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PART I: IN THE BEGINNING 1. The Parentage of the Liberty Ship 2. The British Shipbuilding Mission to the United States 3. Birth of the Liberty Ship 4.

Determining the Facts Reading 3: Many ships became too expensive to operate; insurance companies did not want to cover these old merchant ships. In most cases, they were sold for scrap. The reserve fleet was also being sold for scrap. What was once a proud fleet was now down to a precious few vessels. Some historic preservation and veterans organizations became interested in these ships and a handful were saved from the ship breakers. The following are the histories of five of these ships that have been preserved as floating museums to honor their service to the United States and to honor the mariners who sailed upon them. This was the first naval action of the American Revolution. She was launched on June 19, 1776. The ship was owned by the federal government and operated by Grace Line, Inc. For the next year, the ship carried ammunition and grain, as well as other dry cargo. After the war, plans were made to transfer the ship to the U. Army for conversion to a hospital ship. The conversion never occurred and the ship was "mothballed" at the reserve fleet near San Francisco. In 1949, the U. NHLs are nationally significant historic places designated by the Secretary of the Interior because they illustrate the heritage of the United States. Over the years, the ship was restored and is now a museum in San Francisco, CA. She is only one of two Liberty ships still operational. The ship participated in the 50th anniversary of the D-day landings in 1944. She was launched on Labor Day, September 7, 1944. The ship was named after an American labor leader who organized workers in shipyards. After being launched, the ship sailed to New York and departed on its maiden voyage on September 29, 1944, carrying supplies to the Middle East. In 1945, the ship was converted to carry troops as well as cargo. Later, the John W. Brown supported combat operations in the Mediterranean Sea. After the war ended in Europe, the John W. Brown was returned to the Maritime Commission and loaned to New York City to use as a training vessel for high school students interested in maritime jobs. However, it became too expensive to run the school, and the ship was returned to the Maritime Commission and put into storage with the reserve fleet on the James River in Virginia. She is one of only two Liberty ships still operational. The ship was named after American University in Washington, D. On one of its many voyages, the American Victory was caught by ice in Odessa, Russia. Rather than wait for an ice breaker to clear the shipping lanes, the captain of the American Victory used her to break the ice! In 1945, the American Victory was put into the reserve fleet. In 1950, the ship was brought out of "mothballs" to carry military supplies in support of the Korean conflict. After the Korean War, she was again sent to the reserve fleet. In 1954, the Navy planned to convert 15 Victory ships, among them the American Victory, as forward depot ships. These ships would be loaded with supplies and ammunition and placed around the world to support American troops if needed. However, the Navy canceled the plan in 1954 and that same year, the American Victory was again brought out of "mothballs" to support the Vietnam War. She carried military vehicles, telephone poles, explosives, and bombs. In 1965, she was again put in the reserve fleet. In 1975, the American Victory was acquired by a preservation group and turned into a museum in Tampa, FL. She was launched on May 31, 1944. The ship was named for Lane College, which was established as a high school for black youths in 1827 by Isaac Lane, a bishop of the Methodist Episcopal Church at Jackson, Tennessee. The school grew into a prominent liberal arts college. On her first voyage, June 27, 1944, the ship carried supplies in the Pacific. She was operated by American President Lines. In 1950, the Lane Victory was used to evacuate Korean civilians and U. The ship also saw duty during the Vietnam War. In 1965, the ship was placed in the reserve fleet. Because of her excellent condition, the Maritime Administration decided to set aside the Lane Victory for preservation. In 1975, the Lane Victory was acquired by the U. In 1987, the ship was designated a National Historic Landmark. Her keel was laid August 15, 1944, and she was launched November 9, 1944. The ship was named after the community of Red Oak, Iowa, which suffered the highest per capita casualty rate of any American community during World War II. Navy to be used as an ammunition carrier. In February 1945, she steamed to a remote area of the South Pacific called Ulithi Atoll where the worlds largest formation of Allied forces had amassed for the invasion of Japan. From June to October 1945, she supported the liberation of the Philippine Islands. In November 1945, she headed home to Seattle, Washington

were she was decommissioned on May 21, and returned back to the U. She made several voyages, most notably supporting the UN forces engaged in the Korean War with military cargo. From to she was in storage by the U. She was placed back into storage until September , where she was obtained by the Richmond Museum Association to be restored back to her original operational launch condition. Questions for Reading 3

1. What was some of the cargo these ships carried? Looking at a world map or atlas, locate some of the places to which each of these ships carried cargo. Does this give you a better appreciation for the mission of the seamen who served in the Merchant Marine? Why or why not? Unlike the Liberty ships, which were built to be expendable, the Victory ships were designed to last for at least 20 years after being built. What examples can you find in the reading to support this? Of the thousands of Liberty and Victory ships built, only a few remain. Why do you think it is important to preserve these ships? Junker, revised by Peter E. Kurtze, "SS John W. David and Charles Publishers, ; and Timothy J. Teahan and Barbara E. Department of the Interior, National Park Service,

Chapter 2 : On the Water - Answering the Call, Merchant Seamen

DANCE INSIDE KOREA VOL.6 [Entry] Liberty crew Facebook...£ https: Liberty - Santiago (Silver Medalist Mega Crew Division) at HHI Nationals Finals - Duration:

It carried out several more operations during the next two years. Also, he asked the U. In a message sent from U. Secretary of State Dean Rusk to U. Martin at the United States Sixth Fleet headquarters to send a destroyer to accompany Liberty and serve as its armed escort and as an auxiliary communications center. The following day, 6 June, Admiral Martin replied: Ambassador Arthur Goldberg said to the Security Council that aircraft of the Sixth Fleet were several hundred miles from the conflict, [12] indicating that elements of the Sixth Fleet itself were far from the conflict. The Navy said a large volume of unrelated high-precedence traffic, including intelligence intercepts related to the conflict, were being handled at the time; and that this combined with a shortage of qualified Radiomen contributed to delayed sending of the withdrawal message. Navy supply ship; the red marker was replaced with a green marker to indicate a neutral vessel, at about 9: Division , codenamed " Pagoda ", was under the command of Commander Moshe Oren. T, T and T Rabin reiterated the standing order to sink any unidentified ships in the area, but advised caution, as Soviet vessels were reportedly operating nearby. These data were forwarded to the Fleet Operations Control Center. The Chief of Naval Operations asked the torpedo boats to double-check their calculations. Yifrah twice recalculated and confirmed his assessment. His sources say that at the time of the attack Liberty was following her signal-intercept mission course along the northern Sinai coast, at about 5 knots 9. The torpedo boats gave chase, but did not expect to overtake their target before it reached Egypt. Commander Oren requested that the Israeli Air Force dispatch aircraft to intercept. Immediately after the exchange, at 1: McGonagle sent an urgent request for help to the Sixth Fleet, "Under attack by unidentified jet aircraft, require immediate assistance. The Mysteres released their payloads over the ship and strafed it with their cannons. Kislev told the pilots not to attack if there was any doubt about identification, and the Israeli Navy quickly contacted all of its vessels in the area. The Israeli Navy found that none of its vessels were under fire, and the aircraft were cleared to attack. However, Kislev was still disturbed by a lack of return fire, and requested one last attempt to identify the ship. Captain Zuk, made an attempt at identification while strafing the ship. Kislev immediately ordered the attack stopped. Kislev guessed that the ship was American. Though Egyptian warships were known to disguise their identities with Western markings, they usually displayed Arabic letters and numbers only. These radio communications were recorded by Israel. The order to cease fire was given at 2: During the early part of the air attack and before the torpedo boats were sighted, Liberty sent a distress message that was received by Sixth Fleet aircraft carrier USS Saratoga. The carrier had been in the middle of strategic exercises. Martin recalled the aircraft minutes later. The ship at the time was still on [westward] course [degrees] true, speed unknown, but believed to be in excess of five knots. According to Michael Limor, an Israeli naval reservist serving on one of the torpedo boats, they attempted to contact the ship by heliograph and radio, but received no response. The captain of boat T reached the same conclusion independently. The boats organized into battle formation, but did not attack. Lucas around the port side of the bridge, around to the skylights, to see if he could tell [Seaman] Quintero, whom [he] believed to be the gunner on Machine gun 53, to hold fire". The other four torpedoes missed the ship. See disputed details below. A life raft which floated from the ship was picked up by T and found to bear US Navy markings. The aircraft approaching Liberty were recalled to the Saratoga. The helicopters arrived at about 3: After arriving, one of the helicopter pilots was asked, by his ground-based controller, to verify that the ship was flying an American flag. The helicopters conducted a brief search for crew members of the ship who may have fallen overboard during the air attack. No one was found. The helicopters left the ship at about 3: When the ship was "confirmed to be American" the torpedo boats returned at about 4: Later, Israel provided a helicopter to fly U. Johnson had received word from the Joint Chiefs of Staff that Liberty had been torpedoed by an unknown vessel at 9: Johnson assumed that the Soviets were involved, and hotlined Moscow with news of the attack and the dispatch of jets from Saratoga. He chose not to make any public statements and delegated this task to Phil G. The Johnson administration conveyed "strong

dismay" to Israeli ambassador Avraham Harman. Within 48 hours, Israel offered to compensate the victims and their families. Medical personnel were transferred to Liberty, and she was escorted to Malta , where she was given interim repairs. After these were completed in July , Liberty returned to the U. She was decommissioned in June and struck from the Naval Vessel Register. From the start, the response to Israeli statements of mistaken identity ranged between frank disbelief and unquestioning acceptance within the administration in Washington. At the time of the attack, the USS Liberty was flying the American flag and its identification was clearly indicated in large white letters and numerals on its hull. Experience demonstrates that both the flag and the identification number of the vessel were readily visible from the air Accordingly, there is every reason to believe that the USS Liberty was identified, or at least her nationality determined, by Israeli aircraft approximately one hour before the attack. The subsequent attack by the torpedo boats, substantially after the vessel was or should have been identified by Israeli military forces, manifests the same reckless disregard for human life. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.

Chapter 3 : USS Liberty incident - Wikipedia

The crew of the USS Liberty is the most decorated crew since World War II. It is among the most decorated crews for a single engagement in the entire history of the United States Navy. It is among the most decorated crews for a single engagement in the entire history of the United States Navy.

A little more than a dozen miles north, in the choppy eastern Mediterranean, the USS Liberty headed eastward. But the calmness was like quicksand - deceptive, inviting and friendly - until it was too late. As the Liberty passed the desert town of El Arish, it was being closely watched. About 4,000 ft above was an Israeli reconnaissance aircraft. The Liberty was in dangerous waters at a dangerous time. The six-day war, in which Israeli air and ground forces launched a massive attack on Egypt, Syria and Jordan, was raging. Fearing involvement in a Middle East war, the US joint chiefs of staff needed rapid intelligence on the ground situation in Egypt. Ships were considered the best option for the job. They could sail relatively close and pick up the most important signals. Also, unlike aircraft, they could remain on station for weeks at a time, eavesdropping, locating transmitters, and analysing the intelligence. And so the Liberty, which was large, fast and had been stationed relatively close on the Ivory Coast, had been ordered in. Throughout the morning, the ship sailed on, with reconnaissance repeated at approximately minute intervals. At one point, an Israeli air force Noratlas Nord circled the ship and headed back towards the Sinai. He waved back and actually smiled at me - I could see him that well. They could damn near see my rank. Although no one on the ship knew it at the time, the Liberty had suddenly trespassed into a private horror. At that very moment, near the minaret, Israeli forces were engaged in a criminal slaughter. Three days after Israel had launched the six-day war, Egyptian prisoners in the Sinai had become a nuisance. There was no place to house them, not enough Israelis to watch them, and few vehicles to transport them to prison camps. But there was another way to deal with them. As the Liberty sat within eyeshot of El Arish, eavesdropping on surrounding communications, Israeli soldiers turned the town into a slaughterhouse, systematically butchering their prisoners. An eyewitness recounted how in the shadow of the El Arish mosque, they lined up about 60 unarmed Egyptian prisoners, hands tied behind their backs, and then opened fire with machine guns until the pale desert sand turned red. This and other war crimes were just some of the secrets Israel had sought to conceal since the start of the conflict. An essential element in the Israeli battle plan seemed to have been to hide much of the war behind a carefully constructed curtain of lies: Into this sea of deception and slaughter sailed the USS Liberty, an enormous spy factory loaded with the latest eavesdropping gear. About noon, as the Liberty was again in sight of El Arish, and while the massacres were taking place, an army commander there reported that a ship was shelling them from the sea. But that was impossible. The only ship in the vicinity was the Liberty, and she was eavesdropping, not shooting. As any observer would have recognised, the ship was a tired old second world war vessel crawling with antennae, and unthreatening to anyone - unless it was their secrets, not their lives, they wanted to protect. By then the Israeli navy and air force had conducted more than six hours of close surveillance of the Liberty off the Sinai and must have positively identified it as an American electronic spy ship. They knew she was the only military ship in the area. Nevertheless, the order was given to kill her and at Israeli air force fighters, loaded with 50mm cannon ammunition, rockets and napalm, followed. On board Liberty, Lieutenant Painter observed that the aircraft had "absolutely no markings", their identity unclear. He then attempted to reach the men manning the gun mounts, but it was too late. They were blown apart, but I saw the whole area go up in smoke and scattered metal. At about the same time, the aircraft strafed the bridge area. The quarter-master, Petty Officer Third Class Pollard, was standing right next to me, and he was hit. A bomb exploded near the whaleboat aft of the bridge, and those in the pilothouse and the bridge were thrown from their feet. Commander William L McGonagle grabbed for the engine order annunciator and rang up all ahead flank. In the communications spaces, radiomen James Halman and Joseph Ward had patched together enough equipment and broken antennae to get a distress call off to the Sixth Fleet, despite intense jamming by the Israelis. After taking out the gun mounts, the Israeli fighter pilots turned their attention to the antennae so the ship could not call for help or pick up any more revealing interceptions. With the Liberty now deaf, blind, and silenced, unable to

call for help or move, the Israeli pilots proceeded to kill her. As the slaughter continued, neither the Israelis nor the Liberty crew had any idea that witnesses were present high above. Until now, that is. According to information, interviews and documents obtained, for nearly 35 years the NSA has hidden the fact that one of its planes - a Navy EC ferret - was overhead at the time of the incident, eavesdropping on what was going on below. The ferret had taken off from Athens for its regular patrol of the eastern Mediterranean, and at about the time that the air attack was getting underway, Navy Chief Petty Officer Marvin Nowicki heard one of the other Hebrew linguists on the plane excitedly trying to get his attention on the secure intercom. They mentioned an American flag. I alerted the evaluator, giving him sparse details, adding that we had no idea what was taking place. Larry Weaver had run to his general quarters station but it was located on an old helicopter pad that left him exposed and vulnerable. He grabbed a dazed shipmate and pushed him into a safe corner. And I was hit by rocket and cannon fire that blew two and a half feet of my colon out and I received over shrapnel wounds. It blew me up in the air about four and a half, five feet. And just blood everywhere. A later analysis would show separate hits on the hull and superstructure. Now, in addition to rocket, cannon, and machine-gun fire, the *Mysteres* attacked with 1,lb bombs and napalm. Deafening explosions tore through the ship and the bridge disappeared in an orange-and-black ball. Lying wounded by shrapnel, his blood draining into his shoe, was Commander McGonagle. Seconds later the fighters were back. Flesh fused with iron as more strafing was followed by more rockets, followed by napalm. After landing back at Athens airport, Nowicki and the intercept crew were brought directly to the processing centre. The NSA civilians took our tapes and began transcribing. It was pretty clear that Israeli aircraft and motor torpedo boats attacked a ship in the east Med. Although the attackers never gave a name or a hull number, the ship was identified as flying an American flag. We logically concluded that the ship was the USS Liberty. At the same time, the carrier USS Saratoga was also told to send four armed A-1 attack planes to defend the ship. But four minutes later he was interrupted by Walt Rostow, national security adviser, on the other line. But Tordella was not prepared for what he heard. According to NSA documents - classified top secret- he was told that some senior officials in Washington wanted above all to protect Israel from embarrassment. I made an impolite comment about the idea. A cover story for the Liberty was then quickly devised. Within hours of the attack, which left 34 men dead and two-thirds of the rest of the crew wounded, Israel asked President Johnson to quietly bury the incident. No one in the field was allowed to say anything about the attack. All information was to come only from a few senior Washington officials. Later that morning, Johnson took the unusual step of ordering the JCS to recall its fighters while the Liberty still lay smouldering, sinking, fearful of another attack and with its decks covered with the dead, dying and wounded. On board the flagship of the Sixth Fleet, Rear Admiral Lawrence R Geis, who commanded the carrier force in the Mediterranean, was angry and puzzled at the recall and protested to the secretary of defence, Robert S McNamara. Geis was shocked by what he heard next. It was a promise that Lewis kept. In the days following the attack, the Israeli government gave the US government a classified report that attempted to justify the claim that the attack was a mistake. On the basis of that same report, an Israeli court of inquiry completely exonerated the government and all those involved. No one was ever court-martialled, reduced in rank or even reprimanded. On the contrary, Israel chose instead to honour motor torpedo boat , which fired the deadly torpedo at the Liberty. Despite the overwhelming evidence that Israel had attacked the ship and killed the American servicemen deliberately, the Johnson administration and Congress covered up the entire incident. Johnson was planning to run for president the following year and needed the support of pro-Israel voters. A mistake or mass murder? It was a question Congress never bothered to address in public hearings at the time. Among those who have long called for an in-depth congressional investigation is Admiral Thomas Moorer, who went on to become chairman of the joint chiefs of staff. This is unprecedented and a national disgrace.

Chapter 4 : The USS Liberty Cover-Up

The USS Liberty incident was an attack on a United States Navy technical research ship, USS Liberty, by Israeli Air Force jet fighter aircraft and Israeli Navy motor torpedo boats, on 8 June, during the Six-Day War.

Brown, sailed the year-old warship into Norfolk, Virginia for the Maritime Day celebration, May Brown is one of two fully operational World War II Liberty ships left in existence and is now a living museum dedicated to honoring those who built, defended and sailed the Liberty fleet. Brown sails up the Elizabeth River arriving at Norfolk, Va. Clouds of War Looming Liberty ships were a class of cargo ships introduced in This moniker changed, however; when President Roosevelt told the nation that the fleet of ships would bring liberty to Europe. From then on they became known as Liberty Ships. Mike Schneider, a retired U. The United States embarked on an emergency shipbuilding program and a big piece of this program was to build Liberty Ships like S. This enabled continuous supplies to reach the allied forces fighting in the European and Pacific theaters. S John Brown was launched on Sept. Brown, who died in Maryland in The government determined that if the Brown could transport 10, tons in one trip; the ship would pay for itself. They would all be transported to the war on the same ship. So as the war shifted across Europe, ships like S. Brown moved needed troops and materiel into critical places and brought prisoners of war back to the U. Interestingly, the Brown sailed alone and unescorted for most of this voyage. Her route, especially the portion along the west coast of South America, was planned to minimize the chances of encountering enemy submarines. The Brown returned to North America, making a stop in South America to load a cargo of bauxite which is used in making aluminum products. She was also a part of the invasion force of southern France during Operation Dragoon in August While in the Mediterranean, the Brown typically spent several months moving between ports in North Africa, Italy and southern France, moving supplies, equipment and troops as needed, before finally returning to North America. On all of these voyages, the Brown sailed in convoys. Roosevelt passed the Merchant Marine Act which was designed to provide merchant crews with suitable training and a fleet of ships which could be deployed to carry cargo anywhere in the world. By , the average build time for a Liberty Ship was approximately 20 days. The size of the merchant marine crew varied slightly from voyage to voyage, depending on the number of troops transported. The concept of how the S. It just depended on the personalities of the two leaders. The nature of war at sea built a lot of camaraderie between the two cultures. Brown is one of two remaining Liberty ships still operating. Service in the Face of Danger Serving about Liberty Ships like the Brown during a war was very dangerous and the mariners who crewed these ships were all volunteers. This ship and her many sister-ships were operated under what was known as a general agency agreement by almost 90 different American steamship companies were paid by the government to manage the ships. The cargo they carried and the ports they visited were entirely controlled by the U. During World War II, four separate government agencies controlled sea transportation. The command assumed responsibility for providing sealift and ocean transportation for all military services as well as for other government agencies. Project Liberty Ship Project Liberty Ship is a dynamic, all-volunteer organization with the sole purpose of preserving the Liberty ship S. We have a lot of volunteers who work in areas such as refrigeration, air conditioning or machinery who just want to go to sea. A lot of our crew volunteers because they are history buffs. Brown was loaned by the government to the Board of Education of the city of New York. From to she served as a floating maritime high school training thousands of young men to be merchant mariners. Some of those former students have found their way back to the ship and now serve as volunteer crew members. Brown, please visit <http://>

Chapter 5 : 5 injured in foundry explosion at Liberty Castings in Delaware | WSYX

"The Liberty Ships were the most numerous type of merchant ship built during the Second World War. An astonishing vessels were launched in less than four years, of which over would be lost to enemy action.

US Navy photo The desire of virtually the entire U. No one, it seemed, wanted to hold Israel to account or to challenge its lame excuses about an inadvertent mistake. One of the few who eventually did was Navy Admiral and former Chairman of the Joint Chiefs of Staff Thomas Moorer, who helped lead an independent, blue-ribbon commission to investigate what happened to the Liberty. Those findings were released on Oct. The introduction and first four findings stated: Moorer; General Raymond G. Moorer made a final public statement urging that the truth finally be revealed about the attack on the USS Liberty but recognized the behind-the-scenes control that Israel exerts over even the highest U. The Israelis know what is going on all the time. If the American people understood what a grip these people have got on our government, they would rise up in arms. American Perceptions of the Arab-Israeli Dispute. Here, for example, is the text of an intercepted Israeli conversation, just one of many pieces of evidence that the Israeli attack was not a mistake but likely a willful attempt to prevent the U. Israeli pilot to ground control: Do you still want us to attack? The Israelis intercepted that message and, out of fear of how the U. Navy communications relay station in Morocco, Geis shot back that one of his ships was under attack. Instead, the Tribune laid him off in November after 24 years. On the few occasions when the mainstream U. And they attempt to conflate fact with speculation, asking why Israel would deliberately attack a ship of the U. Paul Jay, the interviewer, made a strong attempt to separate fact from speculation. Part 1 presents the facts. S Navy ship and gave the order to sink it and leave no survivors; 3 The U. Part 2 of the interview proceeds from those facts; it features speculation regarding what the Israelis may have had in mind in trying to sink the Liberty and leave no survivors. The facts being what they are, it should come as no surprise that trying to put a rationale behind them is a mind-boggling task. And, sad to say, no U. Interviewer Paul Jay, understandably, comes down hard on the obvious need for an official U. John McCain that it was a travesty. There are some glimmers of hope. This year was different. Three senior active duty Navy officers came to pay their respects. They were led by Rear Admiral Nancy A. It struck others, as well as me, not only that her presence betokened more interest on the part of the Navy in righting this wrong, but that the admiral seemed genuinely interested herself in digging into what happened and what might be done at this point to properly acknowledge what happened. Devin Nunes, R- California, is one of the few politicians who knows and cares about the attack on the Liberty. Congressman Nunes took the initiative to facilitate the awarding of a Silver Star to Terry Halbardier, the seaman from Texas who did what was necessary to save what remained of the crew and ship. He had to slosh through a lake of napalm and dodge Israeli strafing of the deck to hook up the cable needed to broadcast the SOS. Halbardier was finally honored on May 27, 42 years late but better late than never at the small award ceremony in Rep. The Republican congressman pinned the Silver Star next to the Purple Heart that Halbardier found in his home mailbox three years before. Despite the many indignities the Liberty crew has been subjected to, the mood in Visalia was pronouncedly a joyous one of Better Late Than Never. And, it did take some time for the moment to sink in: Wow, a gutsy congressman not afraid to let the truth hang out on this delicate issue. I was able to be there that day; seldom have I experienced a more poignant moment. Congressman Nunes, by virtue of the powerful position he now holds as chair of the House Intelligence Committee, is in position to extend recognition and gratitude to the rest of the Liberty crew, whether alive or dead. Halbardier died last August. Most of the 34 Liberty crew killed that day died when one of the five torpedoes fired by the Ashdod-based torpedo boats hit the Liberty. Lockwood, who was in the process of throwing sensitive material and equipment over board, lost all the Marines under his command in that attack. According to Lockwood, the wheel from the torpedo boat that fired the killing torpedo has been on display at the Israeli Navy Museum in Haifa along with a life raft the Israeli boats picked up on their way back to Ashdod adding insult to injury. Would it be too much to expect that, after the latest Israeli crime on the high seas on June 29, a Navy admiral might find his voice and pick up where Adm. Bush were still planning for , their last year in office, despite the unanimous conclusion of the U.

It took some guts to say, as Admiral William J. Fallon to push for a proper investigation of the attack on the USS Liberty. He now works with Tell the Word, a publishing arm of the ecumenical Church of the Saviour in inner-city Washington.

Chapter 6 : USS Liberty (AGTR-5) - Wikipedia

USS Liberty (AGTR-5) was a Belmont-class technical research ship (electronic spy ship) that was attacked by Israel Defense Forces during the Six-Day War. www.nxgvision.com was built and served in World War II as SS Simmons Victory, as a Victory cargo ship.

Bergdahl, President Obama cited a principle of never leaving U. Navy ship and try to send it, together with its entire crew, to the bottom of the Mediterranean with impunity. Israeli aircraft and torpedo boats attacked the USS Liberty, a state-of-the-art intelligence collection platform sailing in international waters off the Sinai, killing 34 of the crew members and wounding more than 100. Israeli messages intercepted on June 8, 1967, leave no doubt that sinking the USS Liberty was the mission assigned to the attacking Israeli warplanes and torpedo boats as the Six-Day War raged in the Middle East. Referring last week to the controversy of the swap of five Taliban prisoners for Sgt. There is no way to retrieve the bodies of those washed out to sea through the large hole made by the Israeli torpedo that hit the Liberty amidships, killing 26 of the crew. That salt burns especially on anniversaries of the tragedy, raising troubling questions about the power of the Israel Lobby and the Israeli government over U. In apparent fear of the Israel Lobby and not wanting to offend the Israeli government, U. No Accident Here, for example, is the text of an intercepted Israeli conversation, just one of many pieces of hard, unambiguous evidence that the Israeli attack was not a mistake: Israeli pilot to ground control: Do you still want us to attack? The Israelis intercepted that message and, out of fear of how the U. Navy communications relay station in Morocco, Geiss shot back that one of his ships was under attack. Instead, the Tribune laid him off in November after 24 years. Several of the Liberty survivors have become friends of mine. I have listened to their stories, as Crewdson did. When June 8 comes around each year I remember them. And on special occasions, as when Terry Halbardier was finally awarded the Silver Star for his bravery, I write about them. I just checked the Washington Post and surprise, surprise it has missed the opportunity for the 46th consecutive year, to mention the Liberty anniversary. On the few occasions when the mainstream U. And they attempt to conflate fact with speculation, asking why Israel would deliberately attack a ship of the U. Moorer helped lead an independent, blue-ribbon commission to investigate what happened to the Liberty. Or will silence continue to reign? In a different context, Russian dissident author Alexandr Solzhenitzyn wrote this warning about what silence about evil does to the foundations of justice: When we neither punish nor reproach evildoers, we are not simply protecting their trivial old age, we are thereby ripping the foundations of justice from beneath new generations. Do the right thing by them. An earlier version of this article appeared at Consortiumnews. This is the world we live in. This is the world we cover. Because of people like you, another world is possible. There are many battles to be won, but we will battle them together all of us. Common Dreams is not your normal news site. We want the world to be a better place. If you can help today because every gift of every size matters please do.

Chapter 7 : USS Liberty Survivor Named US Delegate on Gaza Flotilla – Consortiumnews

The United States vowed to remain neutral in the conflict, but kept a military presence in the region. The USS Liberty, a World War II-era cargo ship refitted as a surveillance vessel, was deployed to the eastern Mediterranean in the days leading up to the war.

SS Simmons Victory was detailed with the duty of delivering ammunition for troops. With the war ending, she waited three months in Leyte, before returning her ammo to Port Chicago. About 75 percent of the personnel taken to Korea for the Korean War came by the merchant marine. SS Simmons Victory transported ammunition, mail, food and other supplies. About 90 percent of the cargo was moved by merchant marine naval to the war zone. In February , the U. National Security Agency missions[edit] In February , Liberty steamed from the west coast to Norfolk, Virginia , where she was further outfitted cost: In June Liberty began her first deployment, to waters off the west coast of Africa. She carried out several more operations during the next two years, and went to the Mediterranean Sea in During the Six-Day War between Israel and several Arab nations, she was sent to collect electronic intelligence in the eastern Mediterranean. This additional release adds to the collection of documents and audio recordings and transcripts previously posted to the site on 2 July Many of the names are from June 8, USS Liberty receives assistance from units of the Sixth Fleet, after she was attacked and seriously damaged by Israeli forces off the Sinai Peninsula on 8 June An SH-3 helicopter is near her bow. On the afternoon of 8 June , while in international waters off the northern coast of the Sinai Peninsula , Liberty was attacked and damaged by the Israel Defense Forces ; 34 crewmen were killed and wounded. Although severely damaged with a byfoot Later, Israel apologized for the attack, stating it had mistaken the Liberty for an Egyptian ship, as the incident occurred during the Six-Day War. This includes compensation to the families of those killed, the wounded and to cover damage of the ship. After the repairs were completed, Liberty returned to the United States on 27 July She was decommissioned and stricken from the Naval Vessel Register on 28 June She was laid up in the Atlantic Reserve Fleet of Norfolk until December , when she was transferred to the Maritime Administration for disposal. Numerous members of the crew were decorated, including eleven members of the crew who were awarded Silver Stars , twenty with Bronze Stars , and over two hundred who received Purple Hearts.

Chapter 8 : Honor USS Liberty Veterans

Like other sailors in downtime at sea, Liberty ship crews played cards, read, and tried to distract themselves from the intensity of wartime service. The crews included members of the Armed Guard of the U.S. Navy, shown here in navy uniforms, who manned the guns aboard ship.

Table of Contents Photographs "Case Closed" The Israeli attack on the USS Liberty was a grievous error, largely attributable to the fact that it occurred in the midst of the confusion of a full-scale war in Ten official United States investigations and three official Israeli inquiries have all conclusively established the attack was a tragic mistake. On June 8, , the fourth day of the Six-Day War , the Israeli high command received reports that Israeli troops in El Arish were being fired upon from the sea, presumably by an Egyptian vessel, as they had a day before. As a result of a series of United States communication failures, whereby messages directing the ship not to approach within miles were not received by the Liberty, the ship sailed to within 14 miles off the Sinai coast. Ships from the Sixth Fleet were directed to launch four attack aircraft with fighter cover to defend the Liberty, but the planes were recalled after a message was received at the White House that the Israelis had admitted they had attacked the ship. Numerous mistakes were made by both the United States and Israel. For example, the Liberty was first reported " incorrectly, as it turned out " to be cruising at 30 knots it was later recalculated to be 28 knots. Under Israeli and U. The sea was calm and the U. He also ordered that no aircraft be sent near Sinai. After the air raid, Israeli torpedo boats identified the Liberty as an Egyptian naval vessel. When the Liberty began shooting at the Israelis, they responded with the torpedo attack, which killed 28 of the sailors. In , the National Security Agency noted that accounts by members of the Liberty crew and others did not have access to the relevant signal intelligence reports or the confidential explanation provided by Israel to the United States, which were used in the CIA investigation. Initially, the Israelis were terrified that they had attacked a Soviet ship and might have provoked the Soviets to join the fighting. Embassy in Tel Aviv and offered to provide a helicopter for the Americans to fly out to the ship and any help they required to evacuate the injured and salvage the ship. The offer was accepted and a U. Ambassador in Tel Aviv. In fact, according to a secret report on the war , the immediate concern was that the Arabs might see the proximity of the Liberty to the conflict as evidence of U. In , columnists Rowland Evans and Robert Novak trumpeted their discovery of an American who said he had been in the Israeli war room when the decision was made to knowingly attack the American ship. Benni Matti, does not exist. Also, contrary to claims that an Israeli pilot identified the ship as American on a radio tape, no one has ever produced this tape. In fact, the official Israeli Air Force tape clearly established that no such identification of the ship was made by the Israeli pilots prior to the attack. Tapes of the radio transmissions made prior, during and after the attack do not contain any statement suggesting the pilots saw a U. Nine minutes later, Hatzor told the pilots the ship was believed to be an Egyptian cargo ship. It was not until 3: Yiftah Spector, a triple ace, who shot down 15 enemy aircraft and took part in the raid on the Iraqi nuclear reactor , said he had been told an Egyptian ship was off the Gaza coast. What I was concerned with was that it was not one of ours. I looked for the symbol of our navy, which was a large white cross on its deck. Instead he fired 30mm armor piercing rounds that led the American survivors to believe they had been under rocket attack. His first pass ignited a fire, which caused the ship to billow black smoke that Spector thought was a ruse to conceal the ship. Spector acknowledged in the Post interview that he made a mistake, and said he admitted it when called to testify in an inquiry by a U. In , the U. Navy mistakenly downed an Iranian passenger plane, killing civilians. Black Hawk helicopters with large U. In fact, the day before the Liberty was attacked, Israeli pilots accidentally bombed one of their own armored columns. We were advised by the proper authorities that there was no American ship within miles. The evidence suggests the ship was not spying on Israel. Israel apologized for the tragedy immediately and offered on June 9 to compensate the victims. The matter was officially closed between the two governments by an exchange of diplomatic notes on December 17, Jay Cristol, *The Liberty Incident*. University of California Press, , pp. HarperCollins, , pp.

Chapter 9 : Liberty Ships and Victory Ships --Reading 3

wartime merchant fleet was a huge class of vessels known as the Liberty Ships. More Liberty Ships were built than any other class of sea-going vessels in the history of the world.

It is among the most decorated crews for a single engagement in the entire history of the United States Navy. Yet, the attack has never received a full investigation, as required by law. What were the American casualties? This is among the highest casualty rates ever inflicted upon a U. Why would we question that explanation more than 30 years later? However, as time passed, they have stepped forward to say the attack was deliberate. Recently, high government and military officials have suggested that not only was the attack deliberate, but that the US government covered-up the incident. Israel says its pilots and torpedo boat commanders confused the USS Liberty with the El Quseir, an Egyptian ship allegedly firing upon its forces in the Sinai. But there was no Egyptian naval bombardment that day; nor did the El Quseir an unarmed s-era horse carrier out of service in Alexandria bear any resemblance to the Liberty. It may have been one of the most easily identifiable ships of any navy in the world. With a displacement of 10, tons, it was four times the size of the antique Egyptian transport it is claimed to have resembled. Freshly painted, the Liberty carried large white identification numbers on its bow. Egyptian hull numbers are painted black. According to American survivors, a 5-by-8 feet American flag was hoisted early that morning and was flying all day until it was shot away by attacking aircraft. Within several minutes, it was replaced by the giant 7-by feet holiday ensign, which flew for the duration of the attack. Could Israel have thought the ship was in a war zone, acting suspiciously? According to surviving crewmembers, Israeli reconnaissance aircraft closely studied the Liberty over an eight-hour period prior to the attack, one flying within two hundred feet of the ship. At all times the Liberty was a clearly marked American ship in international waters, proceeding at a speed of only 5 knots. What was the weather like the day of the attack? Weather reports confirm that it was a clear day with unlimited visibility. The flag was flying in a knot breeze for most of the afternoon. The Israeli attack by combined air and naval forces spanned two hours – as long as the attack on Pearl Harbor. The air attack alone lasted approximately 25 minutes: After the attack was thought to have ended, three life rafts were lowered into the water to rescue the most seriously wounded. The Israeli torpedo boats returned and machine-gunned these life rafts at close range. This was followed by the approach of two large Israeli Army assault helicopters filled with armed commandos carrying what appeared to be explosive satchels they departed after hovering over the ship for several minutes, making no attempt to communicate. Did the Liberty send out a distress signal when it was under attack? However, a call for help did reach the U. Navy command in the Mediterranean. What was the American response time? Although American carrier-based air support was only 40 minutes away, help did not reach the USS Liberty for seventeen hours. Navy fighters were launched from the aircraft carriers America and Saratoga while the Liberty was under attack. However, they were quickly recalled by the White House. This is the only instance in American naval history where a rescue mission was cancelled when an American ship was under attack. Why would Israel have deliberately attacked an American ship? This is why an impartial investigation is critical. One hypothesis is that Israel intended to sink the ship with no survivors and blame Egypt because this might have brought the United States into the war. Another hypothesis is that the Liberty was gathering intelligence about activities that Israel did not want revealed. Has the incident been investigated in the past? Several were conducted by Israel. Upon examination, however, every one is based upon the conclusions of the original US Navy Court of Inquiry, which accepted the Israeli version, but which has been exposed and discredited by its chief attorney as a cover-up. Did the surviving crewmembers testify in the other investigations? Why would the White House prevent the rescue of an American ship? It is why there needs to be a thorough investigation of the actions taken by the White House and the Secretary of Defense. Why did they order the recall of the planes that had been sent to rescue the Liberty? Why did they order that the survivors be silenced and the true facts be withheld from the American people? What kind of investigation are you calling for? We are calling for a new Court of Inquiry by the Department of the Navy, with congressional oversight, to take public testimony from surviving crewmembers and otherwise thoroughly

examine the circumstances of the attack. Why are you calling for a naval " and not a congressional " investigation? We believe this would remove the inquiry from the political pressures traditionally exerted by special interest groups upon individual congressional offices. Fundraising and election pressures have prevented an honest investigation from being conducted for the past 36 years. Why is this significant for the American people 36 years later? We have a duty to the crew of the USS Liberty, while the survivors are still alive to testify, and while the perpetrators can be brought to justice. Furthermore, any policies that paralyze our elected leadership to the extent they become unable or unwilling to protect Americans and American interests, endangers not only the safety of all Americans but also the national security of the United States. No nation or people should be above the law; nor should American interests be subordinated to the interests of any foreign nation. Those Israelis responsible for ordering the attack and the resulting murder of American sailors must be held accountable for their actions.