6 AM on the east and west beaches met heavy fire. Khmer Rouge held their fire until the CH-53 helicopters were close in. Machine guns, mortars, and rocket propelled grenade launchers devastated the helicopters. At 7:30 AM only 109 of the planned 180 marines were on the island in 3 separate locations, with Khmer Rouge infantry entrenched in bunkers in the 1000 feet of jungle between them. A-7D Corsairs provided cover, but the *Mayaguez* crew was thought to be in a building directly by the gun emplacements.

At 11:30 AM, 100 more marines landed. The plan called for 250 marines in the second wave, but by then there were only 4 helicopters available. Then word came of the safe arrival of the *Mayaguez* crew on the *USS Wilson* and the marines planned their withdrawal. Khmer reinforcements coming in from the south were stopped by 15,000 pound BLU-82 bombs.

After the last helicopter left around 8 PM, a head count showed 3 marines were left behind on the island. In 1999, Department of Defense investigators found evidence to indicate one of the Marines was killed a few days later while trying to steal food from the Khmer Rouge. The other two were captured within a few days, executed, and buried on Kaoh Tang island.

The 6 volunteers from the *USNS Greenville Victory* were awarded the Merchant Marine Distinguished Service Medal and the Navy Distinguished Civilian Service Medal.

In accepting his medal, Hermino Rivera stated, "I'm glad to have been able to do something for my country, and I wouldn't hesitate to volunteer in the future."

The reason for the unexpected release of the *Mayaguez* crew has never been fully understood; among the many theories are successful intervention by China or Israel.

The SS *Mayaguez* was scrapped in 1979.

Editor's note: This article is reprinted from the massive usmm.org website provided for many years by AMMV member-at-large Toni Horodysky and her late husband, Dan. This website is an invaluable tool for information and we are very appreciative of Toni's continued sponsorship of it. Donations for the cost are truly appreciated. She can be contacted at usmm.org@comcast.net.

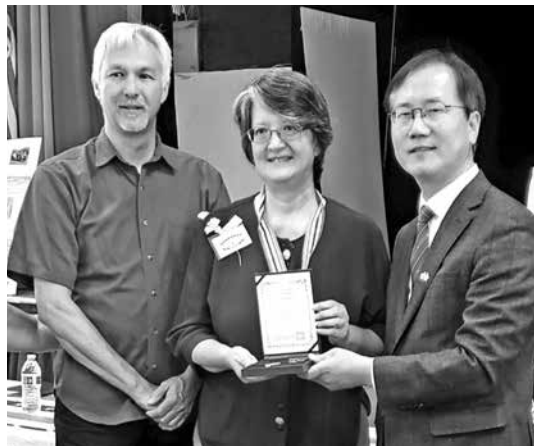


A MUCH DESERVED TRIBUTE TO A FATHER

Submitted by Scarlett Rose, Member-at-Large

Scene: the 29th annual Korean War Veterans Luncheon held on June 23rd at the VFW Hall in Anderson, CA, to honor many Korean War Veterans of Northern California. Traveling that day from San Francisco, the Korean Consul General Joon-yong Park presented the Ambassador's Peace Medal to about 30 local veterans, including my deceased father, Ellis Rose, a Military Sea Transportation Service veteran. He was the first MSTS veteran to ever receive this medal! After the Peace Medal was given, Korean War Air Force Veteran Bill McKinney presented the Korean Service Medal, awarded by the Maritime Association (MARAD), to me on behalf of my father. This medal was the official proof of my father's service during the Korean War.

It has taken me a couple years of research to learn about



l to r: Scarlett's brother; Scarlett Rose, member-at-large; Korean Consul General Joon-yong Park

the MSTS and how to get copies of my father's Navy civilian records, then figuring out how to apply for each of these medals. After starting out with Deveda Midgett as the contact person at MARAD for medals, I finally received the Korean Service Medal, with certificate and accompanying formal letters, with the assistance of Bill McDonald, Director of the Office of Sealift Support at MARAD and Rear Admiral Mark Buzby, Administrator of MARAD.

I greatly appreciate Bill's timely help in getting the Korean Ambassador's Peace Medal awarded on my father's behalf. A longtime friend, Kim Chamberlain, had applied for the Peace Medal

for my father, along with other veterans. Because merchant mariners do not receive DD-214s for the Korean War, Bill McDonald made a phone call and sent an email to the Korean Consulate to confirm my father's eligibility for the Peace Medal.



INTO THE RAGING SEA

Thirty-Three Mariners, One Megastorm, and the Sinking of *El Faro*

Author: Rachel Slade

Reviewed by Capt. Christopher J. Edyvean - AMMV National President

With the sinking of the *El Faro* on October 1st, 2015, the U.S. Merchant Marine suffered its greatest tragedy since the *Marine Electric* was lost in 1983.

There has been much written about the *El Faro* tragedy since that fateful day, and thus far AMMV has declined to cover the story, partially out of respect for the families but also because so many others have reported on it - from armchair mariners to professional journalists. However, if I could sum up this book in one word, it would be “*honest*”; I don’t believe a more accurate account of this story exists or will ever exist. Slade carefully dissects the personalities and backgrounds of various crew members and officers while bringing to light various personnel conflicts (both aboard ship and with the vessel’s office) to capture a clear picture of shipboard life prior to the sinking. Many things went wrong to ultimately find this vessel at the bottom of the ocean - from questionable management, to poor decision-making, to lack of safety enforcement - Slade does not leave a stone unturned.

However, *Into the Raging Sea* does not end with the loss of the ship. The heroic search and rescue efforts are documented, as U.S. Coast Guard rescue units put their own lives on the line in hopes of finding survivors. Later in the book, Slade covers the ensuing investigations. It is interesting to note how the company maintained its arrogance, even in the face of grieving family members. Perhaps the greatest jewel to be gleaned from this writing is the understanding of how simple it could be to prevent future losses by implementing and adhering to stringent safety criteria. In fact, the Maritime Safety Act of 2018 (H.R. 6175) has been introduced for this purpose.

Slade’s research for this book included meeting with one of the original vessel designers; making trips with the pilot who guided the ship out of Jacksonville prior to the storm; and sailing on a transatlantic cargo ship voyage. Her website is: <http://www.rachelslade.net>.

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THE FIRST NAVAL BATTLE OF THE REVOLUTIONARY WAR

And the beginning of the U.S. Merchant Marine

On June 12, 1775, the Battle of Machias was the first naval battle of the American Revolution. Citizens of Machias, Maine (then part of Massachusetts) captured the armed British schooner *HMS Margaretta* when it threatened their town.

After the opening shots of the Revolution on April 19, 1775, American militia laid siege to the city of Boston, trapping the British army inside the city. British General Thomas Gage was forced to import supplies by sea since all land access was cut off. Loyalist merchant Ichabod Jones made a deal with Gage to sail to Machias, on the far NE part of present day Maine, to bring back a load of lumber to Gage, who needed it to build barracks for arriving troops.

Machias

Jones' sloops *Polly* and *Unity* left Boston, accompanied by the *HMS Margaretta* for security, arriving at Machias on June 2. The *Polly* and *Unity* went straight up the bay to Machias, while the *Margaretta*, under command of Midshipman James Moore, stopped to retrieve the guns from the wreck of the *HMS Halifax*, which had run aground in the bay earlier in the year.

When Jones arrived in the town, he explained to the citizens that he wanted to exchange his load of flour and other goods for a shipment of lumber. The citizens met on the 6th and voted against the transaction, not wanting to aid the British. Jones then called on Moore who brought the *Margaretta* within firing distance of the town. This caused alarm in the town and they voted again, this time to acquiesce in the transaction with Jones.



Captain Jeremiah O'Brien

Captain Jones, however, refused to do business with anyone who had previously voted against the deal, which made many citizens angry. Colonel Benjamin Foster, leader of the local militia, took matters into his own hands. On June 11, the militia attempted to capture Jones and Moore while they at-

Maine



tended church. Moore got away to the *Margaretta*, but Jones ran into the woods where he hid for two days.

Action

Meanwhile, Foster and the merchantmen took over and boarded the *Polly* and the *Unity* and running up alongside her, demanded that Moore surrender the *Margaretta*. After some brief gunfire exchange, Moore sailed downriver and tried to get away. While running, his main boom and gaff were broken in high winds removing his ability to navigate. At this point, he commandeered another ship and took its boom and mast to replace his own..

Back in Machias, the *Unity* was quickly re-equipped for battle, along with another ship, the *Falmouth Packet* and the two ships set out after the *Margaretta*, under command of Jeremiah O'Brien, a local captain. On June 12th, the much faster *Unity* overtook the *Margaretta* and after several attempts, her crew was able to tie the two ships together. Shots were fired and several on both sides were killed. When Moore, captain of the *Margaretta*, threw several grenades onto the *Unity*, he was shot in the chest by Sam Watts. Moore died a few days later from his wounds. With their captain down, the crew of the *Margaretta* quickly surrendered. They were later turned over to the Massachusetts Provincial Congress.

Captain Jeremiah O'Brien served with distinction and has had five US Navy vessels named after him since. The Battle of Machias has the distinction of being the first naval battle of the American Revolution.



Membership Application for:

AMMV MEMBER-AT-LARGE

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

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

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



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

NAME: _____ PHONE: _____

ADDRESS: _____

EMAIL: _____

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

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

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

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

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



A HISTORICAL MONUMENT

Editor's note: submitted by AMMV member Larry Groves, who attended and participated in the rally that our 2018 STH staged near the White House in Washington, DC. on Maritime Day, May, 22, 2018.

Dear Sindy:

Although I have driven by the Navy-Merchant Marine monument in Lady Bird Johnson Park on Columbia Island, Washington, DC many times, June 2nd was the first time I stopped to see it.

It was designed in 1922 and dedicated in 1924 to honor those U.S. Navy and U.S. Merchant Marine who died at sea during World War I. It is also called "Waves & Gulls" and depicts seven seagulls above the crest of a wave. It stands 35 feet tall and 30 feet wide.

The memorial reads:

"To the strong souls and ready valor of those men of the United States, who in the Navy, the Merchant Marine and other paths of activity upon the waters of the world, have given life or still offer it in performance of heroic deeds. This monument is dedicated by a grateful people."

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STORM THE HILL – 2018



STH rally held on the East side of the Senate Building on May 21st