



# SASG

STEADY AS SHE GOES

QUARTERLY NEWSLETTER OF THE SS JEREMIAH O'BRIEN

No. 77

SAN FRANCISCO, CALIFORNIA

Winter 2017

Dear Friends of the *Jeremiah O'Brien*,

As we approach the end of an eventful and busy 2017 I wanted to take a moment and catch you up on our most recent news.

## Fleet Week Cruises 2017

Our fleet week cruises were a major success this year. The skies were clear and the air show performances were breathtaking. Kevin Hecteman provided a terrific narration of the events. Our partnership with Bistro Boudin helped us take the food to the next level and make this cruise a truly San Francisco experience. Performances by the Natural Gas Jazz band and the Sea Cadet Band of the West enhanced the experience.

Fleet Week continues to be our most popular two days of the year. The *O'Brien* is the best place in the city to see the show. Most importantly, this event helps fund projects that keep the *SS Jeremiah O'Brien* sailing. If you haven't experienced it or haven't been aboard recently, make plans to come out and see us in 2018.

## Pre-Dry Dock Projects

In an effort to reduce the costs of our dry dock we focused on a few important preservation projects. The first was restoration work on our masts. This work required us to scaffold, clean and coat all three of our masts. The Anchor Program and volunteer crew worked hard to get this completed before Fleet Week.

The second project was replacing our stack's interior division plate.  
(continued on page 2)



The *O'Brien* entering dry dock.



Restoration work on our masts.



Fleet Week Cruise 2017.



View of the aft end of the *Jeremiah O'Brien* in dry dock just behind our volunteer crew shortly before re-launching.

## IN THIS ISSUE . . .

Executive Director's Column . . . . .	PG1
Chief's Corner: Tech teasers, sea stories and more . . . . .	PG 3
The Myth of Broken Liberty Ships . . . . .	PG 4
Crossed the Final Bar. . . . .	PG 5
New Volunteers . . . . .	PG 6



**DIRECTORS**

Roger Franz, *President  
Chair & CEO*

Cevan LeSieur  
*Ship's Master*

Chief Eng Jon Eaton

John Belisle

Capt Patrick Buttner

Pat Dupes-Matsumoto

Chris Friedenbach

Linda Greig

Louise Leaver

Beth Londynsky

Gabe Mickulich

David Nolan

Mike Savino

David Winter

Steady as She Goes is a publication of The National Liberty Ship Memorial, Inc (NLSM) a nonprofit 501(c)(3) organization, tax ID 94-2506639.

Mailing address:  
NLSM  
45 Pier, Suite 4A  
San Francisco, CA 94133  
Phone 415-544-0100  
Fax 415-544-9890.

SASG is published quarterly and is distributed to members of the National Liberty Ship Memorial. If you are not receiving a print copy and would like one, please contact the office at 415-544-0100.

Articles are subject to editing and condensing because of space limitations. Deadline for submitting articles for consideration in the next newsletter is February 20, 2018. Any correspondence received by NLSM might be published unless expressly requested otherwise. Please send articles and items to either [liberty@ssjeremiahobrien.org](mailto:liberty@ssjeremiahobrien.org) or NLSM, 45 Pier, Suite 4A San Francisco, CA 94133.

This plate helps control the exhaust from our two main boilers.

In both cases, corrosion had taken its toll and repairs were needed to ensure the long-term health of the ship.

**Dry Dock 2017**

This is the big maintenance event that happens every five years for us. This year's dry dock was a massive success. Here are some the highlights:

**Coating System**

The most important part of maintaining a 74-year-old ship is preventing the loss of steel through protective coatings. This means measuring hull thickness and meticulously inspecting the paint for defects. This year we had to apply more than we expected, but saw very little change in our hull plate from the 2012 dry dock. We also added new zinc anodes and inspected our cathodic protection system.

**Rudder**

We knew the rudder was in need of work and we discovered our upper and lower *lignum vitae* bearings were worn to the point where they needed to be replaced. With the help of an amazing couple from Virginia that provided the wood, we were able to have it machined to correct its clearance.

As part of our thorough inspections, it was discovered that the steering gear compartment had substantial steel waste and the decision was made to replace portions with new steel inserts. This space likely hadn't seen any attention since the ship was built in 1943. This preservation work means it should last another 73 years.

**Additional Work**

In addition to these items, we serviced our sea chests and valves, removed her ice protection to clean and coat the bow, removed and cleaned the propeller, added ballast, serviced our gangway and much more.

**The Way Ahead**

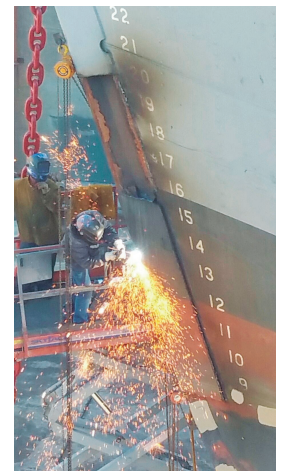
One next major preservation item that we are working on is the cleaning, repair, and coating of the many tanks aboard the SS *Jeremiah O'Brien*. This work is an extension of what we started in Dry Dock. Completing this challenging task will set the *O'Brien* up to be around for a very long time.

**Thank You!**

A special thank you to our volunteer crew for all of their amazing work this year to restore and preserve the *O'Brien*. All of this wouldn't be possible without our friends that give their time and resources in the SS *Jeremiah O'Brien's* time of need. On behalf of our board of directors, I want to say **thank you** for supporting and believing in our mission.

In the spirit of your giving we wish everyone a very happy New Year.

Matt Lasher, Executive Director



Removal of "ice protection" plating from ship's lower stem.

Website	www.ssjeremiahobrien.org
Facebook	www.facebook.com/SSJeremiahOBrien
Email	liberty@ssjeremiahobrien.org
Executive Director	Matthew Lasher 415 544-0100, matt@ssjeremiahobrien.org
Events & Overnight Coordinator	Kyle Day 415 544-0100
Shipkeepers	Phil O'Mara, 415-987-1248, shipkeeper@ssjeremiahobrien.org Steve Wright, steve@ssjeremiahobrien.org
Store	shipstore@ssjeremiahobrien.org
Legal Counsel	Rex Clack
Newsletter Editor	Pat Rose, Campbell and Rose, Walter Jaffee

## The Chief's Corner — *Tech teasers, sea stories and more...*



Chief Engineer  
Jon Eaton

In the last Chief's Corner, I left a teaser for this article. As a refresher, it went thus:

You are watching a reel-to-reel movie for the thirteenth time. The sea is flat calm, there is a full moon and it is about 1800.

The ship starts shaking, then undulating and gradually starts to list to port.

Did the two men in No. 1 centerline tank get out alive? Did the cargo shift?

Now to the story. This particular oil tanker was the largest United States tanker built on the day it was launched in 1972. I was there for that launch, and our first destination as we left port was a mystery. The crew was betting on Venezuela. Instead, we headed for the Persian Gulf! That was a long way from Philadelphia. The round trip wound up taking 97 days. My only time ashore was in Kuwait where I was only allowed to sit on the pier and watch the ship load at 100,000 bbls per hour. I was on that pier for about an hour.

All brand new vessels have their problems. Looking back on it now, she was exceptionally poorly fitted out and as a consequence was a real workhorse. Thank goodness I was in my early twenties and fit enough to endure many months of effort.

As we sailed up the East coast of Africa we came across what looked like small islands from a distance, but were actually VLCC's (very large crude carriers). The bridge asked if one of these ships required assistance as it was dead in the water. "No thanks," they replied, they were simply performing routine maintenance on their engine. These ships were all European. Instead of occupying dock space, it was more economical for them to work on their diesel engines at sea. The Suez Canal was still closed from the 1967 war and this stimulated the creation of VLCC's for the long haul around the Cape of Good Hope at the southern tip of Africa. Even though my ship was large, it was the smallest tanker making the pilgrimage to the Persian Gulf for a load of crude oil.

As we approached the Eastern shore of Saudi Arabia, the engine room temperature at the watch log desk rose from a toasty 110 to 120 degrees Fahrenheit. I remember thinking at that moment that we needed to get in and out of this place quickly; it was too darn hot. I must have jinxed the operation with that thought, as it was going to take over a month to finally get our cargo and leave. As we turned into the Gulf of Oman the temperature quickly rose to 135 at the log desk (the coolest place in the engine room). The forced draft fan area rose to 160. This ship was intended for Alaska trade and I think the naval architects were concerned that the potable fresh water tank would freeze. In the Persian Gulf the temperature of the cold water in one's shower was 140 degrees. Ouch!

On we plodded (actually it was a pretty fast tanker at 17 knots) to Kuwait for the first half of our load, 500,000 bbls. This was accomplished without mishap and off we went to Ras Tanura in Saudi Arabia to get the final half load of crude.

This course took us close to an island named Farsi, which has a lighthouse on it. After the evening meal, some of the crew and I were watching the movie mentioned at the start of this article. Unknown to me, the pumpman and bos'n had been dispatched to enter No. 1 tanks to inspect for debris and clean it if necessary. Oil had never been in these tanks, so I suppose it was prudent to inspect them. As we were watching the movie the ship started shuddering and wiggling, at first mildly, then with increasingly violent motion. The ship then started to list to port. I asked a mate who was also watching the movie what might be happening. His answer was that the cargo was shifting. This did not sound like a correct answer to me. I immediately went to my room, got my lifejacket and flashlight, and headed directly below to see if I could assist. On the way down, the ladders got so steep that I had to go down backwards. This was because of the increasing list to port. When I finally arrived at the control platform, the engine order telegraph was ringing full astern.

We had run aground at Farsi. The men in No. 1 tank survived. Can you imagine being in that tank in the dark while the ship is at first just scratching the bottom and then must have risen to an awful cacophony while they desperately tried to escape over huge frames and up a 70-foot ladder? Needless to say, they wasted no time exiting the tank. They also had some really good sea stories about just trying to get out. Apparently the bos'n was the first on the ladder. The pumpman had some choice words about how if the bos'n did not move faster he would have to crawl over him! I sanitized what he actually said, but that was the essence of his sentiment.

At this point, it's important to point out that our captain had been sailing on two-house tankers all his life. He was well respected and liked by all. The tankers that he was used to were much smaller with a correspondingly shallower draft. The ship that we were on now had a single house aft, double the draft and the depth transducer was located on the stern, 1000 feet from the bow.

It wasn't for lack of experience that this happened. The master was on the bridge, the watch officer was also a proven master and the AB on the wheel had a 2nd Mate's license. When we finally got back to Philadelphia, another oil company sent over a reel-to-reel movie entitled, *A Case of Mistaken Identity*. It was a radar-plotting instructional movie. The key feature in it was Farsi, the island we ran aground on. Apparently the fellows at Shell had experienced the same mishap on Farsi. This is the same Farsi where our U.S. Navy sailors blundered into Iranian waters and were briefly taken captive in 2015.

(continued on page 7)

## The Myth of Broken Liberty Ships

Walter W. Jaffee

Welding was a new technology for shipbuilding at the beginning of World War II. Through welding, shipyards could assemble a ship much faster than using the old-fashioned riveting method, and building a ship quickly was critical when the goal was "build'em faster than they can be sunk." However, because welding was a new method of putting a ship together, at first there were a few problems. Such difficulties were quickly blown out of all proportion to reality. Soon the American public whispered about "all those Liberty ships breaking in half ... no survivors ... all hands lost," — the Liberty ship urban myth was born.

It seems the process of welding a ship together locked a great deal of stress into the hull. If that hull was also subjected to the additional trauma of freezing temperatures, improper loading and an unkindly sea, something occasionally gave. Some Libertys developed cracks under heavy use. These usually occurred in the unstrengthened square hatch corners and that area of the sheer strake (the uppermost row of plating around the hull, just below the main deck) which was cut to house the accommodation ladder.

Willis "Bud" Hitchcock was third mate on the *Hiram S. Maxim* when she cracked:

*Our route took us thru Bass Straits, between the southern limits of Australia and the island of Tasmania. We found ourselves in terrible Westerly gales. Winds were dead ahead and due to relatively shallow water in this strait the seas piled up into mountainous breaking waves. The ship was barely able to keep her head to the seas. God help us if we ever broached! I remember the sweeping seas caused our deck cargo forward to come adrift and some of it was lost overboard. The conditions were very dangerous for men on decks attempting to re-secure this cargo and I know I myself very nearly was swept over. We finally gave up the attempt, as conditions on deck were impossible with large crates grinding away and shifting as the ship pitched and rolled. All of our ammunition lockers for the guns forward were flooded out.*

*In the second or third night of this heavy going, at about three in the morning, a loud crash brought all hands up to the boat deck. In the darkness it was impossible to determine what was the cause, had we hit a mine or been torpedoed? I recall in the darkness, on the flying bridge, hearing cargo dunnage boards crashing around our heads as the gale was blowing them from our forward deck cargo like match sticks. It was pitch dark and luckily no one was struck down by these unseen missiles. Soundings were made and we found that we were not taking on water. Further*

*inspection revealed that our deck plates had pulled apart at the starboard aft corner of No. 3 hatch. As the gale and heavy seas finally subsided somewhat, we broke radio silence and asked the naval authorities if we could make for Melbourne for repairs. We were informed that, due to the higher priority of navy ship repairs, there was no room for us, and we should "press on." They did wish us "good luck." Well, the ship didn't come unraveled and we secured what was left of our cargo on the foredeck when it calmed down.*

*We arrived at Karachi and discharged our cargo and while doing so repairs were made to our cracked deck plate. These repairs consisted of the placement of a one-inch thick steel cold patch which was bolted by heavy bolts across the crack. This work was done by a shoreside contractor using nothing but hand tools. It took a week or more to accomplish a job that could have been done in a couple of hours with modern welding power tools.*

James O. Runkle had a similar experience on the Liberty *George Weems*, enroute to Molotovsk, then to Murmansk, north of the Arctic Circle: "... the weather was rough. So rough, that the seam between the midships house and the deck was noted to be breaking free at each of the four corners. The split seemed to stop after 5-6 feet and we made port ok in the Firth of Clyde where a crew of welders from Greenock came aboard and re-welded the seams again."

The *Joseph Smith* developed cracks and sank in the North Atlantic. The *Valery Chkalov* broke in two in the North Pacific. The two sections were towed to Adak and joined together and the ship successfully finished out the war, but the problem was clear. Libertys could crack and in some circumstances break in two.

The complaints that followed caused the Secretary of the Navy to investigate the design and construction of welded steel merchant ships. Of the more than 2,000 Liberty's studied, only one, the *SS John P. Gaines*, suffered structural damage that resulted in casualties. Ten seamen were lost after they had abandoned ship and were in the lifeboat. Another twenty of the 2,710 Libertys had complete fractures of the main deck, and of these, five broke in two. Two of the complete fractures occurred before the ships were placed in service.

It was found that if a Liberty ship cracked, it would usually occur in near-freezing temperatures or during heavy seas or both. An additional factor was that the steel used in those Libertys that cracked was low in manganese content which made it brittle at low temperatures. It should be noted that low-manganese steel did not conform to contract specifications, but the intense effort

(continued on page 7)

## Crossed the Final Bar



### June Aris, 1930-September 9, 2017

Many older crewmembers probably remember June Aris, wife of crewmember David Aris, who joined the *O'Brien* engine department on the 'Return from the Beaches' voyage in 1994 from Europe to San Francisco.

We were saddened to hear of June's recent passing on September 9. Both June and David are an important part of the extended *O'Brien* family in Great Britain and France.

June was born in Sunderland, England where shipbuilding was the main industry. (The design of the *Liberty* ship itself was based on the "Ocean" class vessel first conceived and built in 1879 by Joseph L. Thompson & Sons in Sunderland.) Generations of both June and David Aris' family worked in the engineering and operation of the early steam engines.

When war broke out in 1939, June was evacuated to the countryside to stay with an aunt and uncle, where she enjoyed the country life. When she returned to Sunderland, she attended school to learn to operate a 'comptometer', which is a mechanical calculating machine used to calculate shipyards wages; she also worked at a dry dock yard there.

In 1957 she luckily met David when she was a bridesmaid and he was best man at a wedding and they were later married - happily for 59 years and raised three children. (Sharon, their daughter, a resident of SF for quite a few years, so David and June would visit here often.)

Among many other extraordinary adventures, both June and David attended amphibious rallies in the UK, France, Belgium and Italy with friends Jean-Paul and Monique Caron, who they met through their travels on the *O'Brien*. They were also involved in the Russian Arctic Convoy Museum at Loch Ewe, Scotland.

June loved to travel, ski, knit, bake and entertain their many friends and large family.

The *O'Brien* crew is saddened to hear of her passing and send condolences to David and the family.

'Fair Winds and Following Seas' June.



### Richard J. Vannucci, USNR, Ret.

Richard was born in San Francisco on Oct. 7, 1937 and passed away at the age of 79 on Aug. 10 of heart failure. He is survived by his brother Gary, also by many cousins and friends.

He was raised in Oakland and graduated from Castlemont High in 1956 and shortly afterwards joined the Navy. He served on active and reserve status for over 35 years and proudly attained the status of Master Chief Petty Officer. He served two tours of duty in Vietnam. He was a member of the Naval Enlisted Reserve and a recipient of the NERA award. He was involved in many Italian-American associations.

Rich was a lifelong member of St. Louis Bertrand Church and served on the choir and the Food Locker.

In his civilian life, he worked for the Parks and Recreation Dept. of Oakland and was an avid gardener. He was a dedicated crew member of the SS *Jeremiah O'Brien* and worked in the Stewards Department and later as a docent.

Rich's special talent lay in recruiting new crew members. Not one to resort to niceties, Rich's pitch to new recruits was to inform them they would be responsible for cleaning out the heads. Evidently this approach worked! Many of us today are still here because of Rich and his unorthodox recruiting methods.

Also, we still remember Rich's special menu meals, derived from cuisine from all around the world. His meals were delicious and unusual and Rich always got an E for effort. Everyone enjoyed his presentation, his 'kibbitzing' and his 'love of ship'.

He was buried in Hayward with full military honors, including a 21-gun salute.

'Fair Winds and Following Seas' Rich.

## Reserve Your Memorial Bench on the SS *Jeremiah O'Brien*

Honor the memory of your loved ones with a memorial bench aboard the *O'Brien*. Our special bench plaques commemorate the lives of volunteer crew and long-time supporters of the ship. Your reservation for a memorial bench helps to finance major projects and operations of the ship, while providing a remembrance of a loved one who enjoyed cruises on the *O'Brien*, volunteered on board as a crewmember, or loved sailing. If you would like to reserve one of the remaining benches for your family, please give Matt a call today at (415) 544-0100 or email him for more information at [matt@ssjeremiahobrien.org](mailto:matt@ssjeremiahobrien.org).

### Lory Stark

As this issue was going to press, we learned of the untimely passing of Lory Stark. More on this lovely lady in the next edition, we send our condolences to her family.



Thursday docents from left: Angelo Demattei, Miyoko McDevitt, Eve Maher, Brian Agron.

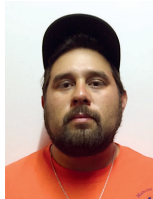


John Stokes and granddaughter Jennifer on the cruise.

### WELCOME NEW VOLUNTEERS!



Augustine DelValle  
Engine Dept.



Michael Hickey  
Welder  
Deck Dept.

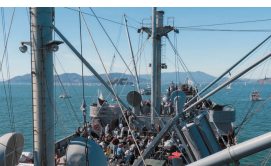


Phil Osmer  
Steward's Dept.

Welcome back John Stokes! We are so glad to see John back at the ship after a few very hard months where he lost his beloved wife Donna and then was hospitalized with some serious ailments. But John is a real trooper, and although his heart was heavy, he came back to the ship in time to docent and to help out with both the Saturday and Sunday Fleet Week Cruises! We send our sincere gratitude and admiration for your indomitable spirit John, and are so glad to see your smiling face again!

## BOOK A SPEAKER TODAY!

Enlighten and entertain the members of your next club meeting with one of our knowledgeable speakers from the *SS Jeremiah O'Brien*. Learn about the history of the Liberty ships and stories about the *O'Brien's* past and present. Book now by calling the office at 415-544-0100 or send us an email with the date and location of your next meeting.



## Host Your Next Event Aboard The SS Jeremiah O'Brien!

Looking for a venue for your next corporate event, wedding, holiday party, or business meeting? Imagine yourself aboard the historic *SS Jeremiah O'Brien*, a WWII ship that was part of the 1944 D-Day invasion at Normandy and whose triple expansion steam engine was featured in the blockbuster movie, *Titanic!* The *O'Brien* is only one of two remaining fully functional WWII Liberty ships in the world.

Book a day cruise, host a dockside event, or hold your next reception or meeting aboard the *SS Jeremiah O'Brien*. Enjoy stunning up-close views of the Golden Gate Bridge, Tiburon, Alcatraz, and Angel Island.

Dockside events on the *O'Brien* at Pier 45 feature the San Francisco waterfront as your backdrop. The ship's deck is the perfect spot for musical entertainment, a wine tasting or a mix and mingle under the stars.

You can also book a reception or meeting in the *O'Brien's* #2 Cargo Hold, the perfect below deck space for

a dinner, reception or dance. The cargo hold seats up to 170 for a sit-down dinner with dance floor, or up to 250 for a standing reception.

For smaller gatherings or an intimate dinner party, the Officer's Salon is the perfect spot below deck for up to 16 people.

While onboard the *SS Jeremiah O'Brien* your guests will have the opportunity to explore the ship's galley, crew quarters, guns and gun mounts, historic exhibits, and the triple expansion steam engine. Our knowledgeable volunteer docents are available for tours of the ship during your event.

For rental inquiries or to take a tour of the ship's facilities, please contact John Campbell at [John@campbellandrose.com](mailto:John@campbellandrose.com) or Kyle Day at [kday@ssjeremiahobrien.com](mailto:kday@ssjeremiahobrien.com)

## The Myth of Broken Liberty Ships

(CONTINUED from pg. 4)

to get the ships built during the war, combined with a shortage of manpower, allowed some such steel to get past the quality control inspectors.

The solution was a device known as the "crack arrester." By riveting steel reinforcing straps (riveting allows for more "give" than welding) on the main deck the tendency to crack was stopped. In addition, the hatch corners and gangway cutouts were reinforced, bilge keels were serrated and, in some cases, gunwale bars were added. Stronger steel was used in areas of stress concentration.

It wasn't all bad news. There were unforeseen advantages to welding. A welded seam is often stronger than the plates it connects. When a welded ship was subjected to the sudden cataclysmic effects of torpedoes or bombs, she was often more capable of holding together and making port in a damaged condition than her riveted sister. A ship's plating might be torn apart by the force of an explosion but the welded seams generally held. Side plates and bulkheads were often blown in without breaking the welds and many a welded ship was saved because compartments remained watertight to keep the ship afloat. By contrast a riveted ship would have sprung many rivets and broken seams, with a correspondingly lessened chance of the vessel's reaching port.

The *Ocean Faith* (an American-built, welded "British" Liberty) was hit by a Nazi bomb while on convoy duty. The bomb tore through the ship causing a tremendous volume of water to flood her decks and engine room. Flames burst out from the forward hold, loaded with a thousand tons of bombs and shells. While two of the crew put out the fire, others pumped to keep the twenty feet of water in the hold from rising. The engines were restarted and the ship stayed up with the convoy. Three days later a patch was fitted on the vessel's side. It came adrift twice in the ensuing voyage, but the ship reached her destination and delivered her cargo.

One Liberty was blown in half by torpedoes. The two halves of the ship were towed to separate ports in the Mediterranean and unloaded. They were later welded together again and the ship returned to service. Another ship survived a hurricane after being hit by an enemy torpedo off the coast of North Carolina. She weathered the storm and reached port with no crew casualties and only slight damage to the cargo. The *William Williams* was hit by a torpedo in May 1943. The missile hit the port side near the forward bulkhead of No. 5 hold, shattering plates and frames and blasting a hole through the starboard shell plating. The shaft alley was smashed, the shaft pedestals blown away or damaged, and bulkheads crumpled. She settled deep in the water with decks awash but remained afloat. She was towed to Fiji and drydocked where it was

found that fifty-five feet of after hull plating was missing. She was repaired and returned to service. The *Nathaniel Bacon* struck a mine in 1945 and was declared a total loss. Six years later her stern was welded to the forepart of the *Bert Williams* (II) and the two halves happily steamed for another twelve years as the *Boccadasse*.

Robert T. Young, President of the American Bureau of Shipping, put it this way:

*The record of these quickly-built ships has more than justified the adoption of welding in view of the number of vessels built, their ability to withstand enemy action without fatal damage, and the comparative ease with which repairs can be made to them. In fact, considering the 5,000 or more welded ships built [including tankers, other freighters and troopships] under the most adverse conditions, the loss through structural failure of a half dozen is less to be wondered at than the entirely satisfactory service given by hundreds of them when they were urgently needed.*

In the end, the result was a ship that was quick and easy to build and uncomplicated to operate. According to Admiral Tom Patterson, "The Libertys were to steamships what the Model T was to cars. They were simple to build and simple to operate. You could teach a farm boy to operate one."

Like the Model T, which was available in any color you wanted as long as it was black, the Liberty ship was available in any color you wanted, as long as it was gray.

## Chief's Corner — Tech teasers, sea stories and more...

(CONTINUED from pg. 3)

So to sum up this part of the article, the vessel ran aground at full speed with 500,000 barrels of crude oil aboard. The two men in No. 1 centerline tank were shaken but not harmed and the oil cargo did not shift, nor was any oil released, but the ship's sea injections were nearly out of the water and we were very hard aground in the Persian Gulf.

There is more to this tale, stand by for the next installment in SASG.

Jon A. Eaton  
Chief Engineer

**National Liberty Ship Memorial (NLSM)**

45 Pier, Suite 4A  
San Francisco, CA 94133

---

Nonprofit  
U.S. Postage  
PAID  
San Rafael Ca  
Permit No. 2

---

---

**Sail with us in 2018!**

***Book your ticket today for our spectacular Cruises!***

Don't miss these amazing cruises!

Book your ticket today with the enclosed order form or on our website at [www.jeremiahobrien.org](http://www.jeremiahobrien.org).

**May 19 Veterans Memorial Cruise**

Our Veterans Memorial Cruise is an annual tradition for the SS *Jeremiah O'Brien*. It commemorates the gallantry of all veterans who have served in defense of America's freedom. Just outside the Golden Gate Bridge a wreath-laying ceremony is conducted complete with Color Guard.

**October 6 and 7 Fleet Week Cruises**

Bring the family for an all-day cruise on the bay! Explore the *O'Brien's* galley, crew quarters, guns and gun mounts, exhibits, and the triple-expansion steam engine. Enjoy live music, a continental breakfast, lunch, spectacular bay views, and front row seats to the U.S. Navy Blue Angels Air Show.

