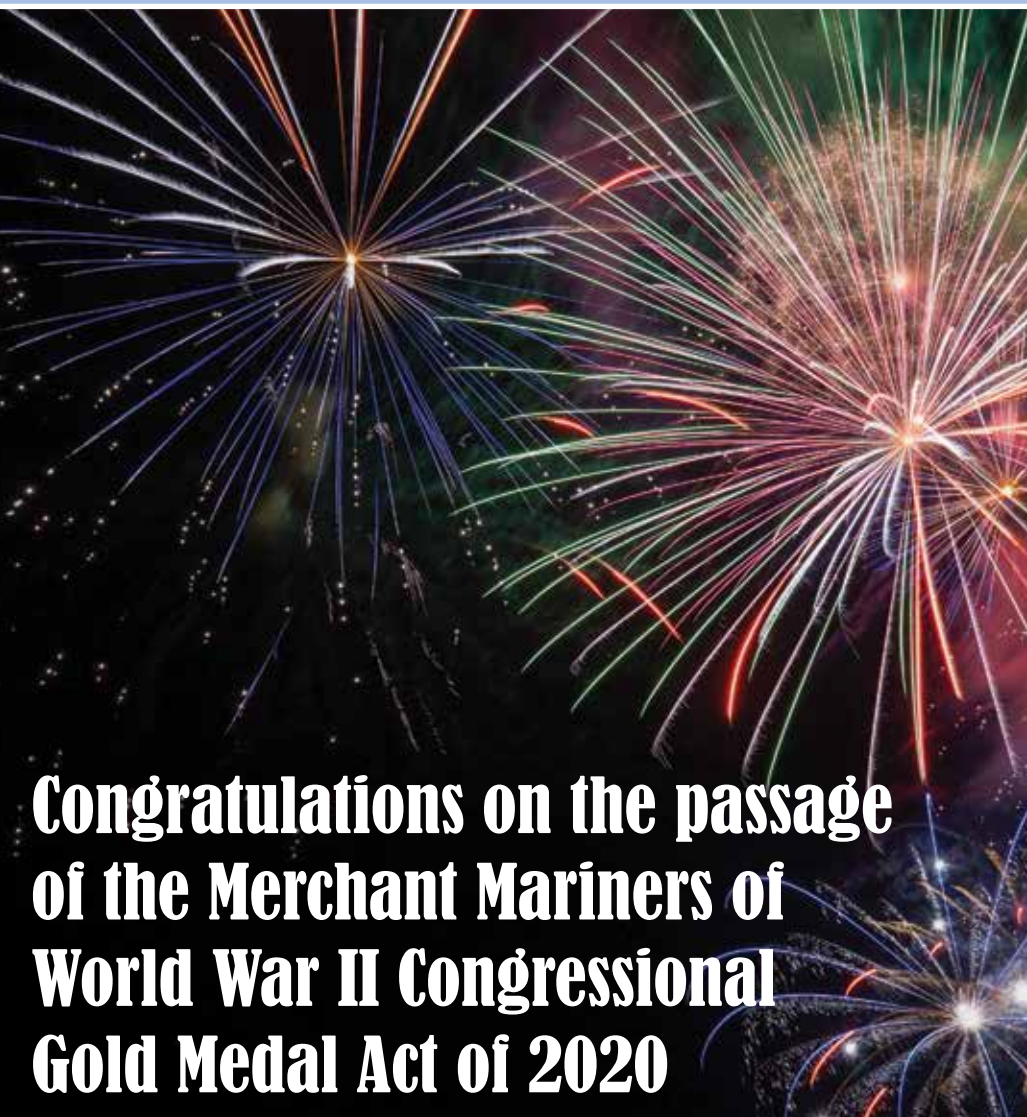


AMERICAN
MERCHANT MARINE
VETERANS
NEWS MAGAZINE



American Merchant Marine
Museum at Kings Point



**Congratulations on the passage
of the Merchant Mariners of
World War II Congressional
Gold Medal Act of 2020**

March 13, 2020



V-E Day Anniversary

FRANCIS J. DOOLEY 1924-2020

MERCHANT MARINER, FORMER AMMV NATIONAL PRESIDENT AND ATTORNEY

On February 2, 2020, Francis (Frank) J. Dooley, Esq., a/k/a “Buddy”, died peacefully in his sleep at his home in Eustis, Florida. He was 95. He was born October 6, 1924, in Jersey City, New Jersey, to Francis A. and Charlotte (Schumacher) Dooley. In 1927, Frank was only 3 when his father succumbed to injuries resulting from being mustard gassed in World War I.

Frank graduated St. Peter’s Prep in 1943, after which he enrolled in the U.S. Maritime Service. During WWII, he served on ships that saw action in the North Atlantic, South Atlantic, and the Pacific.

In May 1945, Frank enrolled in Officers Candidate School, Fort Trumbull, Connecticut, and achieved 2nd Assistant Engineer status by the end of 1946. Despite having supported the Armed Forces in every war fought by the United States, merchant mariners generally are not considered veterans eligible for federal benefits. Frank felt the discrimination of not being a veteran of the armed forces – he was refused admission to Stevens Institute because priority was given to discharged veterans. After, World War II, since Merchant Marine Veterans were not entitled to G.I. benefits, Frank worked on the Railway Express dock in Hoboken while attending Seton Hall University. In 1949, he graduated in 2 ½ years and resumed his career in the Merchant Marine. In 1952 he entered Fordham University School of Law, receiving his law degree in 1955 and, with a view toward practicing Admiralty Law, he achieved the rank of, and was licensed as, Chief Engineer in 1959. He practiced law as a Proctor in Admiralty Law and continued his seafaring career in the summers in order to support his growing family. He had married Ethel Caroline (Carol) Willetts and they went on to raise four children together in Orange, NJ.

Frank left his seafaring career in 1971 and began practicing law full time solo, specializing in maritime, products liability, and medical malpractice, primarily as a plaintiff’s lawyer. In the early 1970’s he served as City Attorney for the City of Orange Township. He retired from the practice of law in 2015 at the age of 92.

In 1988, after the federal government enacted the Veterans Benefits Improvement Act, recognizing merchant seamen as veterans of World War II, Frank and his fellow mariners became vocal by testifying to the House Committee on Veterans’ Affairs about their service during World War II and how the government mistreated them by denying benefits provided to service members both during wartime and post war. He was also proud of the fact that the U. S. Merchant Marine was the only non-segregated service in World War II.

In 1993, Frank, along with 3,000 other U.S. Merchant Marine Veterans, received two medals for serving on ships that provided vital supplies to a U.S. ally during World War II. In 2000, Frank was one of the groundbreakers representing the U.S Merchant Marine Veterans for the World War II Memorial in Washington, DC, and proudly attended the Memorial’s dedication in May 2004.

He was elected National President of the American Merchant Marine Veterans in 2004 and re-elected in 2005. One of his top priorities was maintaining the integrity of the Jones Act, which specified that only ships built in the U.S. yards, owned by U.S. citizens and manned by American crews can take on passengers and cargo at one U.S. Port for carriage to another U.S. Port. He was passionately irate at the practice of granting exceptions to ships built in foreign yards and reflagged as U.S. vessels.

One could say he was a true American. In fact, he even forbade his children from buying foreign-built cars or parking them in his driveway.

Predeceased by his parents, his loving wife Carol and other family, Frank leaves behind his beloved children, Robert Dooley; Kathleen Breslin; Timothy; their spouses and families.

A Mass of Celebration for Frank will be scheduled in New Jersey sometime in the near future. Memorials in Frank’s name may be made to the American Merchant Marine Veterans, www.ammv.us or sent to AMMV National Office, P. O. Box 2024, Darien, CT 06820.





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NATIONAL HEADQUARTERS

American Merchant Marine Veterans

Lynn Kelly

P.O. Box 2024

Darien, CT 06820-2024

(475) 470-9200

ammermarvets@gmail.com

NATIONAL CORPORATE OFFICE

American Merchant Marine Veterans

1242 SW Pine Island Rd, Suite 42-304

Cape Coral, FL 33991

www.ammv.us

NEWS EDITORIAL OFFICE

Sindy Raymond

2722 Maynes Ct.

Santa Rosa, CA 95405

Phone: (707) 546-6349

Cell: (707) 235-6598

saaren@sonic.net

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AMERICAN MERCHANT MARINE VETERANS

National Officers

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

National Vice President ... Capt. Dru Di Mattia *Member-at-Large*
1242 SW Pine Island Rd, Suite 42-304 – Cape Coral, FL 33991
(239) 243-3409 - druidimattia@gmail.com

National Secretary **Stanley Blumenthal** *Member-at-Large*
2603 NW 103rd Ave., #407 – Sunrise, FL 33322 – (954) 749-9838 – sblumen123@aol.com

National Treasurer **Dennis Kelly** *Member-at-Large*
6 Holmes Ct. – Darien, CT 06820 – (203) 967-8776 – dkelly49@aol.com

Regional Vice Presidents

Region ONE – FL, PR

Stephen Snyder (interim) *Member-at-Large*
11111 Windy Oaks Dr. N - Jacksonville, FL 32225 - (609) 458-3207 - ssnyderjax54@yahoo.com

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

George Bruno *Member-at-Large*
6880 McFrancis Rd. - Trussville, AL 35173 - (510) 543-0966 - gibruno@pacbell.net

Region THREE - NJ, PA

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

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

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

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

Capt. Chris Edyvean (interim) *Mid-West Chapter*
cjedyvean@hotmail.com

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

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

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

Vacant

Region EIGHT – AUS, CA, HI

Christian Yuhás (interim) *Golden Gate Chapter*
790 West J Street - Benecia, CA 94510 - (707) 398-5244 - cgyuhás@gmail.com

Appointed Officers

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

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

Editor,

National Magazine **Sindy Raymond** *North Bay Mariners Chapter*
(707) 235-6598 – saaren@sonic.net

Historian **vacant**

Nat'l Public Relations **Sindy Raymond** *North Bay Mariners Chapter*

Nominating &

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

Standing Committees

Editorial **John Pitts** *Member-at-Large*

Sindy Raymond *North Bay Mariners Chapter*

Lynn Kelly *Member-at-Large*

Government Affairs **Michael Helbig (Co-Chair)** *Member-at-Large*
(907) 244-4238

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

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

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

Veterans Affairs **Bob Lewis** *Member-at-Large*
(617) 820-8968 – robertlewis865@yahoo.com

Constitution & By-laws **vacant**

Special Projects &

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

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

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Commemorative

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



National President John Pitts

CONGRATULATIONS, WE DID IT!



On Friday, March 13, 2020, President Trump signed into law, the Merchant Mariners of World War II Congressional Gold Medal Act of 2020.

Your tenacity, perseverance and resolve saw this legislation through to completion as recognition of the service and sacrifice of the US Merchant Mariners in WWII. Details of this Law, including the actual bill, may be found

throughout this publication, so I won't use valuable words or space repeating the details. The contributors to the successful passage of this bill are too numerous to be named individually, so suffice to say, thank you to each of you who, in your own way, is responsible for the achievement of the Congressional Gold Medal which finally recognizes the service and sacrifice of the US Merchant Mariners of World War II!

As we celebrate the Congressional Gold Medal let us remember the many WWII US Merchant Marine Veterans who recently crossed the final bar and were not able to witness the reward of their long, hard fight for recognition. Not the least of these is Frank Dooley, and Morris Harvey, both past Presidents of the American Merchant Marine Veterans who recently entered Fiddler's Green. Their leadership, along with others who have led the charge, brought the AMMV to where it is today and was responsible for instilling and maintaining the drive which enabled the ability to move the Congressional Gold Medal legislation through to become a reality.

There is an adage which states "Timing is everything." In the case of the Congressional Gold Medal passing into law concurrent to the 34th annual AMMV Convention scheduled for March 24th through 29th at the Maritime Conference Center near Baltimore, timing could not have been better. Unfortunately, COVID-19, the corona virus, caused the Maritime Conference Center to close its doors to all business weeks prior to our scheduled Convention. While the lack of venue precluded us from holding our scheduled Convention, we are planning to reschedule

the Convention when the threat of the virus subsides and when the Maritime Conference Center is again able open their doors to resume business.

One of the more positive occurrences associated with the planning of the 34th AMMV convention was the performance of the AMMV Convention Committee. Due to the efforts of these volunteers: Sheila Sova, Lynn & Dennis Kelly, Chris Edyvean, Dru DiMattia, Sandy & Steve Snyder, the convention promised to be one of the best yet! Kudos go to Chris Edyvean who was on assignment at MITAGS and managed to co-ordinate the Commemorative Magazine, the convention agenda, off site trips and the many unseen activities involved with planning a convention in addition to teaching class. Thanks to all of you, your efforts are very much appreciated.

BREAKING NEWS – April 13, 2020

The 34TH National Convention has been tentatively rescheduled, at the Maritime Conference Center in Baltimore, Maryland for NOVEMBER 17 – 22, 2020. Please note and keep those dates available. More information will be forthcoming as available.

It is my fervent hope that this virus is brought under control sooner rather than later so that we may resume our lifestyle and return to normalcy. My thoughts and prayers are with all those who have been affected physically by the virus and those who suffer through the discomfort and heartache it has caused.

When considering this Pandemic, I think of previous disruptions to our society and way of life like World Wars, Epidemics and Mother Nature's fury and I know this too shall pass. Until that time, be safe, be good to each other and be proud of your achievement of attaining lasting recognition of your service and sacrifice through the Merchant Mariners of World War II Congressional Gold Medal!

Fair Winds and Following Seas.

Faternally,

John Pitts

President, AMMV, Inc.



National Vice President Capt. Anthony "Dru" DiMattia



To all of our Mariners who served during WWII; your service did matter. If it wasn't for your sacrifices and your tenacity supplying the NATO forces, our world would have been profoundly different.

Recent events have completely overshadowed any attempts of recognizing our Congressional Gold Medal Merchant Mariner recipients. But this is

nothing new to our Greatest Generation of Mariners; they have gone unsung for way too long! Valor without glory. And how could we forget of the 75th Anniversary of the end of WWII in Europe, VE Day, 08 May 2020!

Congratulations to all of our WWII Merchant Mariners who are with us and a very heart-felt shout out to the families of each and every one of our Mariners who have crossed the final bar. The WWII Merchant Mariner Congressional Gold Medal Act of 2020 is a humble reminder of why the AMMV remains passionate working on these worthy campaigns! Though this recognition seems late to many of our Merchant Mariners along with the people who have fought for this cause, let this Presidential signing speak loudly and clearly that our collaboration in the Maritime community remains strong!

As we have heard many times from within our family... and I quote, our WWII Veteran Dave Yoho... "Hell no, we won't go away!" The AMMV continues to fight the good fights of recognition for our WWII Mariners, of the past and needed policies of today!

Though AMMV has had to steer clear of our 34th Annual Convention, please know that we constantly man the watch ensuring we stay on course.

We all need to be thankful for the hard work our Convention Committee placed in preparing for this special event. There's an incredible amount of planning that goes into the agenda of these conventions.

Stay tuned as AMMV remains at SBE, awaiting new orders! We hope that all you and your families are doing the same; staying safe and healthy!

Our relationships continue to grow with the Navy League, American Maritime Partnership, American Maritime Congress, and of course MARAD. As you know, the NL, AMP, and AMC, are all key players educating law makers in legislative affairs. These groups all played a huge part campaigning for the Congressional Gold Medal Act!

Which part do you play as a constituent in your local district in educating your law makers? Get involved! Visit this website and make your voice count!

www.votervoice.net/mobile/NavyLeague/home

RUSSIAN RECOGNITION OF THE ARCTIC RUNS IN WWII:

Late last year our Administrator, Lynn Kelly, forwarded a communication regarding a Joint Commission between the Europe Mediterranean Directorate, POW/MIA Accounting Agency (DPAA); Senior Enlisted Advisor Brent Ryder. He was seeking our assistance of conveying data to the Russian Embassy researching our living participants of the Arctic Runs to Russia. The Russian Embassy and AMMV have been working to provide them with living participants of the Arctic Runs. The Embassy wishes to recognize this group with the USHAKOV Medal. This medal was created in 1944 and is awarded to veterans "for personal courage and valor shown during World War II while participating in the Arctic Convoys".

The effort coincides with the ongoing work from the St Petersburg Russia Museum campaign. As you might



know several ceremonies over the years have recognized this unique group of WWII Veterans. This dates back to the 40th Anniversary of the end of WWII. Several of our Merchant Mariners were presented these medals in the White House.

THE MOST RECENT ONGOING EFFORTS TOWARDS RECOGNITION:

Here's one of the recent communications from the Russian Embassy:

From: Political Section <ruspolicy@bk.ru>
Date: Mon, Dec 23, 2019 at 11:49 AM
Subject: Re[2]: Arctic convoys veterans

Dear Captain Dru DiMattia,

Thank you very much for the updated information about the U.S. veterans who participated in the Arctic convoys. Could you, please, send us the names of the veterans to check that they had not been awarded with Ushakov medal before?

To begin processing a request for the commemorative Ushakov medal as earlier the following information is required:

Written free-form application from the merchant marine veterans confirming their willingness to be awarded with the Russian medal and containing the veteran's full name and current mailing address and phone numbers (if any).

A copy of veteran's DD Form 214 to verify their service on vessels that were involved in the convoys to Russia (USSR).

The name of vessel(s) that veteran sailed on during the convoys to Murmansk or Arkhangelsk.

According to the instructions we have, unfortunately the Ushakov medal cannot be awarded posthumously.

Dear Captain Dru DiMattia, thank you very much — we really appreciate your help!

Kind regards,

Marina Lyukmanova,
First Secretary of the Russian Embassy in the U.S.
Political Section

IN RESPONSE:

AMMV has been locating participants of the Arctic Runs who are living. We have found

nine participants, including two Naval Armed Guard. Our current AMMV membership list of participants; Murmansk and Archangel Runs:

WWII Merchant Mariners:

Issie Deitsch – CA

Howard Pfeifer – PA

Mike Kemple – PA

Captain Hugh Stephens – still teaches at Suny Maritime

George Koch – FL

"Spud" Campbell – AL

Richard Burbine – CA

WWII U.S. Navy Armed Guard:

Richard Landolfi – FL

William Burton – GA., who has authored "Asbestos The Silent Killer of Navy Veterans"

If you were a participant in the Arctic Runs, or you may know someone who was, please pass the word if you or they may be interested in recognition from Russia about receiving the Ushakov medal.

Stay safe and healthy!

Have a good watch!

Captain Dru DiMattia





National Secretary Stanley Blumenthal



MY FOILED PLANS

I got hit by two catastrophes which stopped my plans for our 34th National Convention. One of course was the coronavirus and the other was Mike Bloomberg deciding to end his drive to win the Democratic nomination to run for President.

I had prepared a 24-page, both sides, complete texts of Bloomberg's attacks on the Jones Act starting with his list of contents and headings:

"The Jones Act Serves No Purpose - The Jones Act Costs All Americans Too Much - Still Playing Politics With U.S. Ports - After Irma, America Should Scrap The Jones Act - Maritime Commerce Can Thrive Without The Jones Act - Bloomberg View: The Sad And Ugly Truth About Jones Act Politics - (excellent rebuttal for our side) Why The Bloomberg Editorials Missed The Boat About The Jones Act - 3 Hawaii Free Press newspaper articles having business interests backing Bloomberg - Mark H Buzby, Maritime Administrator, U.S. Department Of Transportation report on the Merchant Marine to a U.S. House Of Representatives Committee dated June 17, 2018 - Another one dated March 6, 2019. (Buzby told me he has a new one prepared which was just postponed apparently because of the coronavirus) and a copy of one of my previous editorials: 'Make America Great Again By Changing The Election law by limiting the amount of monies spent electioneering for a level playing field.

All of the above was timed to be sent out to Buzby, Senator Bernie Sanders, a bunch of TV, Radio, PBS and major

newspapers a day before the Wash. DC victory dinner during the convention but, alas, sent out earlier when the dinner and convention was postponed. Copies were also mailed to John Pitts and Chris Edyvean, current and previous AMMV National Presidents. I had planned to show it to whoever was running the dinner to see if they wanted to take a stand on the Jones Act considering Bloomberg was running for President and mention HR 154 which would give us few survivors \$25,000 which needs a companion bill in the Senate.

Personally I think we should drop it; I don't think it's going to happen and makes us look like we are more interested in the money than in the glory of a Gold Medal.

I had also prepared a reduced package to be given out to our members which included Bloomberg list of contents - The Jones Act Serves No Purpose - Why The Bloomberg Editorials Missed The Boat About The Jones Act (the rebuttal) - both Buzby's great reports on our Merchant Marine and my editorial on Making America Great Again By Changing The Election Laws (even the playing field by capping spending).

The only response from my mailing was from Maritime Administrator Buzby who acknowledging getting it and congratulating me on the Gold Medal, which we should have gotten sooner and rushing to get it produced considering our ages and for me to stay healthy. I got a laugh out of him when I asked since he is a Rear Admiral is there a Front Admiral? He mentioned a Rear Admiral gets 2 stars, Vice Admiral 3 and a Full Admiral 4 stars. Forgot to ask what a 1 star Admiral is called? I taped the whole conversation and asked if it is OK. He said yes but it is not to be used as an endorsement.

STANLEY BLUMENTHAL

Welcome Aboard to these New Members of the AMMV

RICHARD BURBINE, SR.....	BRIDGEPORT.....	CA
LEON BUTLER	JACKSONVILLE.....	FL
ORAZIO CARDINALE.....	EAST BOSTON	MA
GENE CASTANO.....	BELLINGHAM.....	WA
C. J. CHRIST.....	HOUMA	LA
CAPT RONALD COLPUS.....	BRAINTREE	MA
LORI GRACEY	BROKEN ARROW	OK
ANN GRACEY	BROKEN ARROW	OK
SANTO GRASSO.....	BALTIMORE.....	MD

JOHN H. GUEST	SEAL BEACH.....	CA
ALEX KEISCH	RICHMOND	VA
CYNTHIA KOMLOS.....	ELIZABETH.....	PA
LATEEF MUHAMMAD	SUMRALL	MS
ARNALDO ORELLANA.....	IRVINGTON	AL
NANCY PFEIFER	WEXFORD	PA
KATHY REMARK	PITTSBURGH.....	PA
WILLIAM A. WOODING.....	WILSON.....	NC
BARBARA A. YOUNG	GARDEN CITY.....	NY



National Office Administrator Lynn Kelly

DUES ARE DUE! The most important thing I have to say is that our dues are expected in by June 30, 2020. Please utilize the envelope in this magazine for that purpose.

If you are an administrator of a chapter (Thank you for what you do) or if you are a Member-at-Large please see that your dues are sent to the National Headquarters before our new membership year begins on July 1, 2020. The \$32 check should be made out to AMMV and mailed to:

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

Quarantined in my home office, this last week in March, and being forced to hear the news, I am reminded how the U.S. Mariners continue to fulfill our nation's needs in Peace and War.

Hospital ships have been part of the U.S. Navy since 1798. The *USNS Mercy*, hospital ship, is currently sailing from its home dock in San Diego to the Port of Los Angeles. On the East Coast, the *USNS Comfort* is enroute from her home port at Naval Station Norfolk, VA to New York City. Once activated, the ships can be underway in five days to respond to any medical crisis. *The Navy Hospital ships will not accept COVID-19 patients because they are not set up to follow the kinds of isolation protocol needed to prevent the spread of the highly contagious virus. Instead they will assist by taking other patients from area hospitals in order to relieve those "land based" hospitals of overcrowding and the strain on resources so they are able to effectively treat the current pandemic.

Both ships, which operate under Military Sealift Command and are mostly crewed by civilians, are converted oil tankers (T-AH-19 & T-AH-20) set up as 1,000 bed hospitals with a dozen operating rooms. The *USNS Mercy* and her sister ship *USNS Comfort* are 65,552 tons, 894 feet long with a beam of 106 feet. They are the third largest vessels in the Navy, surpassed only by the Nimitz-class and Ford-class aircraft carriers. The *Mercy* was San Clemente-class oil tanker, *SS Worth*, built in 1974 by National Steel & Shipbuilding Co., San Diego, CA and launched July 1, 1975. On July 20, 1985 after 35 months and a \$208 million renovation she began her second life as the hospital ship *USNS Mercy*. The *Comfort* was the oil tanker *SS Rose City* before becoming a hospital ship. The ships are part

of the Defense Department's assistance to civilian public health agencies. The *Mercy* is sailing with a contingent of 800 responders, which includes medical personnel and support staff made up of volunteer reservists and active duty medical professionals, as well as 140 Navy Reserve sailors and **70 civilian service merchant mariners**.

The hospital ships were designed to take patients with traumatic combat injuries but are equipped to handle a wide range of medical needs. Often used in war zones, the ships are protected by the Geneva Convention (1906) and operate under the laws surrounding their status as non-combatants. They carry weapons, but only defensive armaments and can't transport members of the navy who hold combat specialties, i.e. naval aviators, special ops troops or submarine warfare officers. Marine Corps personnel are not stationed on the ships.

Both the *Mercy* and *Comfort* were called into action during Desert Shield and Desert Storm. Elsewhere the ships have responded to medical emergencies in Haiti in 1992, in New York City after the 9/11 Terrorist Attack, in New Orleans after Hurricane Katrina and in Puerto Rico after Hurricane Maria. The U.S. continues to this day to be fortunate to have well trained, competent Merchant Mariners who are ready to respond to national disasters with a moment's notice.

I hope you and your family are safe and healthy.

Calm Seas,



Lynn C. Kelly

*Editor's note: At print time, 4/6/2020, the President issued a statement saying that the hospital ships, *Mercy* & *Comfort*, might be used for Covid-19 cases if needed in the future.





NEWS Magazine Editor Sindy Raymond



LET US BE THANKFUL:

As I sat at my computer the other day, I realized that we, as Americans, should be much more appreciative of and very grateful for what we normally have in our lives.

The hardships – or should I say “inconveniences” – of our current coronavirus pandemic do not measure up

to the devastating circumstances of life in the United Kingdom, Southeast Asia, the European continent and other world-wide places that were so affected by World War II and the difficulties of everyday life in those war-torn times.

We may well be feeling “limited” at this point, but I, for one, am forever grateful for not having bombs dropping wrecking destruction on us every night; or enduring the atrocities of internment camps; or having to seek safety in air raid shelters or foxholes; or even having to line up for hours for a loaf of bread with that being the only thing available to eat.

Many, many “thank you for your service” wishes to United States service forces, including our beloved Merchant Mariners of World War II and mariners since. Their efforts in keeping us safe here in the United States are very appreciated.

A HOPED FOR RE-SCHEDULING:

The coronavirus pandemic did play havoc to the scheduling of our 34th National AMMV convention, which was slated for late March. However, we are still looking forward to the **rescheduling** of the event, which promises to be one of the banner events of its kind. Please be assured that the event will continue to carry on a long-time AMMV tradition.

UPDATE:

We have just been advised that the AMMV 34th National Convention has been rescheduled and will be held on November 17 – 22nd, 2020 at the Maritime Conference Center in Baltimore, MD.

See you there!

AN HONORABLE RECOGNITION ACCOMPLISHED:

Through multiple efforts of many organizations and individuals, the accomplishment of successful passage for Public Law 116–125 116th Congress: **“An Act 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”** has become a reality.

Later in this *NEWS Magazine* are pertinent details about passage and qualifications for this recognition. However, on a personal level, I would like to thank each and every one who helped make this long-awaited award a reality. It is a great honor to the U. S. Merchant Mariners of WWII. As the American Maritime Partnership (AMP) press release of March 13, 2020, the day that U. S. President Trump signed our Bill into Public Law, stated:

“Since the earliest days of our nation’s existence, America has relied on a strong domestic maritime capability. During World War II, almost 250,000 merchant mariners transported tens of millions of tons of war supplies and more than seven million servicemen under the most challenging circumstances imaginable. Their actions were heroic and courageous yet second nature to them. We all owe these heroes a debt of gratitude that can never be fully repaid.”

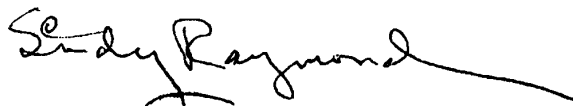
A PERSONAL WISH FOR AMMV:

Throughout my 16+ years of association with our American Merchant Marine Veterans (AMMV) organization, I have felt as if we are a big, happy family. My personal feeling is that we should try more diligently to continue this tradition into the future so that we may do our best to achieve the goals that are so important to AMMV and are mandated by our AMMV Constitution:

To preserve the spirit of Comradeship among the American Merchant Marine Veterans, and our fellow seamen who served in the Merchant Marine Fleets of the nations allied with the United States.

Let’s all work together to achieve this goal.

Smooth sailing,


SINDY RAYMOND

PRESERVATION OF THE JONES ACT

Contributed by Capt. Chris Edyvean, interim Regional Vice President – region 5

Recently, a ton of maritime news has streamed the headlines, and it all points towards one necessary goal: Preserve the Jones Act.

The Merchant Marine Act of 1920, aka Jones Act, mandates (among many other stipulations) that ships moving cargo (including passengers) from one U.S. port to another U.S. port, must be U.S.-built, flagged, and crewed.

You cannot tune in to any mainstream news outlet without noting mention of cruise ships carrying passengers infected with COVID-19. In severe cases, these cruise ships are being quarantined and may also be carrying deceased passengers; not the ideal “cargo” for a tropical vacation voyage.

The potential inclusion of these cruise ships in a government “bail-out” package quickly raised the eyebrows of pro-U.S. shipping interests. A fact unrealized by the general public is that these ships are not built or registered in the United States, nor are they manned by documented U.S. Merchant Mariners. It was quickly brought to the attention of President Trump that the cruise ship industry is NOT American, and should not be subsidized by our tax dollars.

Would a U.S.-flagged cruise ship be better equipped to handle an COVID-19 outbreak? I can’t answer that. But I can tell you with 100% certainty that U.S. ports are safer with higher percentages of security-screened and vetted U.S. mariners on the work scene, and less mariners from third world countries of whom we have no background info. More importantly, I can tell you that if oceangoing U.S.-flagged cruise ships were plentiful, we would be maintaining a pool of highly trained, qualified, and vetted Merchant Mariners who could provide the manpower required in the event of any largescale military or humanitarian maritime mission.

I began my career shortly after the Gulf War, an event which proved that the U.S. Merchant Marine had only marginally enough manpower to answer our Sealift (military) needs. Had that ordeal been a prolonged effort, the lack of manpower may have proven to be a major weakness. At that time, there were two large U.S. cruise ships in existence, the *SS Independence* and *SS Constitution*, both in the Hawaiian trade, both supplying hundreds of jobs for U.S. seamen. The U.S. Merchant Marine has not enjoyed that kind of surplus manpower “in our back pockets” for quite some time. Fast forward to Operations Iraqi Freedom/Enduring Freedom. Those Hawaiian cruise ships were long gone, and our manpower was again stretched thin. Nor-

mally a Great Lakes mariner, I found myself doing back-to-back tours on Watson-class LMSR vessels in 2003 and 2004, helping to fill the manning needs of our ships on the front lines of these efforts.

Unfortunately, we as a self-proclaimed maritime nation seem yet to have learned a lesson. Since the “Second Gulf War”, we have lost tonnage. Ships have gone foreign-flagged to reduce costs and bypass standards. Older ships have become obsolete or have been phased out due to regulatory compliances. Even our American Great Lakes fleet has dramatically shrunk, as dozens of freighters have been sold to Canada. When ships disappear, so proportionally does our pool of mariners.

Laws and programs are in place to save our Merchant Marine, such as the Maritime Security Program (MSP) and Cargo Preference (which has been slashed over time). However, the Jones Act is the pillar of our Merchant Marine. Without it, our fleet would disappear, as greedy ship-owners would quickly flag-out and sell us down the river.

There are lessons in history, and one particular lesson has everything to do with our WWII Merchant Mariners. At the onset of WWII, America lacked both the vessels and the mariners to sustain an extended conflict. Furthermore, the pre-war Merchant Marine was not ready for the onslaught of the U-boats early in the conflict. It took time -- the building of ships and the recruitment and training of mariners -- but eventually the tide turned and our Merchant Mariners played a pivotal role in the outcome of the Second World War. On this March 13th, President Trump signed into law the Merchant Mariners of WWII Congressional Gold Medal Act. This is in as much an award as it is a history lesson: We need a strong and capable U.S. Merchant Marine.

In a very unfortunate twist, the COVID-19 pandemic has overshadowed the signing of the Gold Medal Act. COVID-19 has turned the country and world upside down. However, we have recently seen a couple old veterans return to duty. I’m not talking about mariners; I’m talking about the ships *USNS Mercy* and *USNS Comfort*. These ships are veterans of the Gulf War, the Iraqi War, and multiple humanitarian efforts, including Hurricane Katrina. Before their second lives as hospital ships, they served as U.S.-flagged commercial oil tankers. Majors news sources nationwide have mentioned these vessels by name, showing images of their huge white hulls with the red medical cross. The media refers to them as “Navy” ships, but does

(continued on next page)

(continued from previous page)

the American public know that these ships are crewed and operated by documented U.S. Merchant Mariners? As President Trump watched the *USNS Comfort* set sail from Virginia, bound for his hometown of NYC, did he make the connection between the WWII Merchant Mariners and the modern-day mariners who are operating this ship?


Aboard the *Comfort* and *Mercy* are U.S. Merchant Mariners who have graduated from our maritime academies and training schools, attended continuing education at our union maritime schools, and have built a career by working on various vessels in the U.S.-flagged fleet. Their careers are possible because of the Jones Act, and thus the Jones Act is the reason why these ships are on station to assist in the battle against COVID-19.

The United States Merchant Marine has always answered the call, in peace and in war. The Merchant Marine has contributed to our security, our economy, and even our health. From World War II to the Korean and Vietnam conflicts, to the Gulf Wars and many humanitarian missions, to the War on Terror and now the war on COVID-19, the U.S. Merchant Marine has been and will be there. Brought to you by the Jones Act.

Capt. Christopher Edyvean
AMMV Region #5 interim Vice President
Past National President
cjedyvean@hotmail.com

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Social Security recipients will automatically receive stimulus pay

Washington (CNN) April 1, 2020:

The Treasury Department, clearing up confusion, has announced Social Security recipients will not have to file a tax return in order to receive the economic stimulus payments the government is preparing to send out amid the coronavirus pandemic.

It was unclear in guidance posted earlier this week whether Social Security recipients who don't normally file taxes would have to in order to receive the money. But the Treasury Department said Wednesday that those beneficiaries will automatically receive the money. The IRS will use the information that the Social Security Administration has on file. Social Security recipients won't have to take any action.

Those who normally receive their benefits directly in their bank account will receive the stimulus money in the same way. Others will receive a check in the mail -- though it will likely take longer to receive the payment than those who use direct deposit.

How much will I receive from the stimulus bill?

The change came after Democratic lawmakers sent a letter Wednesday urging the Treasury Department to send the payments automatically to Social Security recipients -- something the law gives the IRS the power to do. Republican Sen. Josh Hawley of Missouri also criticized the IRS guidance, calling it "ridiculous" and saying the "IRS should follow the law that Congress passed."

A \$2 trillion stimulus bill signed by President Donald Trump last week includes money for the direct payments. Individuals are due up to \$1,200 and couples will receive up to \$2,400 -- plus \$500 per child. Updated guidance posted Wednesday said that Social Security recipients who don't file tax returns would not receive additional money for children at this time because the IRS won't have information on dependents.

But payments start phasing out for individuals with adjusted gross incomes of more than \$75,000. The amount will then be reduced by \$5 for every additional \$100 of adjusted gross income, and those making more than \$99,000 will not receive anything. The income thresholds would be doubled for couples.

Generally, the income will be based on either your 2019 tax return -- if you've already filed it -- or your 2018 return. The IRS says that payments will go out automatically to those who authorized a direct deposit for their refunds, within three weeks. Others may receive a check in the mail or may be able to enter their direct deposit information online -- but there is little information about how that might work. The Treasury is planning to develop a "web-based portal" in the coming week.

CONGRESS SHOULD OPPOSE LEGISLATION THAT WOULD GUT THE JONES ACT FOR DREDGING

Per American Maritime Partnership, the Jones Act coalition in Washington and Paul Doell:

Draft legislation is currently circulating in the U.S. Senate to waive U.S. law to allow foreign companies and foreign ships to dredge American ports and inland waterways. This legislation would set aside the U.S. ownership, crewing and vessel construction requirements of the Jones Act and undermine the domestic maritime industry. The American Maritime Partnership— representing U.S. vessel operators, mariners, shipyards and pro-defense organizations across the nation— strongly opposes the legislation.

The proposed legislation would allow foreign dredgers to operate inside American waters with an unfair competitive advantage to American companies.

The proposed legislation, titled the Coastal Protection and Economic Security Act of 2020, would overturn more than a century of American practice by permitting foreign dredgers to operate with exemptions from U.S. laws. These exemptions – to U.S. ownership and U.S. build requirements – would give these foreign companies tremendous unfair competitive advantages, effectively penalizing American dredgers that have complied with the law.

The bill proposes to reserve that unprecedented special treatment for vessels from NATO countries, including non-EU members, an approach long-promoted by European government officials, European dredgers and their lobbyists. The legislation would waive longstanding conditions of the Jones Act that vessels be built in the United States and owned and crewed by Americans. 46 U.S.C. Chapter 551— Coastwise Trade. The legislation is unprecedented in that it requires the U.S. Coast Guard (USCG) to issue a certificate of documentation with a coastwise endorsement to a foreign dredging vessel even if the vessel fails to meet existing legal requirements for operation in the domestic trades. In addition, the legislation would divert funding from the Harbor Maintenance Trust Fund to new activities by the U.S. Coast Guard. A copy of the legislation is attached. The draft bill does not indicate which U.S. Senator has requested the drafting of and is sponsoring the legislation.

Dredging is an essential part of the American domestic maritime industry. The dredging portion of America's coastwise laws dates back to 1906. The coastwise laws, referred to in whole as the Jones Act, protect America's national, homeland, and economic security by ensuring that vessels used in America's waters are U.S. vessels.

The Center for Strategic and Budgetary Assessment (CSBA) recently singled out the importance of the U.S. dredging industry, noting that that industry operators “keep clear more than 400 ports and 25,000 miles of navi-

gational channels throughout the United States.” CSBA said: A domestic dredging industry prevents the United States from depending on foreign companies to dredge its dozens of naval facilities, potentially opening up opportunities for sabotage or the depositing of underwater surveillance equipment.

U.S. dredging companies, deemed an essential industry during the current pandemic, are an integral part of the total U.S. domestic maritime industry. Dredging operations are supported by tug and barge operations, also an integral part of the American maritime industry. More than 40,000 American vessels built in American shipyards, crewed by American mariners, and owned by American companies, operate in our waters 24/7, and this commerce sustains nearly 650,000 American jobs, and generates \$41 billion in labor compensation, \$7 billion in taxes, and more than \$150 billion in annual economic output.

There is no reason to waive America's coastwise laws. For more than a century, U.S. dredging companies have widened and deepened many of America's most important ports, harbors, and waterways, including Norfolk and ports on the East Coast that can now receive ultra-large container ships from overseas. Most recently, a U.S. dredging company was able to immediately dredge a harbor in New York to make way for the arrival of the USNS Comfort, a much needed hospital ship. New York Mayor Bill de Blasio said that “the dredging was done faster than anyone knew it could be done to allow this ship to dock.” U.S. dredging companies have responded to the needs of the nation time and again, and should not be prevented from doing so. These American companies also dredge and maintain strategic seaports of the U.S., seaports designated by the Department of Defense to support major force deployments during national defense emergencies.

American dredging companies have invested \$1.5 billion over the past two years building new dredges, tugs, and barges in American shipyards to meet the demands of the nation's seaports, harbors and waterways. These companies have constructed their vessels in the United States and are owned by U.S. citizen companies with an allegiance to this country. These American companies are tried and trusted partners who regularly deliver for this nation. Congress should reject legislative proposals that would waive the Jones Act for foreign companies and foreign-built dredges or other vessels because it would undermine U.S. national, economic and homeland security.

NORWEGIAN VETERANS MONUMENT

BATTERY PARK, NY – a remembrance on V-E Day:

The Battery Park hosts more than 20 significant monuments that commemorate communities and key figures in the history of the city and nation. Exploration and immigration, invention and innovation, defense and heroism are major themes. One of them is the famous U. S. Merchant Marine monument.

However, David Chr. Wold emailed AMMV National President John Pitts an invitation to a ceremony at one of the lesser known monuments nearby. He wrote:

"A few years back I was invited to attend the 8 May marking of Victory in Europe at the Norwegian Merchant Marine monument /stone next to the entrance to Staten Island ferry and as I am sure you know, just a baseball throw away from the US Merchant Marine monument there at Battery Park . Yearly, sponsored by War Sailor Karl Aksel Andersen and the Scandinavian East Coast Museum, we have a simple ceremony marking V-E Day at the memorial.

"The event, normally attended by at least WWII veterans usually includes maybe 10-15 people plus somebody from the Consulate, some from the Seaman's church and if lucky some cadets from Kings Point and the military attaches to the UN. We were hoping this year, being 75 years since end of the war, there would be more members. We will be placing a wreath on V-E da, with permission from the Norwegian Dept. of Defense and our Consulate, too. But a formal social gathering will have to wait. We do hope to arrange such at a later date and this time in cooperation with the U.S. Merchant Marine to honor both monuments, the Norwegian one and the U. S. Merchant Marine one in Battery Park.

"But it puzzles me that we do not have an 'Allied Force' presence, as none of us could have done it alone. With the proximity to the US Merchant Marine memorial I would think it would only be natural to include and give reference and respect to what these citizens of a free and democratic country of USA did to liberate Europe and end the WWII shortly after.

"So my idea, just an idea at this point, is to join hands and make a salute to both/all Merchant Marine members who served in WWII (we know we had over 100 countries represented onboard the Norwegian Merchant Marine and of those more than 600 from the USA)."

For more information on the event, please contact David Wold at dcwold@gmail.com or (203) 274-1433.

The Norwegian monument:

This monument honors the valiant

sailors of the Norwegian Merchant Marine and Navy who lost their lives in the cause of the Allies during World War II. Many of the thousands of seamen who served and paid the supreme sacrifice considered New York to be their principal port of call, and during the War used it as a home port.

The monument was conceived by officers of the Royal Norwegian Navy and Merchant Marine. It was dedicated in a ceremony held on October 21, 1982, and attended by King Olav V of Norway and Mayor Edward I. Koch. It consists of a large natural granite slab on which rests a boulder with an image of an anchor inscribed on it. Additional inscriptions are etched on the base as well as on a pink granite marker installed in 1995. In the spring of 2001, as part of the overall improvements to the park's Upper Promenade the monument was relocated to a newly landscaped setting northwest of Castle Clinton.

Inscribed on the Granite marker:

IN WORLD WAR II 1100 / NORWEGIAN SHIPS
SERVED THE / ALLIED CAUSE BY HAULING SUP-
PLIES / BETWEEN U.S. PORTS AND THE WAR / THE-
ATERS ABROAD. / A SIZEABLE PART OF THE ALLIED
/ FORCES WERE SUPPLIED BY SHIPS / FLYING THE
NORWEGIAN FLAG. / MORE THAN 30,000 SAILORS
/ AND NAVAL GUNNERS MANNED THE SHIPS. /
MANY OF THEM LOOKED TO NEW YORK, THE
PRINCIPAL PORT OF CALL, AS THEIR HOME PORT.
DURING / THE WAR.THE LOSSES WERE HEAVY - 570
SHIPS AND 4000 SAILORS.



American Merchant Marine Veterans
Profit & Loss
July 2019 through March 2020

Income	
402 · Contributions	39,322.72
403 · Interest Income & Bank Bonuses	276.49
405 · Mission Support Fund	5,766.54
409 · Miscellaneous Income	16.00
410 · Chapter and MAL Dues	
HUM · Humboldt Bay	125.00
AKG · Alaska Greatlands	224.00
BEE · Beehive Mariners	75.00
BSM · Big Sky Mariners	140.00
DAR · Dennis Roland	1,248.00
EOH · Edwin O'Hara	150.00
GLD · Golden Gate	975.00
HIR · High Rollers	425.00
JTS · John T. Schmidt/Palmetto	407.00
LON · Lone Star	250.00
MAL · Members at Large	19,136.23
MALW · Members at Large Paypal	2,017.44
MWE · Mid West	600.00
NBM · North Bay Mariners	400.00
NOA · North Atlantic	325.00
OHV · Ohio Valley	400.00
ORV · Oswego River Valley	75.00
PUG · Puget Sound	32.00
THR · Three Rivers	625.00
Total 410 · Chapter and MAL Dues	27,629.67
411 · Convention Income	
412 · Convention Registrations	675.00
413 · Comm. Book Ads	6,550.00
414 · Convention Donations	7,295.00
Total 411 · Convention Income	14,520.00
Total Income	87,531.42
Expense	
500 · Fixed Expense	
501 · Bank Charge	45.00
507 · Telephone	292.47
510 · Membership Promotion	527.56
511 · Service Charges - Paypal	149.64
Total 500 · Fixed Expense	1,014.67
512 · Memorial Expense	140.39
513 · Advertising	100.00
514 · Convention Expenses	
515 · Convention Events	1,629.31
516 · Comm. Book Exp	1,145.00
517 · Convention Misc. Exp	5,866.60
Total 514 · Convention Expenses	8,640.91
520 · Mission Advance	
525 · Mission Support Exp	5,162.04
526 · Internet Initiative	435.50
528 · JCC Storage Expense	628.00
Total 520 · Mission Advance	6,225.54
530 · Newsletter	
533 · Postage	2,377.57
536 · Printing	9,861.58
538 · Layout	3,900.00
539 · Editorial Fee	900.00
Total 530 · Newsletter	17,039.15
550 · Personnel	
551 · Administration	13,950.00

Total 550 · Personnel	13,950.00
560 · Operating Expense	
564 · Office Supplies	844.75
565 · Postage - Office	464.24
566 · Printing - Office	425.96
567 · Licenses & Fees	254.43
Total 560 · Operating Expense	1,989.38
Total Expense	49,100.04
Net Income	38,431.38

*Do you still owe dues for fiscal
year 7/1/19 - 6/30/20?*

*If you're unsure, call Lynn Kelly,
National Office
Administrator, at (475) 470-9200
to check if you're currently paid.*



JUST RECOGNITION

PASSAGE OF PUBLIC LAW #116-125 - text

As signed by United States President Donald Trump on March 13, 2020

Public Law 116–125

116th Congress

An Act

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

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

SECTION 1. SHORT TITLE.

This Act may be cited as the “Merchant Mariners of World War II Congressional Gold Medal Act of 2020”.

SEC. 2. FINDINGS.

Congress finds the following:

- (1) 2020 marked the 75th anniversary of Allied victory in World War II.
- (2) The United States Merchant Marine (in this section referred to as the “Merchant Marine”) was integral in providing the link between domestic production and the fighting forces overseas, providing combat equipment, fuel, food, commodities, and raw materials to troops stationed abroad.
- (3) Fleet Admiral Ernest J. King acknowledged the indispensability of the Merchant Marine to the victory in a 1945 letter stating that, without the support of the Merchant Marine, “the Navy could not have accomplished its mission”.
- (4) President, and former Supreme Commander of the Allied Expeditionary Forces, Dwight D. Eisenhower acknowledged that “through the prompt delivery of supplies and equipment to our armed forces overseas, and of cargoes representing economic and military aid to friendly nations, the American Merchant Marine has effectively helped to strengthen the forces of freedom throughout the world”.
- (5) Military missions and war planning were contingent upon the availability of resources and the Merchant Marine played a vital role in this regard, ensuring the efficient and reliable transoceanic transport of military equipment and both military and civilian personnel.
- (6) The Merchant Marine provided for the successful transport of resources and personnel despite consistent and ongoing exposure to enemy combatants from both the air and the sea, including from enemy bomber squadrons, submarines, and naval mines.
- (7) The efforts of the Merchant Marine were not without sacrifices as the Merchant Marine likely bore a higher per capita casualty rate than any of the military branches during the war. Merchant Mariners of World War II Congressional Gold Medal Act of 2020.
- (8) The Merchant Marine proved to be an instrumental asset on an untold number of occasions, participating in every landing operation by the United States Marine Corps, from Guadalcanal to Okinawa.
- (9) The Merchant Marine provided the bulk tonnage of material necessary for the invasion of Normandy, an invasion which, according to a 1944 New York Times article, “would not have been possible without the Merchant Marine”.
- (10) In assessing the performance of the Merchant Marine, General Eisenhower stated, “every man in this Allied command is quick to express his admiration for the loyalty, courage, and fortitude of the officers and men of the Merchant Marine. We count upon their efficiency and their utter devotion to duty as we do our own; they have never failed us”.
- (11) During a September 1944 speech, President Franklin D. Roosevelt stated that the Merchant Marine had “delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult, and dangerous transportation job ever undertaken. As time goes on, there will be greater public understanding of our merchant fleet’s record during this war”.
- (12) The feats and accomplishments of the Merchant Marine are deserving of broader public recognition.



JUST RECOGNITION

(13) The United States will be forever grateful and indebted to these merchant mariners for their effective, reliable, and courageous transport of goods and resources in enemy territory throughout theaters of every variety in World War II.

(14) The goods and resources transported by the Merchant Marine saved thousands of lives and enabled the Allied Powers to claim victory in World War II.

(15) The Congressional Gold Medal would be an appropriate way to shed further light on the service of the merchant mariners in World War II and the instrumental role they played in winning that war.

(16) Many students of the Merchant Marine Academy lost their lives as they sailed through enemy-controlled waters or unloaded cargo in overseas combat areas, and, as a result, the United States Merchant Marine Academy is the only institution among the five Federal academies to be authorized to carry a battle standard as part of its color guard.

SEC. 3. CONGRESSIONAL GOLD MEDAL.

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

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

(c) AMERICAN MERCHANT MARINE MUSEUM.—

(1) IN GENERAL.—Following the award of the gold medal under subsection (a), the gold medal shall be given to the Determination. 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.

SEC. 5. STATUS OF MEDALS.

(a) NATIONAL MEDALS.—Medals struck under this Act are national medals for purposes of chapter 51 of title 31, United States Code.

(b) NUMISMATIC ITEMS.—For purposes of section 5134 of title 31, United States Code, all medals struck under this Act shall be considered to be numismatic items.

Approved March 13, 2020.

LEGISLATIVE HISTORY—H.R. 5671:
CONGRESSIONAL RECORD, Vol. 166 (2020):
Jan. 27, considered and passed House.
Mar. 2, considered and passed Senate.



JUST RECOGNITION

HOW TO OBTAIN AN HONORABLE DISCHARGE U.S. FORM #DD-214 or DD-256

American Merchant Marine Veterans, Inc. (AMMV) has discovered that some members are not recorded as having a USCG-issued Honorable Discharge (Form DD-214 or DD-256). Copies of these forms will be needed for qualification to receive a CONGRESSIONAL GOLD MEDAL replica in honor of your service as a U. S. Merchant Mariner in World War II.

Also noted should be that an Honorable Discharge – form DD-214 – for another service will not qualify our members for the replica. So, if you do not have either a DD-214 or DD-256 issued by the U. S. Coast Guard for your WWII Merchant Mariner duty time, please apply today.

WHY TO APPLY:

Per the U. S. Coast Guard National Maritime Center:

World War II Veteran Status Veteran status was finally granted to merchant seamen who served on oceangoing voyages during World War II on January 19, 1988. On that date, the Secretary of the Air Force, on behalf of the Department of Defense, signed a Secretarial Determination. This document was published in compliance with orders issued by the United States District Court for the District of Columbia. It stated that, "...the service of the group known as the 'American Merchant Marine in Oceangoing Service during the Period of Armed Conflict, December 7, 1941, to August 15, 1945, shall be construed active duty for the purposes of all laws administered by the Veterans Administration.'" National Maritime Center Providing Credentials to Mariners 5/30/2013

The United States Coast Guard has set up a special unit to assist former merchant seamen to obtain the evidence of wartime service required to qualify them for veteran status. This unit should be the first point of contact for former seamen, who should submit copies of any documents in their possession which could help to verify their service, along with Form DD 2168. "Application For Discharge of Member or Survivor of Member of Group Certified To Have Performed Active Duty with the Armed Forces of the United States."

HOW TO APPLY:

Mariners in "ocean-going service" during World War II have Veteran Status. They may be entitled to VA medical

benefits, a gravestone, flag for their coffin and burial in a National Cemetery. Check with the Veterans Administration for medical and other benefits. Mariner or survivor should complete the following steps and mail to the proper address:

- Complete Form DD-2168. Supply as much information as possible. Address for mailing is below.
- Include photocopies of discharges, identification, and other supporting documents.
- You will need the mariner's signature or a certified death certificate. The Coast Guard will issue documents for a person listed as an official casualty without a death certificate.
- No fee required if service was between December 7, 1941 and August 14, 1945.

Include check or money order for \$30 payable to US Treasury if seeking veteran status for the period from August 15, 1945 through December 31, 1946.

Note: Forms DD-2168 may also be obtained from offices of the U.S. Department of Veterans Affairs (formerly called the Veterans Administration); your Congressman; your local VA Service officer or those of the American Legion; our National Administrator's office; Sindy Raymond, Editor of the AMMV NEWS or included in this AMMV NEWS Magazine. Application may also be done online with fillable pdf files.

Acceptable forms of documentation are: Certificates of Discharge (Forms 718A) Continuous Discharge Books Company letters showing vessel names and dates of voyages and logbooks.

Applications should be mailed to:

National Maritime Center (NMC-421)

ATTN: WWII

100 Forbes Drive

Martinsburg, WV 25404

Main Inquiry Line: 1-888-I-ASK-NMC
(1-888-427-5662)

Alternate Line: 1-304-433-3400

APPLICATION FOR DISCHARGE OF MEMBER OR SURVIVOR OF MEMBER OF GROUP CERTIFIED TO HAVE PERFORMED ACTIVE DUTY WITH THE ARMED FORCES OF THE UNITED STATES

(Read Instructions on back before completing form.)

OMB No. 0704-0100
OMB approval expires
Jun 30, 2011

The public reporting burden for this collection of information is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Washington Headquarters Services, Executive Services Directorate, Information Management Division, 4800 Mark Center Drive, Alexandria, VA 22350-3100 (0704-0100). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE ABOVE ORGANIZATION. SEND COMPLETED FORM TO THE APPROPRIATE SERVICE ADDRESS ON THE BACK OF THIS PAGE.

PRIVACY ACT STATEMENT

AUTHORITY: Public Law 95-202, Sec. 401, and EO 9397.

PRINCIPAL PURPOSE(S): To assist the Secretaries of the Armed Forces in determining if applicant was member of a group which has been found to have performed active military service, and, after an affirmative finding as to the applicant, to assist the Secretary of an Armed Force in issuing an appropriate certificate of service.

ROUTINE USE(S): The information may be released to the civilian employer or contractual group or the Department of Homeland Security (for Coast Guard applicants) to support the member's claim. To the Department of Veterans Affairs to provide substantiation for benefit eligibility. To the Department of Justice in pending or potential litigation to which the record is pertinent.

DISCLOSURE: Voluntary; however, failure to provide identifying information may impede processing of this application. The use of Social Security Number is strictly to assure proper identification of the individual and appropriate records.

I. GROUP MEMBER PERSONAL DATA

1.a. MEMBER'S NAME (Last, First, Middle and Maiden, if any)		b. ALIAS(ES)		2. SSN	3. DATE OF BIRTH (YYYYMMDD)
4.a. PRESENT STREET ADDRESS (Incl. apartment number)		b. CITY	c. COUNTY	d. STATE	e. ZIP CODE

II. SERVICE GROUP DATA TO SUPPORT CLAIM

5. NAME OF GROUP SERVED WITH		6. IDENTIFICATION NO.	7. HIGHEST GRADE/RANK/RATING HELD		8. HIGHEST PAY GRADE (or actual pay)
9. ENTRY INTO SERVICE			10. ACTUAL MILITARY SERVICE BEFORE/AFTER THIS SERVICE		
a. DATE (YYYYMMDD)	b. PLACE (Include City and State of Military Installation)		a. DATES (YYYYMMDD)	b. DEPARTMENT(S)	
11. HOME OF RECORD AT TIME OF ENTRY					12. GRADE/RANK/RATING AT TIME OF ENTRY
a. STREET ADDRESS (Incl. apartment number)	b. CITY	c. COUNTY	d. STATE	e. ZIP CODE	
13. MILITARY INSTALLATION WHERE ORDERED TO REPORT (Include City and State)			14. SPECIALTY JOB TITLE(S)		
15. DECORATIONS, MEDALS, BADGES, COMMENDATIONS, CAMPAIGN RIBBONS AWARDED/AUTHORIZED					
16. TERMINATION OF GROUP SERVICE (Separation, Discharge, Resignation, etc.)					
a. TYPE OF TERMINATION	b. REASON	c. STATION BASE/LOCATION	d. SERVICE COMMAND AFFILIATION	e. DATE SERVICE TERMINATED (YYYYMMDD)	

III. APPLICATION INFORMATION

Applicant must sign in the space provided. If the record in question is that of a person who is deceased or incompetent, legal proof of death or incompetency must accompany this application. If the application is signed by the spouse, widow, widower, next of kin, or legal representative, give relationship or status in the appropriate box below.

17. RELATIONSHIP TO APPLICANT (X one)	a. SPOUSE	c. WIDOWER	e. LEGAL REPRESENTATIVE
	b. WIDOW	d. NEXT OF KIN	f. OTHER (Specify)

I MAKE THE FOREGOING STATEMENTS, AS PART OF MY CLAIM, WITH FULL KNOWLEDGE OF THE PENALTIES INVOLVED FOR WILLFULLY MAKING A FALSE STATEMENT OR CLAIM. (U.S. Code, Title 18, Sec. 287, 1001, provides a penalty of not more than \$10,000 fine or not more than five years imprisonment or both.)

18. APPLICANT

a. NAME (Last, First, Middle)	b. SSN	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)
e. MAILING STREET ADDRESS (Incl. apartment number)	CITY	STATE	ZIP CODE
			f. TELEPHONE (Include area code)

IV. DISCLOSURE OF INFORMATION

19. I hereby authorize the release of copies of any official records maintained by the National Personnel Records Center to the appropriate military personnel office (listed on the reverse side) for the purpose of processing my application for discharge under Public Law 95-202.	a. SIGNATURE	b. DATE SIGNED (YYYYMMDD)
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JUST RECOGNITION

CONGRESSIONAL GOLD MEDALS AND THEIR STORY

Congressional Gold Medals have a long history and the process and creation of them is not very well known. However, according to their website, the Citizens Coinage Advisory Commission (CCAC) states: Congressional Gold Medals have long been an important way for Congress to express public gratitude for important historical events and achievements. Congressional Gold Medals, which have been issued since the American Revolution, are “the highest civilian honor award program ... [to] honor national achievement in patriotic, humanitarian, and artistic endeavors.”

Senators and Representatives are frequently asked to support or sponsor proposals recognizing historic events and outstanding achievements by individuals or institutions. Among the various forms of recognition that Congress bestows, the Congressional Gold Medal is often considered the most distinguished. Through this venerable tradition—the occasional commissioning of individually struck gold medals in its name - Congress has expressed public gratitude on behalf of the nation for distinguished contributions for more than two centuries. Since 1776, this award, which initially was bestowed on military leaders, has also been given to such diverse individuals as Sir Winston Churchill and Bob Hope, George Washington and Robert Frost, Joe Louis and Mother Teresa of Calcutta. Congressional gold medal legislation generally has a specific format.

Once a gold medal is authorized, it follows a specific process for design, minting, and awarding. This process includes consultation and recommendations by the Citizens Coinage Advisory Commission (CCAC) and the U.S. Commission of Fine Arts (CFA), pursuant to any statutory instructions, before the Secretary of the Treasury makes the final decision on a gold medal's design. Once the medal has been struck, a ceremony will often be scheduled to formally award the medal to the recipient.

INTRODUCTION: Since the late 1700s, Congress has expressed public gratitude to individuals and groups by awarding medals and other similar decorations.

1. The first Congressional Gold Medals were issued by the Continental Congress. Since that time, Congress

has awarded gold medals to express public gratitude for distinguished contributions, dramatize the virtues of patriotism, and perpetuate the remembrance of great events. This tradition of authorizing individually struck gold medals bearing the portraits or actions of honorees is rich with history. Although Congress has approved legislation stipulating specific requirements for numerous other awards and decorations, there are no permanent statutory provisions specifically relating to the creation of Congressional Gold Medals. When such an award has been deemed appropriate, Congress has, by special action, provided for the creation of a personalized medal to be given in its name.

2. Early Practices: the first Congressional Gold Medals were issued by the Continental Congress. As initially conceived, Congressional Gold Medals were awards “imbued with the conviction that only the very highest achievements [were] entitled to such a distinction, and that the value of a reward is enhanced by its rarity!”

3. At that time, the Continental Congress concluded there was no better way to honor “and preserve the memory of illustrious characters and splendid events than medals—whether we take into consideration the imperishable nature of the substance whence they are formed, the facility of multiplying copies, or the practice of depositing them in the cabinets of the curious.”

The first Congressional Gold Medal was authorized on March 25, 1776, for George Washington, then commander of the Continental Army, for his “wise and spirited conduct” in bringing about British evacuation of Boston. During the next 12 years, the Continental Congress authorized an additional six gold medals for Revolutionary military leaders.

20th AND 21ST CENTURY RECIPIENTS: In the 20th and 21st centuries, Congress continued to broaden the scope of Congressional Gold Medals to include recognition of excellence in such varied fields as the arts, athletics, aviation, diplomacy, entertainment, exploration, medicine, politics, religion, and science. Several of the following individuals were the first in their specialties to be awarded gold medals: Composer George M. Cohan (1936) was the first entertainer to receive a gold medal, for his patriotic



JUST RECOGNITION

songs “Over There” and “A Grand Old Flag.”; Wilbur and Orville Wright (1909) were the first aeronautical or space pioneers to receive a gold medal, for their achievements in demonstrating to the world the potential of aerial navigation; Lincoln Ellsworth (1926) was the first explorer honored, for his polar flight in 1925 and transpolar flight in 1926; Major Walter Reed and his associates (1928) were the first scientists honored, for discovering the cause and means of transmission of yellow fever in 1921; Vice President Alben W. Barkley (1949) was the first political honoree. In the late 20th and early 21st centuries, numerous other individuals have been honored for a variety of contributions including civil rights activism and humanitarian contributions.

MEDAL PRESENTATION, DESIGN AND STRIKING: Congressional Gold Medal legislation typically includes a section that provides details on the presentation, design, and striking of the medal.

(a) Presentation Authorized.—The Speaker of the House of Representatives and the President Pro Tempore of the Senate shall make appropriate arrangements for the presentation, on behalf of Congress, of a gold medal of appropriate design to the recipient.

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

DUPLICATE MEDALS: Gold medal legislation also generally authorizes the Secretary of the Treasury to strike and sell duplicate medals in bronze. The duplicates are generally sold in two sizes: 1.5 inches and 3 inches. Duplicates are sold at a price which allows the U.S. Mint to cover the cost of striking the gold medal.

DESIGN OF MEDALS: Congressional Gold Medal designs vary for each issuance. In general, the authorizing legislation provides that the Secretary of the Treasury “shall strike a gold medal with suitable emblems, devices, and inscriptions, to be determined by the Secretary.” When designing a Congressional Gold Medal, the Secretary consults with the Citizens Coinage Advisory Commission (CCAC) and the U.S. Commission of Fine Arts (CFA) before determining the final design. Citizens Coinage Ad-

visory Commission, established by P.L. 108-15, the CCAC advises the Secretary of the Treasury on theme and design of all U.S. coins and medals. For Congressional Gold Medals, the CCAC advises the Secretary “on any theme or design proposals relating to ... Congressional Gold Medals.”

The CCAC consists of 11 members appointed by the Secretary of the Treasury, with four persons appointed upon the recommendation of the congressional leadership. The CCAC meets several times each year to consider design suggestions for coins and medals. For each coin considered, the CCAC provides advice to the Secretary “on thematic, technical, and design issues related to the production of coins.” Recommendations are then published to the committee’s website, at <http://www.ccac.gov>.

SPECIFICATION OF DESIGN ELEMENTS: Congressional Gold Medal authorizations generally do not specify design elements. Instead, they direct the Secretary of the Treasury to “strike a gold medal with suitable emblems, devices, and inscriptions to be determined by the Secretary.” Should Congress want to specify particular design elements, they might be included in the authorizing legislation. This would provide the Secretary of the Treasury with congressional intent on what should be incorporated into the gold medal design. Similar statutory specificity is sometimes included in commemorative coin legislation. Such specification, however, could serve to limit design choices for the gold medal and might alter the cost structure of striking the award, if the required element diverges from standard practices. Location of Medal Awarded to Groups Congressional Gold Medal legislation for groups generally provides that only a single gold medal is struck and specifics where it will be located after it is formally awarded.

Editor’s note: For additional information, please check out the CCAC website. Citizens Coinage Advisory Committee, “About Us,” at <https://www.ccac.gov/aboutUs/index.html>. Congressional Gold Medals: which includes Background, Legislative Process, and Issues for Congress Congressional Research Service, the House, the House minority leader, the Senate majority leader, and the Senate minority leader. This is excerpted material.



JUST RECOGNITION

CONGRESSIONAL GOLD MEDAL FACTS – what we know at this time (Mar. 28, 2020)

Submitted by Sheila Sova, AMMV member-at-large, member of the AMMV Government Affairs Committee; Special Projects and Outreach Committee and proud daughter of a WWII U.S. Merchant Mariner.

In order to qualify for the Congressional Gold Medal for the WWII US Merchant Mariners, you must have a DD-214. Family members of deceased mariners will be allowed to purchase a replica bronze medal on behalf of their family member.

1. What does “collective medal” mean?

One Gold Medal will be presented collectively to the entire group of WWII USMM and housed in the American Merchant Marine Museum in Kings Point NY. The veterans will each apply and purchase a replica bronze medal at a cost of about \$54.

Now enacted, the Citizens Coinage Advisory Committee and the American Merchant Marine Veterans organization (AMMV) will work together to design the final medal. *Generally the medal design process takes about 6-8 months.*

2. Who is Eligible to receive a Congressional Gold Medal replica?

Any Merchant Marine Veteran who served:

Honorably at any time from December 7th 1941 to December 31st 1946*.

American Merchant Mariners in oceangoing service during the period of armed conflict, December 7, 1941, to August 15, 1945, and who meet the following qualifications:

Employed by the War Shipping Administration or Office of Defense Transportation (or their agents) as a merchant seaman documented by the U.S. Coast Guard or the Department of Commerce (Merchant Mariner's Document/Certificate of Service) or as a civil servant employed by the U.S. Army Transport Service (later renamed U.S. Army Transportation Corps, Water Division) or the Naval Transportation Service; and

Served satisfactorily as a crew member during the period of armed conflict, December 7, 1941, to August 15, 1945, aboard merchant vessels in oceangoing—that is, foreign, inter-coastal, or coastwise -service (per 46 U.S.C.

§§10301 and 10501) and further to include near foreign voyages between the United States and Canada, Mexico, or the West Indies via ocean routes, or public vessels in oceangoing service or foreign waters

3. Will each eligible veteran receive a Congressional Gold Medal?

Only one Congressional Gold Medal will be minted and housed at the Kings Point Merchant Marine Museum. The costs associated with the purchase of the bronze replica are beyond the scope of the government's responsibility.

4. Are veterans expected to pay for the bronze replica of the CGM?

Medal replicas presented to eligible veterans and if deceased, a family member can purchase the CGM in their honor. *(Perhaps a funding site will be set up for donations so that each veteran will receive their medals free of cost).* In accordance with the law, bronze replicas of the US Merchant Marine Congressional Gold Medal will be available for sale to the general public (scheduled for mid-2021). Bronze replicas and other CGMs are also available as the law allows for purchase via the US Mint's online catalog.

5. Are families of deceased veterans eligible to receive a bronze replica of the CGM?

Yes, the closest surviving relative of the deceased veteran may receive a bronze duplicate of the CGM on behalf of the Veteran.

Applying for the Congressional Gold Medal

1. How and when do I apply for this bronze replica?

There is currently no time frame of when the application process or the medals will be complete. Usually a veterans' group will be set up along with the government a registration process. **The AMMV will keep you up to date on the progression of the process** on their website (ammv.us), by the *AMMV NEWS Magazine* or via USPS. At this time there is not any application process in place. It is TBD at a later date.

Each group in the past has received their medals approximately 8-10 months after winning the medal. It is usually a three day program hosted by the government including tours, dinners and ceremony.

House Transportation Leaders Oppose Jones Act Waiver

The transportation policy leadership at the U.S. House of Representatives recently expressed opposition to waiving the Jones Act amid the coronavirus pandemic.

The 1920 law requires American vessels to be used in the transport of goods between U.S. ports.

“More than 9 million American workers were laid off in recent days, due to a public health crisis that will likely continue for some time,” said Reps. Peter DeFazio (D-Ore.) and Sam Graves (R-Mo.), chairman and ranking member, respectively, in a joint statement on April 2.

“The Jones Act has been and remains critical to supporting U.S. mariners’ jobs and our maritime industry. Waiving the law, even temporarily, would be a mistake and weaken our domestic maritime supply chain just when we need it the most. We should not risk the jobs of those U.S. workers who move 99 percent of U.S. overseas trade and 100% of our coastwise trade,” added the lawmakers, whose views were shared by House Coast Guard and Maritime Transportation Subcommittee Chairman Sean Patrick Maloney (D-N.Y.) and ranking member Bob Gibbs (R-Ohio).

Several oil industry observers have suggested the White House consider a waiver of the Jones Act to assist domestic producers.

REGISTER YOUR SUPPORT OF THE JONES ACT:

The Navy League of the United States sponsors a website which allows the public – including all AMMV members – to contact their Congresspersons and Senators to strongly urge support of the Jones Act.

The website is: <https://www.votervoice.net/NavyLeague/Campaigns/63533/Respond>.

Please act today!



V-E DAY REMEMBERED: *75 Years Later*

May 8th, 2020 marks the 75th anniversary of Victory in Europe (V-E) Day. Celebrations of the anniversary have been cancelled or postponed due to the current world-wide COVID 19 situation.

However V-E Day commemorates the unconditional surrender of Nazi Germany to the Allied forces in 1945, ending World War II in Europe. With their power-mad Fuhrer, Adolf Hitler, dead by his own hand, German military leaders signed surrender documents at several locations in Europe on May 7, capitulating to each of their victorious foes.

SIGNIFICANCE OF V-E DAY:

For just over five years and eight months a war had been raging in Europe that began with Germany's invasion of Poland on September 1, 1939. By the summer of 1941, the military of Germany's fascist dictator Adolf Hitler had conquered or

subdued virtually all of Europe from Spain's eastern border to the western border of the Soviet Union. Italy, under the control of Benito Mussolini, was allied with Germany, and the two nations fought against the British (and later the Americans) in North Africa and Italy.

While still at war with Great Britain Hitler invaded the USSR on June 22, 1941, and on December 11 of that year he declared war on the United States of America, to honor a mutual support pact he had signed with Imperial Japan. The "European War" and the war the Japanese had been fighting in Asia and the Southwest Pacific were now a global conflict—the Second World War.

Upon entering the war in December 1941, the United States agreed on a "Europe first" strategy: concentrating on defeating Germany, Italy and their satellites rather than focusing the bulk of men and resources on

the war in the Pacific.

V-E Day, therefore, marked a major milestone for the Allies but did not end the war—as Allied governments pointedly reminded their citizens. Attention soon turned to finishing the war against Imperial Japan.

CELEBRATIONS IN 1945 WERE WORLD-WIDE including:

In London, British Prime Minister Winston Churchill learned of the German surrender at 7:00 a.m. on May 7, but no official announcement



Times Square, New York City



London

was made until 7:40 that evening. The Soviet Union's premier Josef Stalin wanted to keep to the agreed-upon schedule of holding off on announcements until May 9. Finally, Churchill growled that he was not going to give the Communist leader the satisfaction of holding up the news that was already spreading. (Germany

had already informed its people of the surrender.)

The understated official announcement from Britain's Ministry of Information said simply, *"In accordance with arrangements between the three great powers, tomorrow, Tuesday (May 8), will be treated as Victory in Europe Day and will be regarded as a holiday."*

Tens of thousands rushed into the streets of London and continued celebrating until heavy rains arrived around midnight.

On V-E Day, the next

day, celebrations continued as best they could with rationing still in place. The Home Office declared, "Bonfires will be allowed, but the government trusts that only material with no salvage value will be used." American sailors and laughing girls formed a conga line down the middle of Piccadilly. Others, however, noted that many faces in the crowds were glum, too deeply affected by the war to be jubilant.

Churchill, greeted with cries of "Winnie, Winnie," from the crowds, announced Britons "may allow ourselves a brief period of rejoicing. Advance Britannia. Long live the cause of freedom! God save the King!" Then it would be time to get back to the work of finishing the war against Japan.

In the United States: President Harry S. Truman announced the victory in Europe to the American



Celebrating in Toronto, Canada

people. In part, his announcement said, *"Our rejoicing is sobered and*



V-E Day near the Arc de Triomphe, Paris

subdued by a supreme consciousness of the terrible price we have paid to rid the world of Hitler and his evil band. Let us not forget, my fellow Americans, the sorrow and the heartache which today abide in the homes of so many of our neighbors—neighbors whose most priceless possession has been rendered as a sacrifice to redeem our liberty ... If I could give you a single watchword for the coming months, that word is work, work, and more work. We must work to finish the war. Our victory is only half over."

Many communities attempted to subdue celebrations, wanting to give the occasion the solemnity they felt it

deserved and reminding Americans that, as Truman said, "Our victory is only half over."

Across the country, however, joyous celebrations broke out. Thousands

gathered in New York's Times Square. New Orleans took on the appearance

of Mardi Gras, with people dancing in the streets. Church bells rang out the glorious news in small towns and major cities.

Continuing production was the theme of factories across America, and "absenteeism" was still unacceptable.

In Canada, some 1 million men and women—nearly a tenth of Canada's population of 11 million—served in the mil-



City



London, Piccadilly Square



itary during the war, and the country was the fourth-largest producer of war material. The country emerged from the war with a new level of international respect.

In Toronto, ticker tape and other paper rained down from the windows of businesses and from some Mos-



London fountain

quito medium bombers that circled the tops of buildings.

In France, Charles de Gaulle, who had led the Free French Forces throughout the war, made the official announcement to his people that Germany was defeated and Hitler was dead: "The war has been won. This is victory. It is the victory of the United Nations and that of France. The German enemy has surrendered to the Allied Armies in the West and East. The French High Command was present and a party to the act of capitulation." Celebrations continued for two days.

In the Soviet Union, western journalists had leaked word of the German capitulation on May 7, induc-

ing Western nations to move up their official announcements. In the Soviet Union, Josef Stalin insisted on maintaining the agreed-upon schedule and made the announcement on May 9. A little after 1am. on May 9, however, a radio reporter told those who were awake at that hour in the USSR that Nazi Germany had officially surrendered. Impromptu celebrations broke out. In Red Square people sang, danced and kissed. Stalin himself seemed less than enthusiastic. His deputy Nikita

Khrushchev telephoned to congratulate the Soviet leader on his victory, and Stalin reportedly snapped at him, "Why are you bothering me? I am working." The USSR's official victory parade took place in a downpour over a month later, on June 24.

On the Front Lines of Europe, while soldiers, sailors and pilots in London and New York were dancing in the streets and stealing kisses from pretty girls, for the men

in the front lines reaction was subdued. Most of the front line troops merely read the story of victory from the division bulletin, said something like 'I'm glad,' and walked away. Perhaps it was a different story in their hearts, or perhaps they were too tired, or thinking of home too much, or thinking of their buddies who didn't live to see the victory, to do much celebrating or merry making.

ing Western nations to move up their official announcements. In the Soviet Union, Josef Stalin insisted on maintaining the agreed-upon schedule and made the announcement on May 9. A little

In the Pacific Theater and Australia; victory in Europe was welcome news to Allied troops in the Pacific and the China-Burma-India theaters of war. They greeted it with thanksgiving but there was little celebration. As a London Times special correspondent in Burma wrote, "The war is over. Let us get on with the war." Meanwhile, fighting continued in New Guinea, the Philippines, Okinawa, the CBI and elsewhere. Kamikazes still made suicide dives to sink Allied ships. The lights may have gone on over Europe and America, but a funereal pall still darkened the Pacific and Asia. That pall would not be dissipated until August 15, 1945, the **day** Japan accepted the Allied surrender terms in World War II.



Winston Churchill waving to crowd in London



London

Tow-Rags, or How Sailors Cleaned Their Bums

In the United States recently, there has been a lot of attention given to those who hoard toilet paper in preparation for the Coronavirus onslaught. As toilet paper is one of the basic necessities of modern life, hoarding seems to be particularly bad form. Nevertheless, as we consider the prospect of doing without, it also raises the question of what folks did before the advent of toilet paper, as we know it today.

This being a nautical blog, however, we will focus on how sailors of old kept their bums more or less clean.

Sailors in the Age of Sail used tow-rags. What is a tow-rag?

Traditionally, in those day, the officers' quarters were in the stern of a ship, and the ratings' in the bow. In the Royal



Navy sailing days of the 18th/19th centuries, the wind usually blew from behind taking away noisome smells from the body of the ship.

Close to the ship's head — the toilets in the bow or “head” of the ship, placed there so that the oncoming water could wash the ships clean - there was a long rope ending in a short rag or frayed hemp rope end which hung, permanently fixed to the ship, over the side into the water, next to

the wooden plank with a hole in it which was secured over the edge of the ship. After using the head, the sailor could then clean his backside with the wet rag and drop the rope back over the side. The rag would then be cleaned either by being literally towed by the ship under sail or to be washed by the action of wave and current, if at anchor.



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MEN AGAINST THE SEA

The Liberty ship SS *Robert B. Taney* was torpedoed in the South Atlantic on 9 February 1943.

The *Taney*, under the command of Captain Tom Potter, was homeward bound from Cape Town by way of Brazil, when lookouts reported a white streak about twenty feet beyond the bow. Torpedo!

The alarm bells called all hands to general quarters. Donald Zuford, the purser, relates:

That was a feeling of excitement no words can express. Running alone... a black, windy night. An unseen sub out there trying to sink us. It was so dark you could hardly see anything more than six feet in front of you. After a while we could hear the distinct "whoop.. whoop..whoop" of the U-boat's diesel. It was following us.

The chase continued for an hour, but the *Taney's* ten knots were not enough to outrun the raider. At exactly 2200, a torpedo exploded in the engine room and killed the fireman, oiler and engineer of watch.

Zubrod continues:

I was standing on a wing of the bridge. All our guns were firing at imaginary targets but it was impossible to see anything. Two lifeboats were smashed by the explosion. The ship was dead in the water so Captain Potter gave the order to lower the boats. It was my job to collect the code book and other confidential papers and throw them overside in a weighted box. By the time I did all this the boats had got away. I could hear voices and the clatters of oars in the oarlocks, but I couldn't see anyone. I yelled as loud as I could. I was alone on a sinking ship. Every time the ship rolled the blocks from the lifeboat falls banged against the hull. It was like a requiem. Only one thing to do – jump. The boats couldn't be too far away. I jumped into the blackness.

Fortunately, someone heard Zubrod shouting. A lifeboat came back to find him and he was hauled on board.

A second torpedo then hit the *Taney*. The men watched the big, indistinct bulk disappear beneath the waves.

The U-boat came within a few yards of the boats, and an officer asked the name of the ship. When no one answered, he laughed and said, "Never mind we know all about your ship." His offer to tow the boats for several hours was declined, and the submarine slipped away into the night.

After a conference between the two boats, the officers

decided to strike out for the southeast trades and the coast of Brazil but the boats soon became separated by rough weather. The first mate's boat was picked up twenty-one days later. The captain's boat, in which Zubrod was riding, continued on for another twenty-one days, during which the weather varied from flat calm to half gales to a violent tropic storm, in which winds were close to hurricane force for a brief period.

With twenty-three men crowded into the boat, there was no room for stretching out or even a minimal amount of exercise. The days were long, and the nights were cold. The wind whipped the spray over the crowded crew, as the hunched their backs and bent their heads trying to escape the salty blast.

Worst of all was the confinement. "Try sitting in a chair for a full day without getting up," Zubrod suggests. "Sometimes you get so nervous you want to jump overboard."

Potter navigated by dead reckoning, using the stars at night and a small sextant that was in the boat's equipment.

The biggest worry was water. There was no rain for thirty days. Just as they used the last drops of water in the beakers, a rain squall appeared.

On the thirty-fifth day, Sam Lo Presti, the cox'n of the gun crew who had been a famous

hockey player, attached a knife on the end of a boat hook and speared a dolphin. Cutting up an extra oar for fuel, the men cooked the meat in a bucket.

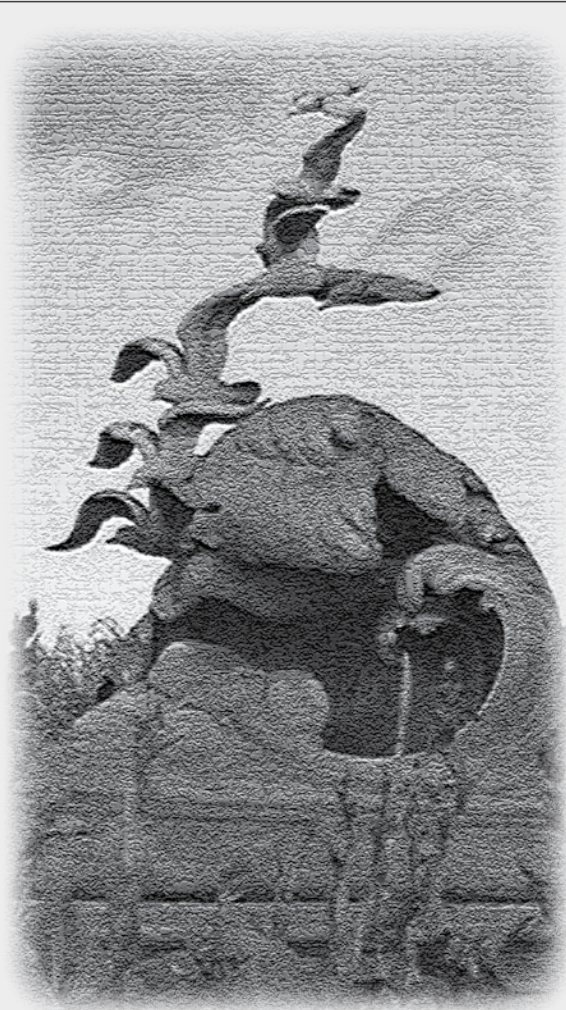
A distant glow of lights was seen on the fortieth night. They were brighter the next night so, on the forty-second day, the men shipped their oars and started to pull. For the first time since the torpedoing, they saw the distant silhouette of a ship. They spotted several more ships over a period of several hours, but none of them took notice of the tiny boat or the shirts waving at the end of oars. Finally, a Brazilian passenger ship spotted them and changed course to pick them up.

Despite the ordeal and their cramped condition, all hands were able to climb up the Jacob's ladder unaided and reach the vessel's deck. They had logged more than 2,600 miles in one of the longest lifeboat sagas of the war.

(Editor's note: Excerpted from the book "Heroes in Dungearees: the story of the American Merchant Marine in World War II" by John Bunker. Available at www.amazon.com.)



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.*

ISAAC F. CHAPMAN

JAMES PATRICK CURRAN

FRANCIS JOSEPH DOOLEY

ROBERT O. ELLIS

LOU FETTERS

GABRIEL "GABE" FRANK

BERNARD D. "BERNIE" FRIEDMAN

KARL KINNEY

HELEN KINNEY

JOHN M. LAPPIN

ROY M. MAHAN

WILLIAM L. "BILL" MARKER

THOMAS J. SALVINO

ROGER C. SIEGMAN

MARCUS LUCAS SNELL

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.

OKINAWA SUFFERS IN LAST GREAT BATTLE OF WWII



The full potential of the Japanese suicide bombers – kamikazes – was demonstrated during the invasion of Okinawa, where thousands of American sailors died in air attacks, mostly by Japanese suicide pilots who put love of country above their own lives and crashed their planes into ships of the invasion fleet. Warships were the prime targets, but freighters supplying the invasion forces were targets, too. By the end of March, 18,000 Japanese and 6,000 Americans had been killed.

A vast fleet of 1,300 ships and smaller craft launched the invasion in March 1945. Troops and supplies came from Leyte, Guadalcanal, Guam, Tinian in the North Marshalls, Espiritu Santo, and other island bases, as well as from U. S. ports on the West Coast. Several hundred Liberty ships, the faster Victory ships and other types of freighters and tankers carried the bulk of ammunition, food, fuel, and other supplies.

Because their navy had been so greatly decimated by this time, the Japanese had no battle fleet or air force capable of contesting the invasion. Their last desperate hope lay in the fanatic devotion of kamikaze pilots eager to die for their emperor.

From the time they arrived at the invasion beachheads, the merchant ships were under almost constant alert. The approach of enemy aircraft was sounded by a line of radar picket ships strung out to the north of Okinawa, and many of these vessels also were kamikaze victims. These suicide planes could dive out of the clouds at any moment. Guns were always ready for action.

At one time, the gunners of the Liberty ship *Uriah M. Rose* were at general quarters for fourteen hours without a break. During a month in Okinawa waters, the *Rose's* gunners, aided by the merchant crew, shot down two kamikazes and assisted other ships in splashing six more. Ships fired on any attacker within range. One of the *Rose's* victims fell into the sea within fifty feet of the ship, a hair-breadth from disaster.

As with most Liberties and Victories, the *Rose's* anti-aircraft defense included a three-inch/50 multipurpose gun on the bow and eight 20-millimeter Oerlikon guns. For surface action *Rose* also carried a four-inch/50 gun on the stern.

The accuracy of her defense probably saved the ship from explosion and fire. One attack was chronicled in

these words by the Naval Armed Guard commander, Lt. John C. Landis:

Enemy plane appeared out of clouds astern. Plane circled around to our starboard side and started towards us at about 1,500 yards. Several nearby ships opened up with their guns. Our 20-millimeters started firing at 1,000 yards. Our shells poured in to the plane. It roared over us at about sixty feet and the crashed into the water with a loud explosion less than 100 feet away. We fired 450 rounds of 20-millimeter shells to bring it down. Shells well spent... Merchant marine gunners and loaders did a splendid job.

Reports by Naval Armed Guard officers, with a few exceptions, were short and factual. There were no dramatic elaboration, no hints of the stark fear that gunners could feel as they faced a bomb-laden suicide plane roaring toward them, closing in on them second by second until, many times, they saw the enemy pilot in his death-seeking dash.

On 6 April, the *Logan Victory* was one of several ships loaded with ammunition at anchorage at Kerama Retto when three kamikazes roared in to attack. The first pilot dove into LST (landing ship tank) 447 and caused many casualties. The second plane made a run on the nearby *Pierre Victory*, but it was blown to pieces less than fifty yards from its target. The third plane evaded intense ack-ack fire and crashed into the *Logan Victory* amidships. An intense fire resulted, and the vessel was abandoned. She drifted for several hours, with ammunition exploding, until she was sunk by gunfire to prevent danger to other vessels. Captain Edson B. Cates, although seriously wounded by shrapnel,



was the last to leave his ship. He died two days later on a navy hospital ship.

The nearby ammunition-packed *Hobbs Victory* was also a kamikaze victim. The following is from the postvoyage Armed Guard report:

At 1600 hours. Attack on anchorage by several planes. One selected the Pierre Victory, near us. Shot down by the Hobbs Victory when she was less than 100 yards from its target. Soon after, a Zero made a low level attack on the Logan Victory, anchored about 1,000 yards off our port bow.

We opened fire with the 3-inch/50 but the plane smashed into the Logan, creating huge fires. Stayed at our guns. At 1845 hours two Zeros began an attack on us. One plane shot down by our gunfire and that from several other ships. Second plane swerved, then headed directly for us about forty feet above the water. All guns firing. Crashed into us just forward of mid-ships at deck level. Just missed number four gun tub.

On 27 April, the *Canada Victory* was attacked while at anchor off Green Beach, Okinawa. A suicide plane, with its engine cut out, used the cover of darkness to glide in to the target unseen. Because its approach was undetected, no guns opened fire and it crashed against the aftermast, fell into number four hold, and exploded. Fire soon spread throughout the after part of the vessel. Two Armed Guard gunners were killed. The ship had to be abandoned, and she sank soon afterward.

Despite the fury of the kamikaze onslaught on Okinawa, only three merchant ships were sunk, although many saw action.

The Navy suffered heavily in ships and men. Some 30 ships and small craft were sunk and 368 damaged. More than 5,000 were killed and hundreds wounded. Approximately 700 were killed on the aircraft carrier





Franklin and 396 on the carrier *Bunker Hill*.

A total of 44 merchant ships, most of them Libertys, were sunk in the Pacific. Japanese suicide pilots were responsible for the majority of the sinkings; aerial and submarine torpedoes and regular bombers accounted for the others.

General MacArthur paid this tribute to the Merchant Mariners:

They have brought us our lifeblood and paid for it with some of their own. I saw them bombed off the Philippines and in New Guinea. When it was humanly possible, when their ships were not blown out from under them by bombs or torpedoes, they have delivered their cargoes to us. In war it is performance that counts.

When the bloody battle for Okinawa finally ended and the island was secured, the Merchant Marine had completed its part in the war of the Pacific. Because of the

Merchant Marine's "long haul," U. S. Victory throughout the islands of the Pacific had been possible.

(Editor's note: Also excerpted from the book "Heroes in Dungarees: the story of the American Merchant Marine in World War II" by John Bunker. Available at www.amazon.com. For further reading about the Okinawa efforts and also available on www.amazon.com is a new book called "Bloody Okinawa; the last great battle of World War II" by Joseph Whelan. Although your editor has yet to read it, it is touted as "A stirring narrative of World War II's final major battle--the Pacific war's largest, bloodiest, most savagely fought campaign--the last of its kind."



A LONG SEARCH FOR A NEW HOME

The search went on:

Capt. Alaina Basciano calls the S.S. *John W. Brown* “Baltimore’s best-kept secret” in an interview the end of December, 2019.

The 440-foot, gray-hulled Liberty ship was one of hundreds launched from the city’s Bethlehem Steel Fairfield Shipyard amid a frenzied American shipbuilding effort that dispatched thousands of the vessels carrying supplies then troops to Europe and Asia during World War II. Now a floating museum and historic cruise vessel, it is one of only two fully operational Liberty ships left in the country.

But its time in its home port was coming to an end.

The ship’s lease agreement for free mooring in Canton, which Rukert Terminals Corp. has extended since purchasing the pier from the state for \$2 million in 2014, expired at the end of 2019.

Rukert allowed the *John W. Brown* to move from Pier 1 near Clinton Street, where it had been docked for about 30 years, to nearby Pier C last year to give officials more time to find a permanent home.

But the ship will have to leave the city in January if one cannot be found, Basciano said.

The private port operator has been flexible with its 77-year-old tenant, but its desire to put its property to other use is “totally understandable,” Basciano said. Rukert Terminals did not respond to a request for comment.

Project Liberty Ship, the nonprofit organization that restored and maintains the ship, has spent the past few years looking for alternatives that would keep it in Baltimore, the captain said. But the city has fewer than a dozen commercial piers large enough to accommodate it.

“Is this it? We sure hope not,” Basciano said. “Our ultimate goal is to stay in Baltimore.”

Buying a pier could cost millions and leasing one could cost up to \$15,000 a month, officials estimated last year. Neither option is off the table, but the captain doesn’t have an exact fundraising goal. She’s holding out hope that someone will offer the ship a deal or a political connection.

“Maybe somebody can work something out with us,” Basciano said. “We really want to get the word out in hopes that a contact we didn’t think of comes out of the woods.”

Named for a union leader, the *John W. Brown* was built in less than two months and launched on Sept. 7, 1942. After more than a dozen wartime voyages, the ship served as a maritime high school in New York City from 1946

until 1982.

It returned to Baltimore in 1988 after a few years dormant in New York and Virginia, and volunteers spent the next two years renovating it to make it seaworthy once more.

The Liberty ships, often known as the workhorses of the war, could carry up to 500 soldiers and 9,000 tons of cargo. During dockside visits and cruises in the Chesapeake Bay, the *John W. Brown* now educates the public

about the vital role of the wartime American Merchant Marine, Naval Armed Guard and shipbuilders, which were all unheralded yet key contributors to the Allies’ victory.

The ship is “is an important live artifact,” said Alan Walden, a board member of Historic Ships in Baltimore, a group with stewardship of the Coast Guard cutter Taney, the U.S.S. Constellation and the U.S.S. Torsk submarine.

“The loss of that kind of an artifact is truly a dreadful idea, as far as I’m concerned,” Walden

said. “We have to maintain our connection to the past or we really have no idea what our future is going to be.”

Tom Watson, president of the Propeller Club of Baltimore, one of Project Liberty Ship’s top sponsors, said he had not heard about the upcoming expiration of the ship’s berthing lease but planned to bring it to the Club’s board, which includes members who work in and around the port.

“We do our best to help whenever we can,” he said.

The *John W. Brown* is among the final remnants of Baltimore’s contributions to the nation’s World War II effort, said Joseph Abel, research historian at the Baltimore Museum of Industry.

Breaking news of a new home:

However, on February 8, 2020, AMMV National President John Pitts received this word from the SS *John W. Brown*:

We’re steaming our way back from a successful visit at the Colonna’s shipyard and will return on Sunday, February 9th to a new mooring site at Pier 13 on the Canton waterfront.

The street address of Pier 13 is 4601 Newgate Avenue in Baltimore, MD 21224. The new mooring is on the same Pier as the NS *Savannah*.

Efforts will certainly be made to visit the ship at its new location when the National Convention gets re-scheduled later this year. She is now closed due to public health issues.



Find A Need And Fill It, Maritime Style

Thomas Crowley fell in love with Whitehall boats as a child. The wildly popular recreational boats, known as “bicycles of the sea” ranged in length from fourteen to twenty-two feet and were first made at the foot of Whitehall Street in New York City, where they were used to ferry goods, services, and sailors on and off the boats coming into New York Harbor. The widespread popularity grew because the nearly five-foot wide boats were easily rowed by either one or two boatmen, and their lateen-rigged sails made them versatile, especially when running downwind.

On San Francisco Bay, the first Whitehall boatman to reach an anchored ship typically won the right to provide service for the vessel and its captain for as long as the ship remained in port. Whitehalls were sent out to the ships from the waterfront on behalf of sailors’ boardinghouses, stevedoring companies, ships chandlers, butchers and produce marketers, customs officials, police, doctors, and others who had business to conduct with the captains.

San Francisco’s original serrated shoreline of sandy coves and rocky promontories hindered the construction of deep-water piers. To accommodate the ever-increasing flow of shipping, engineers planned a great seawall that would neatly round out the city’s northeast waterfront. Construction took 46 years, from 1878 to 1924, and required massive amounts of fill material. Folklore has it that the city used anything available — including rubbish, horse manure, and even dead cats! The result was the Embarcadero, a 12,000-foot long bulkhead that added 800 acres to the city and eighteen miles of usable docking space.

Some days, as many as twenty ships arrived in port, and every one of them required, at least, a first day’s supply of groceries. A typical order was fifty pounds of meat, two sacks of potatoes and a few bags of vegetables.

Thomas Crowley was born in San Francisco to Irish immigrant parents in 1875. His father, a Whitehall boatman, died of tuberculosis when Tom was sixteen months old and his mother remarried a fellow Irish immigrant who made a living with Whitehall boats. In 1890, at the age of fifteen, Crowley quit school and went to work as a boat boy, rowing a Whitehall for a sailors’ boardinghouse. He was paid five dollars per week to transport sailors and boardinghouse runners to and from ships in San Francisco



Thomas Crowley with his brother.

Bay.

At the age of seventeen, in 1892, Crowley purchased an eighteen-foot Whitehall boat for \$80 and began a water-taxi service, delivering supplies, passengers, and crew members to and from ships anchored on the Bay. There were several other water-taxi competitors in the bustling port. Crowley set up shop in a small wood shack on the Vallejo Street Wharf, where he ate and slept so he could quickly reach incoming ships. Soon, he was able to buy a second boat, which he often hooked to a departing vessel to take him out of the entrance of the bay to meet incoming ships, thus beating out other Whitehall boatmen still at the dock. As his business grew, he employed his two younger half-brothers to help run the operation and named it Thomas Crowley & Brothers. He found

additional quarters at Meiggs Wharf, where the Marine Exchange was located, which allowed the brothers to be among the first to hear of incoming ships.

Around 1897, Crowley realized that a gasoline-powered boat would afford his business greater range and speed and be less dependent on winds and tides to reach vessels. He made a down payment to the boat-building company John Twigg & Sons to start building a thirty-six foot motor launch, the *Jenny C*. He used the \$900 in profits he’d made buying heavy Arctic clothing from prospectors returning from Alaska’s Yukon gold rush and then selling it to other prospectors heading back to the frigid climate.

At the center of the Bay fill-in project, the Embarcadero, the Ferry Building, with its conspicuous high clock tower modeled after the Seville Tower in Spain, became the landmark that was the symbol of San Francisco. “Constructed in 1898, this harbor gateway was the hub of the Bay Area’s transportation system and ushered in as many as 50 million passengers a year — more than any other transit terminal in the nation.

By 1900, Crowley realized that the new century was brimming with progress and opportunity; the fast-growing state of California was rapidly approaching 1,550,000 people. Crowley plied his earnings back into the company and bought two gasoline-powered launches; a forty-five-foot vessel called *The Crowley*, and the *Spy*, a twenty-eight foot boat with a nine-horsepower engine. He went on to buy several gasoline and steam-powered tugboats as well.

By July, 1902 the Crowley brothers had established a strong reputation for their taxi service among ship owners and merchants. It paid off when they were awarded the United States Lighthouse Service contract, which involved running a twice-monthly launch service carrying passengers and supplies between San Francisco and the lightship located three miles outside of the Golden Gate and the Farallon Islands. Lightships were floating lighthouses, which were equipped with a steam engine to run lights and maneuver the platform to help ships avoid going aground in fog and rough weather. Crowley's new service coincided with the launch of their new boat the *Guide*, which was considered the fastest, largest, and most powerful gasoline launch on the bay.

Crowley's competitive nature and ambition kept him drawing a fine line between playing fair and breaking the rules in being the first launch to arrive at a ship and offer taxi service. His eagerness got him in hot water with the federal quarantine service more than once.

Reinvesting his profits brought by the Whitehalls, Crowley soon bought several gas-powered launches which were bigger, faster and more efficient than those upon which he had previously relied. A new company was incorporated in 1906, and was to be called the Crowley Launch and Tugboat Company. During the 1906 earthquake the fleet transported some of the coin and dollar deposits for the Bank of Italy (now the Bank of America) vault from the burning City of San Francisco in milk cans to the Berkeley Pier. There was just one escort as the Bank did not want to call attention to all this cash. Needless to say, they had no problems and customer expectations were exceeded! However, in the aftermath of the 1906 earthquake, many ferry services halted their operations. Crow-



One of original Crowley tugboats

ley's operations not only continued, but in fact increased, as his boats continually crossed the bay carrying people and their belongings from the battered streets of San Francisco. One of his launches actually anchored in the middle of the Bay, full of securities from several damaged banks.

Over the next few decades, Crowley acquired several more vessels, adapting them to meet the needs of his customers. He expanded his operations with the Red and White Fleet, leading San Francisco harbor tours on double-deck passenger boats he had had built to ferry passengers to the 1915 Pan-Pacific Exposition. In 1918, he bought a 25 percent share of the Ship Owners & Merchants Tugboat Company and then increased his ownership over the next



Old Red and White Fleet sightseeing tours boat

few years until he owned the company.

The growing company, now known as Crowley Maritime, kept pace with the increase of traffic caused by World War I, supplying coal, groceries, and other goods to battleship and cargo vessels coming into port, while at the same time vying for towing and ship-assist work.

Crowley expanded the company's operations after WWI, initiating a tug and barge business in Puget Sound and tugboat service in Los Angeles Harbor in the 1920's, as well as extending ownership in other tugboat operations, amassing forty-eight barges and twenty-seven tugs, until eventually acquiring full ownership over the next few years.

The Crowley business continued to prosper over the next one hundred years, developing from its beginnings as an \$80 Whitehall rowboat docked on the San Francisco waterfront into a diversified billion-dollar family business, with more than four hundred vessels and operations around the globe.

With the sale of the Red and White Fleet in 1995, Crowley Maritime officials announced: now they are low-profiling the business in the Bay Area. A company spokesman said: "It is not that Crowley Maritime is shrinking -- it is still the largest tug and barge

outfit in the world, with 91 tugs, nearly 150 barges and 24 ships in its fleet. It is that the Oakland-based company has refocused away from San Francisco Bay to Puget Sound, Alaska, the Caribbean and South and Central America."

A Relocation for the NAG Museum

Submitted by Capt. Dru DiMattia, AMMV National Vice President

In early March 2020, as the President was preparing to sign the Congressional Gold Medal Act into law, our friends at the newly relocated Vero, FL U.S. Navy Armed Guard/Merchant Marine Museum were scheduled to have a dedication with V.I.P. Guest WWII Merchant Marine Veteran Dave Yoho, along with 2 U.S. Navy Armed Guard Veterans, and a local representative from Congressman Posey's office.

Events were unfolding quickly, however Dave was invited, on March 13th, to be in the Oval Office for the signing of the Congressional Gold Medal Act into law by President Trump! Dave graciously had to cancel with the Museum schedule of the 12th, as he headed for the Oval Office! Our Storm the Hill team, along with our new friend, Rita Crosby, were also very enthusiastic about par-

ticipating in the signing in Washington DC!

Needless to say, all visits to the Oval Office were canceled as the pandemic overshadowed all operations.

Museum dedication events stayed on schedule; we had the local American Legion Honor Guard along with Rowlinson Media Group capturing the event with a few shots.

Again, we praise all our WWII Merchant Mariners and the Greatest Generation for winning the wars on both sides of the world!

Our thoughts and prayers go out to all of the AMMV families dealing with the isolations during this global pandemic.

Stay Safe and healthy!

Have a good watch!

Captain Dru DiMattia



A GOOD QUESTION:

Have you ever started a museum?

The Board of Directors of the U. S. Navy Armed Guard/Merchant Marine Museum, originally opened in Fellsmere, Florida, often asked that question. After many hours of loving devotion of sweat and labor; the generous donation of display materials; the contribution of vast amounts of historical documents by C. A. Lloyd, Chairman Emeritus, and, in forever gratefulness, the support of an anonymous donor who paid for the rent and utilities for the first two years of the Museum's existence in Fellsmere, the BOD felt they had accomplished their goal.

However, as a result of the outpouring of our immediate community, and the family and friends of veterans around the country, it was felt that moving to a larger and much more accessible location would be necessary.

In a "heartfelt" decision, it was decided to move to the **Indian River Mall in Vero Beach (FL)** located on Route 60 not far from I-95 and in the center of the City. Physical address: 6200 20th St., Vero Beach. This location has visibility and all conveniences that are needed to spend a lovely day and outing. Food, theater, shopping and, of course our Museum, with all of its rare, historic and patriotic military items are all available in the new location.

For more information; payment of dues; contributions; subscriptions to their newsletter, or location, please contact the U. S. Navy Armed Guard/Merchant Marine Museum – mailing address: P. O. Box 691092, Vero Beach, FL 32969. ***Please come check out our new location.***



HELP FOR 9/11 FIRST RESPONDERS, NEW YORK MARINERS & OTHERS

SEPTEMBER 11, 2001

More than 3,000 people perished when planes flew into the Twin Towers of the World Trade Center during the 9/11 terrorist attacks in 2001. The dust contained heavy metals like lead and mercury from thousands of computers and lights, ground glass, noxious chemicals, asbestos, benzene, jet fuel and other carcinogens.

Within days of the attack on the World Trade Center on September 11, 2001, then Environment Protection Agency (EPA) chief Christine Whitman infamously encouraged New Yorkers to head back to Lower Manhattan.

“The good news continues to be that air samples we have taken have all been at levels that cause us no concern,” she told reporters. A week later, she again assured the public that the air was “safe

to breathe and their water is safe to drink.” Her claims were echoed by then New York City mayor Rudy Giuliani who, in his apparent eagerness to get the Financial District up and running again, told everyone “to go back to normal.”

Rescue and cleanup crews were permitted to dig through Ground Zero without respirators and neighborhood residents and workers attempted to return to their daily lives as poison was being released all around them. Among other substances, first responders and volunteers in the World Trade Center area were exposed to asbestos, lead, dioxins and benzene following the attacks. **At the time, physicians warned that the risks of exposure to the wreckage would take 25 to 30 years to develop** - meaning the full toll from the 9/11 attacks had yet to be calculated.

INTERVENING YEARS - HELP OFFERED:

In an effort to help those affected by exposure, Congress created the WTC Health Program in 2011 to provide health monitoring for those estimated 400,000 people exposed to dangerous dust. The program, established by the James L. Zadroga 9/11 Health and Compensation Act in 2011, provides federally funded monitoring and treatment of health problems stemming from 9/11.

Survivors suffer from alarming rates of asthma, gastroesophageal disease, PTSD, cancer, and other illnesses. In

2009, a study of World Trade Center (WTC) Health Registry enrollees showed that 10.2 percent had received a new diagnosis of asthma in the five to six years following the attack. Rescue and recovery workers were the exposed group most likely to develop asthma followed by passersbys. “Intense dust cloud exposure on September 11 was a major contributor to new asthma diagnoses for all eligibility groups. Asthma risk was highest among rescue/recovery workers on the WTC pile on September 11.” Other “persistent risks” included “not evacuating homes, and experiencing a heavy

layer of dust in home or office.” A study conducted from 2011 to 2012 found that of 2,500 people diagnosed with asthma in the two years after 9/11, two-thirds reported continued symptoms “that interfered with their usual activities.”

A

2011 study of the same population found a significant number of post-9/11 gastroesophageal reflux symptoms (GERS). (The symptoms are associated with gastroesophageal reflux disease [GERD], which can lead to esophageal cancer.) Twenty percent of those surveyed reported GERS two to three years after the attack, while 13 percent said that the symptoms persisted for five or more years. Of the people who developed symptoms right after the attack, 46.5 percent still had them ten years later. As with asthma, the illness was most common among responders.

However in 2016 only 75,000 – including only 8,900 civilians – of the possible 400,000 persons that could be effected - were enrolled in the program. A statement from the WTC Health Program’s Executive Director, concerning the low statistics explains: “I don’t know, really, what the psychology is behind it all. I believe people just don’t want to be sick from 9/11. They just don’t. And they don’t want their kids to be sick from 9/11, either. But the fact is people are sick because of the fallout. Either way, that means that hundreds of thousands of people susceptible to 9/11-related illnesses “remain untreated and unaccounted for.”

As of September 2018, 10,000 people had been diagnosed with cancers related to the attacks and 2,000 had died from related illnesses, approaching the number of fatalities that resulted from the day itself, according to Mount Sinai researchers.



NOW – 19 YEARS LATER:

Lesser known are scores of other victims, including mariners, who, 19 years later, continue to die or suffer from debilitating illnesses caused by the toxic dust they inhaled when the towers collapsed. These illnesses include asthma; PTSD; multiple myeloma; prostate cancer; thyroid cancer



and most recently, Leukemia.

One such death - Thomas Phelan of New York - is a reminder of the heroic deeds performed by mariners who went into harm's way and steered their vessels to Lower Manhattan. They helped evacuate between 500,000 and a million people by water on that horrific September day.

Phelan was working as captain of a Statue of Liberty ferry when the Twin Towers were struck. He turned his tour boat into a rescue vessel that morning, playing a key role in what became the largest maritime evacuation in history, an operation that was bigger than the historic nine-day evacuation of Dunkirk during World War II. Phelan was part of the massive maritime boat lift in which captains and crews of some 125 ferries, tugs, Coast Guard vessels and pleasure boats responded to an emergency call by the Coast Guard and rushed to the site. Over the next eight hours, they evacuated terrified people, many of whom were injured, and delivered supplies, water and emergency workers to Lower Manhattan.

Phelan died in 2018 of cancer at age 45. His illness is believed to have been directly linked to the toxic fumes at Ground Zero that he inhaled during the rescue. Phelan went on to become a NYC firefighter after the attacks, assigned to a marine unit on Staten Island.

He was diagnosed with lung cancer in February and died less than two months later.

The most menacing challenge for mariners was the dust, which created whiteout conditions and left captains navigating only by radar. It is reported that at least 120 ferry captains, deckhands and mates are registered with the federal World Trade Center Health Program, which has 60,000 people registered as potentially vulnerable. Of the mariners, 53% suffer from at least one illness or condition that doctors attribute to 9/11 exposure.

HELP IS STILL AVAILABLE:

Anybody involved in the rescue, recovery, demolition or debris removal at the World Trade Center site is eligible for the WTC Health Program. So are people in the wider class of "NYC Survivors" who lived, worked or attended school or day care in the "NYC disaster area" – anywhere in Manhattan south of Houston Street, and parts of Brooklyn Heights within a 1.5 mile radius of the World Trade Center complex.

The main resources are the World Trade Center Health Program – www.cdc.gov/wtc/about.html - which pays for medical and mental health treatment for 9/11-related illnesses, and the September 11th Victim Compensation Fund, - www.vcf.gov/ - which pays victims and immediate family members for the financial losses incurred as a result of those 9/11-related illness or death. Both are federal programs, now fully funded through the Never Forget the Heroes Act.

If it's possible that you are suffering from after effects from 9/11, do not feel that you cannot get help.



Photo By
Det. Greg Semendinger
NYC Police Aviation Unit

Major Efforts Pay Off In Lititz, PA

Submitted by William Balabanow, member-at-large

Great News: Most of you know that the Merchant Mariners were having trouble getting the M/M acknowledged at the Veterans Memorial Park in Lititz, Pa. We finally did get acknowledged with the inclusion of a plaque of which I am including a picture. We received an added perk by way of additional publication. The Military Order of Purple Heart group here in Lancaster/Lititz area planned a dedication to the Purple Heart recipients. The Vets Park refused it because the M/M was included.

The VFW donated land for the obelisk. So here is a picture of that feature. It is not finished but when it is completed, there will be a ceremony.

Bill Kelley and I will be invited to represent the American Merchant Marine!!! So we ended up with two points of interest. Bill Kelley and I are over our heads with joy at the advancement of the Merchant Marine history. Our work is starting to bear fruit. We are trying to make as much noise as Sheila and Lynn!



ABOUT THE KINGS POINT AMERICAN MERCHANT MARINE MUSEUM

MUSEUM HISTORY

The Museum at Kings Point Merchant Marine Academy has been designated by Congress as the location of the new CONGRESSIONAL GOLD MEDAL awarded to U. S. Merchant Mariners of World War II. Located at 300 Steamboat Rd., Kings Point, NY 11024, the Museum is an integral part of the USMM Academy and worth a visit.

Almost since the creation of the U.S. Merchant Marine Academy, there has been some sort of museum on the campus. While wartime plans for a permanent museum were ultimately shelved in 1953, between 1946 and 1958 the old training ship Emory Rice was deemed a pier side “museum ship.” While not much is known about this facility, we do know it served as an inspiration for Midshipman Charles Renick, who would graduate in 1947. While the museum ship was scrapped in 1958 and its collections scattered around campus, the idea did not die. Renick returned as an administrator on campus in 1961, and almost immediately began advocating for a distinct museum space. The theft of the MacArthur “Surrender Sword” in 1973 from a midshipman lounge in the barracks underscored the need for a secure space to display the Academy’s treasures.

A permanent site for the Academy’s collection of art, ship models, and nautical artifacts was found in the late 1970s, after the Alumni Association donated the neighboring Barstow estate to the Academy. Renick and other alumni successfully campaigned for a Museum to be located on its ground floor, with storage in the basement, while a sort of hotel for Academy visitors occupied the second and third floors. The Museum officially opened its doors on May 20, 1979, under the care of the American Merchant Marine Museum, Inc., a non-profit entity empowered to exhibit, store, and even restore the Academy’s heritage assets, and apparently allowed to receive new items on its own authority. It also engaged in a vigorous fund-raising campaign from the Barstow building, and on occasion MARAD would

provide proceeds from scrapping ships, as it did in 1992 to the amount of \$334,000.

Nonetheless, the Museum did not thrive under Foundation leadership. Staff turnover was high, and overall dwindled. While a professionally trained curator did work at the Museum until 2009, the Foundation proved unable to raise sufficient funds to support itself. In 2007 the Academy’s superintendent created a NAFI to oversee the Museum, a questionable move that drew the attention of MARAD’s legal team, which observed a number of irregularities too

great to be ignored. The NAFI soon folded, and the Academy appointed a maritime history professor to oversee the Museum’s day-to-day operations.

Since March 1, 2009, the Museum has been operated under federal control with federal employees augmented by volunteers and contractors. During that time, its appropriated budget has fluctuated wildly, from a high of \$75,000 to its current budget of \$5,000. Happily, it has received large

amounts of gift money since 2009, and on several occasions it has petitioned for, and received VORF funds. MARAD’s Federal Preservation Officer has supported a number of initiatives to bring it into compliance with federal requirements, as has its staff. Resources have been found to install a new boiler, overhaul dated bathrooms, and even to provide a new roof. New exhibits find new audiences, and have even brought notice in the on-line edition of New Yorker magazine. Some 12.5 tons of detritus, including rusty metal shelves, old television sets, broken furniture, and hundreds of phone books have been removed from the Museum building. The facility is cleaner, better organized, and better visited than any time in the past, and is used almost daily for midshipmen classes. In fact, midshipmen participation has been a key element in the continued success of the Museum since 2009, and has provided much of the labor necessary to clean and organize spaces.



AMMV MEMBERS-AT-LARGE



You will find inserted in this *AMMV NEWS Magazine*, a return envelope in which to send in your dues renewal for fiscal year July 1, 2020 through June 30, 2021 which are due by July 1st. However, chapter dues are payable through your local AMMV chapter.

Dues for **members-at-large** are **\$32.00** annually and should be sent to:

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

Please renew now. Your membership helps us to accomplish our goals:

- * To rally support for our WW II Merchant Marine Veterans by promoting legislation, participating in memorial events and generating interest through outreach and awareness.
- * To gain recognition for the services and sacrifices of U.S. Merchant Mariners from the Korean, Vietnam and Middle-Eastern Wars.
- * To advocate for the safety and support of current crews and vessels and monitor those issues which affect the Maritime Industry and those mariners who continue to keep us safe and secure in times of Peace and War.
- * To support the preservation of a strong U.S. Merchant Marine to be available in times of conflict by advocating for the Jones Act, Cabotage Laws, Maritime Security Programs, the Ready Reserve Fleet and Military Sealift Command.

With your renewal you will continue to receive our quarterly AMMV NEWS Magazine which, along with historical articles and individual member's accomplishments,

will keep you up to date on our efforts and inform you regarding upcoming events and legislation progress.

FINANCIAL UPDATES:

There has been some discussion about increasing the dues from the present \$32 per year for AMMV Members at Large. We are trying to do everything we can to avoid satisfying our budget through a dues increase. Primary among those measures are to increase income other than through dues while, at the same time, reducing costs.

One example of how the AMMV is taking steps to do this is exemplified in the transferring of funds from our checking account with Wells Fargo to Chase Bank. Wells Fargo charged service fees for ordinary services even while we kept our entire funds in a low interest yielding checking account. We negotiated with Chase bank for a checking account providing a \$200 sign up bonus; putting our funds to work for us in several CD's yielding a higher rate of interest with maturities of staggered dates to provide for liquidity; and a Chase credit card which qualified the AMMV for a \$500 sign up bonus. In addition to the higher yield interest being earned on the CD's, the AMMV has benefits from \$700 in bonuses this year which is the equivalent of dues for 21 Members At Large.

As you can see, we are working to take financial measures that would allow us to keep the dues at \$32 per year and we could use your help. We are always looking for new members and would appreciate your directing interested people eligible for membership to our website AMMV.us or the AMMV National Administrator, Lynn Kelly at (475) 470-9200 or email at ammermarvets@gmail.com.

New Sculpture Honoring Merchant Mariners



Oakland, Calif. – Feb. 14, 2020: The Port of Oakland has joined the International Maritime Center (IMC) to unveil a tribute to mariners. The new, abstract sculpture titled “Sea Remembrance” was installed in January next to the IMC facility at Port View Park. The sculpture is located outside the IMC on 7th St, in Oakland, CA 94607. It can be seen when the IMC is open.

About the International Maritime Center

The International Maritime Center (IMC) in coordination with the Seafarers Ministry of the Golden Gate services thousands of seafarers that come through its facility each year. Located at the Port of Oakland, the center hosts a sanctuary for mariners to refer to as their home away from home. Services include counseling, meals, wifi and use of computers; international telephone service; low cost phone cards; recreation (basketball, table tennis, billiards, and more); money transfer service; mail service - postcards and stamps; snack bar and refreshments; transportation to local stores, port gates, and BART; worship and prayer.

On board vessels, Chaplains and ship visitors can provide phones, phone cards, SIM cards and “top ups”, mobile hotspots, money transfer service, prayer or Holy Communion

The IMC at the Oakland Seaport is rated one of the top three centers in the world. To learn more about the IMC, call (510) 839-2226 or visit their facilities at 4001 - 7th St, Oakland, CA 94607.

The sculpture and its designer:

“Seafarers make costly sacrifices being away from home at sea for months at a time,” said Captain Margaret Reasoner with the local IMC chapter. “The sculpture honors them for their hard work and perseverance, and serves as a memorial for the mariners who gave their life at sea.”

The IMC is a nonprofit organization that supports seafarers passing through the San Francisco-Oakland Bay Area. Captain Reasoner enlisted James Allen King to create the sculpture because of his maritime experience and artistic talent. He is a member of the Sailor's Union of the Pacific.

Aboard ship, James King (ship's bosun) oversees the team that maintains the ship's rigging, anchors, cables, and everything else on deck that keeps a vessel running smoothly. Bosun King created “Sea Remembrance”, the large, round, metal sculpture that was placed at the Oakland Seaport. King says he draws inspiration for his art from the sea.

Thousands of men and women work the ships that cross the world's oceans to deliver goods from one country to the next. Captain Reasoner said she hopes the sculpture will make mariners feel welcome in the Bay Area.

The artist donated all the time that he used to create the sculpture; volunteers from California State University Maritime Academy and the Clean Living Learning Center helped create the foundation for the sculpture; and donations are being collected to cover final expenses.

Submitted by Frank Mendez, AMMV Golden Gate Chapter Treasurer.

IN THE RIGHT PLACE AT THE RIGHT TIME — IWO JIMA, 1945



Raising the flag on Iwo Jima – February 23, 1945

Joseph John Rosenthal was an American photographer who received the Pulitzer Prize for his iconic World War II photograph *Raising the Flag on Iwo Jima*, taken during the Battle of Iwo Jima. His picture became one of the best-known photographs of the war.

After graduating from high school in 1929, he moved to San Francisco where he became a reporter-photographer for *The San Francisco News* in 1932. Rosenthal was rejected by the U.S. Army as a photographer because of poor eyesight. In 1941, he attended the University of San Francisco and joined the staff of the Associated Press (AP). In 1943, he joined the United States Maritime Service as a photographer and served as a warrant officer documenting life aboard ship in the British Isles and North Africa. In 1944, he rejoined the Associated Press and followed the United States Army and U.S. Marine Corps in the Pacific Theater of Operations as a war correspondent at Hollandia, New Guinea, Guam, Peleliu, Angaur, and Iwo Jima.

On site at the right time:

On Friday morning, February 23, 1945, four days after the Marines landed at Iwo Jima, Rosenthal was making his daily visit to the island on a Marine landing craft when he heard that an American flag was being raised atop Mount Suribachi, a volcano at the southern tip of the island. The fall of this 560-foot fortress in four days of gallant marine fighting was a great thing. A good story and Rosenthal felt they could

get some good pictures.

Rosenthal hurried toward Suribachi, lugging along his bulky Speed Graphic 4x5 camera, the standard for press photographers at the time. Together with Marine combat still photographer Pvt. Bob Campbell and Marine color movie photographer Sgt. Bill Janausk, they began the climb up to the summit of Mount Suribachi. Later, he was to say: “As the trail became steeper, I began to wonder and hope that this was worth the effort. So on I went, back to more of that slogging thru the deep volcanic ash, warily sidestepping the numerous Japanese mines. On past the culverts where the Japanese dead lay among the wreckage of their own gun positions and up the steep, winding, always sandy trail. Campbell and Janausk carried firearms for protection (which was disallowed to correspondents).

“There was an occasional sharp crack of rifle fire close by and the mountainside had a porcupine appearance of bristling all over, what with machine and anti-aircraft guns peering from the dugouts, foxholes and caves. There were few signs of life from these enemy spots, however. Our men were systematically blowing out these places and we had to be on our toes to keep clear of our own demolition squads.”

When they got about halfway up, they met Staff Sgt. Louis Lowery, a photographer with the Marine publication *Leatherneck*, who was coming down the volcano after an enemy grenade explosion on top had knocked him off his feet and broke his camera. Lowery told them that the

flag had already been raised at 10:40 am, and he had gotten photos of the flag on the summit. Lowery told them the view was good from the summit, and Rosenthal convinced Janausk and Campbell to continue to take him to the top with them since they were armed.

On the high and windy summit of Mount Suribachi, Rosenthal discovered a group of Marines attaching a second, larger flag to a length of steel pipe. Nearby, he saw the smaller flag flying and managed to get himself photographed by Campbell under the flag with Sgt. Janausk and Army Pfc.

George Burn, a photographer for *Yank Magazine*. Another group of Marines was getting ready to lower the smaller flag at the same instant the larger flag was raised under an officer's orders. Rosenthal briefly contemplated attempting to photograph both of the flags at once, but was not in position to get both flags in the photograph so Rosenthal focused his attention on the group of men preparing to raise the second flag. He got lucky and captured the moment in a single, immortal image.

Rosenthal had piled stones and a sandbag so he had something on which to stand, as he was only 5 feet and 5 inches tall. He set his camera for a lens setting and shutter speed. Then, out of the corner of his eye, he saw six Marines start to raise the second flag. He swung his camera around toward the action and pushed the shutter without even looking through the viewfinder.

To make sure he had a worthwhile photo to send to the AP, Rosenthal took another black and white photograph showing four of the second flag-raisers steadying the flagstaff waiting for the bottom of the pipe to be more secured with rocks; and afterwards a rope.

When that was done, Rosenthal gathered a group of sixteen Marines and two Navy corpsmen around the base of the flagstaff for a posed shot (called the "Gung Ho" photo), which included a First Lieutenant the only officer on the summit, who had volun-



Joe Rosenthal standing atop Mt. Suribachi

teered to take the 40-man patrol up Mount Suribachi that morning to seize and occupy the crest and raise the battalion's flag.

The film in Rosenthal's camera would be flown to Guam for processing, then sent via telephoto equipment to his editors in San Francisco. Two days after Rosenthal snapped his shots atop Suribachi, the Associated Press released his iconic image.

Impact of the flag-raising photo:

The American people saw Rosenthal's photo as a potent symbol of victory. Wire

services flashed what would become a Pulitzer Prize winning photograph around the world in time to appear in the Sunday newspapers on February 25, 1945. Many magazines ran the photo on their covers. After the battle for Iwo Jima was over and won, the photo was used for posters in war bond drives through over 30 cities from May 11 through July 4, 1945 which raised \$26.3 billion; the United States Postal Service issued a stamp in his honor; and, in April, 1945, he won a Pulitzer Prize for the photograph. Upon submitting a request for a Pulitzer, an AP executive wrote: "the AP had transmitted to its members half the 60 pictures Rosenthal made on Iwo Jima. To the best of my knowledge no news photographer on any assignment before or during this war has achieved such results either in terms of so many newsworthy pictures taken under dangerous conditions, or in terms of consistently high technical quality of the product."

Rosenthal left the AP later in 1945 and became the chief photographer and manager of *Times Wide World Photos*. He later joined the *San Francisco Chronicle*. He worked there as a photographer for 35 years, before retiring in 1981. On August 20, 2006, at age 94, Rosenthal died of natural causes in his sleep in Novato, located in the North Bay region of the San Francisco Bay Area; but his iconic photograph still is a reminder of one of the bloodiest battles of World War II.



Joe Rosenthal taking picture of the flag raising.



Membership Application for:

AMMV MEMBER-AT-LARGE

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

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

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



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

NAME: _____ PHONE: _____

ADDRESS: _____

EMAIL: _____

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

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

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

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

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



Sing-Out Boys!!!

The wind was whistling through the rigging, loose ropes flying about; loud and, to me, unintelligible orders constantly given and rapidly executed, and the sailors "singing out" at the ropes in their hoarse and peculiar strains.

What Is a Sea Shanty?

Long before the arrival of radio, television and other technological marvels as a medium of entertainment, it was those folk songs and other traditional art forms that kept us delighted.

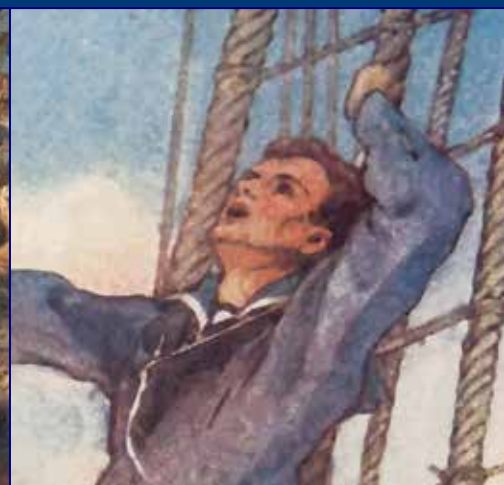
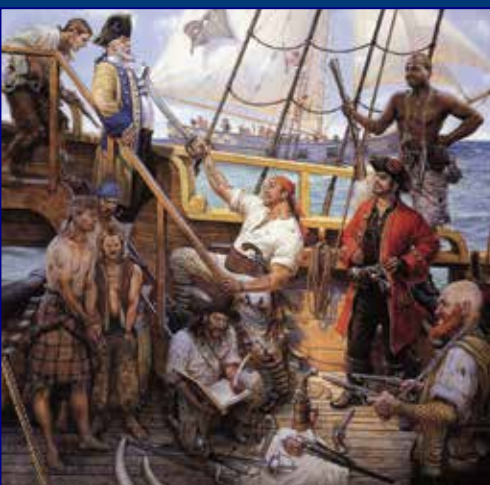
Sea shanties' rhythms helped sailors coordinate the efforts abroad the vessel. Thus, the focus of these working songs was on the rhythm and beat, allowing every sailor to sing and be part of the group. They may have started as a way of combating the monotonous nature of the arduous marine requirements. These were the songs sung by seafarers to give their mundane chores a semblance of pleasure and merriment. Though, contrary to people's interpretation, these songs were used only when the seafarers were working or in the process of fulfilling certain prescribed tasks, instead of being used as a tool for whiling away time aboard a vessel.

Origin of Sea Shanty

Sea Shanties, or chanteys, were created and used by sailors on the square-rigged ships of the Age of Sail, a period (16th to the mid-19th century) in which the international trade and warfare were dominated by the sailing ships.

It is believed that the word shanty was introduced in the mid-19th century to denote a distinct genre of work song, which was developed especially in American-style merchant vessels. However, while the evolution of chanter to shanty is accepted widely across the world, in the then-modern American marine lingo, the term chanter was transformed to "chantey," as a way of separating contextual connections with the British jargon.

Such traditional art forms were developed according to local cultures in another particular environment. Mostly, these songs and stories were existed and practiced within specific communities who share something in common such as ethnicity, region, religion, or occupations, such as whale hunting.



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Happy Birthday to AMMV's Centenarians!



***Congratulations to these members who have
reached or exceeded 100 years of age!***

Born 1918:

**Juan Olivencia
Walter F. Fries
Mildred Mc Felea**

Born 1919:

**Ray Denison
Joe Clements
Billie D'Entremont**

Born 1920:

**Charles A. Mills
Charles E. Montanaro
Capt William M. Ayers
Wilfred H. Archuleta
Gunnar Larsen
Capt John V. Caffrey**