

AMERICAN
MERCHANT MARINE
VETERANS

NEWS MAGAZINE

**H.R.550 - “Merchant Mariners
of World War II Congressional
Gold Medal Act of 2019”
Passes House of
Representatives**





HONORING ALL WHO SERVED

Veterans Day

NOVEMBER 11, 2019





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CONGRATULATIONS to all on the passage of H. R. 550 "WWII Merchant Marine Congressional Gold Medal Act." The first stage of the journey to attain a collective gold medal recognizing the efforts and sacrifices of U.S. Merchant Marine during WWII is at the halfway point. Now it is on to the Senate where the companion bill S.133 will require 67 co-sponsors to

bring the bill to a vote. When passed in the Senate, the bill will be sent to the President's office for his approval and signature.

Please contact your Senators via phone, email, letter, in person, or all these methods to get them to co-sponsor this bill – S.133 - and make the Gold Medal a reality!

Still needed are Congressional co-sponsors of H. R. 154 "Honoring Our WWII Merchant Mariners Act of 2019" which will provide for a one-time payment of \$25,000 to eligible American Merchant Mariners who provide a DD-214 for service in the USMM between December 7, 1941 and December 31, 1946. We need to continue to contact our Congress to co-sponsor this bill as well. We have proven that we can make a difference with the Gold Medal Act. We can't stop now, please contact your Congressperson to co-sponsor HR.154!

The passage of HR.550 is great news, but bittersweet due to the recent passing of: AMMV President Emeritus Morris Harvey; Walter Broll; Doug Pushard; Mel Rogow; Mickey Anderson; Frank Baker, Jr.; Peter Chelemados; Ed Craig; Pat Geiselman; Bob Johnson; Curtis Leatherwood; Charles Reynolds; Charles Single; Richard Smith; Francis Smouse; Joseph Soltis; William Seinbaugh; Charles Thompson; Donald Tomlin; Charles Trombley; Herb Weinstein; Ray Westburg and all those who fought for the passage of legislation to recognize their efforts, struggles, patriotism and sacrifices in WWII.

As mentioned above, HR.550/S.133, the Gold Medal Bill, have the best chance of succeeding at this time. That doesn't mean we are giving up on HR.154 providing for \$25,000, but it does mean that if we can push any legislation across the finish line, we are going to do our best and ask you to help us to do that by contacting your Senator to co-sponsor S. 133 and also contact your Congressperson to co-sponsor H.R. 154.

In keeping with the finest tradition of the U.S. Merchant Marine providing service to the United States, the Ameri-

can Merchant Marine Veterans Vice-President, Captain Dru DiMattia recently answered the call when on September 16th, U.S. Transportation Command called for the no-notice activation of 28 of the 61 ships in the reserve sealift fleet. This was a test to see if the ready reserve fleet is capable of its intended purpose spurred on by the Maritime Administration. Dru signed aboard the Ready Reserve Fleet vessel *Cape Douglas* in Charleston and saw the mission through successfully. Several AMMV members asked if Dru had to resign from his AMMV office of Vice-President. Since this was a temporary assignment, Dru will continue as Vice-President. Please join me in thanking Dru and his fellow mariners for always being where they are needed, which carries on the legacy left to us by the U.S. Merchant Marine Veterans of WWII!

Thank you for all you have done and all you continue to do!

Fair Winds & Following Seas.

Fraternally,

John Pitts
President, AMMV

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National Vice President Capt. Anthony "Dru" DiMattia



"Call All Hands"

..... This should be on your radar screen!

The AMMV needs "all hands" to continue calling your local Senators in support of S. 133. As of this writing, we are at 36 co-sponsors!

Never before have the Congressional Gold Medal

bills, for awarding our WWII Merchant Marine Veterans come within the reach of becoming law!

Again, we need each and every one of you to call or write your Senators, who may have not signed on to S. 133 yet. Refer to page 23 later in this issue.

As you know, we have had great collective efforts spearheaded by our own AMMV Team and the maritime community. Please refer to the Maritime Labor Unions' letter, collaborating support of our WWII Merchant Marine Veterans Congressional Gold Medal act. Visit our website for details at <https://www.ammv.us> or pages 25-35 from the Navy League at their website <https://www.navyleague.org/programs/legislative-affairs>.

Let's get this done!

USTRANSCOM/MARAD/MSC News:

On the 16th of September the D.O.D. ordered via USTRANSCOM, / MARAD / MSC, an unannounced Turbo Activation rendering a "stress test" on 28 vessels. 22 of the vessels are in the RRF program under MARAD; Military Sealift Command, had 6 vessels. Hopefully the results will be publicly shared. These results may lead into constructive outcomes addressing our U.S. Merchant Marine needs; "IN PEACE AND WAR."

Currently we continue to fight for legislation protecting the three-legged stool of maritime policy: Jones Act; Cargo Preference; and the Maritime Security Program.

The U.S. Merchant Marine needs a "shot in the arm" with new construction, especially in order to meet the strategic sealift capabilities. Please read over Navy League's Maritime Policy 2019-2020 shared here with Navy League's approval.

Home front news:

On the home front here in Southwest Florida, I wish to convey continued efforts made on behalf of the AMMV. Though the Southwest Florida Chapter has closed; we remain

active with members-at-large! With many ways to gain local recognition to our cause, community service goes a long way in helping! Recent contribution has been made to the Rotary Club of Cape Coral, by donating \$350.00 to the School Safety Zone project by purchasing a bench for the bus stops. Visit the link here; <https://capecoralrotary.org/safe-zones.html>

The American Merchant Marine Veterans will have a sponsorship plaque on one of the benches. Note: The Rotary Club kicked in \$5000.00 towards the recent Merchant Marine Memorial project dedicated in May 2019. Our very own, Dave Yoho was the keynote speaker!

The Southwest Military Museum and Library still allows the SWFLA Chapter of the AMMV to meet every third Tuesday. On behalf of our late Chapter, we made a donation of \$350.00 to purchase a solar panel for the Museum's renewable energy project. The AMMV name will be recognized as a sponsor!

Maritime community efforts needed:

In closing, the AMMV encourages all the maritime community for joining the shared causes of maintaining our rich heritage! Everyone who understands the U.S. Merchant Marine shares in these sentiments and feels they are long overdue!

We strive to recognize our maritime history and remain current in the battles that remain on the horizon. I don't need to explain to our members what would happen if one of the legs of the stool were knocked out from under our current maritime policy.

Seeing the Maritime Labor Unions come together for the common cause of our WWII Merchant Mariners is a great step forward in all of us sharing in this rich heritage.

Check out the hard work that goes on at the living museum ships around the country. SS Lane Victory, SS American Victory, (hosted our 33rd Annual Convention in Tampa, FL) SS Red Oak Victory, SS Jeremiah O'Brien, SS John W. Brown, and the NS Savannah; tentatively scheduled to host AMMV during our 34th Convention in Baltimore, March 2020!

Not to forget, the great efforts in the Navy Armed Guard/Merchant Marine Museum coming soon in Vero Beach, FL. These venues continuously strive to serve the public by showcasing our maritime history. They need your support!

Have a good Watch!

Captain Dru DiMattia



National Secretary Stanley Blumenthal



The loss of a devoted leader:

Morris Harvey chose me to run for National Secretary the first time I attended a National convention, when I indicated that I was interested in some minor office. Since there was no competition I was automatically elected. Also, he attended a secondary ceremony of our chapter's MM monument when we added some carved stones while he was President. We at Gulfstream Chapter sorely miss his wise, devoted leadership.

Updated efforts about building mega cruise ships:

From: Buzby, Mark (MARAD) <mark.buzby@dot.gov>

To: using <sblumen123@aol.com>

Sent: Mon, Apr 22, 2019 11:47 am

Subject: RE: Mega Cruise Ships built in America

Good Morning Stanley,

No traction yet; have discussed with Secretary's Chief of Staff and asked for a time to discuss with her. In meantime, I did reach out to a couple of contacts in the US shipbuilding industry to seek their thoughts on taking on such a project. The two that I did speak to both said the same thing: the investment in shipyard infrastructure (building ways/drydocks/assembly halls) to accommodate a mega-sized ship - without any firm orders-is beyond their funding capacity. Absent some significant subsidy from the government to build such a ship, they are not competitive with the foreign yards that are receiving tax breaks and other cash infusion.

Not DIW - but not much headway either. I'll continue to raise it with the Secretary.

Be well,

Mark

Mark H. Buzby
Maritime Administrator

Mark

RE: Building two (as China) mega Cruise Ships, enclosed is a NY Times and a SEAFARERS LOG, both having articles about your boss, powerful Elaine L. Chao who is married to powerful Senate Majority Leader Mitch McConnell. I should think that Transportation Secretary Chao could easily get the ear of our 'Make America Great Again' President who could make a public announcement that he initiated such a plan to build these ships which in my humble opinion could help him get re-elected for a 2nd term? Think what it would do for our jobs, economy, tax collecting, pride and even Home Land Security? Who in this country would oppose it?

You wisely investigated and found that two ship builders confirmed that if they had a firm contract, proper subsidies and tax breaks like other ship builders in other countries get, they could also build them. Meanwhile our public is cruising on foreign ships except in one case, the aged Jones Act 'Pride Of America' serving the Hawaiian trade.

At 94, a WW II American Merchant Mariner I am sure you can understand my interest in this matter and I would appreciate a response.

You be well,

Stanley



National Office Administrator Lynn Kelly

YES, DUES ARE DUE! Our membership year ended on June 30th. If you are not sure if you have paid your \$32 for the July 1, 2019 through June 30, 2020 year, please call Lynn (475) 470-9200 or email ammermarvets@gmail.com
If you know you have not paid please send your check to:

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

People have asked me what we do and why we do it:

I very often refer them to an informative piece published on the U. S. Merchant Marine website www.usmm.org founded by AMMV member Toni and the late Dan Horodysky. This is a quick retelling of the history of the U.S. Merchant Marine in WW II. It explains why we say, "The first to go; last to return" and why, 75 years later, we are still advocating for those heroes.

"The first American victim to Axis aggression was the SS *City of Flint*, captured by a Nazi battleship in October 1939. The first U.S. ship sunk was the *MS City of Rayville*, which hit a German mine in Nov 1940, killing one mariner. The toll of men killed grew to 243 before Pearl Harbor. Mariners were among the first U.S. Prisoners of War and were held by both Germans and Japanese.

"Merchant Ships were at the front the moment they left port, subject to attack by submarine, surface raider, mines, bombers, kamikaze, and land-based artillery. Surprisingly, many attacks took place off the east and southern coasts of the U.S. Each man onboard was assigned a battle station and either manned guns or passed ammunition during battle. About 9,300 mariners were killed and 12,000 wounded. They suffered the highest casualty rate of any service during WW II with one in 26 killed, compared for instance, to the Navy whose casualty rate was one in 114. Over 1,500 ships were sunk, with one in eight mariners losing their ship.

"It took 15 tons of supplies to support one soldier for one year at the front. Mariners delivered tanks, amphibious craft, airplanes, jeeps, ammunition, boats, fuel, trucks, medical supplies and food while taking part in every invasion from Normandy to Okinawa. The number of merchant seamen grew from 55,000 to 250,000 in order to equip the armed forces.

"Mariners remained in war zones and continued to suffer casualties long after the fighting troops came home to enjoy the benefits of the GI Bill. Fifty-four ships struck mines after V-E or V-J Day."

Why we're still working for recognition today:

As he signed the GI Bill in June 1944, President Roosevelt said:

"I trust Congress will soon provide similar opportunities to members of the merchant marine who have risked their lives time and time again during war for the welfare of their country."

With Roosevelt's death, mariners lost their champion. No recognition or benefits were granted.

In 1977 Congress created an application process for Veteran Status. Mariners were continually denied, while telephone operators and even Women's Air Service Pilots who washed out of training were approved. It took a lawsuit by three torpedoed mariners in 1987 for the government to grant Veterans status in Jan 1988. This was too late for the seamen, now in their 60's, to take advantage of most benefits.

Mariners still seek full, official recognition for their heroism and vital role in making a WW II victory possible. For this reason, AMMV members continue to work tirelessly to advocate for the Congressional Gold Medal Bill for WW II Merchant Mariners as well as HR.154 for Just Recognition. I urge you to contact your senators and representative in Congress to make them aware of the MM history.

Source: www.usmm.org March 2005
Calm Seas,

Lynn C. Kelly





NEWS Magazine Editor Sindy Raymond



AMMV'S 34th NATIONAL CONVENTION – MARCH 25-29, 2020 – BALTIMORE/LINTHICUM HEIGHTS, MD.

Well, time doth fly when we're having fun! We're ready to start thinking about the next AMMV National Convention which will be held at the Maritime Conference Center (MCC) that is associ-

ated with MITAGS in Linthicum Heights, Maryland.

Registration forms and hotel information are included later in this issue and the convention is shaping up to be a productive and interesting one. So far, plans for speakers include Bill Geroux, author of "The Ghost Ships of Archangel: The Voyage that Defied the Nazis" and "The Matthews Men". However, many feelers have been forwarded to other possible speakers and we should have more information on them in the next AMMV NEWS, Winter 2019-2020 edition. We'll keep you updated as progress is made.

MCC has been a historically pleasant venue for our AMMV conventions before and I'm sure it will be again. One of the features I have enjoyed previously is their maritime memorabilia display, located in the adjacent



academic MITAGS building. Have you seen it? You might want to check it out.

Of course, business meetings will be held but entertainment plans include our loyal Sally and Roy Langwah with a possible side trip to a musical show and an offsite tour pending. Baltimore is vibrant, historical city and it's always interesting. HOPE TO SEE YOU THERE!

Also included later in this issue is our annual Commemorative Magazine space order form. Traditionally, these editions for the convention have been widely distributed and full of salutations and good will from the sponsors. Please consider submitting your camera-ready artwork to include in this special edition.

A RESTORATION PROJECT PROPOSED

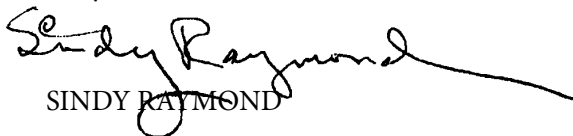
The waterfront of San Pedro, CA, in the harbor of Los Angeles, is being extensively renovated. The Board of Directors of the American Merchant Marine Veterans Memorial Committee, Inc. are planning to upgrade the beautiful Monument to American Merchant Marine Veterans. The statue of two seamen on a Jacob's ladder will remain untouched, but the surrounding plaza and fountain are being considered for resurfacing and general retrofit. The plans under consideration are designed to compliment the berthing area, promenade & LA Maritime Museum flanking the Memorial & Walls of Honor.

The Memorial was constructed in 1989, with the Walls of Honor being added in 2003. Both are located in the center of San Pedro's waterfront and serve to continue honoring the memory of those brave Mariners who made the ultimate sacrifice.

All of this takes funds and donations are gladly accepted. Please see information and a most generous offer on this further along in this NEWS Magazine. Your help will be much appreciated. Please help support this major project.

LOOKING FORWARD TO RENEWING OLD FRIENDSHIPS AND MAKING NEW ONES IN BALTIMORE NEXT MARCH.

See you there,


SINDY RAYMOND

"ALL ABOARD" — A LIGHTHOUSE LESSON

Editor's note: Excerpted from a book called "All Aboard for Sunrise Lands", published in 1883. The extremely-illustrated book is the story of "Uncle Nat" Stevens, of past 40 and a sea captain, taking his nephews, 14-year old Ralph and his brother, Rick, about three and a half years younger, on an educational trip from the East Coast to California and then across the Pacific to Japan, China, New Zealand and Australia.

LIGHTHOUSES:

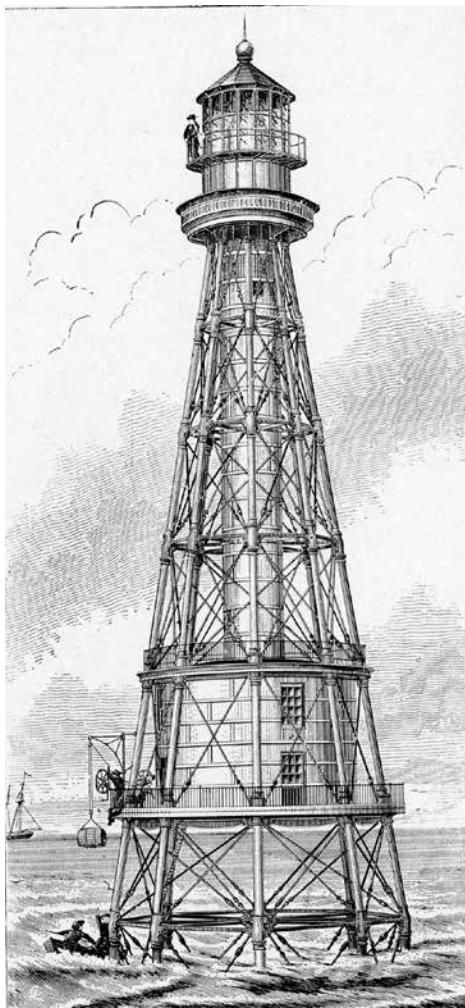
"Boys," said Uncle Nat, after supper one evening, "If you will come into my state-room at once, I will show you some pictures of lighthouses, and tell you all I know upon the subject".

The invitation was accepted eagerly, and there were two pair of bright, searching eyes turned toward the pictures that Uncle Nat pointed out.

"In the first place, where rocks or shoal water may be, we have beacons or buoys if they will answer. We make beacons of stone and then again of wood or iron. A very common kind of buoy is simply a spar anchored at one end, and that we call a spar-buoy.

Buoys may be of iron, and in that case are made hollow and will float. I know of dangerous rocks off Boston Harbor called the Graves, and a horn-buoy has been put there. The sea, when uneasy and moving, forces the air into this horn, and a solemn groan it has! Then a bell-buoy may be used, and the motion of the waves will keep the bell dismally sounding. We must have something in such places, for the risks are great and a wreck is an ugly sight for the sailor.

"Sometimes a lightship is used as in this picture. Such a vessel must be strongly built, one too that will swing easily at anchor, and be in readiness

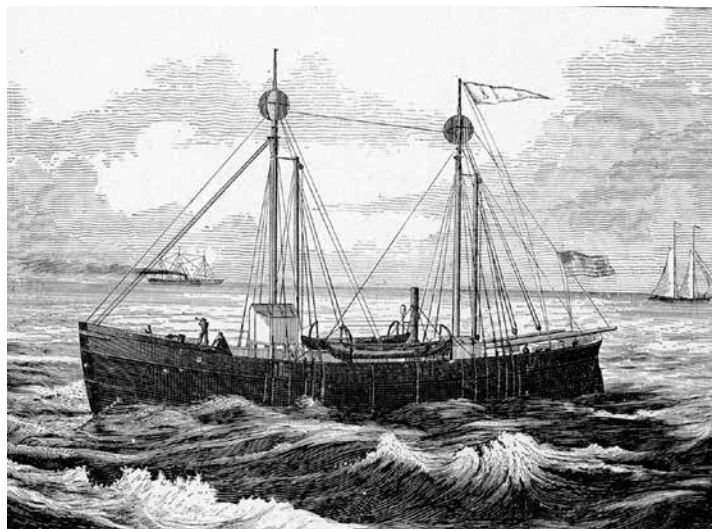


to meet any emergencies arising from her perilous position. You can see the chain-cable that moors this one, and she has a steam fog-whistle with which she keeps piping away in the mist. The light she shows at night is carried at the mast-head. You notice the uneasy throw of the waters around her, showing that shoal sea is close at hand, Off in the distance is a steamer, and a sailor with a spy glass is trying to make her out. Now we come to the lighthouse, and this picture is one on Mt. Desert. It is of the ordinary kind, a tower built on a good strong foundation, and it is doing excellent service with its warning beams. Nearby, tossing in the angry waters is a fragment of a mast, and the moonlight shows a vessel away off, that looks as if in a ticklish position. A structure like this is common, but here is one that is simply a house on a solid base of stone-work, and in the cupola of the house is the lantern. It is a Long Island Sound light. Rather a lonesome home that would be for you, boys.

"A modern style lighthouse is one resting on iron piles strengthened by braces. This is a picture of the lighthouse at Thimble Shoal, Hampton Roads, VA. On one side, there is a ladder descending to the sea, and on the other, they hoist and lower their boats. In Boston Harbor is a light

that makes you think of this, called Bug Light. At a distance, you fancy it is a beetle crawling over the water toward you. I can testify that this beetle has bright eyes on dark nights.

"The modern style — many-legged or centipede style as I call it — will do unless the sweep of the water is like that at Minot's Ledge, near Boston, and then they had better substitute something else. Minot's Ledge is a few miles from the entrance of Boston



First Class Lightship with steam fog whistle.



Fourth Order Lighthouse, at Penfield L.I. Sound

Harbor, an ugly stretch of ledge out into the sea. It is a bad place in a gale, and the waves thrust up their ragged white arms as if to tear the lighthouse down. When I was a boy, a structure was put up that rested on piles of iron, and it did very well for a time but a fearful storm came up that raged terribly along the New England coast. I remember I went from school, my green satchel in my hand, down to the old wharves at home to see the great tide of that storm. I never saw such tides there, before or since. I remember they rose up and swept clear over wharves supposed to be high enough out of water always. In that storm, the fancy piece of pipe-stem on Minot's Ledge went over, the iron piles snapping like dry pine twigs. The waves so strong that they rolled ashore stone weighing one or two tons. The keepers, poor fellows, went with the wreck. When Minot's Ledge was occupied again, they gave up the pipe-stem style and built of stone, tier upon tier, solid and true. As you can only work upon the ledge at a certain stage of the tide, it took several seasons to prepare the foundation and lay a few courses of granite. But it was finished at last, and a splendid pile of granite it is."

"Uncle, what is it they light up the lantern with?"

"Do you mean, Rick, how they do it? Let me go back some way. There is at the mouth of the river Garonne in France, a lighthouse nigh three hundred years old, and it is a fine structure. For a light, at first they burnt pieces of oak in a chauffer or small furnace. That was a common mode, and long



Lighthouse at "The Thimble Shoal," Hampton Roads, VA

practiced. It seems a wonderful advance, when over this little bonfire upon the lighthouse tower, a rough reflector in the shape of an inverted cone was suspended and prevented the upward passage of the light. In 1760, Smeaton, the famous engineer of the Eddystone lighthouse, used wax candles. In 1789, in the old Garonne lighthouse, a Frenchman, Lenoir, put mirrors or reflectors near Argand lamps introduced into the lantern. The Argand lamp has a circular wick and chimney. By-and-by in the present century, came Fresnel who made extensive improvements, introducing what is called the lens principle. A lens is any substance that will let the light through and refract or bend it. For instance, when a piece of glass is convex as we say,

or when it bulges out, it will so bend the image of an object as to enlarge it. In telescopes and microscopes, we take advantage of this magnifying principle, and the big lens in the lighthouse tower is so constructed that the light of a lamp comparatively small is magnified into the shining of a mammoth ball of fire, till it seems like a new-risen sun above the dark surface of the sea."

"What a lot Uncle Nat knows!" said Rick to Ralph when they were by themselves. "Yes," said Ralph with a wise air, "and I will tell you how it happened. Mother says when Uncle Ned went to sea, he would spend his leisure time reading. That is the way boys ought to do," he added, exercising an older brother's privilege and annexing a suggestion intended for the benefit of the careless and ignorant youth, Rick. "That is the way to rise in this world."



How Uncle Nat spent his leisure hours.

A Sinking in Saigon – *USNS Card*

SAIGON, South Vietnam, Saturday, May 2, 1964— Communist terrorists sank a United States aircraft transport, the *USNS Card* in Saigon Harbor. Of the 73 civilian crew members, five were killed by the explosion.

It was the first time a major United States vessel had been sunk in the battle against the Vietcong. Efforts to sink a U.S. vessel had been made a few months earlier by the Vietcong. On the evening of December 29, 1963 an attempt was made to sink the *Card*'s sister ship, *USNS Core*. Two Vietcong commandos carried their bomb devices, which had about 180 lbs. of explosives, through the sewer tunnel. They attached the explosives to *Core*'s hull, set the timer and retreated into the sewer to await the outcome. The bombs failed to explode because the battery had expired due to protracted storage. Determined the operation would remain a secret, the commandos snuck back to *Core* and retrieved the explosive devices. *Core* and its crew sailed from Saigon without any damage.

On May 2, 1964 the *Card* was loading a cargo of old helicopters for return to the United States and had been

scheduled to sail later that day. Shortly after midnight on May 2nd, two Viet Cong commandos climbed out of through the sewer tunnel again, near the area where *Card* was anchored and attached two loads of explosives to the ship's hull.

The explosion occurred at 5 A.M., and the ship began sinking almost immediately. It settled onto the muddy bottom of the 48-foot-deep Saigon River with her flight deck and superstructure above water. Capt. Borge Langeland, the 55-year-old civilian skipper, of New Orleans, said there was a possibility the ship would capsize.

Captain Langeland said the full extent of the damage to the *Card*, or the size of the hole, had not been determined "but the hole must be very big and it probably will be many weeks before the *Card* can leave Saigon for the United States."

"The explosion hammered through the ship, jarring engine room attendants," Captain Langeland reported. "The ship began to take water immediately, forcing several crewmen to hurriedly evacuate their quarters. The crew



immediately closed off the lower compartments.”

Second Mate Raymond Arbon, 45, also of New Orleans, who was on watch at the time of the explosion, was knocked down but unhurt.

Pieces of the ship’s steel railing and planks from the pier to which she had been moored were scattered across the wharf and the *Card*’s steel superstructure was bent by the blast.

BACKGROUND:

USNS Card was a Bogue-class escort carrier that had served in the United States Navy. She had World War II service in the North Atlantic and had a Presidential Citation from her clashes with Nazi U-boats. In 1946 *Card* was decommissioned and transferred to the Atlantic Reserve Fleet. On May 16, 1958, *Card* re-entered service with the Military Sea Transport Service (MSTS), under the control of the United States Navy but manned by a civilian crew.

With the escalation of the Vietnam War, the United States government stepped up military support for South Vietnam’s fight against the Viet Cong. On December 15, 1961, *USNS Card* left Quonset Point, Rhode Island, with a cargo of H-21 Shawnee helicopters and U.S. soldiers from Fort Devens, Massachusetts, bound for Vietnam. At Subic Bay in the Philippines, the cargo and troops were transferred to *USS Princeton*, which arrived and unloaded off the coast of Da Nang the following month.

From 1961 onwards, *Card* and *USNS Core* regularly docked in Saigon to unload heavy artillery, M113 armored personnel carriers, aircraft, helicopters and ammunition for the South Vietnamese government.

SECURITY - IN PLACE:

The Port of Saigon was situated between the Te and Ben Nghe Canals, and was about 2,300 ft wide from one side to the other. To facilitate the arrival of *Card* and other American ships which pulled into Saigon, the South Vietnamese military often deployed navy vessels to conduct patrols around the port, while the surrounding shores were protected by an elite Army of the Republic



of Vietnam (ARVN) Airborne battalion. The port itself was guarded round the clock by Republic of Vietnam National Police, as undercover South Vietnamese agents operated across the river in the Thu Thiem area to disrupt VC activities there. Undeterred by the level of protection which the South Vietnamese government normally afforded to American ships, Tran Hai Phung—commander of the Viet Cong’s Saigon-Gia Dinh Military District—ordered the 65th Special Operations Group to attack *USNS Card*.

Early on, there was a question as to who was responsible for the external security of the ship. United States Navy sources said South Vietnamese soldiers were on duty near the *Card* during the early morning hours. But the Americans said they could not confirm reports that the Army had taken over security from Saigon’s water police.

Captain Langeland said the *Card* herself “does not put out extra (shore) security while we are here.”

AFTER THE EXPLOSION:

For the VC commandos of the 65th Special Operations Group, the explosion on *Card* signaled a successful mission. By sunrise, *Card* had settled 48 feet into the river with its engine compartment completely flooded. Due to

rapid response from the ship's crew and local authorities, flooding inside the ship was quickly stopped and it was stabilized. An inspection revealed that the explosion had torn a hole 12 feet long and 3 feet high, on the starboard side of the ship.

In the days that followed, five US Navy divers were deployed to Saigon from the Philippines, in addition to several salvage teams from US bases in Japan and the Military Sea Transport Service Command. Amongst the divers was founding US Navy Seals member Roy Boehm, who claimed to have recovered the remains of a Hagerson Demolition Pack, a specialized explosive charge used by US Navy frogmen. Boehm speculated that the explosives used in the attack had been stolen from his own South Vietnamese Navy unit by a group of deserters who had been mistreated by a South Vietnamese officer.

USS Reclaimer, a rescue and salvage ship, bound for the Philippines, was ordered to change course and sail for Saigon. The tugboat *USS Tawakoni* based at Subic Bay in the Philippines was placed on standby, and later received orders to sail to South Vietnam. Upon arrival in Saigon, US Navy divers and salvage teams tried to pump water from *Card*'s flooded compartments. Their initial attempts were hindered by malfunctions in the pumping equipment

and poor diving conditions in the river. It took salvage workers 17 days to refloat *Card*. They then began the process of moving the ship by installing a 6-inch pump and generators in *Card* to pump bilge water. *Reclaimer* and *Tawakoni* then towed *Card* to Subic Bay where it underwent further repairs.

USNS Card returned to service December 11, 1964 and remained in service until 1970, when she was placed in the Reserve Fleet.





Heave Ho!

AMMV 34th National Convention
March 26th – 29th, 2020
Maritime Conference Center, Baltimore, MD

COMMEMORATIVE MAGAZINE SPACE - ORDER FORM

This is an invitation to offer recognition of the U.S. Merchant Marine and Navy Armed Guard Veterans of WWII. We offer this publication as a means for individuals, chapters, and outside organizations to express recognition and help support our annual reunion. You need not be a member of AMMV to advertise; all are welcome to participate!

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- ★ Artwork/completed page must be emailed to cjedyvean@hotmail.com; do NOT mail your page ★
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- ★ Deadline to receive submittals is Feb 20th ★

FOR MORE INFORMATION: Capt. Chris Edyvean cjedyvean@hotmail.com

AMMV
Profit & Loss
 July through September 2019

Income					
402 · Contributions	5,415.96	512 · Memorial Expense	140.39		
403 · Interest Income	14.09	513 · Advertising	100.00		
405 · Mission Support Fund	4,194.25	514 · Convention Expenses			
410 · Chapter Dues		515 · Convention Events	750.00		
AKG · Alaska Greatlands	224.00	Total 514 · Convention Expenses	750.00		
BEE · Beehive Mariners	75.00	520 · Mission Advance			
BSM · Big Sky Mariners	140.00	525 · Mission Support Exp	3,730.75		
EOH · Edwin O'Hara	150.00	526 · Internet Initiative	153.50		
GLD · Golden Gate	625.00	528 · JCC Storage Expense	310.00		
JTS · John T. Schmidt/Palmetto	407.00	Total 520 · Mission Advance	4,194.25		
LON · Lone Star	250.00	530 · Newsletter			
MAL · Members at Large	9,865.00	533 · Postage	813.60		
MALW · Members at Large Paypal	1,302.29	536 · Printing	3,409.88		
NBM · North Bay Mariners	325.00	538 · Layout	1,300.00		
NOA · North Atlantic	325.00	539 · Editorial Fee	300.00		
OHV · Ohio Valley	400.00	Total 530 · Newsletter	5,823.48		
ORV · Oswego River Valley	75.00	550 · Personnel			
PUG · Puget Sound	32.00	551 · Administration	4,650.00		
THR · Three Rivers	550.00	Total 550 · Personnel	4,650.00		
Total 410 · Chapter Dues	14,745.29	560 · Operating Expense			
Total Income	24,369.59	565 · Postage - Office	91.30		
Expense		566 · Printing - Office	376.51		
500 · Fixed Expense		567 · Licenses & Fees	70.00		
501 · Bank Charge	35.00	Total 560 · Operating Expense	537.81		
507 · Telephone	97.47	Total Expense	16,333.32		
511 · Service Charges - Paypal	4.92	Net Income	8,036.27		
Total 500 · Fixed Expense	137.39				

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, 2019 through June 30, 2020
 were due
 July 1st.*

Merchant Marine Wall of Honor

John S. Gibson Jr. Park, San Pedro, CA



AMERICAN MERCHANT MARINE VETERANS MEMORIAL WALL OF HONOR

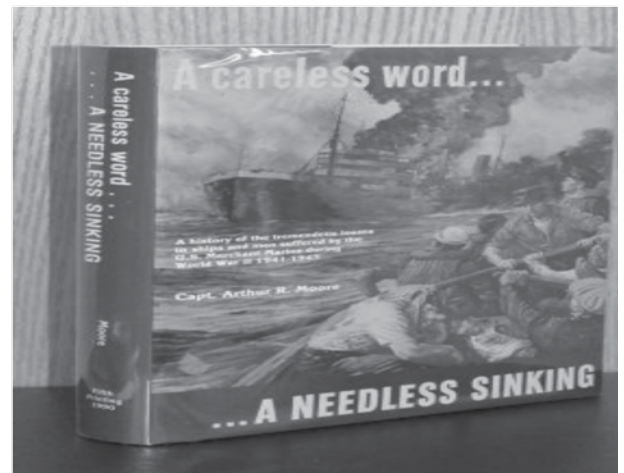
DEDICATION: NATIONAL MARITIME DAY, MAY 22, 2003



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With a \$100.00 donation you will be sent a limited edition
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JUST RECOGNITION

Garamendi's World War II Merchant Marine Congressional Gold Medal Act Passes House

On September 19, 2019, the "MERCHANT MARINERS OF WORLD WAR II CONGRESSIONAL GOLD MEDAL ACT OF 2019" HR.550, was passed in the U.S. House of Representatives. The entire voting process and all opening statements can be found on the Internet site: <https://www.congress.gov/congressional-record/2019/09/19/house-section/article/H7807-1>.

BEFORE THE FULL HOUSE OF REPRESENTATIVES:

With 302 co-sponsors out of 456 members of the House, Congresswoman Maxine Waters (District 43, CA) requested of Madame Speaker Nancy Pelosi - I move to suspend the rules and pass the bill (H.R. 550) 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, as amended.

The Clerk read the title of the bill into the records. Then the text of the bill followed. Sections 3 and 4 of the Congressional Gold Medal Bill reads:

SEC. 3 Congressional Gold Medals.

(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.

GENERAL LEAVE

Opening statements were allocated by Madam Speaker to 20 minutes each for Congresswoman Maxine Waters and Congressman Patrick McHenry (District 10, NC). Ms. Waters spoke first, including a concluding remark: They were not even considered veterans until Congress remedied that disservice in 1988. Many of our histories of World War II gave them a passing mention or do not recognize their vital role in ensuring the success of the Allied forces. It is time that we give these brave mariners the recognition they so richly deserve.

After Mr. McHenry's spoke, Ms. Waters conceded part of her time to Congressman John Garamendi, (District 43, CA), who



Original Bill Sponsor
John Garamendi (CA)



Congressman Patrick
McHenry (NC)



Speaker of the House
Nancy Pelosi (CA)



Congressman Thomas
Suozzi (NY)



Chair of the House
Financial Services
Committee Maxine
Waters (CA)



First Bill Co-Sponsor
Susan Brooks (IN)



JUST RECOGNITION

stated:

Madam Speaker, I thank Chairwoman Waters so very much for the opportunity to speak on this bill. I am very pleased that the House is taking up the Merchant Mariners of World War II Congressional Gold Medal Act, H.R. 550.

I am proud to have worked on this bipartisan legislation with my original cosponsors, Representative Don Young of Alaska and Representative Susan Brooks, who I see is joining us here on the floor, finally getting this bill to the floor this session.

This is not the first session. Five years of work have brought us to this point, three Congresses. Mrs. Brooks, last year, carried this, and we got it out of this House and then to the Senate. My hope is that the Senate will finally send this bill to the President's desk so it can be signed into law.

Our bill would award the Congressional Gold Medal to our American merchant mariners who served during World War II, including those who made the ultimate sacrifice.

Following the award of this medal, given to the American merchant mariners who served during World War II, it will be on display at the American Merchant Marine Museum at the U.S. Merchant Marine Academy in Long Island, New York. It will be there displayed in honor of our Nation's merchant mariners.

In 1944, Franklin Delano Roosevelt said that the Merchant Marines 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."

Indeed, the Merchant Marines suffered the highest per capita casualty rate of any other branch of the U.S. Armed Forces during World War II. As said earlier, 1 out of every 26 American casualties in World War II was a merchant mariner. An estimated 8,300 American mariners lost their lives. Another 12,000 American mariners were wounded during their wartime service.

Regrettably, the merchant mariners were not granted veteran's status until 1988, when Congress finally came around to recognizing the need for this. Awarding the Congressional Gold Medal, as our bill does, would finally give merchant mariners from our Nation's Greatest Generation the honor and respect that they are owed.

Lastly, I want to thank the more than 300 Members of this House who cosponsored the bill, allowing it to come to the floor for passage, and I also want to thank Mrs. Brooks and Mr. Young, who carried on in the previous Congresses.

After Mr. Garamendi spoke, Mr. McHenry yielded such time as she may consume to Congresswoman Susan Brooks (5th district IN.) who offered, partially:

Many Members of Congress have been involved in this, including one of our former colleagues, Representative Janice Hahn, whom I worked with closely several Congresses ago, and we have continued

to try to bring this effort before the American people and before this House.

Ms. Waters then yielded minutes to Congressman Thomas Suozzi, (district 3, NY) who stated in part: Madam Speaker, This act will award this body's highest honor, the Congressional Gold Medal, to midshipmen who fought on behalf of our country during World War II. This is particularly important to me because I represent the district that is home to the Kings Point Merchant Marine Academy, and the Congressional Gold Medal will be housed there at that location.

This is so wonderful that this is finally being done. I am a proud member of the Board of Visitors at the United States Merchant Marine Academy in Kings Point.

Kings Point, I want everyone to know, is the only service academy whose students engage in combat during times of war. In fact, during World War II, over 7,000 of these students answered our Nation's call to duty, and 142 students gave the supreme sacrifice.

Today, only 600 of these King's Point veterans are still alive.

After another statement from Mr. McHenry, Ms. Waters spoke again:

Madam Speaker, I yield myself the balance of my time. I, too, join in thanking Representatives Garamendi, Brooks, and Young in bringing this bill to the floor of the House of Representatives and working for its passage. I would just say a word about the gentleman from California (Mr. Garamendi), whom I have known for many, many years. We served in the California legislature together, and, of course, I am not surprised that he took time out to recognize those who have not been given credit for their work and what they have done in support of our country. This is typical of Mr. Garamendi and the way that he has conducted himself throughout his entire career.

I also thank those Members who have come to the floor today to join in this very special recognition. This is a bipartisan bill that honors those who answered our Nation's call to duty, regardless of the danger and without expectation of accolades. Now it is time that we give these courageous mariners the recognition they have more than earned.

Madam Speaker, I urge my colleagues to join me in supporting this important piece of legislation, and I yield back the balance of my time.

SUCCESSFUL PASSAGE:

The SPEAKER pro tempore: The question is on the motion offered by the gentlewoman from California (Ms. Waters) that the House suspend the rules and pass the bill, H.R. 550, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.



JUST RECOGNITION

MARITIME UNIONS SUPPORT OF SENATE BILL S.133 GOLD MEDAL

The following, very much appreciated letter urging full support and asking for co-operation in co-sponsoring Senate bill "Merchant Mariners of World War II Congressional Gold Medal Act of 2019" S.133 was sent to all the non-signed U.S. Senators on July 23, 2019.

We would hope that our AMMV members will step-up-to-the-plate, also, and contact the Senators also. A listing of office contact and Washington D.C. office telephone information is included this issue. Please do your share.

July 23, 2019

Dear Senator:

On behalf of our undersigned American maritime labor organizations, we are writing to ask that you co-sponsor S. 133, the Merchant Mariners of World War II Congressional Gold Medal Act of 2019. This legislation, introduced by Senator Lisa Murkowski and Senators Angus King, Dan Sullivan, Maria Cantwell and Sheldon Whitehouse, has a total of twenty-four cosponsors. Identical legislation introduced in the House of Representatives by Congressman John Garamendi has 296 cosponsors and is expected to be considered by the House of Representatives in September.

The contribution of America's merchant mariners to our nation's success in World War II is beyond dispute. The United States-flag merchant marine was the only integrated service and the service that suffered the highest proportional casualty rate in World War II. American mariners sailing aboard Liberty ships and other vessels transported America's servicemen and millions of tons of essential war-time cargo - without regard for their own safety and well-being from attacks by our enemies. Their vulnerability and their sacrifice are clear from the final World War II statistics: 1,500 U.S. merchant ships, often operating without any military protection, were sunk; 8,241 merchant mariners were killed; and approximately 600 more American mariners were held as prisoners of war in Europe and Japan. Yet American merchant mariners willingly accepted the challenge and served our nation.

We are asking that you co-sponsor S. 133 and support its enactment so that our country can express its long overdue thanks and appreciation to our brother and sister mariners who displayed remarkable bravery in the most difficult circumstances imaginable. Our hope is that this legislation will be enacted into law and these American heroes honored before the celebration of the 75th anniversary of the Allied victory next year.

Thank you for your consideration.

Sincerely,

Marshall Ainley, President, Marine Engineers' Beneficial Association
David Connolly, President, Sailors' Union of the Pacific
Paul Doell, President, American Maritime Officers
Captain Donald J. Marcus, President, International Organization of Masters, Mates & Pilots
Anthony Poplawski, President and Secretary Treasurer, Marine Firemen's Union
Michael Sacco, President, Seafarers International Union

A CALL FOR HELP WITH SENATE BILL S.133

Received from AMMV National President John Pitts:

Hello AMMV members-

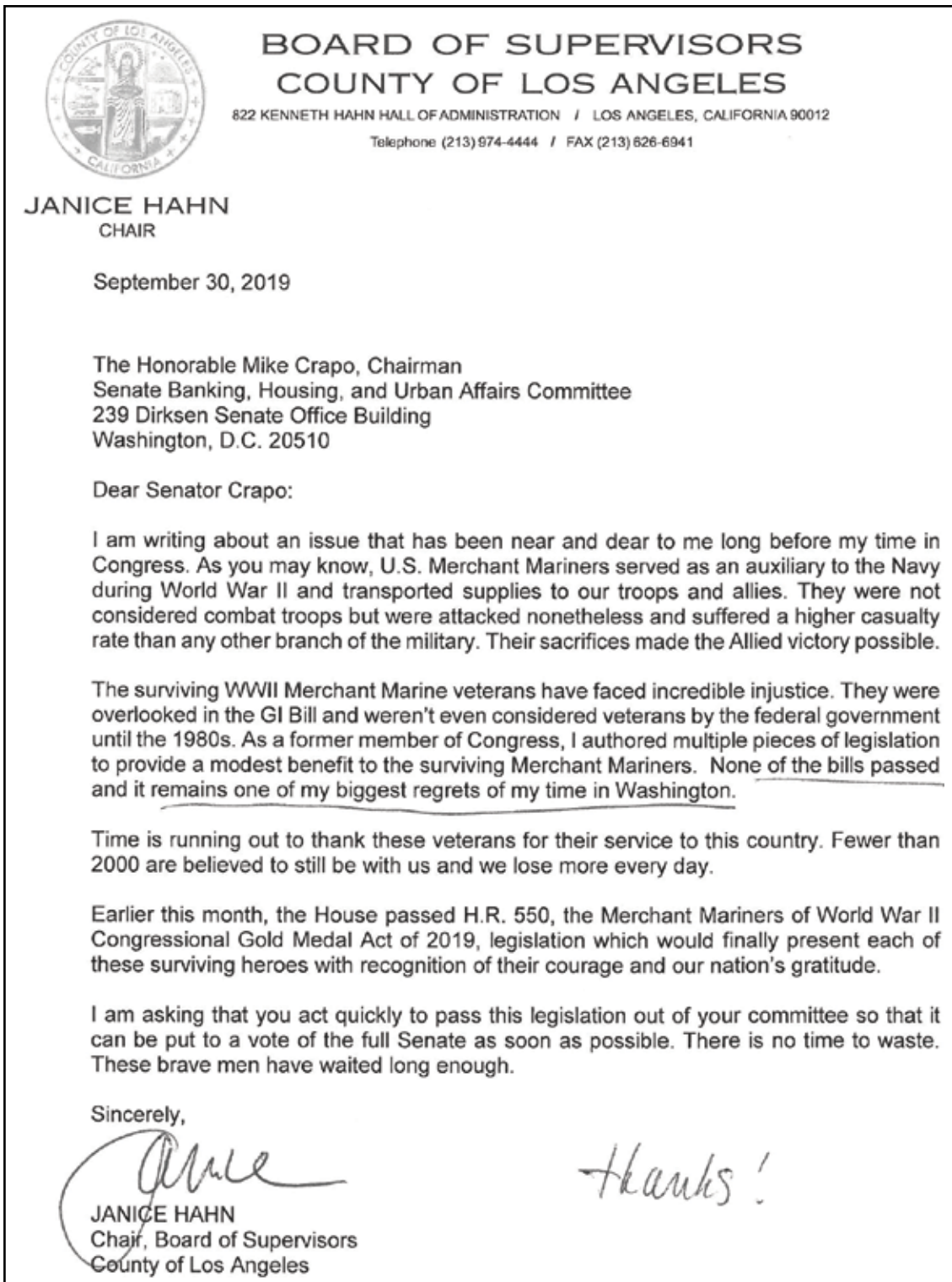
When HR.550 passed in the House, I wrote to Los Angeles Supervisor Janice Hahn to inform her of its success and request any assistance she could provide to the AMMV in getting S. 133 passed through the Senate.

Supervisor Hahn was the sponsor of a previous Congressional bill asking for \$25,000 per US Merchant Marine Veteran.

Please see her request to the Chairman of the Senate Banking, Housing and Urban Affairs Committee, where our Senate bill now sits. She also wrote to Senator Sherrod Brown, Ranking member of that Committee.

Fraternally,

John Pitts





JUST RECOGNITION

URGENT NEED FOR ALL TO PULL TOGETHER

Success in the House of Representatives:

As noted elsewhere in this issue, the U. S. House of Representatives recently passed the companion House bill – HR.550 – to Senate bill S.133 “Merchant Marine of WWII Gold Medal Act of 2019”.

This ONLY leaves the pressure on for our members and others to persuade the remaining non-signed Senators to co-sponsor the Senate bill. Let’s all do our share to bring the long-awaited completion of this phase for the Congressional Gold Medal.

Merchant Mariners of World War II Congressional Gold Medal Act of 2019.

As of today, October 4th, we have 36 Co-sponsors; but the “magic” number needed before our bill can be forwarded to the Senate floor for a full vote is 67. Therefore, we really need your help to achieve our goal of a MERCHANT MARINE GOLD MEDAL for our World War II Veterans. Your efforts are strongly encouraged. However, individuals must do their own soliciting.

As a non-profit Veterans organization, American Merchant Marine Veterans, Inc. (AMMV) cannot legally lobby Congress about legislative issues. **YOU**, as an individual, need to appeal to the Senators listed below and ask them to Co-sponsor Senate bill S.133.

*Support is forthcoming but **more is needed:***

Serious “outside help” has been submitted by the Maritime unions and other national organizations and public figures, some as published herein. However, individual efforts are needed. Perhaps you can garner the help of your spouses, children, grandchildren, friends and relatives to participate in the appeal for Senator co-sponsors. They are political constituents, too, and they are who our national politicians count on for support, recognition and votes. We need help; please don’t feel shy about asking.

Additional “leads”:

We have been advised that those Senators who cosigned for this bill in the 115th Congressional session, should be most likely to sign on again this 116th session; they are in **bold** on the following list.

Our Bill, S.133 is currently being considered in the **Committee on Banking, Housing and Urban Affairs**, but the “magic” number of 67 Co-sponsors, or 31 more, will force our Bill to the floor.

So, PLEASE, contact your Senators and ask others to do the same. If time and energy allow, there is no reason for anyone not to contact other Senators from different states, also!

The Gold Medal bill is considered a “stepping stone” to the fulfillment of our ultimate legislative goal: MM WWII Just Recognition. Write Senator’s district offices, telephone their district or Washington, DC offices, contact them through email on their websites, use Twitter or other social media for contact them but however you do it, **please do it**.

Let’s get this done and then we can continue with our efforts towards our ultimate goal: Just Recognition legislation, now in the House as bill HR.154. Remember the old saying: THESE BILLS, TOO, SHALL PASS.

U.S. SENATE - BILL S,133 "MERCHANT MARINERS GOLD MEDAL BILL - 2019" NOT SIGNED AS OF 10/4/19							
FIRST NAME	LAST NAME	DISTRICT ADDRESS				DIS PHONE	DC-202
RICHARD C.	SHELBY	1800 5TH AVE. N., STE. 321	BIRMINGHAM	AL	35203	205 731 1384	224 5641
TOM	COTTON	1108 S. OLD MISSOURI RD. #B	SPRINGDALE	AR	72764	479 751 0879	224 2353
MARTHA	McSALLY	2201 E. CAMELBACK RD. #115	PHOENIX	AZ	85016	602 952 2410	224-2235
KAMALA D.	HARRIS	501 I ST. #7-800	SACRAMENTO	CA	95814	916 448 2787	224 3553
MICHAEL F.	BENNETT	1244 SPEER AVE.	DENVER	CO	80204	303 455 7600	224 5852
CORY	GARDNER	721 19TH ST. #150	DENVER	CO	80202	303 391 5777	224 5941
RICHARD	BLUMENTHAL	90 STATE HOUSE SQ. 10TH FLR	HARTFORD	CT	6103	860 258 6940	224 2823
THOMAS R.	CARPER	301 N. WALNUT ST. #102L-1	WILMINGTON	DE	19801	302 573 6291	224 2441
RICK	SCOTT	801 N. FLORIDA AVE. #421	TAMPA	FL	33602	813 225 7040	224-5274
JOHNNY	ISAKSON	3625 CUMBERLAND BL. #970	ATLANTA	GA	30339	770 661 0999	224 3643
DAVID	PERDUE	3280 PEACHTREE RD. NE #2640	ATLANTA	GA	30305	404 865 0087	224 3521
BRIAN	SCHATZ	300 ALA MOANA BLVD., #7-212	HONOLULU	HI	96850	808 533 2061	224 3934
JONI	ERNST	210 WALNUT ST. #733	DES MOINES	IA	50309	515 284 4574	224 3254
CHUCK	GRASSLEY	210 WALNUT ST. #721	DES MOINES	IA	50309	515 288 1145	224 3744
MICHAEL	CRAPO	251 EAST FRONT ST. STE 205	BOISE	ID	83702	208 334 1776	224 6142
RICHARD J.	DURBIN	230 S. DEARBORN ST. #3892	CHICAGO	IL	60604	312 353 4952	224 2152
MIKE	BRAUN	115 N. PENNSYLVANIA ST.	INDIANAPOLIS	IN	46204	317 822 8240	224-4814
TODD	YOUNG	251 N. ILLINOIS ST. #120	INDIANAPOLIS	IN	46204	317 226 6700	224 5623
PAT	ROBERTS	444 SE QUINCEY #392	TOPEKA	KS	66683	785 295 2745	224 4774
RAND	PAUL	1029 STATE ST,	BOWLING GREEN	KY	42101	270 782 8303	224 4343
MITCH	MC CONNELL	601 W. BROADWAY #630	LOUISVILLE	KY	40202	502 582 6304	224 2541
BILL	CASSIDY	5555 HILTON AVE. #100	BATON ROUGE	LA	70808	225 929 7711	224 5824
JOHN	KENNEDY	500 POYDRAS ST. #364	NEW ORLEANS	LA	70130	504 581 6190	224 4623
EDWARD J.	MARKEY	15 N. SUDBURY ST. #975	BOSTON	MA	2203	617 565 8519	224 2742
ELIZABETH	WARREN	15 NEW SUDBURY ST. STE 2400	BOSTON	MA	2203	617 565 3170	224 4543
BENJAMIN	CARDIN	100 S. CHARLES ST. #1-1710	BALTIMORE	MD	21201	410 962 4436	224 4524
GARY C.	PETERS	477 MICHIGAN AVE. #1837	DETROIT	MI	48226	313 226 6020	224 6221
DEBBIE	STABENOW	719 GRISWOLD ST. #700	DETROIT	MI	48226	313 961 4330	224 4822
AMY	KLOBUCHAR	1200 WASHINGTON AVE S.#250	MINNEAPOLIS	MN	55415	612 727 5220	224 3244
TINA	SMITH	60 PLATO BLVD E. #2200	ST. PAUL	MN	55107	651 221 1016	224 5641
JOSH	HAWLEY	4141 PENNSYLVANIA AVE #101	KANSAS CITY	MO	64111	816 960 4694	224-6154
STEVE	DAINES	222 N. 32ND ST. #100	BILLINGS	MT	59101	406 245 6822	224 2651
JON	TESTER	2900 4TH AVE. N., STE 201	BILLINGS	MT	59101	406 252 0550	224 2644
RICHARD	BURR	2000 W. FIRST ST. #508	WINSTON-SALEM	NC	27104	806 685 8916	224 3154
JOHN	HOEVEN	220 E. ROSSAR AVE., #312	BISMARCK	ND	58501	701 250 4618	224 2551
BEN	SASSE	304 N. 168TH CIRCLE, STE 213	OMAHA	NE	68118	402 550 8040	224 4224
CORY A.	BOOKER	ONE GATEWAY CTR. 23RD FLR	NEWARK	NJ	7102	973 639 8700	224 3224
MARTIN	HEINRICH	400 GOLD AVE SW #1080	ALBUQUERQUE	NM	87602	505 346 6601	224 5521
TOM	UDALL	400 GOLD AVE. SW #300	ALBUQUERQUE	NM	87102	505 346 6791	224 5521
CATHERINE	CORTEZ MASTO	333 LAS VEGAS BLVD, S. #8016	LAS VEGAS	NV	89101	702 388 5020	224 3542
JACKY	ROSEN	8930 W. SUNSET RD. #230	LAS VEGAS	NV	89148	702 388 0205	224-6244
KIRSTEN E.	GILLIBRAND	780 THIRD AVE. #2601	NEW YORK	NY	10017	212 688 6262	224 4451
ROB	PORTMAN	312 WALNUT ST. #3425	CINCINNATI	OH	45202	513 684 3265	224 3353
SHERROD	BROWN	801 W. SUPERIOR AVE #1400	CLEVELAND	OH	44113	216 522 9272	224 2315
JAMES	LANKFORD	1015 N. BROADWAY AVE #310	OKLAHOMA CITY	OK	73102	405 231 4941	224 5724
JEFF	MERKLEY	121 SW SALMON ST. #1407	PORTLAND	OR	97204	503 326 3386	224 3753
PATRICK J.	TOOMEY	200 CHESTNUT ST. STE. 600	PHILADELPHIA	PA	19106	215 241 1090	224 4254
JACK	REED	ONE EXCHANGE TERR. STE. 408	PROVIDENCE	RI	2903	401 528 5200	224 4642
LINDSEY	GRAHAM	508 HAMPTON ST. #202	COLUMBIA	SC	29201	803 933 0112	224 5972
TIM	SCOTT	2500 CITY HALL LN., 3RD FLR	NORTH CHARLESTON	SC	29406	843 727 4525	224 6121
JOHN	THUNE	320 S. 1ST. ST. #101	ABERDEEN	SD	57401	605 225 8823	224 2321
LAMAR	ALEXANDER	167 N. MAIN ST. #1068	MEMPHIS	TN	38103	901 544-4224	224-4944
MARSHA	BLACKBURN	100 PEABODY PL. #1125	MEMPHIS	TN	38103	901 527-9159	224-3344
TED	CRUZ	1919 SMITH ST #9047	HOUSTON	TX	77002	713 718 3057	224 5922
MIKE	LEE	125 S. STATE ST. #4225	SALT LAKE CITY	UT	84138	801 524 5933	224 5444
MITT	ROMNEY	825 S. STATE ST. #8402	SALT LAKE CITY	UT	84138	801 524 4380	224 5251
MARK R.	WARNER	919 E. MAIN ST., STE 630	RICHMOND	VA	23219	804 775 2314	224 2023
PATRICK J.	LEAHY	199 MAIN ST., 4TH FLR.	BURLINGTON	VT	5401	802 863 2525	224 4242
BERNIE	SANDERS	1 CHURCH ST., 3RD FLR.	BURLINGTON	VT	5401	802 862 0697	224 5141
RON	JOHNSON	517 E. WISCONSI AVE. #408	MILWAUKEE	WI	53202	414 276 7282	224 5323
JOE	MANCHIN, III	900 PENNSYLVANIA AVE #629	CHARLESTON	WV	25302	304 343 5855	224 3954
JOHN	BARRASSO	2120 CAPITOL AVE #2013	CHEYENNE	WY	82001	307 772 2451	224 6441
MICHAEL B.	ENZI	2120 CAPITOL AVE #2007	CHEYENNE	WY	82001	307 772 2477	224 3424

AMMV at the American Legion 101st National Convention

Submitted by Sheila Sova, AMMV Member-At-Large, Special Projects & Veterans' Outreach Committee

The American Legion held its 101st National Convention from August 23 – 29, 2019, in Indianapolis, Indiana. Even though it was the 1919 – 2019 100th anniversary of the American Legion, the convention was their 101st. Our Veterans Affairs liaison, Robert Lewis of MA is a long time member of the American Legion and rented a booth for the American Merchant Marine Veterans (AMMV). Unfortunately at the last

minute, Robert was unable to make it and our Vice President Anthony “Dru” DiMattia literally flew in to save the day!

We knew it was going to be a great weekend as soon as we entered the Indianapolis Convention Center and saw the USMM flag hanging alongside the other Armed Forces flags. Since Dru flew in early on Thursday, he picked up two of our volunteers, Charles A. Mills, WWII USMM and his daughter Yvette Miles of Texas. Sheila Sova drove in from Illinois to assist in the AMMV booth. Office Administrator Lynn Kelly had worked on the coordination of this event with Robert. It was a very well planned

event; even the backup plan that was thrown into place after Robert's cancellation seemed to run smoothly. Dru picked up the posters and banners from the local UPS store and headed to the Indiana Convention Center where he registered the volunteers and set up the booth before the 5pm closing. Without the planning, this might have not been as successful as it was for the AMMV.

From one

of the main entrances, the AMMV's booth was front and center. Hand-outs at the booth included both current and previous *AMMV NEWS* magazine issues, AMMV coasters, hand-held fans and koosie cups. Also handed out was the one-page flyer from www.usmm.org called “World War II U.S. Merchant Marine Made Victory Possible”. Information on the legislation of the Congressional Gold Medal for the WWII US Merchant Marine (Senate Bill S.133) was also provided to those who stopped by,

along with a prepared letter for Senators. Many of the visitors, who had relatives in the merchant marine, knew nothing about the Congressional Gold Medal legislation.

The American Legion does recognize US Merchant Mariners service for eligibility purposes if granted veterans' status determined by previous AL eligibility requirements. As recently as July 2019, Congress approved the LEGION Act which redefined AL recognized membership wartime era back to Dec. 7, 1941 and continuing until a time when the US is no longer at war. This opens up further USMM AL membership opportunities since our Veterans' status currently covers December 7, 1941 through December 31, 1946.

There were many proud sons and daughters who teared up when they saw our booth. They could not believe they were seeing the US Merchant Marine represented at the convention. The family members of the mariners knew more about their



(L to R) Volunteers Charles A. Mills, Yvette Miles, Dru DiMattia and Sheila Sova. Photo credit by American Legion.



Charles presenting the USMM Challenge Coin to American Legion Past National Commander Jake Comer and Past MA State Commander Fred White.



Charles A. Mills posing for pics with Gerald Messier of New Bedford, MA, another WWII veteran.

role in WWII than many of the younger veterans. However with the aid of the handouts, many legion members finally understood what it meant to be a WWII USMM. Some were very surprised at the treatment the WWII mariners received during and after the war.

It was no surprise that WWII USMM Charles Mills was the main attraction at the AMMV booth. Meeting Charles and hearing his sea stories was impressive to many of the legion goers. Several men and women came up to thank Charles for his service; others were overwhelmed just asking to have a photo with him. In fact, one gentleman was from the same town in Texas where Charles lives and after speaking to each other, they found out that they lived only 5 miles from each other!

Charles had always wanted to join the American Legion because he felt that no other organization does as much for the community

than it does. He told a member of the American Legion that he recalled about twenty years ago being turned down for membership in the organization. Asked if he still wanted to join, Charles was sworn in within minutes of the conversation. Photographers from the American Legion came over to capture the moment. Having Charles' photo taken by many of the AL photographers indicates that there was a very strong interest by the AMMV. If the

photo makes any of their AL magazines, it will be great exposure for the AMMV as the AL magazines reach over 2 million AL members.

The only other WWII Veteran that we met at the convention was Gerald Messier of MA. Serving in the Army, Gerald certainly knew what the merchant marine did in WWII. Quite a character, Gerald began dancing in front of the booth which soon began drawing a great deal of attention. An AL photographer also covered Charles and Gerald. A short video was tweeted out on the AMMV WWII Twitter page (@AMMV-
 WII), which the American Legion (180,000 followers) posted on their page as well. This led to a whole set of new followers of the AMMV Twitter page.

It was obvious that the men from WWII were a scarce bunch but many Legion Post members told us that they had a few WWII USMM in their membership back home. They asked for the magazines to take back to their members along with all the informational items. Some wanted them for their friends who had family members that were WWII USMM. Others wanted to simply spread the word about the Congressional Gold Medal. They planned to make copies of the senate letter sample that the AMMV provided and vowed to add this to their next meeting agenda.

We were able to encourage some new memberships as a way of "carrying on a legacy" which was important to many of the younger men and women who had family in the USMM. Ryan Armstrong stopped by the booth and signed up to become a new member. Ryan served in USCGR and USNR and



Grady and Charles swapping sea stories.

was very excited to meet Charles and see “living history” right in front of him. He anticipated seeing the AMMV at the convention since he is a follower on our AMMV Facebook page.

What was accomplished at the American Legion 101st Convention by the AMMV booth? Plenty!

Education: First and foremost, getting the word out to the general public was the most important aspect of having a booth. It was surprising that many of the younger veterans had no clue what the US Merchant Marine did in WWII. Many were confused and even thought it was part of the Marine Corp. The history of the WWII USMM was best described in the one page informational sheet from the usmm.org website and was an easy read for people. It was obvious that education was necessary, not just to the general public, but to organizations that support veterans such as the American Legion. One of the larger groups told us that their particular post even had a Merchant Marine WWII committee.



Texan legion member greeting Charles and thanking him for his service.

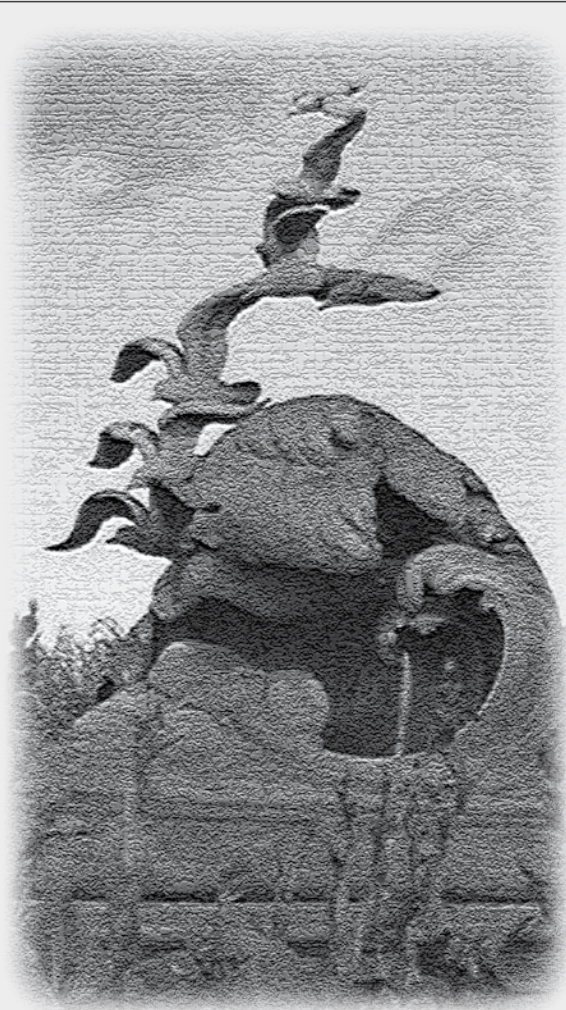


(L to R) Charles A. Mills, daughter Yvette Miles and Sheila Sova.

Membership: Although there were three solid new AMMV memberships established while in Indianapolis, the total impact will not be seen for a few more weeks. If the AMMV NEWS magazines taken by the legion commanders end up in the hands of a few WWII mariners or their family members, there is a 50/50 chance of them becoming a new member for us.

Legislation: It was imperative to let the AL members know about the legislation on the H.R. 550 and the Senate bill S.133- Congressional Gold Medal bill as well as the H.R.154 - Honoring Our WWII Merchant Mariners Act of 2019. Having some of the eager post commanders tell us they would work on a campaign once they got back to their hometown was very inspiring to hear. Perhaps utilizing Robert Lewis’ connections from the American Legion will be a real plus in our campaign to get these bills passed.

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.*

MURIEL "MICKEY" ANDERSON
FRANK E. BAKER, JR
WALTER BROLL
CAPT PETER CHELEMEDOS
EDWARD P. CRAIG
PATRICK ANTHONY GEISELMAN
MORRIS HARVEY
ROBERT L. "BOB" JOHNSON
CURTIS LEATHERWOOD
DOUGLASS PUSHARD
CHARLES M. REYNOLDS, SR
MELVIN B. ROGOW
CHARLES A. SINGLE
RICHARD F. SMITH
FRANCIS J. SMOUSE
JOSEPH STEVEN SOLTIS
WILLIAM STEINBAUGH
CHARLES E. THOMPSON
DONALD TOMLIN
CHARLES C. TROMBLEY
HERBERT WEINSTEIN
RAYMOND WESTBERG

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.

Remembering Morris Harvey

The AMMV organization felt a great loss with the passing of President Emeritus Morris Harvey, who crossed the final bar shortly after his 92nd birthday in June. I would like to share a few words about this man and recap what he has done in the past for AMMV.

During and after WWII, Morris sailed primarily as a Deck Department member on the following vessels: *William Paca*, *Warren P. Marks*, *Nicholas D. Labadie*, *William W. Seaton*, *Alcoa Ranger*, *Alcoa Partner*, and *Alcoa Pennant*.

After joining the American Merchant Marine Veterans (AMMV), Morris worked promptly through the ranks of AMMV, first serving as President of the Ocala, FL Chapter, later moving up to a Regional Vice President position, and finally having been elected National President following the completion of A.J. Wichita's two terms of office; Morris would also serve two terms. If all that wasn't enough, he served a term as National Vice President to provide guidance to the (then) incoming administration.

Morris single handedly managed several National Conventions and Regional Conferences. Anyone who has participated in the planning and execution of major events like these can surely testify as to the hard work and sacrifice that goes with it. In addition, he is to be credited for launching the *ammv.us* website and setting up the on-line joining feature.

Finally, although it may not have been his idea originally, Morris put the plan in motion for what AMMV would come to know as "Storm the Hill". The first of such events, in which members would spend a week meeting with members of Congress, was conducted in 2015. Morris again led the STH team in 2017. (In 2018 & 2019, his health would no longer allow participation.)

Morris performed his AMMV duties while having heaps on his plate in his personal life. He cared for his wife Irene and managed both of their medical appointments and treatments. Morris and Irene lost a son to a motorcycle accident during his presidency. The couple had been in the



process of remodeling their home.

I first spoke with Morris in 2014, when he was "grooming" me for a Regional Vice President position. However, what actually unfolded was Morris encouraging me run for AMMV President after his terms were finished. Morris quickly became a mentor to me, and more importantly, a true friend. I was able to visit he and Irene at their Florida home, and I worked closely with Morris in co-chairing the 2016 (New Orleans) National Convention.

By the time the 2017 National Convention rolled around, Morris had lost his wife, but he still made the trip to Reno. He was unable to attend the St. Louis convention, although he certainly tried. He made it to the airport before realizing he was physically unable

to endure the trip. In a miraculous "comeback", Morris left hospice earlier this year to join us at the Tampa convention.

The AMMV Executive Board had unanimously approved my motion to recognize Morris with the title of President Emeritus, and it was with great pleasure that I was able to present him with a commemoration certificate of such. Morris was also able to attend our special breakfast with Rita Cosby. This was the last time our AMMV family would see this fine man who has given so much to the organization.

Thank you, Morris. Godspeed.

*Submitted by Capt. Christopher J. Edyvean
Past AMMV National President*





RAISE YOUR HAND RAISE YOUR VOICE RENEW YOUR MEMBERSHIP



AMMV Membership Dues were due July 1, 2019

Members-at-Large: If you have not already paid, please mail your check for \$32 to
National Office Administrator Lynn Kelly

American Merchant Marine Veterans (AMMV)
P.O. Box 2024
Darien, CT 06820-2024

Chapter Members, pay your dues to your CEO or Treasurer



WEAR WITH PRIDE

MM Jackets are available again!

Orders Customized – Any Era Mariner

Price: \$45 + \$9 s&h = \$54

Contact Vickie

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Manheim, PA 17545

Telephone: (717) 664-2202

Email: leidingedge@dejazzd.com

Allow 4-6 weeks for delivery

Sailing Into Sainthood - UPDATE

The lengthy process of the sainthood cause for Brother Marinus/Captain LaRue continued on August 12, 2019. In order to gather the facts and information, a Tribunal met with witnesses who knew Brother Marinus and collected any pertinent information about him.

According to an excerpted report from the Diocese of Paterson, (NJ) "Beacon" 8/22/19:

"From his heroic efforts as the former captain of a U.S. Merchant Marine cargo freighter that saved thousands of Korean refugees to the quiet moments of prayer at a Benedictine abbey in Newton, the life of Brother Marinus/Capt. LaRue is now being examined by a Diocesan Tribunal panel as part of his cause for sainthood."

As Capt. Leonard LaRue on the S.S. Meredith Victory in early December 1950, his mission was to

deliver supplies to anti-communist forces in Korea, which included a stop in Hungnam, now part of North Korea. In the midst of the heavy fighting on land, he volunteered the ship to participate in a rescue operation to assist the refugees who were stranded there. To accomplish this, the crew had to dump much of its cargo of weapons and supplies. On Dec. 23, they boarded the 14,000 refugees who were forced to stand shoulder-to-shoulder in the hold and on the deck of the unarmed ship. This all happened under the threat that stray artillery could hit the passengers or the 300 tons of fuel on board and cause mass casualties according to recollections by Admiral J. Robert Lunney, who served on the ship under Capt. LaRue.

As the last vessel to leave port during the evacu-

ation mission, the S.S. Meredith Victory set sail on Dec. 23. The passengers on deck were subjected to freezing temperatures. The vessel steamed to the City of Pusan, which was overcrowded with refugees and U.N. forces. Once he received food and supplies for

the refugees, Capt. LaRue pointed the ship to Goeje Island, 38 miles southwest of Pusan, where the ship arrived on Christmas Day. The crew unloaded the passengers by amphibious landing craft because the island had no pier. The heroic voyage is considered the greatest rescue mission by a single ship, Admiral Lunney said.

Four years after that historic moment, Capt. LaRue entered the Benedictine order at St. Paul's Abbey in Newton to pursue a life of prayer, professing monastic vows and the vows of poverty, chastity and obedience. Although

he had a storied career at sea, his religious name — Marinus — was taken in honor of the Blessed Mother.

On Aug. 12, Admiral Robert Lunney came to the Diocesan Pastoral Center here as the first witness where he spoke to the Bishop and the Tribunal answering the questions presented. Admiral Lunney kept in touch with his former captain and made several visits to St. Paul's Abbey through the years to see him.

Further clarification noted:

AMMV member Robert Lunney noted to the NEWS later, that the above article states, "...To accomplish this [boarding the refugees] the crew had to dump much of its cargo of weapons and supplies..." This did not happen as we did not dump any weapons or supplies. What happened was while we were



discharging the 10,000 tons of jet fuel (in drums) at Busan on 19 Dec. 1950 we received emergency orders to return to Hungnam as the Chinese were surrounding the port more rapidly than expected. Although we still had 300 tons of jet fuel to discharge (in # 2 and 3 holds) we proceeded back to Hungnam with the jet fuel. We carried no other cargo. The port was encircled by communist forces estimated at 100,000. On 22 Dec. Capt. LaRue volunteered to take our ship, one of the last in the harbor, and while nested next to a Liberty ship we commenced embarking the Korean refugees.

Most of the military had been pulled out and parts of the city were aflame from enemy gunfire. Underwater Demolition Teams were placing explosives throughout the port and the pier adjacent to us. At all times we had the protective fire from the 7th Fleet, including the heavy cruisers USS St. Paul, USS Rochester and the USS Missouri in addition to Navy carrier, destroyer, rocket ship and Air Force support. The constant military support allowed us to embark 14,000 refugees including 17 wounded. Soon after we



departed, back through the minefields, on the afternoon of the 23rd the entire port was blown up.

Additional efforts towards the cause planned:

On September 16, 2019, Fr. Sinclair Oubre, who initially put forward the idea of a cause for sainthood for Captain Leonard LaRue/Brother Marinus to the private association of the faithful, the Apostleship of the Sea of the United States of America, met with the diocesan postulator, Fr. Pawel Tomczyk and Dr. Mary Mazzarella at the Diocesan Pastoral Center.

During the meeting a number of goals were set: * Work to finalize the historical experts who will review all historical documents relating to Brother Marinus * Attempt to find crewmembers of the SS Mormactide, who sailed with Captain LaRue from 1952-1954. * Organize a meeting in Spring 2020 to formally establish the Brother Marinus Guild. * Continue to develop the list of witnesses to the life of Brother Marinus.* Reach out to the Korean community in Korea and in North America, and recruit their support of the cause.



HONORING VETERANS – INDIVIDUAL PLAQUES



Editor's note: an appeal to Merchant Marine Veterans and/or their families to honor individual Mariners with a plaque has recently been received from the Veteran's Memorial Park in Sidney, NY. At this time, they have no USMM honored. Dick Germond, park president, writes: "It saddens us that not a single Mariner veteran has been recognized in the park to date."

Located in a rural town in Upstate New York, at the intersection of NYS Route 8 and Interstate 88, the Sidney Veterans Memorial Park (SVMP) was designed and built to recognize and honor ALL veterans. Veterans from the United States Merchant Marine, as well as all other veterans of non-military groups who have legal veteran status are recognized equally with their naval and military comrades – it was not an after-thought. Due to the incredible losses suffered by the USMM during WWII, park founders chose to fly the USMM flag with the other service flags to represent all non-military veterans.

The SVMP is an exceptionally beautiful statement – few cities can equal what this small community has accomplished; and, is gaining both regional and national accolades for its beauty and uniqueness. The park recognizes honorably serving veterans from anywhere; and, in a very unique, personal, and elegant way. Veterans or their families may apply to have a small 3"W x 2"H nameplate installed on service-specific bluestone risers in the park; or, a 12"W x 8"H plaque installed on bluestone walls prominently situated in the park; or both.

The plaques are made of black granite and the engravings include veteran pictures, as well as, other appropri-

ate photos (ships/planes, etc.) and a brief narrative describing "how" the veteran served. The park is truly a gorgeous and a stately repository of veteran and family legacies. During the impressive Annual Dedication Ceremony held during Memorial Day

weekend each year recognizing individual veterans having nameplates and plaques installed since the prior years' ceremony, tears of remembrance, pride, and joy are not uncommon.

The Sidney Veterans Memorial Park Association has gone to great lengths to ensure that all veterans are recognized and honored equally in the park. It is hoped that this article will help to "get-the-word-out" to veteran Mariners and their families, as not a single non-military veteran has yet to make application to be individually recognized in the park. For a video, photos and additional information about the park please contact Dick Germond at (607) 643-8318 or fmfchief@gmail.com or go to our website at: www.SidneyVeterans-MemorialPark.org.



Dick Germond, park president

Following polished black granite Plaque dimensions = 31"W x 20"H:

The U. S. Merchant Marine and Other Non-Military Veterans

Public Law (PL) 95-202, Section 401, the GI Bill Improvement Act of 1977 provides for Veteran status approval for non-military personnel based on wartime combat related service. Members of the U. S. Merchant Marine (USMM) represent the largest group of non-military personnel approved to date; and, for that reason the flag and emblem of the USMM was chosen to represent all of the non-military Veterans in the Sidney Veterans Memorial Park who served with the groups noted in the numbered boxes below.

During the war years 1941-1945 the total number of civilian USMM mariners killed at sea in the line of duty was approximately 8,300. Another 12,000 were wounded with 1,100 dying from their wounds, and 663 men and women were taken prisoner. Total killed is estimated at 9,400. With 1,554 U. S. Merchant Ships sunk due to wartime conditions, 1 in 26 mariners serving aboard merchant ships in WWII died in the line of duty, suffering a greater percentage of war-related deaths than all other U. S. services.

(Ref: American Merchant Marine at War, www.usmm.org)

To date, the following non-military groups were approved for Veteran status on the date noted at the bottom of each group nameplate.

The number at top of any individual veteran nameplate depicted after the group nameplates correlate with the group nameplate number and group the veteran was associated with during their service for which they received veteran status.

Following sample polished black granite Group Nameplate, 6"W x 2"H:

16

**U. S. Merchant Seamen of the USMM
Who Served in Active Oceangoing Service
from 12/07/1941 to 08/15/1945.**

01/19/1988

(These group nameplates will be installed immediately beneath the above Plaque in rows 5 across with ¼" between each for a total of 31" across, with ¼" between each of 3 rows of 5 plus 1 row of 4.)

Kate Smith Introduces “God Bless America” – 1938

On her radio show, Kate Smith sang the Irving Berlin song “God Bless America” for the first time, introducing it to the country. Irving Berlin composed the song for a 1918 musical he wrote, but he decided not to use it.

Berlin was an Army songwriter (a position created especially for him) during World War I when he wrote the musical *Yip Yip Yaphank* for he and his fellow soldiers stationed near Yaphank, Long Island. He decided that “God Bless America” didn't work in the production, so he scrapped it. *Yip Yip Yaphank* made it to Broadway, but “God Bless America” remained unsung for the next 20 years.

It was revived when Smith's manager asked Berlin for a patriotic song Kate Smith could sing for the 20th anniversary of Armistice Day, which marked the end of the WWI. After trying to write a new song, Berlin dusted off “God Bless America,” with a few key changes. The original lyrics were:

*Stand beside her
And guide her
To the right with a light from above
Make her victorious
On land and foam
God Bless America
My home sweet home*

The word “right” had political significance, and “make her victorious” is too bellicose. Berlin wanted it to be a peace song celebrating the country. The revised lyrics are:

*Stand beside her
And guide her
Through the night with the light from above
From the mountains
To the prairies
To the ocean white with foam
God bless America
My home sweet home*

He also added an introductory verse for Smith to sing:

*While the storm clouds gather far across the sea
Let us swear allegiance to a land that's free
Let us all be grateful for a land so fair
As we raise our voices in a solemn prayer*

For Berlin, a Jewish immigrant whose family fled Russia to make a new life in America, the song has special significance, as Hitler's army had taken over Austria in a lead-up to WWII.

Smith's broadcast took place the night before Armistice Day, 1938. She led into the song with an elegant introduction:

And now it's going to be my very great privilege to sing for you a song that's never been sung before by anybody. One that was written especially for me by one of the greatest composers in the music field today.

It's something more than a song - I feel it's one of the most beautiful compositions ever written, a song that will never die. The author: Mr. Irving Berlin. The title: “God Bless America.”

The song went to #10 on the chart, then to #5 the following year when it is reissued. It was gradually adopted as a second national anthem, becoming a sheet music best seller and Smith's signature song which she sang regularly for 5 decades.

Berlin and his family still donate royalties to the Boy Scouts and Girl Scouts. Smith “stirred patriotic fervor” during World War II and contributed to selling over \$600 million (equivalent to \$10.2 billion in 2018) of war bonds during a series of marathon broadcasts. No other show-business star came near her as revenue producer of War Bonds to finance the United States' war effort.

On October 26, 1982, Smith received the Presidential Medal of Freedom, America's highest civilian honor, from U.S. President Ronald Reagan. In bestowing the honor, Reagan said:

“The voice of Kate Smith is known and loved by millions of Americans, young and old. In war and peace, it has been an inspiration. Those simple but deeply moving words, ‘God bless America,’ have taken on added meaning for all of us because of the way Kate Smith sang them. Thanks to her they have become a cherished part of all our lives, an undying reminder of the beauty, the courage and the heart of this great land of ours. In giving us a magnificent, selfless talent like Kate Smith, God has truly blessed America.”



An Unlucky Freighter

75 years ago this month, the Hog-Island-class freighter, the steamship *SS City of Flint* made history as the first US-flag vessel captured by Germany during World War II. Built for the US Shipping Board by the American International Shipbuilding Corporation of Hog Island, PA., she was ordered in the waning days of World War I and was not launched until 1919. She provided routine and largely anonymous service during the inter-war years.



Norway to avoid capture. On November 6th, a boarding party from the Norwegian minelayer *Olav Tryggvason* interned the German prize crew and returned *City of Flint* to its master. He unloaded the cargo in Bergen and on November 14th, the *SS City of Flint* headed to the United States in ballast. She continued plying the Atlantic without incident for a few years.

September 1939 – a rescue ship:

Things changed rapidly as war broke out in 1939. On September 3, 1939, hours after the United Kingdom declared war on Germany, the UK passenger ship *Athenia* was torpedoed by a German U-boat in the mid-Atlantic. *City of Flint* (Master Joseph A. Gainard) was one of several ships that responded to the distress message and carried over 200 survivors to shore in Halifax.

October, 1939 – captured by German battleship:

In October, *City of Flint* (Master Joseph A. Gainard) was carrying a cargo of tractors, machinery, lumber, asphalt, grease, lubricating oil, wax, lard, cereal, flour, apples, canned goods, and tobacco from the United States to Liverpool when it was intercepted by the German pocket battleship *Deutschland* south of Greenland. A boarding party inspected the cargo and the ship's papers. Portions of the cargo, including the tractors and lubricating oil, were suspected of being contraband, and the ship was seized. A prize crew took over operation of *City of Flint*, which then set course for Norway, via the Denmark Strait. When the ship arrived in Tromsø, Norway on October 20th hoping to take on water, authorities there refused entry. She was diverted to Murmansk, arriving on October 23rd. The Russians initially removed the German prize crew and indicated that the ship would soon be free to depart. Several days later, the Russian government changed its position and allowed the German prize crew back on board, but ordered the ship's departure. The *SS City of Flint* left the following day and set course for Germany. The master, an inactive US Navy reserve officer, was not allowed to communicate with the US Embassy in Moscow during this time.

November, 1939 – returned to U.S. master:

On November 3rd, the *City of Flint* was stopped by a Norwegian minelayer and ordered to go to Haugesund,

January, 1943 – torpedoed and sunk:

On January 13, 1943, *City of Flint*, (Master John B. MacKenzie) now operated by Moore-McCormack SS Company under government direction, as part of convoy UGS-4, departed New York. While en route she encountered a storm that caused her deck load to shift and she straggled from convoy. The ship maintained a zigzag course at 11 knots and was trying to find the other ships, when she was hit by one torpedo from *U-575* at 22.05 hours on January 25, 1943. The torpedo struck on port side at the #1 hold and ignited the oil and gasoline stored there. As the vessel settled by the head, flames engulfed the forward section. With the engines secured, the crew of ten officers, 30 crewmen, 24 armed guards (the ship was armed with one 4in, one 3in and six 20mm guns) and one US Army Security officer abandoned ship with four lifeboats in rough seas within ten minutes. Then a second torpedo struck the port side aft of the bridge and the ship sank bow first at 23.05 hours about 300 miles south of Flores, Azores. Two crewmen and three armed guards were lost in the sinking. The chief cook Robert Daigle was picked up by *U-575* as prisoner and was later taken to the POW camp Marlag und Milag Nord. Three of the lifeboats stayed in the area for two days before setting sail for the Azores. They used a portable radio for sending distress calls. The following day, the Portuguese destroyer *Lima* picked up 48 men and landed them at Ponta Delgada, Azores. The destroyer had also tried to locate the missing fourth lifeboat.

The remaining lifeboat from *City of Flint* with eleven occupants was not located in the original search and one crew member died before its red sail was eventually spotted by *HMS Quadrant* in position 11°50N/18°04W southwest of Dakar on March 12, 1942. The ten survivors were rescued, taken to Gibraltar and found to be very weak, but in otherwise good condition after an open lifeboat journey of more than 1600 miles in 46 days.

VOLUNTEER URGENTLY NEEDED

Cause: the Korean conflict mariner group application

The American Merchant Marine Veterans, Inc.(AMMV) is seeking a member volunteer who lives in the Washington, D.C. metropolitan area to do research at the National Archives Building, 700 Pennsylvania Ave., N.W. in downtown Washington, D.C. This work will be in support of AMMV's Korea mariner group application to the DoD Civilian/Military Service Review Board for recognition of their civilian service as equivalent to active duty in the armed forces.

The records of interest are already identified as Coast Guard and Navy-related but they will require making periodic requests for files with appointments made to view the records in advance from the textual reference staff (RDT1) and subsequent in-person visits to the central public research room. Specifically, we are interested in identifying and extracting documents from files pertaining to American seamen who sailed as civilians on public vessels of the Military Sea Transportation Service (MSTS) and American Merchant Seamen who sailed on commercial vessels under the operational control of MSTS during the Korean period of war, 27 June 1950 through 31 January 1955. These documents will be found within the following two records series:

Priority One: “**Administrative Law Judges Decisions, Opinions, Orders, and Suspensions and Revocations Orders, 1949 - 1991**” (National Archives Identifier 6952569); to survey approximately two (2) of the 32 standard letter archives boxes in the series, plus separate index books covering the period of interest, within Record Group 26: Records of the U. S. Coast Guard, 1785 – 2005;

Priority Two: “**Slip Records of Summary Courts Martial, 1/1904 - 12/1951**” (National Archives Identifier 2363663); to survey eleven (11) of the 322 narrow 4.5 inch letter archives boxes in the series, within Record Group 125: Records of the Office of the Judge Advocate General (Navy), 1799 – 1953.

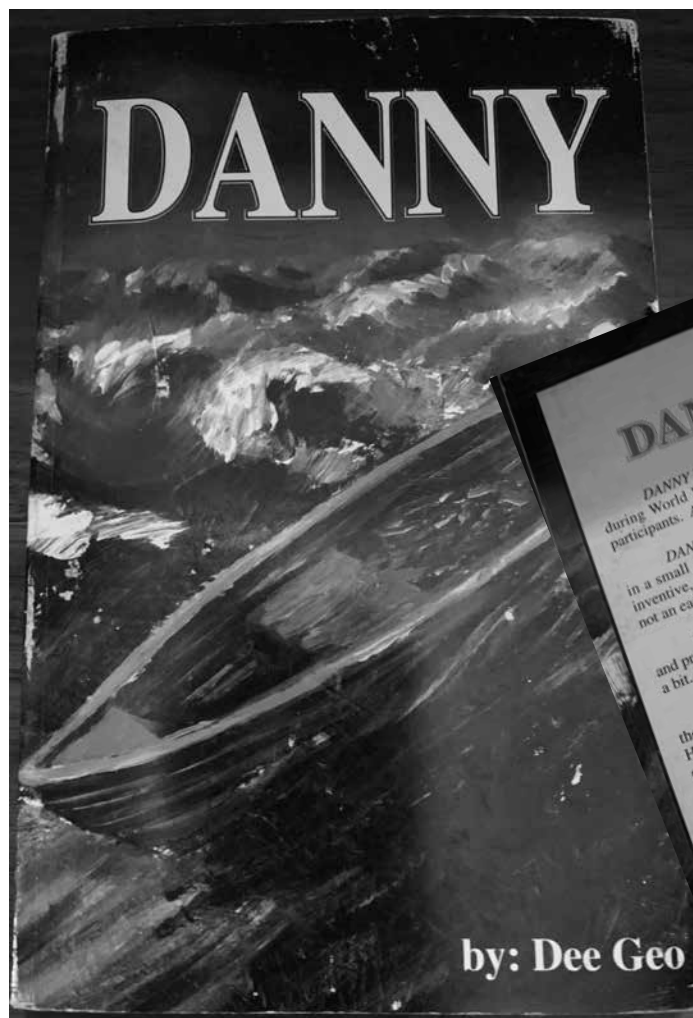
While the Slip Records research is a simple matter of searching each of the eleven boxes **for identifiable civilian seamen serving on merchant and MSTS ships located outside the continental limits of the United States**, researching the Suspension and Revocation hearing files will require coordination with the archive staff given the restrictive handling required and repeated visits needed to complete the work. Making self-service copies of the documents and forwarding them by U. S. Postal Service mail is part of this research.

If you are interested in helping AMMV meet the evidence requirements of the Board's regulations or know of a non-member friend or relative who might be willing to assist us, please contact:

Michael J. Helbig, AMMV Government Affairs Committee Co-Chairman.
2718 Stenzel Ave. #2,
North Tonawanda, NY 14120
email: hanshelbig.helbig08@gmail.com
cell phone: (907) 244-4238 (Eastern Time)

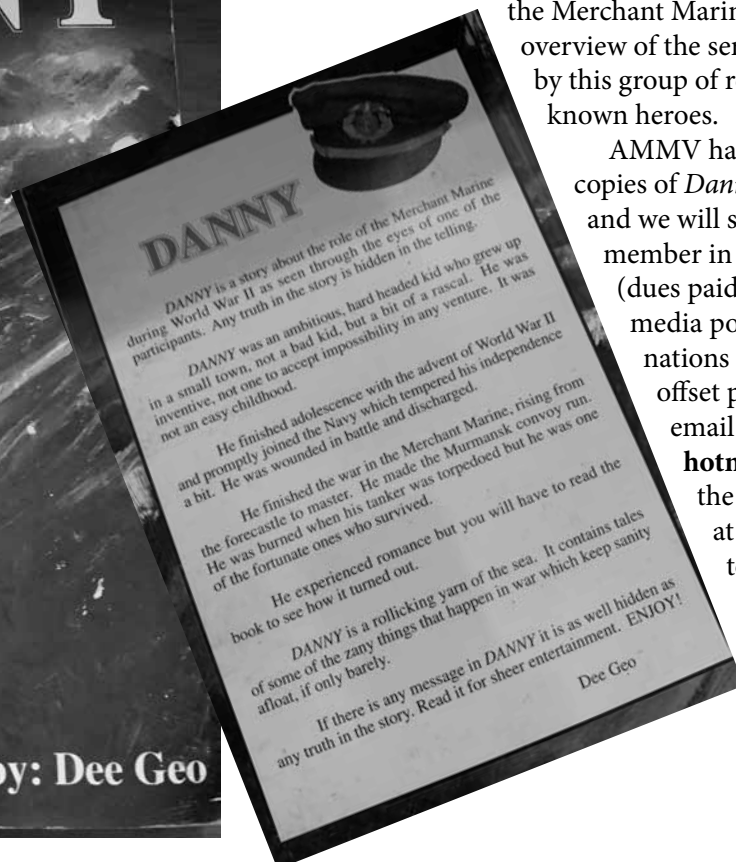
Submitted 9/24/19 by Michael J. Helbig

Books Available to Members in Good Standing



"Danny" is a historical fiction piece written in 1995 by a WWII Merchant Marine Veteran and AMMV member, under the pen name of Dee Geo. This book captures the essence of our wartime Merchant Mariners in that it mirrors real-life incidents, reveals the public perception of the Merchant Marine, and gives an overview of the service provided by this group of relatively unknown heroes.

AMMV has a few dozen copies of *Danny* remaining, and we will send one to any member in good status (dues paid) for free, at the media postage rate (donations appreciated to offset postage). Please email cjedyvean@hotmail.com or call the National Office at (475) 470-9200 to obtain your free copy.



Welcome Aboard to these New Members of the AMMV

JOYCELYN BIZIC.....	SPRING	TX
CHRISTOPHER J. BRENNAN	VASS.....	NC
ROBERT A. BROWN	LOS ANGELES	CA
CLEVELAND A. "BUTCH" CALLAWAY	DAPHNE.....	AL
PAUL DANA.....	STOUGHTON.....	MA
CANDACE & JEFFREY EPPLEY.....	VAIL.....	AZ
KRIS ERICSEN.....	ANCHORAGE	AK
KEN FIDYK	PRESCOTT	AZ
MARGARET "MAGGIE" GROTHE.....	ST LOUIS.....	MO
DARRELL JORDAN	KELLOGG.....	ID
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A DISASTER IN BARI, ITALY

A SECOND PEARL HARBOR



On the afternoon of December 2, 1943, German 1st Lt. Werner Hahn piloted his Messerschmitt Me-210 reconnaissance plane over the port of Bari, in southeastern Italy. Cruising at 23,000 feet, his aircraft made a telltale contrail as he streaked across the sky, but Allied anti-aircraft crews took little notice. Still unmolested, the German pilot made a second pass over the city before turning north toward home. If Hahn's report was promising, the *Luftwaffe* would launch a major airstrike against the port.

Bari was a city of some 200,000 people, with an old section of town that dated back to the Middle Ages. Old Bari, clustered on a fist of land that jutted out into the Adriatic, boasted famed landmarks. In contrast, new Bari had broad boulevards and modern buildings. These new buildings included a sports facility nicknamed 'Bambino Stadium,' which had been built by Italian dictator Benito Mussolini as a reward to the citizens for producing the most babies in a specified period of time. Bari—old and new—had been fortunate, suffering little damage because the Allies had earmarked the city as a major supply port from the start.

As 1943 drew to a close, Bari's medieval torpor and somnolent grace were shaken off by the influx of Allied shipping into its harbor. Tons of supplies were offloaded almost around the clock, transforming the once quiet town into a hive of activity. On December 2, at least 30 Allied ships were crowded into the harbor, packed so tightly they almost touched.

The port was under the jurisdiction of the British, in part because Bari was the main supply base for General

Bernard Law Montgomery's Eighth Army. But the city was also the newly designated headquarters of the American Fifteenth Air Force, which had been activated in November of that year. The Fifteenth's primary mission was to bomb targets in the Balkans, Italy and especially Germany. Fifteenth Air Force commander Maj. Gen. James H. 'Jimmy' Doolittle had arrived in Bari on December 1.

The Americans had championed daylight precision bombing, but the Eighth Air Force in England was suffering terrible casualties in order to prove the theory valid. *Luftwaffe* strength was increasing, not decreasing, over Germany. The Fifteenth Air Force was intended to take some of the pressure off the beleaguered Eighth.

In addition to the usual war material, ships moored at Bari carried aviation fuel for Doolittle's bombers and other much-needed supplies. Selection of Bari as the Fifteenth Air Force headquarters—about 75 miles from the Fifteenth's primary airfields at Foggia—meant a large infusion of staff personnel. About 200 officers, 52 civilian technicians and several hundred enlisted men were being brought into the city.

Totally absorbed by the task of getting the Fifteenth Air Force off the ground, the Allies gave little thought to the possibility of a German air raid on Bari. The *Luftwaffe* in Italy was relatively weak and stretched so thin it could hardly mount a major effort. Or so Allied leaders believed.

German reconnaissance flights over Bari were seen as a nuisance. At first, British anti-aircraft batteries fired a half-hearted round or two, but eventually they ignored the



Intelligence reports suggested that the Germans were stocking chemical weapons, including a new chemical agent called Tabun.

American President Franklin D. Roosevelt issued a policy statement condemning the use of gas by any civilized nation, but he pledged that the United States would reply in kind if the enemy dared to use such weapons first. *John Harvey* was selected to convey a shipment of poison gas to Italy to be held in reserve should such a situation occur.

Mustard is a blister gas that irritates the respiratory system and produces burns and raw ulcers on the skin. Victims exposed to the gas often suffer an agonizing death.

The poison gas shipment was shrouded in official secrecy. Even Knowles was not formally informed about the lethal cargo. Perceptive members of the crew, however, must have guessed the voyage was out of the ordinary. For one thing, 1st Lt. Howard D. Beckstrom of the 701st Chemical Maintenance Company was on board, along with a detachment of six men. All were expert in handling toxic materials and were obviously there for a purpose.



John Harvey crossed the Atlantic without incident, successfully running the gantlet of German submarines that still infested the ocean. After a stop at Oran, Algeria, the ship sailed to Augusta, Sicily, before proceeding to Bari. Lieutenant Thomas H. Richardson, the ship's cargo security officer, was one of the few people on board who officially knew about the mustard gas. His manifest clearly listed 2,000 M47A1 mustard gas bombs in the hold.

Richardson naturally wanted to unload the deadly cargo as soon as possible, but when the ship reached Bari on November 26, his hopes were dashed. The harbor was crammed with shipping, and another convoy was due shortly. Dozens of vessels were stacked up along the piers and jetties, each waiting its turn to be unloaded. Since the lethal gas was not officially on board, *John Harvey* was not about to be given special priority.

German flights altogether. Why waste ammunition?

In the harbor, cargo ships and tankers waited their turn to be unloaded. Captain Otto Heitmann, skipper of the Liberty ship SS *John Bascom*, went ashore to see if the process could be speeded up. He was disappointed in his quest, but he might have been even more concerned had he known what was aboard SS *John Harvey*.

John Harvey, commanded by Captain Elwin F. Knowles, was a typical Liberty ship, scarcely different from the others moored in the harbor. Much of her cargo was also conventional: munitions, food and equipment. But the ship had a deadly secret cargo. Approximately 100 tons of mustard gas bombs were on board. The bombs were meant as a precaution, to be used only if the Germans resorted to chemical warfare.

In 1943 there was a possibility that the Germans just might use poison gas. By that point in the war, the strategic initiative had passed to the Allies, and Germany was on the defensive on all fronts. Adolf Hitler's forces had sustained a major defeat at Stalingrad, and they had lost North Africa as well. The Allies were now on the Continent, slowly inching their way up the Italian peninsula.

Hitler, it was said, was not a great advocate of chemical warfare, perhaps because the Fuhrer himself had been gassed during World War I. He was, however, ruthless and might be persuaded to use gas if he believed it would

redress the strategic balance in his favor.



For the next five nerve-racking days, *John Harvey* rode peacefully at anchor at Pier 29 while Captain Knowles tried vainly to get British port officials to speed things up. This was difficult, because he was gagged by the secrecy that surrounded the gas shipment. How could he get officials to act when he was not even supposed to know that he was carrying the mustard gas in the first place?

While Knowles fretted, German reconnaissance pilot Hahn had returned to base. His positive report about conditions at Bari set in motion a raid that had been discussed and planned some time before.

When the strike force was mustered, there were only 105 Ju-88s available for the mission. But the element of surprise, coupled with an attack at dusk, might shift the odds in the Germans' favor. The Germans arrived at Bari on schedule. First Lieutenant Gustav Teuber, leading the first wave, could hardly believe his eyes. The docks were brilliantly lit; cranes stood out in sharp relief as they unloaded cargo from the ships' gaping holds, and the east jetty was packed with ships.

German flares gave sailors the first inkling of the impending attack. Aboard *John Bascom*, the second officer, William Rudolf, saw the flashes and alerted Captain Heitmann. *John Bascom's* gun crew sprang into action, joining the barrage that shore batteries were now hurling into the sky. Tracer bullets laced the air, but the anti-aircraft fire was largely ineffective.

There was no time to cut anchor cables and get underway; crews along the east jetty watched helplessly while a creeping barrage of German bombs came ever closer to their vulnerable vessels.

Ships were in various stages of burning or sinking. When flames reached munitions-laden holds, some exploded. The surface of the water was covered by a viscous scum of oil and fuel, blinding and choking those unlucky enough to be in the water.

Meanwhile, the crew of *John Harvey* was engaged in a heroic battle to save their ship. The vessel still was intact and had sustained no direct bomb damage. Nevertheless, she had caught fire, and the situation was doubly dangerous with the mustard gas bombs aboard. Captain Knowles, Lieutenant Beckstrom and others on board refused to leave their posts, but their heroism was ultimately in vain.

Without warning, *John Harvey* blew up, disappearing in a huge, mushroom-shaped fireball that hurled pieces of the ship and her cargo hundreds of feet into the air. Everyone on board was killed instantly, and all over the harbor the force of the concussion knocked men off their feet. The blast sent out multihued fingers of smoke like a Fourth of July fireworks celebration and

made the harbor as bright as day.

Mustard gas-laced oil now coated the bodies of Allied seamen as they struggled in the water, and many swallowed the noxious mixture. Even those not in the water inhaled liberal doses of gas, as did hundreds, perhaps thousands, of Italian civilians.

The German raid began at 7:30 p.m. and ended 20 minutes later. German losses were very light, and they had succeeded beyond their most sanguine expectations. Seventeen Allied ships were sunk and another eight were damaged, causing Bari to be dubbed the 'second Pearl Harbor.' The Americans sustained the highest losses, losing the Liberty ships *John Bascom*, *John L. Motley*, *Joseph Wheeler*, *Samuel J. Tilden* and *John Harvey*. The British lost four ships, the Italians three, the Norwegians three and the Poles two.

The next morning survivors woke to a scene of utter devastation. There were more than 1,000 military and merchant marine casualties; about 800 were admitted to local hospitals. The full extent of civilian casualties may never be known. Conservative estimates hover around 1,000.

A Dr. Alexander examined the patients and interviewed them when appropriate. It was beginning to look like mustard gas exposure, but the doctor was not sure. His suspicions were confirmed when a bomb-casing fragment was recovered from the bottom of the harbor.

Secrecy still dogged the whole affair, however. Eventually, the British and American people were told of the devastating Bari raid, but the part played by mustard gas was kept from them.

The Bari raid was a twofold disaster. On one hand, it was truly a second Pearl Harbor, one of the most notable *Luftwaffe* exploits of the war. But it was also the only poison gas incident of World War II, a tragedy made worse by the perceived exigencies of wartime secrecy.



The Last Voyage of the *SS Park Victory*

Editor's note: Recently I was forwarded a referral by Fred Klink at the SS Red Oak Victory in Point Richmond, CA. to a Finish diving instructor named Jouko Maisala, When I contacted Jouko, he generously wrote a long article for the NEWS – excerpted below – describing the history of the wreck of the SS Park Victory and his ongoing efforts to keep her history alive. Thank you so much, Jouko! .

A ship sinking:

SS Park Victory was one of the almost 600 Victory ships constructed in USA during the WWII. However, the last journey began in 11.12.1947 at 19.15 from Hampton Roads, VA. The ship had full last of coal, going to a steel smelter in Turku, Finland.

The journey went fine and *SS Park Victory* was at the destination in Finland and anchored on Christmas Eve at 14.30 near Utö Island, a small island in the archipelago of Turku, to take a pilot on board. On board the ship they already knew that the cargo will not to go to Turku, but instead to Helsinki. The pilot, Nestori Lindström, came aboard with the same information. His opinion was, too, that the ship should stay anchored here and start to sail to Helsinki at 3.00 in the morning. The reason was, that in the minefield between Hanko and Helsinki, there was only a narrow safe way to sail, so it should be more safe to sail this part of the way on daylight; Captain Allen Zepp agreed.

The weather got bad. At 20.00 o'clock about 8 on Beaufort. From the southwest came a deep low pressure area, which here on the sea means snow too. At 24.00 the wind was 9- 10 Beaufort and the snowfall was so tight that the visibility was only 20 meters.

Already before 22 o'clock pilot Lindström came to the bridge and asked Zepp how long does it take to change the anchor place? Zepp told that it takes about 15 minutes. This detail tells that on board the ship all was ready to start to go. In 15 minutes the ship was ready to change the place and they anchored (SB side) a bit of nearer Utö Island.

Two hours later pilot Lindström came again to the bridge and said "Very bad". His old bones told that the ship moved the

way that told that the anchor was sliding and the ship could turn the SB side against the wind. He suggested putting down the other anchor (BB side). So they did! After ten minutes the ship contacted with the bottom in her bow. In the bow, in the first cargo hold was water about 6 feet, but the Chief said that it is no problem; we can manage with our own pumps.

On the bridge they tried with the machines and rudder to keep the bow against the wind and diminish the stress to the anchor chains. They did not know, that there was a bank in 8 meters and it was not found because there was no foam. But in full last it was dangerous to *S/S Park Victory*. She collided with the bank at midship, The engine room to the bridge and told that there was now water until the knees, what to do? Captain Zepp told them to put down the machines and come up to the deck. At the same time onboard the ship was to heard "Abandon Ship".

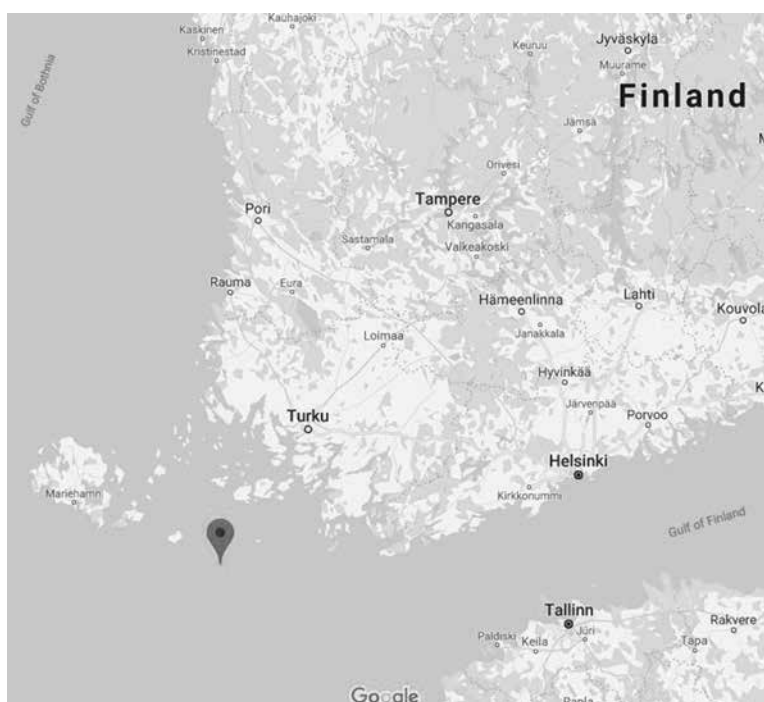
The crew gathered on the SB side to man the lifesaving boats no. 1 and 3. But soon they found that it was not possible to put down the weatherboard boats, so the crew went to leeward and they manned the boats 2 and 4. Both boats had same problems! The ropes were snowy and icy.

The boat no.4 suck and Zepp jumped back to the ship to open the ropes and seaman Fowler too back to ship to find an axe. But the boat went down and they could not get back to the boat. So they left on board the sinking ship; on the deck in dark they found two other members of the crew!!!! Together they succeeded to put down the lifesaving boat no.1. In fact the crew tried to row towards the light of the lighthouse of Utö. Every now and then the light could

be seen through the tight snow storm.

Utö people rescued 38 men but ten were lost:

From Utö island, which has a lighthouse, pilot station, a small guest harbor and a post office, three boats big enough to go to the stormy sea to rescue the castaway crew were launched. Before 3.00 o'clock in the morning to the sea went pilot cutter, sea rescue boat *Merikokko* (Sea Eagle) and soldier boat SP39. On board the boats



were Utö pilots, light house men and ordinary Utö men. On board the SP39 were soldiers, as Utö was at that time a coast artillery garrison.

These three boats succeeded in rescuing 38 men from the stormy sea. In Utö the whole island was ready to take the survivors who were in quite bad condition. They were wet and freezing. Most of them had almost no clothing, socks or shoes. Every house in Utö took part to take them into their warm houses and gave them clothes. The Garrison took those who were in most bad condition.

In the spring 1948 the Utö people got parcels from USA. In the parcels were all kinds of necessary; coffee, flours, sugar and everything as thanks of all what they had done. What did they do? They organized an auction and sold all to themselves and other peoples. With the money they got they made this candelabrum of silver with the names of the men lost into the sea. This kind is the soul of the peoples of these islands.

In the summer 1948 in Utö held a funeral service and the 10 men lost in the shipwreck were blessed into the sea. The situation was very heartfelt. All the peoples of Utö went to sea onboard *S/S Turku*. At the end of the ceremony, the Utö people, the priest and people from the Embassy of USA sang the psalm "Nearer my God, to thee" in English. After the ceremony on the sea the peoples went to the chapel of the peoples of Utö island. In the chapel they lit candles in the candelabrum of the candles, one for every lost and now blessed men.

Salvage efforts:

In the spring 1948 the Rescuing Company Neptune went to the shipwreck place to find was it possible to take up the wreck or/and save the last. Divers found that the wreck was in two pieces, not possible to take up. But to save the cargo of coal was possible. So during the summer 1948 the Neptune Company took up 2200 tons of coal.

Over the years, diving to the wreck was very popular. Parts were removed. The most important part was the oil. During 46 years the oil was all the time on the stage. By 1994 the officials had a system how to take safely up the oil from sunken ships. Nevertheless it took six years to take up all the oil from the *S/S Park Victory*. It cost then 21 000 000 Finnish marks. The wreck was in very bad condition and it was quite dangerous to work inside.

Project of the lifesaving boat:

In January 2018 I gave a lecture in the bibliotheca of my hometown Raisio. There was very fine article in the newspaper before the lecture and the auditorium was full!!! After that a man called me and asked, if I know that the lifesaving boat of *S/S Park Victory* lies on the beach near Turku. It has been there already more than 70 years.

Of course I smiled a little! After so many years, now somebody knows that the carcass of some boat is from *S/S Park Victory*? BUT when I went to the place, it was really from *S/S Park Victory*! How did I recognize it? I have a photo of the lifesaving boat no. 1. When zooming the photo



one can find addition plates of the material on both sides of the bow of the boat. When we found the boat, it seemed quite fine, but the truth was not very good.

I got much aid from the City of Turku and got the boat empty very easily. What we found? The boat had no bottom at all. These peoples visited the boat, fluttering their heads they said: "Poor man, do you understand, what are you going to do? The tip is near, easier to cart the boat there!

OK. I understood very soon, that it is not possible to save the whole boat. So I only took a part of the bow and act. Happily, I have good friends. In the factory of one they made to the pieces frames to get them standing. In another business, a shipyard, they sandblasted and painted the parts of the boat. Now the parts of the boat are still in the shipyard covered, waiting for what happens next.

What's possible? What can happen to the lifeboat? Hope for a memorial!

S/S Park Victory shipwrecked on Utö. The best (and only one) place is of course Utö. Problems? Yes! Using the parts of the lifesaving boat no.3 of *S/S Park Victory*, it is possible to make a memorial to her. What does it need? It needs co-operation with different people and institutes. And of course

it needs money. The parts cannot be outside without the weather shelter. This means a building with the walls and roof. It needs not to be warm, only shelter from rain, snow and wind. In a shelter is possible to make the whole story of *S/S Park Victory*. I have material enough to carry out this vision. If we talk only the money, one very important place is the town of Parainen. Utö island is situated just in Parainen, one of the most distant islands of the town.

All the ground on island is in private ownership. I am not sure, that it is easy to find a place to the memorial. The only possible area is a place somewhere on the area of the Utö Hotel. I have discussed with the owner and he said that maybe it is possible. SO! We can see!!!

My wife said, that not to our yard! I understand her.

Lately, I was in Helsinki and visited in USA Embassy to tell to them of my project with the lifesaving boat of *S/S Park Victory*. I got support and in this situation it is enough to me.

*Note: Jouko Maisala can be contacted via email at jouko.moisala@dnainternet.net and would be very interested in hearing from anyone who experienced the *S/S Park Victory*.*



AMMV 34th National Convention – March 25–29th, 2020



STEP 1: Register with the Maritime Conference Center (aka MITAGS) for rooms & meals

**** Prices include three buffet style “all you can eat” meals per day ****

You must register directly with the Maritime Conference Center to reserve your desired room nights, which include meals. Please note AMMV Convention registration is separate; see Step # 2.

**TO REGISTER: Call (866) 900-3517 or book online at:
<https://book.b4checkin.com/chameleon/mccbwi/rfp/ammv>**



Per night: \$157 single occupancy; \$215 double occupancy, plus 13% taxes

NOTE: For those staying offsite, individual meals are available by purchasing tickets at the front desk.

Your paid hotel stay includes: 3 buffet style meals per day; use of fitness room & swimming pool; free parking; free shuttle service to/from BWI airport; onsite bar/lounge; access to maritime memorabilia room located in academic building. Check-in time is 3:00 p.m., check-out time is 11:00 a.m. (hotel will hold luggage if not departing immediately). No refunds for any unattended meals. AMMV group rate offered between 3/24 – 3/30.

You must register by March 3rd to receive the above discounted rate.



Convention Registration Form

AMMV 34th National Convention
March 25th – 29th, 2020
Maritime Conference Center
692 Maritime Blvd.
Linthicum Heights, MD 21090

STEP 2: Register with AMMV for attendance, activities, & banquet meal

Name: _____ Affiliation: _____

Spouse/partner; additional guest(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

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

☐ REGISTRATION FEE (single or first person in party) **\$50 = \$** _____

Additional \$25 per person(s) in your party **\$25 x** _____ **= \$** _____

CONGRESSIONAL GOLD MEDAL DINNER BUFFET (Friday, March 27th: 6:00pm – 9:00 pm)

On-Site guests (registered w/ Maritime Conference Center hotel)

_____ @ **\$20 each = \$** _____

Off-Site guests (local or not staying at MCC facility)

_____ @ **\$50 each = \$** _____

******Offsite tours/entertainment will be offered; more information as details are solidified. We will accept payment “at the door” for these activities.******

TOTAL due for all selections **= \$** _____

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



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: _____

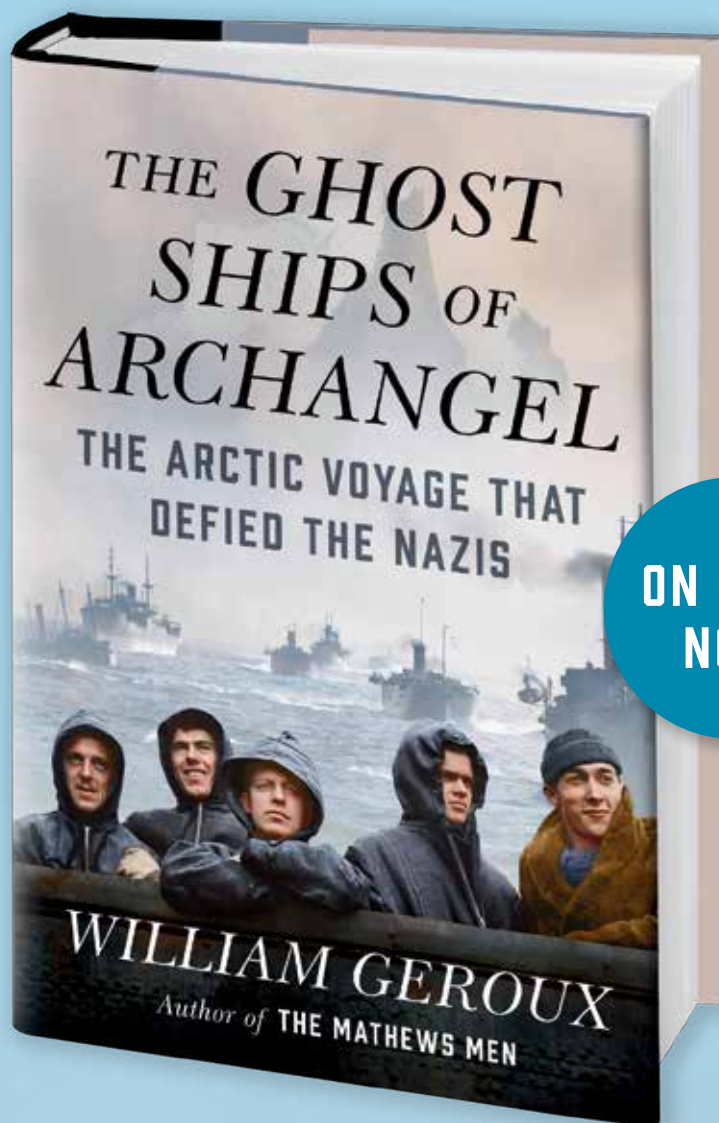
Do you have a DD214? _____ If so, from what service(s)? _____

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***

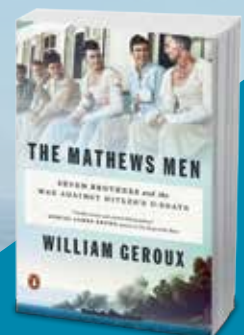
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The Maritime Conference Center, the site of the AMMV 34th National Convention, has an impressive campus that includes a 232-room hotel, a 350-seat auditorium, 45 classrooms, a 450-seat dining room and an advanced simulation technology center.

