The SS Jeremiah O’Brien pulled away from her temporary home on Pier 35 March 23rd, escorted by the Fireboat ‘St. Francis’, the same fireboat that saved the ship during the May 23rd 2020 fire! The tug assist was from the ‘Alta June’ and the ‘Jamie Renea’, both tugs were compliments of Foss Maritime. It was when the St. Francis started the water monitors that shot the rainbow hued jets into the morning sky that everyone aboard knew that this was a special omen for a special ship!

The ship was returning to 45 ten months after the devastating fire on May 23rd, 2020 that burned down the entire concrete shed C - and almost incinerated the ship too. As the rising sun caught the

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Message from Dave Nolan
Chairman of the National Liberty Ship Memorial

The year 2020 was an unprecedented year for our organization and all its members. The COVID-19 pandemic, along with our recovery from the horrific fire on Pier 45, has continued to challenge each and every one of us. As we begin 2021 we are looking forward to a new year in which we can see an open return of all crew, staff and visitors to our great ship!

In keeping up to date on our vessel, we have finally returned to our home berth at Pier 45. The Port of San Francisco kept on schedule with the wharf repairs allowing us to make the short tow on March 23rd. It was a beautiful sunny and warm morning for those aboard to enjoy the views of the San Francisco shoreline and other bay attractions. We were honored to have officials from the Port of San Francisco, San Francisco Fire Department, and local news media attend. The SFFD escorted the vessel with one of their fire boats with all fire nozzles streaming on full display. To all those who worked for months in preparation we cannot thank you enough.

Looking back at the start of 2020 we had high expectations of a successful cruising season, but now with the vessel closed we had to take some hard steps to remain fiscally solvent. As we have said so many times, the O’Brien is a Lucky ship; our ‘angels’ or donors have stepped up and helped us during these very difficult challenges.

The crew continues necessary work in compliance with local COVID health and safety regulations, the deck gang working on replacing our fire-damaged cargo gear and our engine gang replacing the original builder boiler tubes. This equates to cargo gear covering 5 cargo holds and over 1200 boiler tubes requiring replacement; it will not be a small or easy task all while keeping up regulatory inspections necessary to keep the vessel in class.

Website
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Nancy Schwalen, Linda Greig
Jim Hafft, Dave Rauenbuehler
Message from Matt Lasher - Executive Director NLSM

Hello Friends, Members & Volunteers,

It goes without saying the ship has been through a lot this last year, we all have. With the help of our donors and volunteers we have turned the corner and are steaming in the right direction.

The future is looking much brighter with COVID 19 conditions improving, our beloved ship returned to pier 45 and much needed repairs underway. We have two major overhauls happening this spring, the first is the 2” inch boiler tube repair for both of our boilers and a complete top to bottom replacement of our cargo gear.

Our plan is to have these two major efforts complete before our planned opening in June. Many of our membership is asking about our cruises this year and we are working on those answers.

I want to express my appreciation to all those that have donated, volunteered or simply showed concern for the SS Jeremiah O’Brien this past year, it means a lot and affirms why we do what we do. ❖

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! ❖

Become a Volunteer aboard the SS Jeremiah O’Brien!

Find out how you can join the crew of the Jeremiah O’Brien, call our office at 415-544-0100. Varied skills are needed from engineers to deckhands to docents. Many of our volunteer crew have been involved for decades and we’re always looking for more. It’s a rewarding and fascinating way to learn about history and steam engines and meet interesting people. Call today!

Shipkeeper Phil O’Mara uses his carpentry skills to build a platform in lower #3 to help with loading the boiler tubes. Photo by Dave Rauenbuehler
OUR DOGHOUSE APPEAL

'Doghouse' is the slang term that we used to describe our ticket booth. For 8 hours a day, seven days a week, docents would sit in the doghouse before covid and sell tickets to visit the ship. It was cozy, many 'deep and weighty' conversations took place. We always tried to avoid politics, but it wasn't always possible although no one ever came to blows. After sitting eight hours a day chatting with someone, it was impossible to not see another person's viewpoint, even in this most divisive of years.

A little history of our doghouse, before the ship moved to Pier 45 in Fisherman’s Wharf about in the year 2000, we had a very old, tiny ticket booth that could only accommodate 3 docents - and that only if everyone held their breath. Later when we moved to our location at Pier 45, (from 32), we needed a larger ticket booth. Phil O'Mara, our ship keeper knew the Red and White Fleet had an old, dusty ticket booth that hadn't been used in years in the shed. With a forklift, he and Chris Friedenbach moved the structure farther down the pier where the O'Brien was tied. Phil then enlisted the help of Engineer/Docent Angelo Demattei for expert help in restoring the doghouse. Angelo was able get favors from a friend in the glass business and he made custom windows so we were equipped to handle two lines of customers at once. Furnished with discarded bookcases and office chairs and a couple of barstools, the sad ticket booth became the new 'Doghouse' and we were in business!

On May 23d, 2020 our small but mighty Doghouse was damaged beyond repair in the fire. It was said that the doghouse was the only thing that was holding up the last concrete wall of the parking shed. But with water and smoke damage, the Doghouse was no longer safe and had to go.

We are in the process of finding and funding a new doghouse, among many other things that were lost in the fire. If you would like to chip in toward the rebuilding of the doghouse, you can send a donation to our office at National Liberty Ship Memorial, 45 Pier - Suite 4A, San Francisco, CA. 94133. Or visit our Facebook page at SS Jeremiah O'Brien and donate with a credit card at 'Network for Good'. It would be very much appreciated!
water plumes and the rainbow of colors filled the sky, it was a moment to remember. The flat tow only took a few minutes but something special had happened. The esteemed passengers included guests from the Port of San Francisco, the SF Fire Department, the SF Chronicle’s Annie Vainshtein and photographer Stephen Lam, CBS Local, KRON4, SF Examiner and documentarian Brent Baader whose video of the fire ‘A Legend To Be Saved’ is featured on our webpage at ssjeremiahobrien.org. Everyone agreed that the Jeremiah O’Brien and her crew were a fascinating part of San Francisco history. And that “life was coming back” to Fisherman’s Wharf after a tough year!
years ago, probably at the same time. Ulithi was hidden

Jim and his wife Violette settled in Kensington where operated Gallardo Interiors and they raised three children, Gregory, Janice and Charles. His love for adventure and fellowship remained with him all the years of his life. He was a member of the 'Greatest Generation' and he was one of our respected docents for many years. excerpted from the San Francisco Chronicle

Ellen Phillips

October 12, 1935 - March 28, 2020

Born in Hawaii, October 12, 1935 to Sam and Ruth Tachibana. Passed away peacefully on March 28, 2020 due to complications from cancer. Ellen graduated from Castle HS (Hawaii) and CSU Sacramento. She is survived by her husband David, sons David and Peter, grandchildren Jennifer and Michael, sisters Irene and Florence and several nieces and nephews. Ellen worked for Aerojet, the City of Sacramento and the Sacramento City Unified School District. She was the long-time treasurer for the Sacramento Judo Club and Organization of Macular Friends.

After retiring, Ellen volunteered at Amtrak, was a docent/ship keeper aboard the SS Jeremiah O’Brien and taught hula in Berkeley and Hercules. She was a docent for many years and she also helped with the Dinners for Eight,

James Frank Gallardo

WWII Army Vet Battle of Okinawa

December 15, 1925 – Nov 21, 2020

A Bay Area native, Jim was born in Berkeley and was pleased to have spent his entire life living and working in what he considered one of the most beautiful areas in the world. He was a Monday docent on the Jeremiah O’Brien for many years, regaling many of our visitors with first-hand knowledge of his WWII experiences.

The son of European immigrants, Jim joined the military in late 1944 at 19 years of age. He joined the Army, leaving Seattle on a troop carrier and arriving on the first leg of his voyage to Hawaii. There he was assigned to another troop ship bound for the battlegrounds of the Pacific. On May 1945, he arrived at his destination - the island of Okinawa. This was about a month after the Battle of Okinawa had begun. He spent a year and a half of active duty in that combat zone in the Philippines and the Battle of Okinawa and received a Battle Star because of bravery and the danger of that operation.

Jim’s travels in the S. Pacific also landed him in Ulithi, the small secret atoll that sheltered hundreds of ships from the Japanese. He recalls "it was like a parking lot of ships there". It is more than a coincidence that two other members of our crew were involved in the huge flotilla at Ulithi over 70

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A Salute to Captain Patrick Moloney, A Talented Gentleman

By Capt. Stu Quan

On board the Liberty ship, Jeremiah O’Brien, from 1996 – 2014, the duties of ship’s captain were shared by Pat Moloney and Pat Buttner. In 2020, their existences collided - Pat Buttner remains on the Board of Directors, wiith sadness, Pat Moloney, after a lengthy illness, has ‘crossed the final bar.’

Sailors have recognized the chiming of Eight Bells on a ship’s chronometer has signaled the ‘end of the watch’. For Captain Patrick Anthony Moloney, the ‘end of watch’ occurred on May 10, 2020. He was sixty-eight years of age. We recall him as an exemplary shipmate who made many contributions to society.

Years ago, we were fellow midshipmen at the U.S. Merchant Marine Academy on the shores of Long Island Sound, New York. In the autumn of 1970, I had advanced as a first classman (senior) and Pat was a lowly freshman. In those days of yesteryear, the practice of “hazing” was a legal and accepted behavior! Acting as an empowered junior officer, I was justified in hazing or razzing any plebe that displayed substandard behavior or military decorum. On a particular Saturday Inspection, this midshipman officer demanded, “Hey, Moloney! (You) Stand Front and Center at Attention.” Quickly, we tried to find any uniform misalignment. Reverting to that autumn of fifty years ago, Midn. P. Moloney had a fine eye for detail and preparation, his black dress shoes gleamed. Khaki trousers were creased like cardboard. The matching shirt was crisp and tightly tucked into his waistband. Tie and belt buckle formed a perfect, vertical ‘gig line.’ Alas, we could not find any deficiency in Moloney. Without doubt, we agreed that the “keel had been constructed” for a future mariner.

June 1974, he graduated from Kings Point and earned his commission in the U.S. Naval Reserve, and a deck department rating of 3rd. Officer, Oceans. Later Pat served with the United States Navy and the Military Sealift Command, M.S.C. In less than ten years, he earned his license as Master, Oceans, Any Gross Tonnage. According to his logbook, Moloney’s best assignment was aboard the U.S.N.S. Hassayampa, 1983-1988. Crewmembers, both licensed and unlicensed, recognized his innate judgment and evaluation of personnel.

As a sportsman and hobbyist, Pat exhibited an eye for supreme detail and he had a discerning eye for creativity. One of his prized possessions was the wood carving presented to him in 2010. It was known as the ‘Longevity Award’ from the crew of the NLSM. As loyal underlings, we humorously re-titled the plaque as the Ancient Mariner’s Award. With humility, he accepted.

Each May on the Memorial Day Cruise, Capt. Moloney assisted with the ceremony for departed shipmates, a solemn service on the fantail.

In my accurate recollections, Captain Pat was a man of compassion. In the Mandarin language, my great uncle would have boisterously declared, “Tā xǐnǐ shānliǎng l!” In Cantonese, my grandmother would have whispered softly, “Kui yau ho som gay.” In plain English, without argument, Captain Patrick Moloney had a good heart.

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where she added an elegant, tropical touch. She was a friend to many and an avid reader, knitter and crafter. She will be missed by all. Excerpted from the Sacramento Bee.

Bob Riboli
WWII Vet Who Served in the Pacific

Bob Riboli passed away at age 94 at home with his beloved partner Kathleen Hasse by his side. He joined the Maritime service in 1942 and was sent to Santa Catalina Island for boot camp. He became a wiper and in 1943, he was assigned a Liberty carrying diesel aviation fuel headed for Pearl Harbor. The deck cargo consisted of aircraft that would eventually head for Funifuti, which is an atoll in the island nation of Tuvalo. In 1944 Bob’s next ship was the ‘SS Nathaniel Curry’ where he wound up in the Marianas, off the coast of Saipan, which had recently been captured by the Allies. Bob remembers his ship being right between the islands of Tinian and Saipan, and he watched the heavy bombardment supporting the invasion of Guam, which was the next island.

His ship discharged all their gasoline and returned to Honolulu. Then he returned to SF, where he signed off the ‘SS Nathaniel Curry’. He then served on a C-3 transport ‘Sea Flasher’ as junior engineer; then on to Seattle where they took on troops and sailed for Pulau, Admiralty Islands. Then on to Noumea and took on troops headed back to the states.

1945 Bob sailed to Bari, Italy on a ship loaded with coal, this was at the end of WWII in Europe. The Port at Bari had been leveled by a massive attack of German bombers on December 2, 1943; as many as 10-15 cargo ships, one in particular loaded with poisonous mustard gas, had been destroyed with heavy loss of life. There was no cargo gear so 1,000 workers with baskets walked up the gangway and down the ladder to the hold, scooping the coal and bringing it back up and dumping it ashore.

Bob recalled happily that they loaded up with beer in Mozambique - due to a brewery that was built by the Germans, then abandoned. His last voyage was taking a load of tungsten across the Atlantic to New York.

Bob was a long-time member of the engine department on the JOB, he also had a lot of other skills. One of them was operating the ancient engraving machine on the ship. He had a lot of patience, he tried to teach me how to work it.

Bob died April 25, 2020, another of the ‘Greats’ gone. Bob is survived by children Joe, Jerry, Jennifer and Julie.
Rainbow spray from the Fireboat St. Francis

Josi Holleman of the Stewards Dept.

Phil O’Mara enforces covid regulations

Rainbow spray from the Fireboat St. Francis

Return to an empty Pier 45

Matt Lasher, Exec. Dir and Dave Nolan, Chairman of the NLSM

Fireboat St. Francis