Spring is the time of year that we evaluate our past and plan for a new cruise season to show off our 77 year old Liberty Ship! Our volunteer crew has worked hard and thanks everyone who has visited or sailed - or joined our organization this past year. Your support means so much! It helps preserve this vessel and keep our programs going. We trust that you enjoy the adventure and camaraderie that comes with cruising on our vintage vessel. We have lots more interesting activities this year, so please keep us on your radar. We value your patronage.

‘Turning To’ With the DECK GANG

By Bill Greig
“Turning To” is a nautical expression meaning ‘getting to work’ or ‘pitching in’. You can find deck crew members working any day you visit JOB, but on Wednesday and Saturday they’re out in force.

Wednesday’s ‘turn to’ starts bright and early with a hearty breakfast prepared by Stewards department volunteers. The Bosun and Carpenter take their places at their own table. These seats are reserved for the senior
I hope everyone had a joyous winter and the holiday season. The relatively mild winter has allowed our volunteer crew to continue to maintain the Jeremiah O’Brien and prepare for a busy summer and cruise season. Maintaining our ship to a level that allows us to keep getting underway is a never ending and expensive task. Every five years we are required to dry dock the vessel for extensive maintenance and inspections. We are now two years away from our next dry dock period. In the coming months you will begin to receive donation requests from our organization as we ramp up fundraising for the next dry docking. I want to thank you in advance for your continued support that keeps our historic Liberty ship steaming. Spring is on the door step. I hope you can all find time to join us for a cruise or visit us at Pier 45 and see the amazing work our team does on a daily basis.

--Cevan LeSieur

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Articles are subject to editing and condensing because of space limitations. Any correspondence received by NLSM might be published unless expressly requested otherwise. Please send articles, photos and items to ‘liberty@ssjeremiahobrien.org’ or ‘sschwalen@comcast.net’ and title it ‘For SASG’. Address: NLSM, 45 Pier, Suite 4A, San Francisco, CA 94133.

We welcome crew news and articles of interest about Liberty ships.

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Helping the NLSM
Your Gift is Worth More Than You Think

By Forrest Booth

Want to save on your income taxes? It is possible to reduce your income tax bill by donating to a charity or non-profit such as the SS JEREMIAH O’BRIEN/National Liberty Ship Memorial directly from an IRA after you reach age 70 1/2, by using a Qualified Charitable Donation ("QCD"). A QCD allows those age 70 1/2 or older to give money to charities directly from their IRAs in a tax advantageous manner. Total annual QCDs from all IRAs cannot exceed $100,000 for an individual. Spouses can each make up to $100,000 of QCD’s. It is not complicated to do; stock brokerage firms can make the donation for you pursuant to your instructions. Either shares of stock or cash can be donated.

Making a QCD as opposed to a normal charitable gift has two main advantages. First, a QCD counts toward satisfying the individual’s Required Minimum Distribution ("RMD") for that year from one or more IRA’s. Second, the distribution is excluded from the taxpayer’s income (normally funds from an RMD count as ordinary income). It is this second benefit that is really valuable under the new tax bill. With few individuals now expected to itemize, the income tax deduction for contributions to charities will be lost on many people. However, if you make a QCD, you get a full exclusion of that income from taxes. So, for anyone 70 1/2 or older, who owns an IRA subject to an RMD, and is charitably inclined, a QCD really works as a way to in effect preserve an income-tax-reducing charitable deduction under the new tax law. And certainly a very worthy cause, the NLSM, directly benefits from the donation.

Of course, the NLSM cannot and does not provide tax, investment or legal advice. For those, you should seek out a qualified advisor; but for people over 70 1/2, a QCD may provide significant benefits to both the JEREMIAH O’BRIEN and the donor. We hope those who might benefit from a QCD will consider it. We thank Investmentnews.com for some of this information.

Forrest Booth, Director NLSM &
Partner Hinshaw & Culbertson LLP

Become a Member of the National Liberty Ship Memorial!

Here’s a way you can support the ship throughout the year and visit whenever you like. Membership is the one of the best ways to show your support and keep history alive by keeping the O’Brien sailing!

- **Student $35** For a currently enrolled high school or college student.
- **Individual $50** One year free admission for one individual.
- **Family $100;** One year free admission for one family/group: two adults and two children.
- **Sponsor $250** One year free admission for one group/family.
- **Corporate $500** Free admission to the ship for yourself and a business associate, unlimited access.

All memberships include 20% discount in the Ship’s Store and subscription to ‘Steady As She Goes’. Visit ssjeremiahobrien.org for information!
members of the Deck crew and woe befall the uninitiated who sits there by accident. During the meal, the day’s tasks are discussed. Rain or shine, the deck gang heads out on deck for the day’s work.

This is no motley crew. These volunteer crew are Civil Engineers, Medical Personnel, Merchant Seaman, TelCon techs, Surveyors, Carpenters, Cable Car wire Rope Splicers, ex Coast Guard, Navy, Army, Air Force and a Leatherneck. Many of them have followed our nations flag into armed conflicts over the last 79 years. The work is varied and never ending. The crew uses our 77 year old cargo gear to load and discharge all manner of equipment and supplies. This cargo is handled exactly the same way it was off the beaches of Normandy 76 years ago.

Marlinspike Seamanship is used to rig wire cargo runners, splice thumbed eyes into cable falls, and splice eye splices and short splices into 8 strand hollow braid mooring lines. These are the lines that hold JOB alongside Pier 45. These are no mean feats and skills that are rarely found these days.

Sometimes the workload is light and the Sea Stories fly fast and furiously. More often there is so much work to do that the office staff, shipkeepers, engineers, gunners, stewards and docents pitch in.

The crew breaks for a hearty meal at noon then back on deck until the day’s tasks are complete.

Volunteers are always welcome regardless of the level of experience. There are only two things that a greenhorn can do that will result in some good-natured ribbing from the crew, dropping a marlin spike or sitting in the Bosun’s place in the Crew Mess.

The Volunteers and staff are the lifeblood of the JOB. Because of these people, there is one thing that sets JOB apart from all other Museum ships. If our Nation were to call, JOB IS READY TO GO! Give us Fuel and Fuel and before the Sun sets on another day you would hear 3 long blasts on the Ship’s whistle, see that Yankee Ensign be hauled up to the Steaming Gaff and watch the Good Ship S.S. Jeremiah O’Brien back away from Pier 45, just like she did in 1945.
From the Office of
Senator Dianne Feinstein

United States Senate
WASHINGTON, DC 20510-0504

November 13, 2019

It is my pleasure to extend warm wishes to all those celebrating the 40th anniversary of the restoration of the Liberty Ship, SS Jeremiah O’Brien.

Since its restoration in 1979, the SS Jeremiah O’Brien has served as a living museum, enabling visitors to climb aboard and learn the stories of the patriotic men and women who operated the 2,751 American-built World War II vessels known as Liberty Ships. I applaud the National Liberty Ship Memorial for restoring this important landmark, which serves as a testament to those who bravely defended our nation and sacrificed for our ideals.

As a United States Senator from the State of California, I commend you for your efforts to preserve our nation’s history and educate future generations. I wish you an excellent 40th anniversary celebration, and continued success in the future.

Best wishes,

Dianne Feinstein

National Liberty Ship Memorial
45 Pier, Suite 4A
San Francisco, California 94133

Senator Feinstein has long been a supporter of the O’Brien since she was Mayor in 1979 when the ship sailed into San Francisco from the Mothball Fleet and started her ‘new life’.

Recollection of Normandy Voyage ‘94

By Jim Conwell AB
San Francisco to Le Havre, France segment

The crew on the Normandy voyage was similar to crews during World War II in that there were members who had had no big ship sea experience. I was one of them. One of my assignments was a watch stander on the 8 to 12 watch, which required steering the ship.

At our first full day at sea I reported to the wheel house to stand my watch. This would be the second time that I steered the ship. When I took the wheel the ship was on course, but shortly began to fall off to starboard. I then applied some left wheel to bring the ship back on course; however, the ship continued to fall off to starboard, so, not surprisingly, I thought that I had turned the wheel in the wrong direction. I then turned the wheel to the right and quickly realized that I was just compounding the problem, so I then made a major turn to the left. That worked, but too well. The ship heeled to port and I could hear two decks down dishes breaking in the galley.

Almost immediately Captain Jahn walked into the wheel house from his cabin, which is 2 doors away. He said to the watch officer “what happened, Walter?” Walt Jaffee remarked that Jim just “got a little off course”.

Normandy Voyage ‘94: Left to right, Admiral Tom Patterson, President Bill Clinton, Marty Wefald, Bill Bennett, Jim Conwell
Comments

Welcome Carl Nolte to the Board of the NLSM. Carl is a past Chairman and friend of the NLSM, made the Normandy voyage and is a reporter with the San Francisco Chronicle. It is an honor to have you back on the board!

Letter to the Editor:
‘Henry Kaiser did not build ships for the British at his Oregon shipyard. (Steady As She Goes’ #83)
The sixty Ocean class ships were built at Richmond No. 1 yard, and the Bath yard at Portland, Maine, both yards being built to the order of the British government and paid for by England. We later sold them to the U.S. Maritime Commission where they built many LibERTYS, the design of which was based on the Ocean class.
All ships built in WW2 to our Govt. account were prefixed “Empire” regardless of type, class etc. but knowing the U.S. dislike of the British Empire it was considered to name the first class of ship, Oceans.

David Aris
Chief Steward Frank Lopez requests that in order to maintain the high quality & delicious meals that the O’Brien is known for, it is requested that crew members donate $3 or more to the donation box. Every little bit helps to keep our crew fed and fit!

Congratulations to Nancy Schwalen who has agreed to be the new editor of this newsletter! Crew members, please continue writing articles of interest and announcements that relate to the crew. She would appreciate all your input, including photos and crew news. Her email is sschwalen@comcast.net.

Thank you all! It’s been fun 20+ years of compiling the ‘Steady As She Goes’!

From Trip Advisor January 2020
Visitor from Michigan writes

‘A Historic Ship with an Admirable Past’

On a recent trip to San Francisco with family, we visited the SS Jeremiah O’Brien, a restored and functional WWII Liberty ship. My interest was the fact that it had seen duty on Omaha Beach on D-Day and my father had been there on a US Navy LST landing troops and equipment. It had seen duty in the South Pacific too and had even delivered “war brides” to the USA after the war was over. Hard working people managed to save this Liberty Ship, the only one of it’s class still a working vessel. It was sailed to Normandy for the 50th Remembrance of D-Day. Walking up the gangway to the ship would not be easy for anyone who is walking challenged. Almost the entire ship can be explored - from the gun placements above deck to the engine room way below deck. We saw the Captain's quarters and where the ordinary seamen slept, the galley, the infirmary, the map room and many other places. It was fascinating. There is a museum aboard complete with a very large diorama of the sea, the entire beach head and the land where the invasion took place.

Correction:
The following names were accidentally omitted from the last ‘Steady As She Goes’ regarding the crew members who made the 1994 ‘Return to Normandy’ voyage.

Sincere apologies!

Walter Jaffee, Chief Mate; George Jahn, Master; Arlene Jellinek, Storekeeper; Steve Jellinek, FWT; Charles Jennings -Messman; Sven Keinanen, Third Mate; M. Kaplan, Storekeeper; Kevin Kildurr, 2nd Asst. Eng; Tim Kinsella- Asst. Radio Op; Carl Kreidler, Gunner.

Also Brian Agron’s name was omitted from his article ‘The Truck that Isn’t’sasg #83, page 6.
SS JEREMIAH O'BRIEN GREET THE MS QUEEN ELIZABETH
July 4th

Cruise Includes:
Food, Music, Beverages and a Champagne Toast!

$100 per person

Boarding begins at Pier 45 at 7:30 am
Departs Promptly at 8:30 am
Returns 12:30 pm

For more information, visit ssjeremiahobrien.org
Tony Cahill
February 19, 1942 - January 16, 2020

Joseph Anthony Cahill, known to his friends as Tony, passed away on January 16, 2020 in Vallejo, CA. Tony was born in Alton, Illinois on February 19, 1942, son of Lucille (Young) and Joseph A. Cahill, Sr.

Tony was a long time San Francisco resident, arriving here in 1974 after serving ten years in the United States Merchant Marine. He was awarded the Vietnam Service Ribbon for coming under fire during voyages to Vietnam, delivering supplies to U.S. Armed Forces. Tony was a proud and dedicated volunteer crewman on the SS Jeremiah O’Brien, the National Liberty Ship Memorial. He was also an active member of SEIU Local 87.

Tony was largely self-educated and extremely well read. When he moved out of his San Francisco apartment of over 40 years, sixty-two boxes of books went to the Friends of the San Francisco Library. He was a devout Catholic and, despite his modest means, extremely generous to his friends and charities. Tony is survived by several cousins, mostly in New England.

Donations in his honor to the SS Jeremiah O’Brien would be appreciated. Tony was a friend to all and quietly earned the respect of all the crew.

Norm Schoenstein

In 1943 Norm was working for a drug company whose union was linked to the Longshoremen Union. There were lots of Longshoreman jobs so he signed up. Being on ships appealed to Norm and he soon joined the Merchant Marine. He went to Seaman’s Training at Catalina Island and became a cadet on the Liberty SS William Ashley. The Ashley was a new Kaiser ship made in Portland, OR. Their first trip delivered a load of ‘General War Cargo’. Norm related that usually meant 25% beer and cigarettes.

Six days out of Honolulu, they met a convoy of Liberty ships and continued to Guadalcanal in the Solomon Islands. In 1944 Norm entered Kings Point and graduated March ’45 with a 3rd Eng. License. A year later he was employed by Lykes Lines and was sent to the Pacific. There he spent time in Ulithi, the ‘parking lot’ of ships - hidden on an atoll in the Pacific Ocean.

Norm served in the Battle of the Philippines and was in Guam on V-J Day in August 1945. It was there he heard that Japan had surrendered. Norm sailed to Japan the month after the surrender.

In 1947 he retired from the Merchant Marine with a 1st. Engineers License. His last 3 voyages were from Oakland to Inchon, Korea.

Then in 1949 he married the love of his life, Alice Rose Smith and they had three children. They lived in Greenbrae, California and had recently celebrated their 70th wedding anniversary.

Norm joined the crew of the Jeremiah O’Brien in the 1990’s. He and Phil Sinnott taught a training class for new docents and crew members in 1998, ever since fondly called the ‘El Nino Training Class’.

He was the chief docent for many years, he and Phil Sinnott compiled a training manual and it is still the ‘gold standard’ of the docents today. He was inspiration as a docent, a crew member and a friend; he had a quiet and wry wit about him. Norm was one of the greats!

By Linda Greig
We appreciate your donation to the National Liberty Ship Memorial!


Thank You to Our Donors 2019!

Thank You to Our Donors 2019!
Next Cruise Date: May 16th - Seaman's Memorial Cruise

World War II, Korean and Vietnam War Vets Free!
Call 415-544-0100 or visit ssjeremiahobrien.org for tickets and information