It's been described as 'spooky' by young children when they enter our one-of-a-kind shipboard museum, in Cargo Hold #1. The lighting is minimal as you would expect in a cargo hold. The shadowy interior though, is full of treasures when the visitor looks at the details of the works that are here.

Once through the water-tight door into our #1 Museum, look to your left and see the map of all the voyages of the O’Brien. This shows you that the route of this ship was not just to Normandy and northern Europe, but also to the islands of the Pacific.

Straight ahead is a wall full of model ships, from Christopher Columbus’ galleons to the largest oil tankers of today. These models are in great detail and represent the best of the ship modelers of the bay area, thanks to historian Ed Vonder

Treasures of the O’Brien, continued on page 3
All systems are go for our May ‘Seaman’s Memorial Cruise’! It is scheduled for May 21st and we look forward to greeting passengers, veterans, their families and of course our crew of wonderful volunteers.

This would have been our 43rd Seaman’s Memorial except that there was no cruise in 2020 or 2021 due to the Covid pandemic. It was the first time in over 40 years that the Seaman’s Memorial Cruise was cancelled. But we’re back!

Activities include a Color Guard, live music, tours of the ship and the engine room with the triple expansion, reciprocating steam engine underway. And of course lunch and all types of beverages are included.

This is the time when we honor our veterans and we offer free tickets to WWII veterans, Korean War veterans and Vietnam veterans too.

We’re also offering sections of our replaced Boiler Tubes as a fund raiser. This is not an item you can find anywhere else - for these boiler tubes were in place when the O’Brien sailed to Normandy and beyond in 1943 and 1944. It’s a unique offering and something that will help the ship pay for our required Drydock this year.

Visit ssjeremiahobrien.org and search for ‘Events’ for May cruise tickets or ‘Donate’ for our Boiler Tube Fundraiser.

Thanks as always for supporting the Jeremiah O’Brien!

Linda Greig, Steady As She Goes
Porten, who put all these displays together.

Ahead you will see original WWII posters and then to your left you will see one of the best illustrations of how a Liberty ship was loaded with cargo.

Cargo, shown on previous page, could take two weeks to load and lash down. Crewmen used the ship’s booms and winches to hoist the cargo from the pier into the five holds in our ship.

Grain was loaded loose into bins, filling the hold. Makeshift containers held the grain.

The booms lowered the cargo into Lower Hold #1, once the Hatch covers were opened.

Lots of original WWII posters and banners are also here, bearing witness to the productiveness of the yards that made these ships.

Now, further into the Hold, a quick turn to your right and you will see the painting of the Enigma Machine, a favorite painting. Notice it is flying through the sky, that’s because the Enigma Machine was small and easily portable and moved where needed - among ships and on land. It aided the Germans by scrambling essential German communications through the use of electro-mechanical rotors that were changed daily. It's encoded messages were transmitted to Germany's most formidable weapon - the U-boat. The U-boat was a submarine far more sophisticated than those built by other nations at the time. A typical one was 214 feet long, carried 35 men and 12 torpedoes, and could travel underwater for two hours at a time. Packs of U-boats would stalk the slow moving convoys and find a straggler and launch their coordinated attack on that unsuspecting vessel and inflict damage that often sunk the cargo ship and her crew. U-boats were the scourge of the N. Atlantic.

Cracking the Enigma Code was a huge accomplishment that shortened the war, done first through the work of a Polish team and then the top-secret team at Bletchley Hall in England, with Alan Turing and Gordon Welchman. Turing invented the Bombe Machine which broke the encryptions of the Enigma code. Watch the movie 'Greyhound' to see Cargo ships evade U-boats in the convoys!

Next thing in our museum you have probably already noticed. It is prominently displayed under plexiglass on the starboard wall, it is the Diorama of the D-Day invasion. I don’t think it is an exaggeration to call it a 'masterpiece', it is about 30’ long and in such great detail that you must look closely...
Meet New Treasurer & Board Member
Judy Collins

Judy grew up in Lincoln, California on a farm primarily raising cattle and growing rice. She jokes about being a Farmer's Daughter, but that's only a small part of her story. She's a fourth generation Californian on both sides; her family has farmed in the state for over 150 years!

She went to Sierra College in the foothills and then to Chico State. Out of College she went to work for Arthur Andersen in San Francisco and got her CPA License. She got her first taste of the maritime trade when she was hired by APL. In 1997, she was one of the founding members of the Patriot Group of Companies (American Ship Management, LLC; Patriot Contract Services, LLC and Patriot Maritime Compliance, LLC). They initially managed APL's U.S. flag vessels and Ready Reserve ships for MARAD, they later branched into managing vessels for the Military Sealift Command. She was the Executive Vice President and CFO all of these companies until she retired last March.

Dave Nolan, our previous Chairman, was a friend and had worked with her at PCS when he was a MEBA officer, so when the JOB was looking for a new Treasurer, Dave knew Judy was the perfect person! She didn't know if she had the time but luckily Dave was able to convince her to join our ship and she started as our Treasurer in the fall of 2021.

She lists her outside interests as reading, volleyball, golf, sewing and biking. Volunteering is a part of her family culture, when her girls were young she coached several of their teams, served on the AYSO soccer board and helped start the Pleasant Hill Elementary Education Foundation that raised money to fund a Marine science program and teacher aids for the school. She currently also is a volunteer board member of 'A Brighter Day', a charity whose mission is to unite stress and depression resources with teens and their parents with the goal of stopping teen suicide. Judy has two daughters and two granddaughters; she interestingly notes that there are four generations of two sisters in the family!

When asked her opinion of the challenges that the O'Brien faces, Judy says that we should be trying to innovate and bring new events to the ship - and improve from what we've done in the past. We need to get the word out that our ship is a historical asset as well as a maritime treasure and also to reach out to apply for grants in the near future. She says "there's money there. we just have to find it."

As a new and involved board member that is so highly qualified, we welcome Judy to the Jeremiah O'Brien!
RESTARTING THE OVERNIGHT PROGRAM

The first overnight program in over two years was held Saturday, November 13th. Crew member Tom Bernard has volunteered to get the program running again.

The November 13th event was for a Cub Pack and consisted of 22 youth and 17 adults for a total of 39 paid attendants. Thanks to Steve Wright who purchased the fresh food for the group and volunteers Mike Garner, Evelyn Marquis, Bob Arakel, Carolyn O’Brien and Tom Bernard. The ‘sleep aboard’ started at 4:30 pm and includes dinner and breakfast and lasted until next morning around 10:30 am when the group left the ship. The kids and adults slept on the bunks in Hold #3, just as the troops that were transported during WWII! To hear of the history of the ship during WWII and sleep on a real Liberty ship is an experience these kids won’t soon forget!

To find out how your group of 20 or more can schedule a Sleep Aboard aboard event, please contact the ship at 415-544-0100 or ‘liberty@ssjeremiahobrien.org’.

CREW AT WORK

Mark Archibald (Archie) doesn’t mind a little grime as he replaces the portable pump.

Dave Rauenbuehler, left, the photographer becomes the subject and Chief Jon Eaton steps out of the Engine room to enjoy the view.

Brian McAuliffe and Steve Wright attach step at a very awkward angle.

Playing the Convoy Game in #2
at the figures, the ships, the beaches and the vehicles on the beach to fully appreciate it. The sand is actually from Normandy. It is a modeled after aerial photographs taken in June 1944 at Omaha Beach, which is when the O’Brien (located at the end of the diorama) was engaged in discharging her cargo onto the LSTs alongside. You can recognize Miss Jerry on the gun tub and appreciate the amazing detail of the diorama.

We proudly display it, it was a gift from the people of France of the Normandy region and was made by two master modelers, Emanual Alteirac and Frederic LeBequer. Thanks to the following committees in France that conceived of the idea and fund raised, created and transported this work of art here to our ship.

Next painting: German submarine caption: German U-boats saved torpedoes by using guns. If you look closely, you will see the officer pointing upward. Why?

The British long range Sunderland flying boat is diving out of a cloud to machine-gun and bomb the U-boat before it can submerge.

1,170 German submarines sank 2,603 Allied merchant ships, killed 30,000 sailors and came close to starving England and threatened to keep American forces from reaching Europe.

How many WWII history buffs know of the secret British operation ‘PLUTO’ (Pipeline Under the Ocean)? It was a brilliant and daring strategy to supply Allied vehicles with fuel once they landed on the continent of Europe. To find out more about this inspired operation, go to YouTube and watch their video of ‘PLUTO’ Pipeline Under the Ocean.

The paintings were all done by Charlie King, a Jeremiah O’Brien crew member and British WWII Merchant Marine veteran who spent years telling the story of WWII and Liberty ships through his artwork. Our museum curator Ed Vonder Porten told about when Charlie was docenting in the museum, he remembered the questions asked by visitors and he answered those questions through his artwork. They are one-of-a-kind, unique paintings that set our museum apart. And they keep alive the story of the Merchant seamen, whether American or British.

The last display in the #1 Museum is the most impressive in terms of size - the WWII vehicles that are stored as cargo in the hold - much the same way that they were carried as cargo during the war. We have to thank Madame Laberthonierre for the donation of the troop carrier vehicle, which was restored by her late husband in France.

There is so much more in the Museum, including a section of a wooden Higgins boat, displayed high above. Visit and discover the ‘Hidden Treasures’ of the Jeremiah O’Brien.
Help the NLSM, Become a Member

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

★ Student $35 For a currently enrolled student;
★ Individual $50 One year free admission and benefits for an individual;
★ Family $100 One year free admission for one family - two adults and two children;
★ Contributor $250 One year admission for one family and two visitors;
★ Sponsor $500 One year’s admission for one family and four visitors;
★ Admiral $1,000; One year’s admission for a family and up to a maximum group of six visitors per visit.
★ Normandy Life Membership $1,500 per person includes same perks as Admiral Membership AND includes one year's Fleet Week Cruise tickets for two.

★ Contact us at NLSM, 45 Pier, Suite 4A, San Francisco, CA 94133 to join!

Memberships may not be used by members for commercial services; benefits are subject to change and may be revoked upon misuse.
Membership card must be presented to docent at Doghouse upon entry.

Benefactors in France of J.O.B. Diorama:

Admiral Christian Brac de la Perriere, Le Consell Regional de Basse Normandy, L’ Association Normandie Memoire, Le Comite du Débarquement de Normandy, La Commune d’Arrogances, Le Musee Memorial d’Omaha Beach, Le Golf d’Omaha Beach, Air France, Veolia Transportation North American, Comite SS Jeremiah O’Brien, France

Deck Department splices mooring lines; from left Bill Greig, Pat Burke, Brian McAuliffe, Jake Soto.
Photo by Dave Rauenbuehler
A Child’s Visit to the Ship Energizes Crew

By Brian Bender

In the engine room on the afternoon of March 20th, a young lady, twelve years old, with her mother and grandfather, came bouncing down the ladder. She was full of energy and happiness all the while wearing a perpetual smile. She was so at ease around us ‘old folks’, shooting questions at us about what we were doing in the engine room and what some of the machinery did. A true delight to be around. She also has a brain tumor and was in town for tests at SF General Benioff Children’s Hospital.

She herself told me all about it in detail with no embarrassment or hesitation. She had undergone anesthesia, surgery, radiation treatments, tests and more tests since 2016. There were periods of worry when the tumor returned but the latest test, done the day after her visit with us, showed no new progression. I was astounded after hearing her story and speechless for a while. It was hard to picture such a lively person having to endure these procedures although it hasn’t affected her spirit, that is for sure.

Anyway, it had been a long, hard day and the engine gang, John Nichols, Steve Wright and Paul Abrams and I were tired and hot and ready to shut it down about 1530, which is when one Miss Maleree Chambers arrived. Her burst of pep and vitality shook us out of the doldrums fast! Well, the energy that young lady put into us was amazing; amazing enough that we forgot all about securing the engine and boiler and how tired we were. We all talked, laughed, made fun of each other and her jeans and kept all that machinery steaming another hour just for her. Of course, she ran up to the bridge to give some blasts on the whistle. I thought no matter what rest of my day is like, I am going to give Maleree an experience she will remember for a long time. We had her opening and closing valves and flipping switches as we finally secured the entire steam plant at 1630. She was all over the engine room, gloves on and doing everything right. What a sight! She even signed the
Be Part of Something Historic
Aboard the SS Jeremiah O’Brien

‘volunteer@ssjeremiahobrien.org’

If you have some time to spare and the idea of working on a historic ship appeals to you, consider volunteering on the O’Brien!

Volunteering on the Jeremiah O’Brien is a wonderful way to get out and help the ship. Share a few hours with other volunteers on beautiful San Francisco with views of Alcatraz and the entire bay area, while saving a world famous, operating relic of World War II.

Simply, nothing could be more fun or rewarding!

If you would like to apply, please go to ‘volunteer@ssjeremiahobrien.org’ and send a message with your name and email address and we will get back to you. Or you can stop by the ship at Pier 45, where Taylor Street meets the bay and ask for an application at the Doghouse. Closed Tuesday & Wednesday.

Newest Crew Member

Please welcome

Docent/Deckhand Arlene Susmilch

‘Steady As She Goes’
IT TAKES A COMMUNITY TO KEEP A LIBERTY SHIP SAILING
A SINCERE THANK YOU TO OUR DONORS

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‘Steady As She Goes’

12 Spring / Summer 2022

‘Steady As She Goes’

If your name was incorrect on our listing, we are sorry, please contact us at volunteer@ssjeremiahobrien.org