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LETTERS

James M. Ennes, Jr. Research Papers

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Letter from a Naval Officer
known to me
who requires nonattribution

COPY

February 14, 1981

Dear Jim,

I have just finished your excellent book and felt that I should tell you that the lesson of the "Liberty" has not been entirely forgotten at the National Security Agency. [In the late 1970s] I was in the Junior Officer Cryptologic Career Program (JOCCP) sponsored by the Agency. One of my required courses was CY-500 - the Military Officer Advanced Cryptologic Course. We were admonished to observe a strict code of non-attibution (so, of course, you're not learning this from me) so that, presumably, truths would be told.

One of our speakers was a retired Brigadier General Morrison, still at the Agency but in a Purple Suit, who spoke about the incredible communication snarl that contributed so greatly to the tragedy. I remember distinctly that he said the Agency knew an attack would be made 24 hours in advance and either would not or could not warn the ship away.

I'm not certain, because so many years have passed, if he meant that because of the poor communications a message never reached the ship, or if he meant that in order to either protect a source, or live within its very specific charter, NSA simply failed to act. I honestly think the former is more likely the case. In any event he continued his briefing by outlining how communications had been altered so that a similar tragedy need never happen again.

Some two years later (1979), another person at the Agency told me, again, that Israel's intention to attack the "Liberty" was known by NSA 24 hours before the actual attack. At that time I was working in G6 and my feeling was that the person knew what he was talking about. I'm sorry I can't remember his name. I worked in about 12 different offices throughout the Agency and met, literally, hundreds of people in my 2-1/2 years as a JOCCP participant, and while the event is still clear in my memory—partly due to the anger it aroused in me--the face and name of my informant has blurred beyond recall.

I don't know if you would consider what I've told you to be corroboration of the statement on page 207 that "Israel warned the United States to get that ship out of there..." or not, but I offer it to you anyway, and ask that you extend non-attribution to me. I presume the General Morrison on page 13 is the same man who spoke at my CY-500 course (and continues to do so twice each year).

Your book is exceptionally well written and moving in the extreme. It should be required reading for all bureaucrats.

I hope you'll continue your efforts to have the truth published and admitted. The only unforgiveable crime our government has committed is in failing to admit its mistakes.

Good luck with your next book. Hope to see it soon in the book stores.

Sincerely, (name withheld)

James M. Ennes, Jr. Research Papers

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31 December 1977

Mr. George E. Christian
6800 Rockledge Cove
Austin, Texas 78731

Dear Mr. Christian:

I was a member of the crew of USS LIBERTY in 1967 when the ship was attacked by Israeli forces. Consequently, I am more than casually interested in the stories that filter out from time to time. Recently I saw an account of the attack taken from an overseas newspaper which, along with much obvious baloney, quotes Press Secretary George Christian as having said, "I doubt anyone thought it was a matter of mistaken identity."

I was on the bridge when the strafing started and spent the following year in a hospital. I certainly never thought it was mistaken identity either, and I find it refreshing to see a similar sentiment apparently coming from a member of the Johnson administration.

Would you kindly tell me the source of that statement and whether it accurately reflects your view?

Sincerely,

James M. Ennes, Jr.

[redacted]

James M. Ennes Jr. Research Papers

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GEORGE CHRISTIAN

January 5, 1978

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

In regard to your letter of December 21, I can give you the following information.

When the President first learned that USS LIBERTY had been attacked, he feared the act had been committed by Russian planes and submarines. Obviously, he was relieved when he learned an hour or so later that the Israelis were the ones involved.

When the Israeli government apologized, the initial reaction in the White House was to take the apology at face value.

Nevertheless, the President asked Clark Clifford, who was then on the Foreign Intelligence Advisory Board, to head an immediate investigation into the matter. It was on the basis of this report that the President concluded there was no evidence that the attack was intentional, and he so reported in his memoirs after he left office (without referring to the Clifford investigation).

Frankly, there was considerable skepticism in the White House that the attack was accidental, even though tragic mistakes are rather common during warfare. It must be remembered that the major consideration facing the President at the time was whether the war could be stopped before a confrontation was precipitated with the Soviet Union. It was imperative that the United States maintain enough leverage with Israel to bring about a cease-fire. The attack on USS LIBERTY was extremely serious, but not of the crisis proportions of the threats made by the Soviet Union a few days later to intervene militarily.

In later years when there was renewed speculation in various publications about the attack, together with the eyewitness accounts of some of the men on USS LIBERTY, I became convinced that an accident of this magnitude was too much to swallow. If it were a deliberate attack the question remains, of course, of whether it was a tactical decision on the part of elements of the Israeli military or whether it was ordered by high officials. Even in 1967 there was a strong

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feeling in the White House that the Israeli government had nothing to gain and much to lose in ordering the attack on USS LIBERTY. Consequently, it was felt that if the attack were indeed deliberate, it was not a premeditated move by high authorities. I still accept this premise but not the notion that the attack itself was an accident.

Sincerely,

George Christian

George Christian

GC:js

James M. Ennes, Jr. Research Papers

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GEORGE CHRISTIAN

Liberty Notes: Sept. 2, 76

INTV BY TAYLOR WALSH

George Christian, Press Aide, LBJ
512-472-5406 Austin, Texas

Christian went to the President's bedroom and found hims dressing the morning of the attack. Unusual because the Pres usually worked from his bed until 10 or so -- doctor's orders.

He had just gotten a note from Rostow: (read on quick reference)*

"Mr. President,

We have a flash report from the Joint Reconnaisance Center indicating a US electronic intelligence ship, the Liberty, has been torpedoed in the Med. It is 60 to 100 miles north of Egypt. Reconaissance aircraft are out from the 6th Fleet. No knowledge of the submarine or surface vessel who committed this act."

Johnson was "upset." His first thought was that the Russians had done it; said something like "if they did it I gues were in a war."

When he found out later in the morning it was the Israelis he was visibly relieved: "thank god it wasn't the Russians."

Went to Sitroom where most [illegible] e.

"I have no recollection o[illegible] ent ever saying it was a deliberate attack...We [illegible] ed about it...the matter did not agitate him in my presence at least."

"I doubted anybody believed it was a matter of mistaken identity; rather other factors which led to it."

What caused the Israelis to attack was not a matter pursued because it was dwarfed by other events; the situation in Syria was extremely touchy; halfway through the war we started getting [redacted] concerned about confrontation.

About VTA (*) report from NSA: "I don't know what my limitations are; rather not go into that."

"The times dictated that you didn't quarrel too much with the Israeli position at the time."

If it had happened in other circumstances it might have been addressed [redacted], but circumstances prevented it from becoming "the monumental issue it could have been."

There were other things more compelling; became part of the very complex and serious problem the WH had, & the whole Middle East question, especially the Syrian front.

All through the six day war Soviets and us were both doing everything to stay away from confrontation, by stretching every muscle to do so. we came damn close" (it is frightening to think if we were annoyed with each other the outcome -Ed.)

* [illegible] Liberty file?

(*) Soviet airborne

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Eliot H. Sharp
[illegible]
[illegible]

June 12, 1984

Dear Mr. McNamara:

For many years I - along with many other Americans - had a high regard for you. My admiration was greatest when you succeeded Gene Black and George Woods as World Bank president, largely because you were giving special attention to the poor of the third World.

For some years I have been deeply concerned about our policies for the Levant. That area has of course given us a long series of shocks. One of these was an attack by a presumably friendly nation on a U.S. naval ship, the Liberty. As you must be aware, it has been reported that you countermanded the rescue flight and ordered the aircraft to return to their ship. You must have had your own very good reason for doing so. In considerable reading, however, I have never heard or read what the reason was. It seems to me that Americans should know and that you would be entitled to have the doubts and the puzzlements lifted.

The 17-year cover-up is disturbing in a distressing way, but bit by bit the cover is dismantled. Wouldn't it be to your credit to state what your good reason was for recalling the rescue aircraft? It is my hope that you may reveal your reasoning.

Sincerely,

Eliot H. Sharp

Mr. Robert S. McNamara
2412 Tracy Place,
Washington, D. C.
20008

I must confess that my memory of that event is so hazy, I can not tell you what we did or why we did it. However, I don't believe there was any intentional cover up.

Sincerely,

R S M

6/18 was a Monday; 6/24 was the following Sunday.

6/18 PENCIL REPLY BY R.S.M.N.:

"I MUST CONFESS THAT MY MEMORY OF THE EVENT IS SO HAZY, I CAN NOT TELL YOU WHAT WE DID OR WHEN WE DID IT. HOWEVER, I DON'T BELIEVE THERE WAS ANY INTENTIONAL COVER UP.

SINCERELY,

RSM

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4 August 1981

Mr. Dean Rusk
University of Georgia School of Law
Athens, Georgia 30602

Dear Mr. Rusk:

In 1967 when you and President Johnson first learned of the Israeli attack on the USS LIBERTY, I was aboard the ship waiting none-too-patiently for Sixth Fleet air support which never arrived.

I was LIBERTY's officer of the deck for several hours just before the attack and was on the bridge during much of the attack itself. For the next several years I interviewed other survivors and government officials and collected information about the attack and last year published the story in a Random House book, ASSAULT ON THE LIBERTY, which is now in a fourth printing.

The book, despite being heatedly opposed by the Israeli government and by Israeli supporters in this country (and consequently being quite difficult to find), has been supported by several members of congress, by two retired chiefs of naval operations and many senior military officers, and by very favorable reviews in many newspapers and magazines including virtually every military journal including the Naval War College Review.

I am writing in the hope that you might share some of your recollections of the events of June 8, 1967, and perhaps help clear up some of the mysteries that continue to cloud the story.

First, despite our government's protests to the contrary, there is a great deal of solid, verifiable documentation and testimony to prove that our ship was correctly identified by the Israeli War Room before the attack, that the attack itself was directed from the Israeli War Room, that the attack occurred under circumstances that could not have been accidental, and that the true story was covered up by both governments. Following the attack the crew was threatened with court martial if they were ever to discuss the circumstances with anyone, even with their own families. Pertinent logs were doctored and evidence was ignored to support the claim that the attack was accidental. All this is documented in my book, and additional details and further substantiation continue to surface. For instance, very recently I learned from a senior intelligence analyst that the CIA informed the White House, apparently via Clark Clifford, that the attack was deliberate. That analyst is prepared to so testify before a Congressional committee if asked.

I understand that the White House was primarily concerned with bringing peace in the Middle East, and that a major investigation of the LIBERTY affair would have caused strain with Israel which would have further complicated the peace efforts. I also understand that the White House simply had other priorities and that, except for seeking compensation for the crew, the reasons for the attack apparently were never examined. Apparently other levels of government were forbidden to probe the circumstances fully, for the inquiries that were held turn out to have been incredibly shallow.

James M. Ennes, Jr. Research Papers

At the same time, however, it is difficult for anyone familiar with the story to understand how the administration could ignore the many troubling reports that must have been evident.

Even more troubling than the White House and State Department reaction, however, is the fact, now very well established, that the Sixth Fleet failed to come to our defense during a very prolonged attack.

LIBERTY came under attack at 1400 ship's time, and by 1409 we had broken through Israeli jamming to call for help. The carrier SARATOGA immediately launched 12 aircraft to defend us, the carrier AMERICA launched Phantoms to defend the fleet. (The AMERICA had aircraft with nuclear bombs in a 'ready' status and some men aboard the carrier thought the nuclear armed aircraft were launched, but I have since learned that only conventionally armed fleet air defense aircraft were launched.)

Incredibly, those aircraft were recalled moments later, apparently by Secretary McNamara himself. Meanwhile we were hit with a torpedo, lost all power, and our radios went dead. No one knew whether we were still afloat, but the Sixth Fleet was forbidden to come to our defense for another 90 minutes when the White House finally granted authority to use lethal force in defense of our ship. The second rescue effort was not launched until 1545, and that flight was recalled (apparently by DEPSECDEF Ros Gilpatric) after the Israelis called off the attack and apologized.

Although government accounts describe a five minute air attack, a single torpedo and an immediate apology, my shipmates clearly recall and records of the afternoon establish that we were actually under attack for 75 minutes and were confronted by an armed, hostile force for about 2½ hours. All this time we were calling desperately for help, but help was apparently withheld by order of the White House. That delay almost certainly cost the lives of 25 of the 34 men who died. Many of the survivors are understandably bitter.

No doubt your recollections are hazy after more than fourteen years, but the delay of air support to a U.S. Navy vessel while actually under fire must have been known at key levels in Washington. Possibly this embarrassing failure was one of the reasons that the attack itself was never fully probed.

Would you mind telling me what you recall about this? If you doubt that we were really unprotected for so long or that the attack lasted so long, much of the evidence is in my book, and beyond that I have on hand letters from two admirals and a Navy captain who describe the two aborted rescue missions from their perspective with the Sixth Fleet.

If by chance you have not read the book and would like to do so, please let me know and I will see that you get a complimentary copy.

Sincerely yours,

James M. Ennes, Jr. Research Papers

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THE UNIVERSITY OF GEORGIA

SCHOOL OF LAW

ATHENS, GEORGIA 30601

August 12, 1981

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

I am glad that you are continuing your investigation of and interest in the USS LIBERTY affair. I have not yet read your book, but I have ordered it and you need not worry about sending me a complimentary copy.

I am puzzled by a number of questions you posed about events during the actual attack itself. Did you fellows on board know that you were being attacked by elements of the Israeli armed forces? If so, was that identification of the attackers flashed back to the Sixth Fleet and Washington? I raise this question because my appointment books (now at the LBJ Library in Austin) show that I attended a meeting in the White House Situation Room with the President, Robert McNamara and others at 10:40 A.M. Washington time. As I check the time zones, that was substantially after the attack on LIBERTY was all over.

I remember very clearly that when we sat down in the White House Situation Room at 10:40 A.M., we did not know the source of the attack. The purpose of the meeting was to consider appropriate action if the attack had come from a Egyptian or Russian source. It was during this meeting itself that we received the message from the Israeli government to which you referred.

As for the report that Secretary McNamara personally recalled the aircraft from Saratoga within minutes after their launching seems highly improbable. However, he almost certainly would not have issued such an order without at least a telephone call to President Johnson. I don't

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know whether you have access to the log of the National Military Command Center. If not, you might be able to get from President Johnson's appointment books and logs at the LBJ Library the times of telephone calls between McNamara and Johnson on June 8.

I undoubtedly will have other comments after I read your book. I was and remain very unhappy about the lack of satisfaction we had from the Israeli government about that entire affair -- and expressed my views strongly to Israeli representatives. I have no recollection whatsoever of any systematic "cover up" and I am appalled to think that there might have been a doctoring of logs or other records in order to conceal what actually happened.

Before your book arrives perhaps you could drop me a note on one question: Did Liberty communicate to the Sixth Fleet during the 75-minute attack that the attack was coming from Israeli forces? If so, such a piece of important information did not get to me, and I would like very much to know why we did not have it in front of us when we assembled at 10:40 A.M. Washington time in the White House Situation Room.

Sincerely,

Dean Rusk

Dean Rusk

James M. Ennes, Jr. Research Papers

James M. Ennes, Jr. Research Papers

that arrived in the situation room shortly after you and the President did.

So it is clear that no one in Washington knew who was attacking. But it is also clear that officers in the Sixth Fleet knew we were under attack as early as 0809EDT, that they launched aircraft immediately, and that someone ordered those aircraft recalled and did not authorize a second rescue effort until 0945EDT, and that even those aircraft never arrived.

A radio operator who I later came to know fairly well, as we worked together daily for two years, told me that he personally relayed messages from Secretary McNamara to recall the first flight of aircraft. He was the first to tell me that there were two separate rescue flights more than an hour apart, both recalled before reaching our ship, and told me other things that have since been solidly verified, so I am inclined to believe him. My man was so intimately involved that when it was over, he received a letter of appreciation signed by Secretary McNamara. By 10:30EDT, incidentally, Secretary McNamara was personally on the telephone collecting background information about the ship from Naval Security Group headquarters. By 10:16EDT the Joint Chiefs of Staff had sent a message to London authorizing the Sixth Fleet to use force to defend the Liberty, so it is clear that there was fairly widespread knowledge of the attack early in the game. What is not clear is what was happening between 08:30EDT and 10:30EDT: who recalled the first flight of rescue aircraft and why.

I will be pleased to answer any questions you may have about the book, and I will be more than happy to share with you much of the documentation for what I have to say. Most of what I report is solidly documented, and what is uncertain is generally labeled as such. What hurts my book is that others have written speculative accounts apparently intended solely for propaganda, and that has tended to cast suspicion on my motives, at least in some quarters.

Finally, I am helping to produce a USS LIBERTY NEWSLETTER that is being used by survivors to exchange views and to organize a reunion set for next summer. I have taken the liberty of putting you on the mailing list for a copy, as I think you may find it of interest.

I look forward to hearing from you after you have had a chance to read the book. As you read my account of the Court of Inquiry proceedings, I hope you will considering ordering a copy of the Court transcript from the Navy Judge Advocate General for the law library. I have long hoped that some law student or law class would undertake a study of that transcript in order to measure the evidence and testimony received by the court against the findings that the court reached. Everyone I know who has done so, including at least one attorney, has concluded that the findings are not only unsupported by evidence, but are sometimes entirely contrary to evidence.

Yours very truly,

James M. Ennes, Jr. Research Papers

28 September 1981

Dear Mr. Rusk:

I very much appreciate your letter of September 10, written after you had read ASSAULT ON THE LIBERTY. I shall try to answer the questions you raised.

I share your concern over the confusion and ineffectiveness of communications which certainly contributed to the liklihood of attack. I must mention, though (no doubt due to a parochial pride in the Navy) that most of the mishandling of messages occurred in Army communication centers while our messages were being handled over joint communication facilities. This is not to say that the Navy was without fault, but most of the errors were made by a sister service. (Fortunately for us all, military communications have been completely overhauled and computerized since 1967. The problem today is that we depend almost completely on satellites, and these will be immobilized in the first five minutes of any future war, leaving us helpless.)

Regarding your statement that you are not clear on my approach to a "cover up": your note to the Israeli government is refreshingly candid, and it is true that the Israelis did finally pay indemnities. (They finally agreed last December to pay $6,000,000 of an $18,000,000 claim for the loss of the ship itself; this came on the heels of a public announcement from Senator Adlai Stevenson after questioning me privately for two hours that he intended to investigate the circumstances of the attack. Apparently the sudden payment after all these years was to "close the books" on the Liberty affair in order to avoid a public inquiry.)

But what you probably did not know is that your statement and most of the other documentation in my book was withheld from the public until 1976 when it finally yielded to Freedom of Information Act inquiries. Meanwhile, no one from the Liberty was ever free to talk about what really happened to us. Liberty crewmen were repeatedly threatened by government officials and senior naval officers who told them that they would be tracked down and punished if they were ever to talk about the attack.

I do appreciate the policy problems between nations in an affair of this kind. The attack was certainly ordered by a senior government official, probably General Dayan, and possibly without the official sanction of his government. Probably the attack should not be allowed to rupture relations betweenthe two countries. And I agree that military personnel should not engage in a public campaign, but that is not what Liberty crewmen wanted to do. We wanted only to tellthe truth to our friends and families and to newsmen who asked. Instead, our government required us to lie to newsmen and to keep the truth from our friends and our families. Meanwhile, that same government produced a totally false account of the attack which was then released to the world as certified fact. This, to me, smacks more of totalitarianism than of a free democracy. The difference, of course, is that in a totalitarian state I would now be in prison; inoour free society the "keep quiet" order was illegal and unenforceable and my book, instead of being suppressed by the government, is supported in all the military journals.

A great many serious questions remain about the attack. For instance, I have reason to believe that the original orders to recall the ship came because

James M. Ennes, Jr. Research Papers

Israel complained (to the CIA, not to State) about the ship's assignment near the Israeli coast. I have been told that the CIA operated four American aircraft with Americanscrews from American bases in England on intelligence missions over Egypt starting four days before the Six Day War. The aircraft supposedly flew from Spain and carried (false) Israeli markings. My informant suspects a connection between that mission and the attack on the Liberty.

I hope one day history will record exactly where and how the Liberty story was covered up. I have tracked the coverup back to Phil Goulding (ASD/PA). Mr. Goulding's orders in turn came from Secretary McNamara. But we don't know whether Mr. McNamara was operating on his own or under orders from the President, and we don't know just how much the President really knew. Unless no one in our entire government bothered to read therreport of the Navy Court of Inquiry, it must have been clear to government officials that the official story was distorted and false. But I know that Goulding's deputy, Richard Fryklund, read it quite carefully. He must have told his seniors what he read there.

I mention in my book that Clark Clifford conducted an inquiry for the President, and that is was on the basis of this inquiry that Mr. Johnson became satisfied that there was no evidence that the attack was deliberate. Unfortunately, Mr. Clifford has for many years been so biased toward Israel that he is almost the last person to look for for an objective, factual report. I spent a long time searching for the Clifford report, but it seems to have vanished if it was ever committed to writing in the first place. The LBJ Library reports that there is no such report in the library.

I know there are no ready answers to these and many other burning questions. As the Washington Post said in a Christmas Day editorial: "The facts (about the Liberty affair) are for the future to tell." No doubt more facts will trickle out slowly for many years to come.

Meanwhile, I am grateful for your kind response to my letters. My shipmates and I, along with many other Americans, remain curious about the unanswered questions. If you should ever think of any additional sources of authoritative information on this subject, I hope you will let me know.

Sincerely,

P.S.: Liberty crewmen are now planning a reunion in Washington, D.C., next June 5 & 6. In connection with that we are producing a newsletter, and I have put you on the mailing list. I hope you will look for it. One matter discussed in the first letter (the second issue is now at the printer) is the premature recall of the aircraft that were supposed to protect us. It is now even clearer than ever that there were two rescue flights, both recalled prematurely; but, even though nuclear weapons were loaded and ready on the flight deck of the America, they were not launched as some people thought. All the aircraft sent in our defense and later recalled prematurely were conventionally armed, which makes the question of why they were recalled even more pressing. Note the discussion of this on page five of the newsletter.

James M. Ennes, Jr. Research Papers

THE UNIVERSITY OF GEORGIA

SCHOOL OF LAW

ATHENS, GEORGIA 30601

September 10, 1981

Mr. James Ennes, Jr.
[redacted]

Dear Mr. Ennes:

I have now had a chance to read your Assault on the Liberty. You have done quite a remarkable job in pulling together the facts and, particularly, in describing what it was like on board the Liberty during and just after the attack.

One thing that impressed me deeply was the confusion and ineffectiveness of Navy communications at this time. I hope that a great deal has been done to straighten such problems out. Indeed, effective communication would probably have prevented the attack on the Liberty in the first place.

I think we learned from the Liberty and the Pueblo that we should not rely upon international waters as protection for ships of that type. In the case of the Pueblo, that helped us to decide that our first obligation was to the officers and men of the ship rather than action to express our outrage by armed strikes against North Korea. In that case, it would have taken two or three weeks to put forces in position for such a strike and the result would very likely have been the death of the Pueblo crew.

I am not very clear as to your approach to what you call a "cover up." My view of the Israeli attack is found in the note we sent to the Israeli government which appears as your Appendix S. The Israelis did pay indemnities to the Navy personnel directly effected -- although not enough. The bill for the government to government damages presented to the government of Israel was not paid -- at least during my period in office. It was not a major point because, in light of our aid programs for Israel, we would, in effect, be paying ourselves.

James M. Ennes, Jr. Research Papers

I have no direct information which could throw light on the recall of the aircraft which had been launched to assist Liberty. If the first aircraft which were launched were carrying nuclear weapons, I can well imagine that they would have been ordered to return to their ships immediately. I still do not understand why conventionally armed aircraft did not arrive over Liberty much sooner.

However outrageous the attack on the Liberty was, there remains the policy question as to whether that episode should have blown into a major confrontation between Israel and the United States. You fellows who were the victims can be expected to have very strong views. Those who carry the ultimate responsibility, however, know that there are times when one has to pick up the pieces and not let everything fall apart because of an occurrence of this sort. We have had similar problems with many countries, and we, ourselves, have caused similar problems for certain other countries. Perhaps I am biased, but I can understand orders within the military that military personnel should not engage in a public campaign about such an episode. The policy responsibilities rest elsewhere under our Constitution.

Whether there is more information on critical points still in the files which will someday come to light, I simply don't know. As for me, the attack on the Liberty was and remains a genuine outrage. I still do not know at what level in the Israel government the attacks were launched, but I am convinced that it was not trigger-happy local commanders.

With personal best wishes,

Sincerely,

Dean Rusk

Dean Rusk

James M. Ennes Jr. Research Papers

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BARRY GOLDWATER
ARIZONA

United States Senate

WASHINGTON, D.C. 20510

COMMITTEES:
ARMED SERVICES
TACTICAL AIR POWER SUBCOMMITTEE
INTELLIGENCE SUBCOMMITTEE
RESEARCH AND DEVELOPMENT SUBCOMMITTEE
COMMERCE SCIENCE AND TRANSPORTATION
SCIENCE, TECHNOLOGY AND SPACE
AVIATION
COMMUNICATIONS
SELECT COMMITTEE ON INTELLIGENCE
VICE CHAIRMAN

N 3277

James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes,

In regard to your letter of May 26, I have asked one of my staff people to look at the whole situation as described in your recent book. Whether this will become a full Committee inquiry depends on what the initial survey uncovers. Your offer of assistance is greatly appreciated and if it becomes necessary, we will be in touch.

Sincerely,

Barry Goldwater

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CAPTAIN J. M. TULLY JR. USN
ROUTE 3. BOX 539
CARMEL, CA. 93923

Wednesday, 6 May 1981

Mr. James M. Ennes, Jr.
c/o Randon House, Inc.
New York, NY 10022

Re "ASSAULT ON THE LIBERTY"

Dear Mr. Ennes

I recently heard of your book listed above, which I immediately ordered through the U.S. Naval institute. Unfortunately, I did not hear of or see on TV your recent appearance. A retired Navy captain (1100) did see it, and said you " did well"!

I was the COMMANDING OFFICER, USS SARATOGA during the incident, and thought you might like to hear my version of the incident. There a few differences, as you will note!

Briefly, my account is as follows:

During the Arab-Israeli 6 Day War, units of the US SIXTH FLEET were scattered up and down the Israeli coast. The two carriers, USS America, flagship of Commander Carrier Div. 2. RADM Geis, and USS SARATOGA, nominally part of Carrier Division 4, but assigned to Commander Task Force 60, the US SIXTH FLEET Carrier Striking Force! The two carriers originally operated independently (withdestroyer type escorts about 50 miles off the Israeli coast) and at all times trailed by a USSR destroyer and a USSR AGI.

Several days after the onset of Arab-Israelies hostilities, the whole SIXTH Fleet was concentrated near Crete, minus, theAmphibs, and Logistics units (SERVRON 6). There the SIXTH Fleet Commander, VADM Martin, exercised one of the rare opportunities available to a Fleet Co mander these days, and engaged in fleet maneuvers. In my mind, he was occupying the time, rare for a fleet commander, even today, to exercise his units.

At some period, during this "drill", the SARATOGA's Communications Officer came hurriedly to the "avigation Bridge, and reported to the best of my memory, the following; " Captain, a US ship with the call sign of ROCKSTAR (which he identified as an AGI) is calling on the Hi-Com net (not guarded on the Navigation, but in Radio Central) and advising that she was under attack by aircraft, and surface ships, and NOBODY was answering. As I recall, a position was given"!

My reaction, was to tell him " For God's sake, answer, and keep the circuit open, advising me of any further transmissions from ROCKSTAR"! This was my first information that any AGI or AGTR was even in the MED! I well remembered the PUEBLO incident, where ENTERPRISE received a similar message, did nothing, and I won't belabor that point anymore, except to say to myself, that "Joe Tully isn't going to be accused of doing nothing"!

I add at this point, that SARATOGA was in a condition of readiness, such that an aircraft striking group, was in a 15 minutes readiness, requiring pilots in the cockpits of at least 4 F-4's, 4 A-4's, plus some A-4 tankers, (just how many I don't recall) and 4 A-1's. In short a strike group of 16-18 aircraft "was ready", and steam to the catapults.

My immediate problem, was " here was the whole SIXTH Fleet Carrier Striking Force, including 2 cruisers, and numerous destroyers, all ofwhich I could have hit with a thrown spud from the forecastle, and "nobody" but SARATOGA was receiving the distress message" and despite the numerous circuits available aboard a CVA, which to use?" (to pass on the info)

My decision, was to use Fritzo, a plain language, either VHF orUHF, I don't remember, since I figured that VADM Martin then busily exercising the fleet - almost had to be on the other end!!

In short, I ~~repeat~~ relayed your message, plain language, to VADM Martin, using his personal call sign, and mine as CC. SARATOGA. His reaction was immediate! He turned the force into the wind, ordered "both" carriers to launch (America + Saratoga)

James M. Ennes, Jr. Research Papers

but ~~the~~ to my astonishment, on signal from the SIXTH Fleet Flagship, "only SARATOGA" launched! To put it mildly, I was appalled! Shortly afterwards, I was directed (by whom I don't know) to recall my strike group, and to ready another, to be launched when AMERICA was "ready (?) to launch. No other explanation.

As a matter of common sense, on receipt of your distress message, I had immediately ordered another similar group readied. Thoughts of the Japanese carrier strike group at Midway, 25 years earlier, prompting my decision. In case your memory fails, the Japanese were caught with either "no aircraft loaded with weapons, or loaded with the wrong types"! SARATOGA's aircraft were going to be loaded - with some anti-aircraft or anti ship weapons. After some period, the force was again ordered into the wind, and we launched "two strike groups, one from each carrier!

This group was scarcely over the horizon, it also, was ordered returned, no doubt in accordance with your scenario as indicated in your book!

Following that, SARATOGA was detached, and I had no further connection with the LIBERTY incident. I can only surmise the situation, and those thoughts are best kept to myself. If you come to Carmel, I'm sure we could have an interesting conversation.

I completed my tour in SARATOGA, spend two years as the Aviation Captain Detailer in BuPers, one year as C/S of CarDiv 9 in Vietnam, than retired after two years as COMMANDER FLEET AIR LEMOORE at NAS LEMOORE, in 1972.

VADM Martin is still living - tho just where I don't know.

RADM Geis died recently on the operating table.

RADM James V. Ferris, Ops for RADM Geis, is living in Alameda, and is probably one of the most knowledgeable officers alive of the situation. His address is as follows:

RADM J.V. Ferris
321 Laguna Vista
Alameda. Ca. 94501.

In short, I enjoyed your book, and will pass it to my local friends, and probably eventually to the locally available Maritime Museum. I do regret that SARATOGA doesn't look better in your book, for after all (1) With the whole SIXTH Fleet within spud throwing distance, we alone picked up your message, and (2) when ordered by C6F to launch our strike group - SARATOGA alone launched. Not accurate

As far as misdirection of messages was concerned, I only directed messages to the OTC, C6F. SARATOGA did have a a considerable SI group aboard. "New", for admittedly at the time I never thought to check on what they may have sent out. My PriTac plain language to VADM Martin, I backed up by identical messages, in Flashing Light, and Radioteletype, naturally a bit delayed.

Congratulations on your book, and hopefully, it will be profitable, I regret I didn't see your TV appearance.

Sincerely,

Joe Tully

J.M. Tully Jr.
Captain, USN (Ret)
SSN 176-32-5629

James M. Ennes Jr. Research Papers

15 May 1981

Dear Captain Tully:

I was more than tickled to receive your letter, and I thank you for sending it. I recognized your name on the envelope even before I opened it, as recently someone, I don't remember who, told me, "Joe Tully was skipper of the Saratoga at that time and he would not have ignored your call for help." So your reputation has preceded you.

Your letter goes a long way to fill in some of the gaps. Apparently the Saratoga aircraft were the ones recalled by direct order of Secretary McNamara; I had many long conversations with the radioman who relayed that message to Admiral Martin and he was very specific and very sure of what happened there (although he did believe that nuclear weapons had been launched, which does not really make much sense, but so many people told me that story that I had to mention it in the book). But your launch of Saratoga aircraft would explain that launch and recall, and would also explain the considerable delay in getting help to us.

Thank God the Saratoga was there, as no one else answered our call at all. I wonder why your Comm officer cleared with you before answering our call--but at least he did answer. We had a great deal of difficulty getting our message out ~~(and your recollection is correct that the message did go out on Pri Tac)~~ because the Israeli Mirages were jamming our radio circuits. But our logs show that Sara acknowledged the receipt of the message at 1409 (the attack started at 1400), and almost immediately the Sara operator told us that "HELP IS ON THE WAY". Of course no help ever arrived. Our radios went out when the torpedo hit us at 1435, and we were still calling for help at 1630 when Israel apologized. Message traffic reveals only that aircraft (twelve, I think) were launched at 1545, more than 90 minutes after our call was acknowledged, and no one has ever explained that discrepancy. Admiral Martin told the press then, and repeated to a reporter a few months ago, that he launched aircraft "immediately," which simply doesn't square with the records that are available.

We always wondered what happened to that help, and I spent years trying to get deck logs, flight logs, QM notebooks and other records which would explain the discrepancies. For years the Navy simply refused to release anything, claiming that all such records are "for official use only." They even declined when a member of Congress requested the record on my behalf. Finally when the Freedom of Information Act came along, the Navy released deck logs, but claimed that all other records of flight deck activity had been destroyed. Deck logs, unfortunately, don't tell much and clearly do not reflect all the flight activity. For instance, USS AMERICA logs for that afternoon show only "flight operations," apparently commencing 1432. SARATOGA logs reflect no flight operations on the 12-16 watch (LT L. E. Shaffer as OOD), and reflect only the launch of four aircraft at 1602, recovery of one, and launch of "one(1)CIA". Clearly more was going on, but the OOD didn't record it all for us. (16-18 OOD Was your LTJG R.G. Dameron.)

James M. Ennes, Jr. Research Papers

Your recollections shed much light on the affair. You don't mention my reference to nuclear weapons, and as I said in the book there has never been any documentation of that possible launch, although several people have claimed it happened. A CPO on the America was the first to tell me that story directly, and Liberty survivors in America's sickbay recall that a USS America pilot told them, "Don't let anyone tell you we didn't launch nuclear weapons, because I was airborne and I had a nuclear bomb aboard." No one thought to get that man's name, and it could of course have been untrue, but other verified stories seemed to lend credence to it, particularly the radio operator who told me that there were two rescue flights more than an hour apart and that the first aircraft were angrily and hastily recalled personally by Secretary McNamara and Admiral McDonald--and that it was clear from the conversation that nuclear weapons were involved.

Needless to say, I am not married to that version, and your description of Sara's reaction helps shed some light.

I do have Admiral Martin's address in Alexandria, Virginia, and I have been tempted to write him, but have not. I recently read a story in which a reporter asked him about June 8th, and he reasserted his original report that he launch "immediately" after receiving Liberty's call for help, and recalled the aircraft "moments later" after receiving Israel's apology. Records clearly prove that about 143 minutes passed between those two events, so I don't suppose Admiral Martin is ready to discuss the matter. Besides, I really don't plan to make a career of the USS Liberty affair, and must get on with other things. I could easily spend many more years nailing down details of this story, although I will probably write to RADM Ferris in Alameda. (I lived in Alameda for most of my life, and attended grade school and high school there, and lived there while attending San Francisco State University.)

One comment from Admiral Moorer that may interest you: I had the distinct privilege of discussing the attack with Admiral Moorer in Washington, D.C., last summer, and have corresponded with him occasionally since. I thus had the opportunity to ask Admiral Moorer why we were not given any help when we came under fire, even though help had been promised. He told me we were not helped because it was necessary to get White House (and he stressed civilian) permission first, and that permission was simply not prompt in coming."

I really didn't think Saratoga looked badly in my book. When I wrote the book I certainly thought badly of COMSIXTHFLT and his broken promise to protect us, although I have since come to realize that this was due to a White House decision as much as anything else--although if my sources are to be believed, and I think they are, USS AMERICA was not in any way prepared to come to our support. A friend on AMERICA's bridge told me that AMERICA simply didn't have enough aircraft available for "immediate" help.

Your mention of relaying our call by PRITAC to AMERICA helps clear up that detail. The only teletype message on record from SARATOGA to AMERICA came very late in the affair, and it is clear that AMERICA was aware of the

James M. Ennes, Jr. Research Papers

attack much earlier than her receipt of that message. Obviously PRI-TAC would be a logical way to go, and your report that you sent the message by PRI-TAC explains for the first time how the word got to Admiral Martin; clearly Saratoga's message report to CINCUSNAVEUR with COM6Flt as an info addee was not the first such message to Admiral Martin.

Forgive this long letter. I rambled more than I intended, as I tend to get wound up on this subject, even now.

I appreciate your support and your good wishes. The book, you will be pleased to know, is now in a fourth printing with about 25,000 copies in print, but would be doing much, much better if it were not the subject of a very strong campaign by the Zionist lobby and related pro-Zionist interests in this country and in Israel, all working together to keep my book out of circulation. Most of my mail is from people relating horror stories of retail stores and wholesale dealers who adamantly refuse to order the book, or who insist that there is no such book or that it is out of print. Fortunately, virtually every military journal has given the book a rave review, and it has even been favorably reviewed at the Secret and Top Secret level within the National Security Agency and the Department of Defense. The Department of State claims publicly that "there is no evidence to support Ennes's allegations," but last week I met two less U.S. Ambassadors who tell me that privately State officials "love" my book as it tells a story they have long been forbidden to tell publicly.

I think the show your retired Navy captain friend saw was probably a radio show rather than TV. I have done TV only in Washington, D.C., Portland, and Seattle, but have done about fifty or sixty radio shows, mostly of one to three hours by telephone around the country, including two interviews on KSFO in San Francisco and about seven hours on KGO in SF. KGO is heard in about seven states, so that is probably what your friend heard. The last show I did on KGO was with Ray Taliaferro on February 7th, and that will probably be the last. Ray's life was threatened twice during that broadcast by someone claiming to represent the Jewish Defense League, and he was escorted home in a police car. And the station received over 500 letters of protest about the show in an obviously organized campaign directed by the Anti-Defamation League of B'nai B'rith. Ray called me at home just after the show (we did the show by telephone from here) to tell me about the threats and to ask for a followup interview, and to insist that he is not intimidated by the threats, but he is. He dropped plans for the followup interview, and when I was in San Francisco last week he wouldn't even return my calls, even though he had asked me to call.

But the very solid support from readers is helping to overcome the campaign against the book, and my editor tells me sales are still increasing each month even after sixteen months on the market, and now there are some fairly solid overtures for movie rights and overseas publication, so the future may be bright. If I have a chance, I hope to do an updated version in some future printing to incorporate the many things I have learned since the book was published.

Yours very truly,

James W. Ennes, Jr. Research Papers

24

Copy

THE ARTHUR VINING DAVIS FOUNDATIONS
255 ALHAMBRA CIRCLE • SUITE 520
CORAL GABLES, FLORIDA 33134

(305) 448-7712

June 19, 1981

Captain J.M. Tully, Jr., USN,
Route 3, Box 539,
Carmel, CA, 93923.

Dear Skipper:

My apologies are long overdue for failing to write you more often. One has too few real friends and it is a sin not to keep in touch with those one does have.

Your letter written after reading "Assault on the Liberty" was interesting. Your recollection is accurate, exact and to the point. We were, indeed, SE of Crete with another carrier, the two cruisers and eight escorts. The message from LIBERTY did come in the plain and you almost immediately turned into the wind.

Our aircraft were conventionally armed only. They were off in quick time, thanks to your early grasp of the situation and turn into the wind. Then we had a recall from Larry Geis who was acting as CTG 60.2 at the time. (NAVY ECD-4)

There was, indeed, second launch and a second recall. The book is wrong if it only mentions one. Later on my understanding was that the second recall came from Ros Gilpatric who was then DepSecDef, but that is only hearsay. So it goes. Those were great days and we did meet every commitment as I once pointed out to you.

As you see, I now head this foundation in addition to my other ingenious and novel efforts. We are "medium" sized by IRS rules, about $100 million and most of our income goes to small, private liberal arts colleges. It is a nationally oriented foundation, not just Florida. Our location stems from Mr. Davis dieing here but, as I am sure Ruth knows, he founded Alcoa and Alcan and he lived the preponderence of his life in Pittsburgh.

The Davis trustees let me have time to keep my own consulting business and my partnership in Geneva going. The staff is excellent so Jinx and I travel a lot, on our own or for the foundation. Last week we were at the Paris Air Show and this week I will be in Wichita visiting Beech, one of my clients! So it goes.

Let me hear from you. I'll be by the next time I visit the Coast.

Warm regards,

Max

Max K. Morris,
Executive Director.

Copy

MKM/jk

James M. Ennes, Jr. Research Papers

CAPTAIN J M TULLY JR USN
ROUTE 3 BOX 530
CARMEL CA 93923

7 July 1981

Dear LCDR Ennes

As I said in previous correspondence, the " Middle East Perspective" article was most interesting! Meanwhile the great American public merrily goes it's own way! The present train istration. I think (and hope) is more alert than several previous ones, so perhaps it won't cost us much as it could.

I was a student at the Armed Forces Staff College, Norfolk in 1953-54. Our final problem - and the longest one, was " What to do "then", if what happened in IRAN, happened?" I assure the various committees came up with nothing like what we did!

RADM Ferris did respond to my first letter, gave me some " Pentogonese waffling" as to why SARA only launched (ie, he had no confidence in the AMERICA airwing - I didn't either, but that's beside the point, 24 aircraft overhead LIBERTY would have cause some alarm bells to ring somewhere! (Even if AMERICA's airwing wasn't to red hot)! Ah well! Keep up the good fight Oh, I forgot to say, that when I received Ferris's waffled letter, I wrote him back, saying, " Come offit Jim, you know you can't snow me, if you hol' classified info, as I do, all you have to say, is that my info is above any classification, you ever hel:." Doubtful in view of following assignments!!!

I went up to SFO 2 July for the change of Command on the CORAL SEA, where two of my bays swapped the baton! Ferris is an Ex- CORAL SEA CO, but wasn't there! Needless to say. I wrote him ASAP, asking " Where were you?" - Fleet

I enclose a copy of a letter I wrote to RADM Max K. Ferris, USN (Ret), who was my navigator in SARA, and during those days of the 6 day war (more like 60 for us) he and I lived on the SARA's bridge.

His version is quite close to mine with few exceptioms, which are:

a. I did not launch on my own, tho made all preparations to, figuring it was coming, but CSF (VADM Martin - the OTC) did order a launch almost immediately. I had no difficulty making the launch on signal.

b. AMERICA did not launch, which I noted during the progress of our launch, but linked a Personnel to DON Egan, asking now come - no response! Later I was told they had been given unofficial permission to stand down from the prescribed condition of readiness. Hard to believe, but perhaps the reason for Ferris's waffling, for he may have recommended it.

c. A second launch was made(after an interminable wait), both CVA's launched, only to have it recalled within sight of the force.

Ike Kidd is something else - a classmate of mine at the USNA, but what I'll have to say about him had best wait until we have a eye-ball to eyeball chat! Should you come down this way, let us know. Normally, we can billet you, as at home now are only, my wife Ruth and I, a large house, and two spare B/R's. We can probably tell Sea Stories for hours. My friends tellme I should write for I was on the DD that Herman Wouk wrote about. I'd like to but can't summon the energy.

Best of luck on your other literary efforts. Try the US Naval Institute. They pay well. When I was Head of the Naval Science Dept at the USNA, I noted the other Depts, with about 50% civilians each, were writing books on the Navy, while "nobody" from my dept, had written any! I held a "prayer meeting " of all instructors, academic and military and lo and behold we produced two books in one year!

Regards,

Joe

James M. Ennes, Jr. Research Papers

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January 28, 1981

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Thanks for your letter of January 8.

I cannot be very optimistic about the possibilities for continued Congressional attention to the attack on the Liberty. Senator Goldwater is the only one I know of to take an interest in the subject and, I believe, his staff had recommended that he not pursue it. Most are shy about taking on such matters. I am disappointed about that and with your publisher, too. I should think the publisher would have an obligation under your contract to promote and supply the demand for the book. I trust you have an influential agent. I continue to receive mail on the subject and am not surprised to hear that the settlement stirred up more interest in the book. Perhaps some of the correspondents could be encouraged to write Random House to urge its publication and raise some pointed questions about their failure to supply the public's demand. I'll do so in my responses.

I am sorry I cannot think of ways to be helpful.

With best wishes,

Sincerely,

Adlai E. Stevenson

P. S. Imagine the response in the U.S. if the Iranians were to attack an American ship, killing American servicemen, then pleading it had been mistaken for an Iraqi ship.

James M. Ennes, Jr. Research Papers

RONALD REAGAN
PACIFIC PALISADES

January 6, 1981

Mr. Charles Fennar
Greater New York Chapter of ARM
Box 24, Highbridge P.O.
New York, NY 10452

Dear Mr. Fennar:

Thank you very much for the book, Assault on the Liberty. I am delighted to have it and want you to know how much I appreciate your thoughtfulness. You were more than kind to do this.

I look forward to having a few spare moments during which I can go through the book, and I thank you for thinking of me.

Sincerely,

Ronald Reagan

RONALD REAGAN

James M. Eppes, Jr. Research Papers

ADLAI E. STEVENSON
ILLINOIS

United States Senate

WASHINGTON, D.C. 20510

September 19, 1980

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PRODUCTION AND QUALITY OF
INTELLIGENCE (CHAIRMAN)

DEMOCRATIC POLICY COMMITTEE

Mr. James M. Ennes, Jr.
[redacted]

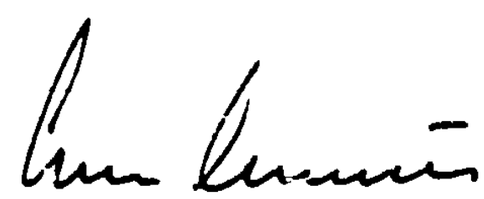
Dear Mr. Ennes:

Many thanks for your letter of September 15. I enclose the print from the Congressional Record.

The Intelligence Committee staff is examining some of the materials which were denied you. I am not certain at the moment how complete our collection of such materials is, but did want to report that the investigation is proceeding. Senator Goldwater is taking an active interest which is encouraging.

With best wishes,

Sincerely,



James M. Ennes, Jr. Research Papers

CBS
NEWS

15 February 1983

Dear Mr. Ennes,

Thank you so much for your letter. As it happens, the same mail brought a copy of your book from Priscilla Collins. I read it straight through when I got home - a fascinating book, beautifully written, I might add, and most persuasive. I wonder if we will ever get the full story of the motivation for the coverup.

Good luck.

Sincerely,

Richard C. Hottelet

James M. Ennes, Jr. Research Papers

(2
5.005)

USS LIBERTY VETERANS ASSOCIATION
Route #1, P.O. Box 45A
Burbank, SD 5.010

January 6, 1983

Admiral Zeev Almog
Commander-in-Chief Israel Navy
Israeli Defense Forces
Jerusalem, Israel

Dear Admiral Almog:

Through the United States Freedom of Information Act, we have obtained the Israel report entitled "The Attack on the "Liberty" Incident", released in June, 1982, and forwarded to this county via your letter to our former Chief of Naval Operations, Admiral Thomas Hayward.

James M. Ennes, Jr., author of "Assault On The Liberty", and Historian elect for the U.S.S. Liberty Veterans Association, has written the enclosed letter to Colonel Uri Algom concerning the Israel report discussed above. We, as crew members and survivors of "The Attack on the "Liberty" Incident" concur unanimously with both the letter and book written by Mr. Ennes. Speaking for these one-hundred and forty survivors, (total number located to-date that are now members of our association) is now my task as their elected president. They would like their story told, not to chastise Israel, but to have the United States know what really happened: the crews and Captain's magnificent performances of duty against overwhelmingly superior military forces, why the entire story has, and still is, been kept from the American public and finally why our own Navy and Government seem willing to accept most any story or excuse offered to them, but seem completely unwilling to hear or accept from us our version of the "incident". It seems to us that having paid our Country and Navy the ultimate in loyality, that of life and limb, the same loyality should be returned in allowing us to tell our story and receive the recognition deserved. This is especially true in the case of our Captain, a true hero in every sense of the word. Can you imagine giving the highest award for valor in existance to an Israeli soldier or sailor in complete privacy, lest someone be offended. Somehow I can't imagine this happening in Israel (fear of offending someone) and yet thats how our Captain received the Medal of Honor. What a shame! Both Captain and crew deserve so much more.

I am sending additional copies of Mr. Ennes' letter to Colonel Algom (whose report I am sure is accessible to all concerned) to Admiral Hayward, Admiral Watkins (present Chief of Naval Operations), MCPO Sanders (present Master Chief Petty Officer of the Navy) and to United States Senator Larry Pressler (the only Congressman to attend the dedication of a new grave stone for six of our fallen shipmates). The sending of these letters is part of our continued efforts to achieve our goals.

I sincerely hope, Admiral Almog, that you will consider both Mr. Ennes' letter and this letter, see the injustice of the situation, and help us to

James M. Ennes, Jr. Research Papers

C·T·N·Y·N·S

September 13, 1982

Dear Jim:

Thanks for the newsletter covering the fifteenth reunion, and I apologize that Tom Braden and I were unable to air anything.

Our radio and tv shows are now, respectively, one hour and one-half hour daily, which forces us to deal with "breaking" news. It is unlike the old days when we had three hours on radio, could use two of them to explore historical subjects like the continuing Liberty Story.

Best wishes to you and the crew.

Sincerely,

Pat Buchanan

Parrick J. Buchanan

James M. Ennes, Jr. Research Papers

Mr. Jim Ennes
P.O. Box 789
Woodinville, Washington 98072

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3 July 1982

Lieut. Commander James M. Ennes, Jr.
[redacted]

Dear Commander Ennes:

In response to your letter of 25 June I am inclosing a draft copy of the talk which you gave before the National Defense Study Section on 11 May 1982.

Because of increased mailing costs, study section minutes are now mailed to members in sets covering two meetings. Since the National Defense Study Section has over seven hundred members, I am sure you can appreciate the necessity of this policy.

Our monthly meeting following the one with you was held on 24 June (Rear Admiral Joseph J. Barth, Jr., Commander Carrier Group Three) and the minutes of that meeting are now in process of being transcribed. When completed, they will be printed and distributed, together with the minutes covering your presentation. It is expected that mailing will be accomplished within the next two to three weeks. Each time I shall send you a copy of the minutes pertaining to your talk.

Again, because of costs, I should point out that section minutes are limited to four pages. Therefore, the transcription process generally involves considerable editing for condensation.

Sincerely,

Russell S. Hahn

Russell S. Hahn
Colonel, USA-Ret
Chairman
Study Section on National Defense

Incl.
a/s

James M. Ennes, Jr. Research Papers

CBS
NEWS

August 26, 1982

Mr. James Miller
8507 16th Avenue
Bloomington, Minnesota 55420

Dear Mr. Miller:

The story of the U.S.S. Liberty is both tragic and controversial. CBS has reported in several stories on the Evening News on the fact that the Israelis could well have known they were attacking ~~an American ship~~. Mr. Ennes sent me his book, Assault on the Liberty, and I talked with him on several occasions. We both agreed that what is lacking for a complete telling of this story is primary source material that can show conclusively that the Israelis knew and the U.S. Government in turn covered-up.

This is not a conclusion that can be reached at lightly. It requires a top U.S. Government official on the inside who is willing to go public and talk about how the cover-up took place; or from the Israeli side, how the attack was orchestrated. Critical documents inside U.S. Government files that could unlock the mystery still have not been released. Requests for those files, as you probably know, have not been very fruitful.

CBS is not trying to cover-up anything. CBS News has its credibility, not because it jumps to conclusions but because it has the primary sources and primary documents to back up its reports. Without those, a story at this point would be an exercise in speculation.

I have an open file on this story. We have not given this one up.

Sincerely,

Ira Rosen

Ira Rosen
Producer, 60 Minutes

cc: Don Hewitt
Mike Wallace

James M. Ennes, Jr. Research Papers

NEWS Release

Telephone
202-543-2239

Washington Memorial Building
Veterans of Foreign Wars of the U.S.
200 Maryland Avenue, N.E., Washington, D.C. 20002

"THE VOICE OF TWO AND ONE HALF MILLION MEN AND WOMEN OF THE VFW AND ITS AUXILIARY"

FOR RELEASE:

IMMEDIATELY
(4 ~~NOVEMBER~~ 1982)

James M. Ennes, Jr. Research Papers

VFW LEADER: HONOR THE "USS LIBERTY"

WASHINGTON, D. C. -- James R. "Bob" Currieo, National Commander-in-Chief of the Veterans of Foreign Wars of the United States, today called upon the Reagan Administration to "honor the enduring memory of all those Americans who served on the 'USS Liberty' and were subjected to a murderous Israeli air and torpedo boat attack on June 6, 1967.

"There is finally," Mr. Currieo continued, "a small monument to six Americans killed on the 'USS Liberty' and buried at Arlington National Cemetery in heretofore unmarked graves. (The other 28 Americans killed during the attack are buried elsewhere.) These 34 dead, the 171 wounded, and the 73 unscathed survivers met their fates in the service of the government and the people of the United States. For 15 shameful years, our government, presumably for domestic political reasons, has looked the other way. Well, the VFW will not 'look the other way.'

"We will lay our VFW wreath at the 'Liberty' monument at an appropriate time on November 11, 1982 -- Veterans Day.

"I further call upon this Administration on November 11th, to so formally recognize the man who served on the 'Liberty.'

"Surely, an appropriate Administration official can render long overdue honors. The 'Liberty' monument is in Section 34, Arlington National Cemetery, just off Pershing Drive.

(MORE)

"End this wrongful self-imposed shame and honor the below-listed six at Arlington and all who, at our bidding, were on the 'Liberty' on June 6, 1967."

The names of those buried at Arlington, their rank, state of birth and date of birth are:

James M. Lupton, Communications Technician First Class, USN; Louisiana; October 20, 1941

Jerry Lee Goss, Communications Technician Third Class, USN; Indiana; May 30, 1941

Lawrence P. Hayden, Communications Technician Fifth Class, USN; Texas June 16, 1947

David W. Marlborough, Communications Technician Fifth Class, USN; Massachusetts September 28, 1948

Carl C. Nygren, Communications Technician Fifth Class, USN, New York May 17, 1945

Jack L. Raper, Sergeant, USMC; Georgia August 28, 1944

(The electronic intelligence ship -- "USS Liberty" -- was attacked repeatedly by Israeli aircraft and torpedo boats when she was in international waters in the eastern Mediterranean on June 6, 1967. The U. S. 6th Fleet failed to respond. The Israelis claim the attack was due to the failure of the "Liberty" to identify herself. The survivors of the "Liberty" have charged that the attack was deliberate to mask Israeli military moves on the Golan Heights. The Johnson Administration, for whatever reason, swept the incident under the rug. The understandably furious survivors of the "Liberty" have long sought to tell their side of the story; i.e., they were deliberately, savagely, and repeatedly attacked. For a gripping account of what happened, see Assault on the Liberty, by James M. Ennes, Jr., officer of the deck, when the attack occurred.)

James M. Ennes, Jr. Research Papers

Historian: James M. Ennes, Jr.
Uss Liberty Veterans Association
[redacted]

January 31st, 1983

James M. Ennes, Jr. Research Papers

Dear Mr. Ennes, Jr.

I have recently received your letter from November 19th, 1982.

I read your letter very carefully, and your notes are being checked now.

Sincerely yours

Colonel, Uri Algom
Chief Historian
I. d. F.

DEPARTMENT OF ANTHROPOLOGY UNIVERSITY OF FLORIDA
1350 GPA
GAINESVILLE FLORIDA 32611

8 April 1983

Mr. James M. Ennes, Jr.
[redacted]

Dear Jim:

Evelyn Judge passed your post card on to me. I have read your book and several of your group's newsletters with great interest. Several friends and I plan to approach some university organizations with a proposal to sponsor you here as a public speaker in the Fall. Our present semester ends this month, giving us too little time to arrange sponsorship and a forum for you this academic year. We are enthusiastic about your coming, and hope you are in a position to accept our invitation when we get the details worked out. Until then, you have my best wishes for continued success in your admirable work.

Sincerely yours,

Paul

Paul J. Magnarella
Professor

James M. Ennes Jr. Research Papers

EQUAL EMPLOYMENT OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350

IN REPLY REFER TO
Ser 09B1P1/310145

AUG 3 1983

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

This is in response to your Freedom of Information Act request of July 19, 1983, in which you seek information concerning the mission of the USS ANDREW JACKSON in June 1967.

If the requested records exist, they would be under the cognizance of the Commander in Chief U.S. Atlantic Fleet, Code J7, Norfolk, Virginia 23511.

Your request has been referred to that official for action and direct response to you.

Sincerely,

G. R. Aitken

G. R. AITKEN
PA/FOIA Coordinator
By direction of the
Chief of Naval Operations

James M. Ennes, Jr. Research Papers

Jewish War Veterans of the United States of America
1712 New Hampshire Avenue, N.W., Washington, D.C. 20009

0783258R

July 29, 1983

Joan Alpert
NATIONAL DIRECTOR
PUBLIC RELATIONS

Stanley W. White
Route One, Box 45A
Burbank, South Dakota 57010

Dear Mr. White:

Thank you for your letter of July 19. In response to your request, I am enclosing a copy of Mr. Stone's article on the JWV response to the [illegible]'s statements on the 1967 Liberty incident.

We would be happy to consider an official statement from you for publication, but request it be accompanied by the "absolutely incontrovertible evidence" you possess.

Sincerely,

Joan Alpert
Managing Editor

Enclosure

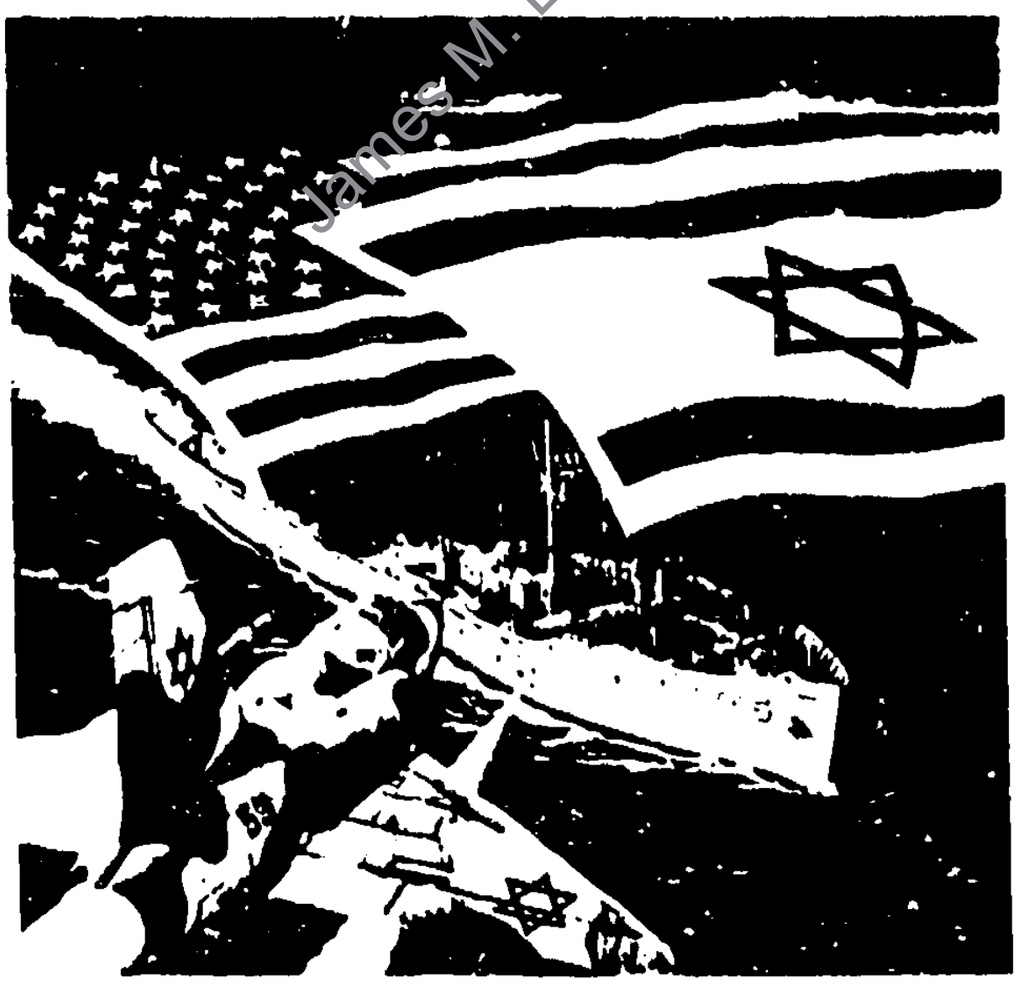
James M. Ennes, Jr Research Papers

This is a much-reduced size reproduction of the current cover of THE DOSSIER, which features a five page article on the USS Liberty. For a copy of the magazine, sent $4.00 to Editor R. L. Knudson, Post Officer Drawer 220, Oneonta, NY 13820.

James M. Ennes, Jr. Research Papers

THE DOSSIER

THE OFFICIAL JOURNAL OF THE INTERNATIONAL SPY SOCIETY



ISRAELI ATTACK ON U.S. WARSHIP

TOP SECRET

ISSUE FIVE

ADMIRAL ISAAC C. KIDD, JR.
U.S. NAVY, RETIRED

THE CHATEAUX
6171 Leesburg Pike
Falls Church, Virginia 22044
703-536-3398

October 10, 1983

ADMIRAL I.C. KIDD JR., U.S.N. RET
3287 VALLEY ROAD, NW
ATLANTA, GEORGIA 30305

Dear Jim:

I continue to appreciate the thoughtfulness of all of you wonderful colleagues by way of keeping me posted on how things are going with your fine Liberty Association. I read each word carefully and have to smile from time to time as stories pick up barnacles with the passage of time.

I continue troubled over the vigor with which you and your shipmates pursue a potential point of view that much is now known that was never disclosed or that things were known that were held back.

The only thing one can do is to continue to assure each of you gentlemen that such was certainly not the case as far as the Inquiry went.

There seems to me to be a very important, and apparently overlooked fundamental in the writing and speculation which I have been reading -- we must constantly remind ourselves that the United States Inquiry was limited completely to information available from U.S. sources. It appears to me that so much of the speculation, which, with the passage of time, seems to be taking on the character of established facts -- is virtually totally dependent upon after-the-fact indications, straws in the wind, writings by third and fourth parties, and like sources -- really too much guess work with not enough hard information to back it up beyond even more guess work. Perhaps very good guess work, Jim, but certainly based upon information unavailable at the time the Inquiry closed up shop.

I've never seen the point made in anything that I've read either in your fine book or in other correspondence which underlines the point that our Navy's Inquiry was

James M. Eames, Jr. Research Papers

tasked to paint but one part of the picture. Any dealings with any other Nation or any like sources beyond our own people were precluded.

I would indeed be honored to accept your invitation to join and would be most grateful for the appropriate paperwork if you could send it along to me.

Keep up the fine efforts. I certainly wish the Association well in its endeavors and I would look forward to seeing any of your magnificent ship's company whenever an opportunity might present itself.

All the best.

I. C. Kidd, Jr.

Mr. James N. Ennis, Jr.
19009 194th Avenue, N.E.
Woodinville, Washington 98072

James N. Ennes, Jr. Research Papers

The Washington Post
1150 15th STREET, N.W.
WASHINGTON, D.C. 20071
202 334 6000

DONALD E. GRAHAM
PUBLISHER
334-7138

Dear Rep. Findley,

Thanks for your letter. I will try to see if I can find out anything about the episode in question and will get back to you.

Sincerely,

Donald Graham

(I COMPLAINED THAT AN AD FOR THE BOOK WAS REPEATEDLY "LOST," MISSPLACED, DELAYED, AND FINALLY CANCELLED.)

James M. Ennes, Jr. Research Papers

April 25, 1983

Hon. Paul Findley
1730 Rhode Island Avenue NW Suite 912
Washington, D.C. 20036

Dear Paul,

Many, many months ago I deposited all the information I had relative to the ABC Good Morning Show in the circular file and neither Rose nor I can dredge up the name you seek. It was however a lady, whose name I think was somthing akin to Cohen but that may not even be close. She was most enthusiastic about my appearance and initially called several times a day to get me interested, even promising to bring Rose along and give us a couple days on the town in NYC. Just as suddenly I never heard another word.

The last conversation we had, she said something about there being a problem upstairs and that she would get back to me. The whole matter took place within a week or two following my review of Jim Ennes' book. I did not initially connect the events until Jim told me the numerous problems he was having with all aspects of distribution of the Liberty Book and it dawned on me that there was a high probability that I had become personna non grata because of the potential of the Liberty Incident being brought up directly or obliquely during my appearance. My review made it obvious that I was understandably upset over the unconscionable coverup of the lessons learned from the Liberty Incident. It galled me then and galls me still and I consider it akin to <u>treason</u> that we were treated that shabbily by the government and Navy who we were doing our level best to serve. In my opinion such a coverup is far more grevious than watergate. I am however, inured that the matter will never see the light of day.

Sometime in that same period, ABC's 20/20 program sent Sylvia Chase, an assistant and a camera crew of three from New York to Poway where they spent two days preparing a a half hour segment for their show. The idea was a retrospective on Pueblo and a look at my new career in art. She told me it was the most interesting interview and the most enjoyable she had ever done. The segment was to appear the following week. I suppose the cost to ABC for the interview was many thousands of bucks. The program never saw the light of day. The matter of correlating Liberty and Pueblo was discussed briefly but not pointedly as I recall.

James M. Ennes Jr. Research Papers

In any event since that point in time I have never been asked to do another network show of any kind. Since my self employed status as speaker and artist and occasional editorialist depends to a degree on limited exposure I have definetly been affected materially by the perception that I am somehow a threat to regenerate interest in Liberty.

Interestingly I have since been speaker at two Jewish foreign War Veteran's affairs. They were however local (Los Angels).

I'm happy to hear you enjoyed my book. Too bad I didn't have Jim Ennes' information when I wrote it, perhaps the matter would have gotten the attention it deserves or perhaps my book would have been squelched, who knows!

Anyway, Paul, the story is the Liberty Incident being covered up. When more than 200 American casualties can be sacrificed to whatever the hell group has all that power, this country is in very serious trouble. I look forward to reading your book and would appreciate a look at the galleys when they are available. I too will keep your confidence.

It would be most instructive to have a chat with you in person if your travels or mine make it possible.

Truly yours,

L. M. Bucher

16296 Rostrata Hill
Poway, CA 92064

James M. Ennes, Jr. Research Papers

UNITED STATES NAVAL INSTITUTE
ANNAPOLIS MARYLAND 21402

15 January 1981

Mr. James M. Ennes, Jr.
c/o Random House, Inc.
201 E. 50th Street
New York, N. Y. 10022

Dear Mr. Ennes:

Each year the U. S. Naval Institute's Proceedings' staff selects 15 to 20 "Notable Naval Books."

Seventeen books make up this year's listing.

We are pleased to inform you that Assault on the Liberty: The True Story of the Israeli Attack on An American Intelligence Ship has been included in the Proceedings' "Notable Naval Books of 1980," the complete listing of which appears in our January 1981 issue. Congratulations.

A copy of the January Proceedings is being mailed to you under separate cover.

Best wishes for 1981.

Sincerely yours,

C. R. Barrow, Jr.
Editor-in-Chief
Proceedings

James M. Ennes Jr. Research Papers

ARLEIGH BURKE
8624 FENWAY DRIVE
BETHESDA, MARYLAND 20817

20 May 1982

Commander James M. Ennes, Jr.
[redacted]

Dear Commander Ennes,

Mrs. Burke and I are deeply grateful to you and your shipmates for renewing your very generous invitation to attend the banquet of the LIBERTY at the Washington Hotel on Saturday evening, 5 June, 1982. We particularly are grateful for your great thoughtfulness in offering to arrange to pick us up at home and get us back home after the festivities of that night.

We accept with great pleasure both of those kind invitations. I do have enough trouble driving at night to never attempt it except in emergencies.

Enclosed is a check for $50.00 which I hope will cover the cost of the dinner. If that is not sufficient we would like to pay the balance. You have enough problems without being burdened with unncessary ones.

We will be ready at any time that is designated for picking us up. Enclosed is a map with the location of our house indicated. It takes about 45 minutes to drive from our house to the Washington Hotel in light traffic.

We do thank you for your great consideration. We look forward to a wonderful evening.

Sincerely yours,

Arleigh Burke

Arleigh Burke

James M. Ennes, Jr. Research Papers

CBS
NEWS

News Practices

Dear Mr. Ennes: 11/10/82

The most recent of what I gather is a continuing line of letters to various people in CBS -- to Mr. Mater on October 29th -- has come to me for response, because you deal in it with news matters.

As I looked at the record, I found that others have done so previously at your behest; obviously you are not satisfied. But there is only so much that we can tell you.

Our news budget is strictly limited. Yes, you think that your story is still an important one, and indeed it may turn out to be. Dozens, even hundreds, of other stories, short or long term, are just as important, maybe more important. How to select? Our editors and assignment personnel parcel out the stories and the time; they are the professionals at this, and that is what they are there for.

You protest that no one has acknowledged that "the attack might have been deliberate". The very CBS Newscast you cited -- the one in which Israel agreed to pay reparations -- indicated that Israel tacitly agrees at least that this might be so. Especially since the deal was that the books then be closed. That newscast stated "Israel claims the attack was accidental, but some former U.S. naval officers say it was on purpose, and they described today's action as part of a continuing cover-up."

There are allegations both ways in this matter, and I quite well understand that you feel that you alone have the final, authoritative word. I know of no "pressure" -- or even of any discussion -- by "Israeli spokesmen to ignore this story", as you put it.

Thank you for your interest and for writing. We shall certainly consider re-opening this or any story, when all things seem to suggest it.

Sincerely,

Eugene McPhee

Mr. James M. Ennes, Jr.
[redacted]

cc Gene P. Mater

769

James M. Ennes, Jr. Research Papers

ARLEIGH BURKE
8624 FENWAY DRIVE
BETHESDA MARYLAND [redacted] 20817
OFFICE TEL 301 365 3101
HOME TEL 301 365 0906

13 November 1982

Commander James M. Ennes, Jr.
[redacted]

Dear Jim,

Thank you for your very informative letter of 7 November.

I think your comments and appraisal of the situation is so sound I am taking the liberty of having your letter xeroxed so I can send copies to Admiral Moorer and Mr. Miller.

I have talked to Mr. Miller a couple of times on the telephone recently and I am sure the reason he has not been in touch with you is that he is devoting all of his time to either raising the necessary funds or in connection with fund raising.

Good luck to you

Sincerely yours,

Arleigh

Arleigh Burke

Copies to:

George Miller
c/o Joseph Laird
15250 Ventura Boulevard
Sherman Oaks, CA 91403

Admiral Thomas Moorer
CSIS
1800 K Street, N.W.
Washington, D.C. 20006

James M. Ennes, Jr. Research Papers

ARLEIGH BURKE
8624 FENWAY DRIVE
BETHESDA, MARYLAND 20034
OFFICE TEL 301-365-3101
HOME TEL 301-365-0906

20817

1 November 1982

Commander James M. Ennes, Jr.
[redacted]

Dear Terry and Jim,

It has been a long time since LIBERTY's reunion dinner and I am certain that much progress has been made on all fronts. I know that the wording has now been changed on the memorial tombstone in Arlington and that the ceremony to mark the change went off well. That was good to hear.

Several months ago Mr. George Miller, who is a friend of my sister in Sydney, Australia, called me from Los Angeles and stated that he was now in the Motion Picture Production business and was very much interested in producing a movie of the whole USS LIBERTY episode. He asked me for advice on whom to contact in the Navy and I suggested that he contact you before he did much with anybody else because you and your associates in the crew of LIBERTY knew more about the subject than anybody else. In addition to that better knowledge, I felt that whatever was to be done in that line would eventually involve you and all your associates and the sooner that coordination was achieved the easier the project would be on everybody involved. He, of course, knew about you and your book.

Recently he came back to Washington and came out to the house for dinner. He had been back to Australia and had visited other countries too. He was still very much interested in making the movie of the LIBERTY. He was eager to get the whole truth out and asked me to put him touch with people in the Navy Department who might help him. I did not know who in the Navy Department might help him. It's been a long time since I was involved in the Navy and the whole organization has been changed and I know very few people on active duty. Again I suggested that the first thing he should do was to get in contact with you for I felt that you could either give him the best possible advice or you would know who could. Certainly, I feel, that you should know about all efforts to tell the story of LIBERTY so that nobody gets crossed up and that there are no errors in the script of any movie. I don't have any idea whether there is a script yet or not. I suspect not.

Mr. Miller wanted to get in touch with Adm. Tom Moorer but Admiral Moorer was out of town and is not expected to be back until 2 November. Of course, when he gets back he will have a tremendous back-log of work to catch up and I doubt if he can have time to discuss any new project for awhile.

James M. Ennes, Jr. Research Papers

I think, but do not know, that there either is money available already to make the movie, or that the propects are very good for getting money from some sources already known - but not by me.

I hope that Mr. Miller will get in touch with you soon, but I know he is very busy too and is jumping all over the United States. Consequently I am writing this letter to you to give you what data I have and to give you Mr. Miller's addresses in case you might want to contact him. At least you will know who he is if he contacts you.

I wish I could become involved in helping the LIBERTY story to be known but I am very heavily over-loaded now and I simply must get some projects already underway finished before it is too late.

Good luck to you both and to your fine organization.

Sincerely yours,

Arleigh Burke

Copy to Mr. George Miller at address below

George Miller
c/o Mr. Joseph Laird
15250 Ventura Blvd.
Sherman Oaks, CA 91403

Australian address

Mr. George Miller
11 Burton Street
Mosman,
N.S.W 2088
Australia

James M. Ennes Jr. Research Papers

22 Jun 1981

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

I've enjoyed reading your book covering the LIBERTY incident - As CAG 3 on SARATOGA, I was watching the entire episode of the six-day war with great interest. In that position, I was well aware of the combat capability of my wing, but was not privy to the higher level communications that Captain Tully and Admiral Martin may have been receiving.

With that caveat firmly in mind, perhaps I can provide a little more insight into the events of the day -

The day actually started some weeks earlier when SARATOGA arrived in the Med with an Air Wing composed of leftovers from the Vietnam buildup - for the attack mission, we were assigned an enlarged A-1 squadron and an enlarged A-4 squadron.

The fighters were early model F-4 aircraft equipped with antibomber interceptor missiles for fleet air defense (vice the later more agile antifighter armament needed for effective dog fighting)- an important technical point is that the F-4's were not equipped for nuclear weapons. The month preceding the six-day war was largely spent north of Crete conducting progressively more complex training in an attempt to prepare the wing for possible hostilities related to the rapidly rising eastern Mediterranean tensions.

REAR ADMIRAL J. G. WISSLER, USN
COMMANDER, NAVAL AIR TEST CENTER
PATUXENT RIVER, MARYLAND 20670

James M. Ennes, Jr. Research Papers

During this period, the Russian fleet expanded in strength for the first time to a force rivaling the Sixth Fleet. Our contingency planning, training, and operations tended to concentrate on blocking or finessing the Russian Fleet from any overt or covert support of the potential Arab-Israeli conflict. This led to an intense exchange of shadowing wherein Russian ships would tail the Sixth Fleet formations, and the air wing would keep fully armed (antiship ordnance) aircraft airborne near the Russian combat units. The A-1 was an excellent aircraft for this role as it had good endurance and carried a large and impressive weapon load.

The six-day war rapidly swung in favor of Israel, and at its cessation, the tendency was to relax the air wings from their sustained wartime vigilance of the preceding week. As I understood it, AMERICA struck its ready conventional ordnance below, leaving only the SIOP ready nuclear aircraft armed (the normal peacetime stance for that decade). SARATOGA elected to keep about one-third of its aircraft on alert and conventionally armed for antishipping, in addition to its SIOP alert aircraft. We both kept a few F-4's armed with missiles for fleet defense.

At the time that the tactical commands were being generated to respond to LIBERTY's attack, the two carriers were steaming in formation. I was on AMERICA's bridge in a meeting with the other CAG and the CARDIV commander. I immediately heloed back to SARATOGA and personally briefed the A-1 pilots literally as they were strapping into their aircraft. Their instructions were simply to protect the LIBERTY. The ready ordnance load on the aircraft was for antishipping, and my assumption, at the time, was that the threat would probably be surface in nature, particularly by the time the A-1's arrived 1-1/2 to 2 hours later. The F-4's were not launched from SARATOGA because we did not have the airborne tanker capability to support them in a prolonged defensive combat scenario some 400 miles away.

James M. Ennes, Jr. Research Papers

The A-1's with their 20mm guns also were actually better equipped for close-in defense of the LIBERTY than were the F-4's with their antibomber missiles. Incidentally, the A-1 squadron was the same one that shot down a MIG in Vietnam on its preceding cruise.

The A-1's were recalled about 45 minutes or so after launch - I'm a bit hazy on whether we actually put SARATOGA's and/or AMERICA's F-4's into the air before a quick recall (once the airborne tanking was provided) or whether they scratched on deck. In any event, I'm sure that no nuclear armed A-4's or F-4's were launched from either ship. AMERICA spent most of the next hour trying to break out conventional ordnance for loading.

As a side note, our ordnance logistic position at that time was so fragile that we had to divert our A-1's to Crete to be able to down load and save the ordnance for another day.

As I was not involved in the higher level exchanges. I can't add anything of value to your analysis. However, I think a second contributor to the confusion in both Israel and the United States was the substantial concern that the Soviets might elect to get more actively involved in support of their losing allies. The large number of Soviet ships, the difficulty in keeping track of them, and the propensity of the Soviets to mask their hull numbers on occasion could have complicated the issue, with or without the Syrian theory that you've advanced.

I thrust this is of some value to you for background information. I'd prefer not to be officially quoted without further discussion.

Sincerely,

J. [illegible]
Rear Admiral, U. S. Navy

James M. Ennes, Jr. Research Papers

[redacted]

January [illegible], 1980

Dear Jim:

Thank you for sending me an autographed copy of your book, "ATTACK on the LIBERTY." I appreciate it.

I also appreciate the many kind remarks about me in the book, but at the same time I recognize several areas in which, it seems to me, that the bounds of literary license have been exceeded. Although I do not plan to make any public comment on the book, at least for the present, it might be helpful to you to have my comments on some of these areas:

a. I did not know that LCDR ANDRUSKEVICH or that any other individual, drank or had alcoholic beverages in their possession on board U.S.S. LIBERTY in contravention of U. S. Navy regulations and ship's regulations. And I know, and incidentally I never whistle aboard ship, I would have instituted prompt and effective measures. If there were officers on board LIBERTY who knew such to be the case, it appears that through their nonfeasance and dereliction of duty, I was not apprised of the situation. Surely, I was not the only officer on board with a sense of responsibility for fulfilling his oath of office as a commissioned officer and the provisions of the laws governing the U. S. Navy?

b. On page 123, the implication is that I served alcohol to unnamed guests while LIBERTY was enroute to Malta after the attack. I did not serve alcoholic beverages of any description to any guests in my cabin or elsewhere aboard LIBERTY at any time during my tenure as Commanding Officer, or for that matter, aboard any other ship or station of the U. S. Navy.

c. With respect to my testimony to the Court of Inquiry: I have never claimed perfection or infallibility, but testified, under oath, to the best of my knowledge, belief, and recollection, under the circumstances. I would so testify today. I did not prepare a written statement in advance, and no one told me how to testify or what to testify to. To have tailored my testimony to what others thought or believed would have been unworthy of me as a responsible officer, not to mention a violation of my oath.

James M. Ennes Jr. Research Papers

d. The purported interview mentioned on page [illegible] I have yet to meet either Admiral [illegible] or the honorable Senator [illegible]. Adm [illegible] was relieved as Chief of Naval Operations just three days after [illegible] arrived at Little Creek Naval Station. I do not recall the exact date that Maury and I went to Washington, D. C., but I do know that it was not during the first three days after LIBERTY returned to [illegible].

You have my respects for your premise, opinions and conclusions, and you are certainly entitled to them; I just don't happen to share them.

In closing, Jim, let me reiterate what I have said many times, in public and privately: I feel that the performance of every officer and man aboard LIBERTY during our awesome hours of peril was exemplary, that it was all I could have asked or expected of them, and that without their devotion to duty and proficiency in carrying out their tasks, it would not have been possible to save the ship. Their actions, including the helping care provided their fellow shipmates, kept the casualty toll from being far greater than was the case. I hold each officer and man that served aboard LIBERTY that day in the highest esteem, and feel that each shares in the honor that was accorded me.

Sincerely,

William L. McGonagle

William L. McGonagle
Captain, U.S. Navy (Ret.)
852 Paseo Ferrelo
Santa Barbara, CA. 93103

James M. Ennes, Jr. Research Papers

1 February 1980

Dear Captain McGonagle:

Thank you for your comment on my book. In view of the discrepancies you point to, you reaction was fairly restrained, and I appreciate that.

Although I tried very hard to verify everything I was told in order to assure the accuracy of the book, I'm afraid no two people will ever see an event in exactly the same way and their descriptions will vary even more--particularly when the event is as perilous and dramatic as this one. I want you to know, though, that I did not deliberately take license with any of the facts. Most of the details came to me from more than one source, and I did my best to assure that the information was accurate. Apparently that was not always the case, and I truly regret any errors that crept in. And please believe that I was careful to say nothing that I thought might malign your character, which I regard very highly.

About shipboard drinking, I don't think anyone felt that you were less than 100% devoted to the letter and spirit of Navy Regulations. The feeling I had and that was shared by other officers was that you simply were not yet in a position to deal with the alcohol problem. Since everyone at Servron seemed to be aware of Philip's drinking, and since the assignment of a "booze spy" was almost an open secret at Servron, it seemed that the Commanding Officer had probably been informed and was just waiting for a full report on the extent of the problem. Why people continued to drink fairly openly when they knew a spy was aboard would probably make a good subject for psychological study.

But aside from differing perceptions of the situation on June 8th, my clearest recollection of that awful day is of you standing on the starboard wing of the bridge, surrounded by flames, giving orders and directing the ship almost as calmly as if it were a drill. While many of the people aboard were certainly heroic, I'm certain that it was your performance on the bridge that inspired them. Without your inspiration, probably none of us would have survived. And that is one of the messages I tried to convey in the book.

Yours very truly,

James M. Eynes, Jr. Research Papers

Arthur Berry
[illegible] Tennyson Drive
Beverly Hills, Maryland [illegible]

[illegible]

James M. Ennes, Jr. Research Papers

2 August 1981

Mr. Richard H. Nolte, 50 Cat Rock Road
Cos Cob, Connecticut 06807

Dear Mr. Nolte:

In 1967 when the intelligence ship USS Liberty was attacked by Israeli forces near Gaza, you were this country's ambassador to Egypt and I was Liberty's officer of the deck. I was intrigued recently to come upon the following message released to me in connection with a Freedom of Information suit I am prosecuting in federal district court:

ZZ [redacted]R RUTPRC
DE RUEIVC 8705B 1591550
Z 0815452 JUN 67
FM AMEMBASSY CAIRO
TORRUEHC/SECSTATE WASHDC FLASH
RUTPRC/COMSIXTHFLT
STATE GRNC
BT
S E C R E T CAIRO 8705
[subject line apparently deleted by censor]
WE HAD BETTER GET OUR STORY O[redacted]TORPEDOING OF USS
LIBERTY OUT FAST AND T[redacted] HAD BETTER BE GOOD. NOLTE
BT

HR NOLTE PHONED AND SAYS MSG WAS SENT BECAUSE THE THOUGHT SHIP WAS WITHIN ISR. WATERS (MAYBE HELPING ISR?) AND WAS HIT BY EGYPTIANS

The official story, unfortunately, was not good at all, and it was not true. About the time your message was on the wire, the Liberty crew was already being warned not to talk about the attack to anyone, not even to their own families, under penalty of court martial. Although the government was aware that this was a carefully planned attack lasting more than 75 minutes, was preceded by very extensive reconnaissance, and that the ship was identified and tracked in the Israeli War Room before the attack, the American public was told that there was only very casual and very distant reconnaissance and that the attack itself lasted only about five minutes.

My Random House book, ASSAULT ON THE LIBERTY, is a product of more than twelve years of intensive research and tells a story of a deliberate attack and coverup. The book has been favorably endorsed by two retired chiefs of naval operations, several present and former members of Congress (Fulbright, Goldwater, Stevenson, Abourezk and others), and has been favorably reviewed in every military journal, but cannot get a single review in New York City.

Recently former ambassadors Rives Childs, Andrew Killgore and John West have praised this book. I would like to send you a copy and would very much enjoy knowing your reaction to it. If you care to tell me, I would be most fascinated to know the reaction, if any, to your message to State.

If you would like a signed, complimentary copy of this book, kindly call or write and I will mail one immediately.

Sincerely yours,

James M. Ennes, Jr. Research Papers

Room 2119, Rayburn Building
Washington, D.C. 20515
(202) 226-5271
Toll Free 800-252-0917

PAUL FINDLEY
20th District, Illinois

Committees:
FOREIGN AFFAIRS
AGRICULTURE

Congress of the United States
House of Representatives
Washington, D.C. 20515

January 11, 1982

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

I have read thoroughly and with great admiration your book on the Liberty and I would like very much to meet with you. I have no idea what your schedule is, but whenever it is convenient for you to be in Washington, please drop me a line so that we can work out a date.

Sincerely yours,

Paul Findley

Paul Findley
Representative in Congress

James M. Ennes, Jr. Research Papers

Dear Comrade Ernie: This is a congratulatory letter from Stevenson, for your eyes only. Am trying Finley. Regards, George

ADLAI E. STEVENSON

October 8, 1981

Mr. George Weller
Stampa Estera
Via della ~~Mercede~~ 55
Roma 00187 Italy

Dear Mr. Weller:

I remember you well from the old days. You were, indeed, a good friend of my father's. I'm glad to hear from you and appreciate those generous words. However, I don't know of a colleague courageous enough to place that essay in the Congressional Record. I certainly didn't find any of them interested in the "Liberty" when I brought it up, though Barry Goldwater showed some passing interest. The only member of the House who might be tempted is Paul Finley, of Illinois. I was glad to see President Reagan, of all people, publicly question the wisdom of permitting Israel to influence the conduct of our foreign policy. However, such suggestions draw such howls of outrage and indignation as to spread more intimidation. I'll continue to look for ways to help, but may be occupied soon with a campaign for Governor.

With best wishes,

Sincerely,

James M. Ennes, Jr. Research Papers

SUITE 400 888 SEVENTEENTH STREET N.W. WASHINGTON, D.C. 20006
SUITE 1955 231 SOUTH LASALLE STREET CHICAGO, ILLINOIS 60604

MAYER, BROWN & PLATT

888 SEVENTEENTH STREET, N.W.

WASHINGTON, D.C. 20006

TELEX [illegible] CABLE EMAYER

[illegible]

231 SOUTH LA SALLE STREET

CHICAGO, ILLINOIS 60604

312 782 0600

477 MADISON AVENUE

NEW YORK, NEW YORK 10022

212 838 [illegible]

[illegible] QUEEN VICTORIA STREET

LONDON EC4V 4AB, ENGLAND

01 248 7488

January 28, 1981

Mr. James M. Ennes, Jr.

[redacted]

Dear Mr. Ennes:

Thanks for your letter of January 8.

I cannot be very optimistic about the possibilities for continued Congressional attention to the attack on the Liberty. Senator Goldwater is the only one I know of to take an interest in the subject and, I believe, his staff had recommended that he not pursue it. Most are shy about taking on such matters. I am disappointed about that and with your publisher, too. I should think the publisher would have an obligation under your contract to promote and supply the demand for the book. I trust you have an influential agent. I continue to receive mail on the subject and am not surprised to hear that the settlement stirred up more interest in the book. Perhaps some of the correspondents could be encouraged to write Random House to urge its publication and raise some pointed questions about their failure to supply the public's demand. I'll do so in my responses.

I am sorry I cannot think of ways to be helpful.

With best wishes,

Sincerely,

Adlai E. Stevenson

P. S. Imagine the response in the U.S. if the Iranians were to attack an American ship, killing American servicemen, then pleading it had been mistaken for an Iraqi ship.

James M. Ennes Jr. Research Papers

SUITE 600
815 CONNECTICUT AVENUE
WASHINGTON, D.C. 20006

April 20, 1982

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

I appreciate your letter of April 12th. As I told you, I cannot recall meeting Maurice Bennett, but I may have. I don't recall making the statement, and I did not know what President Johnson knew about the affair. I appreciate your including the disclaimer in the later editions, and I hope the reunion goes well.

With best wishes.

Sincerely,

J. W. Fulbright

James M. Ennes, Jr. Research Papers

ARLEIGH BURKE
8624 FENWAY DRIVE
BETHESDA, MARYLAND 20817

3 July 1982

Commander James M. Ennes, Jr.
[redacted]

Dear Jim,

That very handsome LIBERTY pin has arrived. I will wear it with great pride.

Your reunion was apparently a good success although I am sure that that success will continue to grow.

We hope you have a very successful and happy summer.

All the best,

Arleigh

Arleigh Burke

James M. Ennes, Jr. Research Papers

19 May 1983

Dear Mr. Ennes,

Thank you most kindly for your and Stan White's thoughtful and generous personalized gift -- a truly just tribute to the USS Liberty.

With warmest personal regards and best wishes.

Sincerely,

R. H. BARROW
General, U. S. Marine Corps
Commandant of the Marine Corps

Mr. James M. Ennes, Jr.
c/o USS Liberty Veterans Association
Route 1
P. O. Box 45A
Burbank, South Dakota 57010

James M. Ennes, Jr. Research Papers

THE BALTIMORE SUN
Baltimore, Maryland

DOUGLAS WATSON
BALTIMORE SUN
BEIT AGRON PRESS CENTER
JERUSALEM, ISRAEL
TEL 243246 - 248722

March 21, 1981

Dear Mr. Ennes:

I apologize for having forgotten to send you copies of the four pages of material Israel's foreign ministry provided me when I asked for its position on the Liberty. Israel's defense ministry referred me to the foreign ministry. Here the pages are.

Thanks for sending the copy from the U.S. embassy telex. I'll keep it on hand. However, I am not planning at this time to write anything further on the Liberty, having more than enough other items to cover here and on my trips to the Arab world. But if there is a major revelation regarding the Liberty, I would want to write about it.

Sincerely,

James M. Ennes, Jr. Research Papers

Tomorrow
Show

August 29,1980

James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes,

Thank you for your recent letter concerning your book "Assault on the Liberty". I had your publisher send over a copy of the book, and I found it very interesting. Unfortunately, the subject matter is too serious for our new show. As you may have heard, TOMORROW is expanding to 90 minutes in September, and there will be more entertainment and feature material than before.

I appreciate Larry's recommendation, and I'm sure your appearance on his show was a success. The story of the Liberty is fascinating, and requires a certain amount of airtime to do it justice. I'm afraid our new format just couldn't accomodate it.

Have you tried the news shows or wire services? They love stories like this.

Best Regards,

Jeanne Edmunds

Jeanne Edmunds
Talent Coordinator-TOMORROW

James M. Ennes, Jr. Research Papers

NORMAN F. DACEY
80 GROVERS AVENUE
BRIDGEPORT, CONNECTICUT 06605
TEL. (203) 374-5228

July 22, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Jim:

I personally gave Phil Donahue your book and suggested that he have you and any other crew member you suggested appear on the show. He said he'd read it, or have it read.

I've written the producer and told her that Larry King is having you on and about the piece in People Magazine.

Enclosed is a reply I had from Random House, together with my response.

Good luck.

Regards,

N FD/dko
encls.

James M. Ennes, Jr. Research Papers

RONALD REAGAN
PACIFIC PALISADES

January 6, 1981

Mr. Charles Fennar
Greater New York Chapter of ARM
Box 24, Highbridge P.O.
New York, NY 10452

Dear Mr. Fennar:

Thank you very much for the book, Assault on the Liberty. I am delighted to have it and want you to know how much I appreciate your thoughtfulness. You were more than kind to do this.

I look forward to having a few spare moments during which I can go through the book, and I thank you for thinking of me.

Sincerely,

Ronald Reagan

RONALD REAGAN

James M. Ennes, Jr. Research Papers

ADLAI E. STEVENSON
ILLINOIS

United States Senate

WASHINGTON, D.C. 20510

COMMITTEE ON BANKING, HOUSING AND URBAN AFFAIRS

SUBCOMMITTEE ON INTERNATIONAL FINANCE (CHAIRMAN)

COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION

SUBCOMMITTEE ON SCIENCE, TECHNOLOGY AND SPACE (CHAIRMAN)

[redacted]

SELECT COMMITTEE ON INTELLIGENCE

SUBCOMMITTEE ON THE COLLECTION, PRODUCTION AND QUALITY OF INTELLIGENCE (CHAIRMAN)

DEMOCRATIC POLICY COMMITTEE

December 18, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Before leaving office at the end of this month I want to write to thank you for your part in generating public interest through your book in the circumstances of the Israeli attack on the U.S.S. Liberty. I had myself long been dubious about the Israeli contention that the attack was simply a case of mistaken identity, especially in view of the extensive reconnoitering of the ship that took place before the attack. Even more curious, however, has been the bland acceptance of this explanation by the U.S. Government. I can readily understand that, while the 1967 war was still underway and there was uncertainty about possible Soviet involvement, the Administration might want to temporarily downplay the attack. I do not see, however, why this attitude should have persisted through the years, given the large loss of life and property damage the United States sustained and the signif nce of the attack to U.S.-Israeli relations.

Unfortunately, since I am leaving the Senate, I will be unable to pursue the many unanswered questions surrounding the Liberty case. I understand, however, that the Select Committee on Intelligence will continue to accept evidence which anyone wishes to offer and that an examination will be made of this evidence to see if a formal inquiry is warranted.

I have just learned from the State Department that the Israeli government has settled the claim for damage to the Liberty. While it is good to have this issue resolved after all these years, the claims settlement does not bear on key issues like intent and foreknowledge which you and others have raised.

With best wishes for the future,

Sincerely,

Adlai E. Stevenson

James M. Ennes Jr. Research Papers

ADLAI E. STEVENSON
ILLINOIS

United States Senate

WASHINGTON, D.C. 20510

COMMITTEE ON BANKING, HOUSING AND URBAN AFFAIRS
SUBCOMMITTEE ON INTERNATIONAL FINANCE (CHAIRMAN)

COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION
SUBCOMMITTEE ON SCIENCE, TECHNOLOGY AND SPACE (CHAIRMAN)

[redacted]

SELECT COMMITTEE ON INTELLIGENCE
SUBCOMMITTEE ON THE COLLECTION, PRODUCTION AND QUALITY OF INTELLIGENCE (CHAIRMAN)

DEMOCRATIC POLICY COMMITTEE

September 19, 1980

Mr. James M. Ennes, Jr.
[redacted]

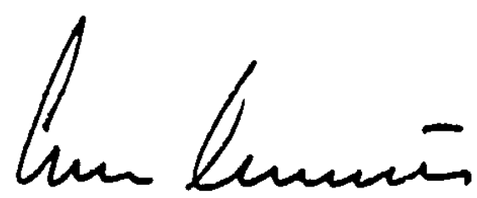
Dear Mr. Ennes:

Many thanks for your letter of September 15. I enclose the print from the Congressional Record.

The Intelligence Committee staff is examining some of the materials which were denied you. I am not certain at the moment how complete our collection of such materials is, but did want to report that the investigation is proceeding. Senator Goldwater is taking an active interest which is encouraging.

With best wishes,

Sincerely,



James M. Ennes, Jr. Research Papers

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312 782 0600

277 PARK AVENUE
NEW YORK, NEW YORK 10017
212-838-7110

162 QUEEN VICTORIA STREET
LONDON EC4V 4BS, ENGLAND
01-248 1465

January 28, 1981

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Thanks for your letter of January 8.

I cannot be very optimistic about the possibilities for continued Congressional attention to the attack on the Liberty. Senator Goldwater is the only one I know of to take an interest in the subject and, I believe, his staff had recommended that he not pursue it. Most are shy about taking on such matters. I am disappointed about that and with your publisher, too. I should think the publisher would have an obligation under your contract to promote and supply the demand for the book. I trust you have an influential agent. I continue to receive mail on the subject and am not surprised to hear that the settlement stirred up more interest in the book. Perhaps some of the correspondents could be encouraged to write Random House to urge its publication and raise some pointed questions about their failure to supply the public's demand. I'll do so in my responses.

I am sorry I cannot think of ways to be helpful.

With best wishes,

Sincerely,

Adlai E. Stevenson

P. S. Imagine the response in the U.S. if the Iranians were to attack an American ship, killing American servicemen, then pleading it had been mistaken for an Iraqi ship.

James M. Ennes Jr. Research Papers

ADLAI E. STEVENSON
ILLINOIS

United States Senate

WASHINGTON, D.C. 20510

COMMITTEE ON BANKING, HOUSING AND URBAN AFFAIRS
SUBCOMMITTEE ON INTERNATIONAL FINANCE (CHAIRMAN)

COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION
SUBCOMMITTEE ON SCIENCE, TECHNOLOGY AND SPACE (CHAIRMAN)

[redacted]

SELECT COMMITTEE ON INTELLIGENCE
SUBCOMMITTEE ON THE COLLECTION, PRODUCTION AND QUALITY OF INTELLIGENCE (CHAIRMAN)

DEMOCRATIC POLICY COMMITTEE

September 9, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

If the following is suitable, you are welcome to use it on the cover of the second edition:

> This is a lively, thoroughly researched account of an Israeli attack that took the lives of 34 American seamen, wounded others, including the author, and nearly destroyed the U.S.S. Liberty. From all I can learn, the attack was deliberate, as Mr. Ennes demonstrates, and the facts, including the Navy's bungling before and during the attack, were covered up. If this book received more attention, U.S. policies in the Middle East might be better balanced and more successful. It is well worth reading.

To mention this book in the Record, it would be helpful to have something I could place in the Record. A book review might serve the purpose. If you can supply something, I'd be happy to oblige.

The Congress never investigated this matter and I don't detect much enthusiasm for getting into it now. My own time here is running short. Nevertheless, I am trying to get access to the files that were denied you. If I succeed, we'll be in a position to decide what if anything more to do. The staff was much impressed by your comments during the meeting I arranged. I am trying to follow up.

I enclose a copy of my speech in the Senate supporting my unsuccessful amendment to cut economic assistance for Israel.

With best wishes,

Sincerely,

Enclosure

James M. Ennes, Jr. Research Papers

Mr. James M. Ennis, Jr., in his recent book "Assault on the Liberty," has made an important contribution to the history of our involvement in the Israeli-Arab conflict. Few Americans understand why the United States is so frustrated in its efforts to bring about a peaceful settlement of that 30 year war. This book reveals some of the reasons for that frustration and should be read by our policy makers and the public.

J. W. Fulbright

James M. Ennes, Jr. Research Papers

JOHN R. RARICK
ATTORNEY AT LAW

482 ROYAL ST., BOX 236
ST. FRANCISVILLE, LOUISIANA 70775
504 635-3485

March 13, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes,

I have at long last had an opportunity to finish the reading of your book, "Assault On The Liberty." Needless to say I was exasperated at the very well documented report you have provided for us and posterity from your first hand experience.

I was in the U.S. Congress when the meager reports started reaching us. Because I could not receive any detailed reports and no descriptions of the survivors were made available to us, I became firmly convinced that the cover up could only mean the worse. This your magnificent book, "The Assault On The Liberty" bears out.

I find it almost inconceivable after reading your reports, that the great American Press, which so prides itself in first amendment freedoms and its right for the public to know even the worse, permitted itself, if that be the case, to be denied this story by interviews with the survivors so that the American People did have the right to know.

Your report may now be past over by many of the intellectuals and opinion makers as being past history. If so it will be because those who would ignore its lesson are some of the same, if not the same, who have brought us to the days problems.

I can only congratulate you on your straight forward and fearless approach to make the truth available to the American Public.

My very sincere, best wishes,

JOHN R. RARICK
JRR/mr

James M. Ennes, Jr. Research Papers

BARRY GOLDWATER
ARIZONA

United States Senate

WASHINGTON, D.C. 20510

COMMITTEES
ARMED SERVICES
TACTICAL AIR POWER SUBCOMMITTEE
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RESEARCH AND DEVELOPMENT SUBCOMMITTEE
COMMERCE, SCIENCE AND TRANSPORTATION
SCIENCE, TECHNOLOGY AND SPACE
AVIATION
SURFACE TRANSPORTATION
SELECT COMMITTEE ON INTELLIGENCE
VICE CHAIRMAN

August 14, 1980

Mr. L. W. Batts
4024 North Cheyenne Drive
Tucson, Arizona 85705

Dear Bill:

The book was absolutely tremendous. I can't do it word of it and I am tremendously happy that the event has finally been published so that the American people who care can know a little better what we have had to put up with. With friends like that you don't really need enemies.

With best wishes,

Barry

Barry Goldwater

(This letter was sent to Goldwater's constituent L.W. Bartee to thank him for sending a copy of Assault on the Liberty.)

James M. Ennes, Jr. Research Papers

BARRY GOLDWATER
ARIZONA

United States Senate

WASHINGTON, D.C. 20510

COMMITTEES
ARMED SERVICES
TACTICAL AIR POWER SUBCOMMITTEE
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RESEARCH AND DEVELOPMENT SUBCOMMITTEE
COMMERCE SCIENCE AND TRANSPORTATION
SCIENCE, TECHNOLOGY AND SPACE
AVIATION
SURFACE TRANSPORTATION
SELECT COMMITTEE ON INTELLIGENCE
VICE CHAIRMAN

August 14, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Jim:

I enjoyed the book tremendously. I've already turned it over to a member of the staff to read and before I get through with it, it will be shop worn but thoroughly read.

Sincerely,

Barry

Barry Goldwater

James M. Ennes, Jr. Research Papers

THOMAS G. ABERNETHY, SR.
3973 STUART PLACE
JACKSON, MISSISSIPPI 39211

26 January 1980

Mr. James M. Ennes, Jr
[redacted]

Dear Mr. Ennes

I have just read your book Assault on the Liberty. God bless you for writing it. And thank God your life was spared from this dastardly attack so that you might record the facts.

You have completely exposed the deliberate and cowardly attack on a non-combat American ship. You have exposed the political coverup of the facts by the Executive branch of our government, members of which knew the facts but ordered and maintained a coverup. Even Washington's liberal press charged them with covering up.

Members of Congress expressed the view that the facts were being kept covered; but only three made public expressions to that effect. Such was common talk in the cloak rooms dining rooms, standing behind the House and Senate floor rails, etc. The guts to speak out was not there. Only 3 of us did.

The State Department had representatives on Capitol Hill the morning after the assault meeting with members in a Committee Room and telling them "It was an accident. Israel has apologized." I queried these authorities closely but got evasive answers. They were unable to answer my questions as to who made the apology? And what did it contain? And other pertinent questions.

The Navy Court of Inquiry reported the ship properly marked, that the weather was clear and said everything that should have been said except that the Israelis knew the nationality of the ship. This, was a part of the coverup. When the report was released I could take it no longer and went straight to the floor of the House to charge that the attackers knew whose ship was being attacked and suggesting if the ship had been Egyptian we would have been down Nasser's throat in short order. My mail was overwhelming, from every state and some from abroad. Only two in disagreement - a Marylander and a Mississippian. Enclosed is a copy of my letter to the latter. A statement or so in this letter I learned were not exactly correct but all else were.

When I can get to my file which is at the University of Mississippi Library I shall send you some interesting xerox copies of materials.

You have rendered a great service and the nation should be everlastingly indebted to you.

Sincerely

Tom Abernethy

Thomas G. Abernethy, Sr

James M. Ennes, Jr. Research Papers

Room 2110, Rayburn Building
Washington, D.C. 20515
(202) 225-5271
Toll Free 800-252-5917

PAUL FINDLEY
20th District, Illinois

Committees:
FOREIGN AFFAIRS
AGRICULTURE

Congress of the United States
House of Representatives
Washington, D.C. 20515

February 11, 1982

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Thanks for your letter. I would be delighted if you could stop in my office while you are in Washington the weekend of June 5, 1982, and I would be interested in meeting others from the ship.

Look forward to meeting you.

Sincerely yours,

Paul Findley

Paul Findley
Representative in Congress

James M. Ennes, Jr. Research Papers

[illegible] 31, 1979

Lloyd C. P[illegible]
RD [illegible] Box 2[illegible]
[illegible] PA
17325

Lloyd Painter was Officer-of-the-Deck when the attack started, and is a featured character in the book.

Mr. Robert [illegible] Le[illegible]
Vice-President
Executive Editor
Random House, Inc.

Dear Mr. Lewis:

Re[illegible] [illegible] of
[illegible] colleagues of [illegible] ASSAULT ON THE LIBERTY.

I [illegible] remember!
I [illegible] "forgetting",
I [illegible] book
I [illegible] the past week,
[illegible] ASSAULT ON THE LIBERTY.

However, [illegible] for historical accuracy, I [illegible] on that dreadful day.

[illegible] ASSAULT ON THE LIBERTY [illegible] infamous day in our nations recent history - - a day [illegible] of our government authorities would like to forget.

Yours,

Lloyd P.

James M. Ennes, Jr. Research Papers

2210 Beverly Drive
Charlotte, N. C. 28207

August 7, 1979

Mr. Robert D. Loomis
Vice-President &
Executive Editor
Random House, Inc.
New York, New York 10022

John Scott was Liberty's
Damage Control Officer

Dear Mr. Loomis:

I am indeed very grateful for the opportunity you have afforded me to review the uncorrected proof of Assault On The Liberty by James Ennis, Jr.

As I am sure you have undoubtedly anticipated, I found this book to be a truly fascinating and factual account of the tragedy that befell the USS Liberty and of the shameful official coverup that followed and is still with us today.

For the past twelve years, the very mention of the Liberty incident has left me with a feeling of uneasiness that I was unable to rationalize or surpress. It was only after I finished reading this extraordinary book that I fully realized that the cause of my personal anxiety was not the performance of the ship and her crew on June 8, 1967 but was the unremitting "silence" that was immediately imposed and prevails so effectively until the present.

Fortunately, there was one among us who had the ability, the perseverance and the fortitude to piece together this remarkable story of the events that surrounded that ill-fated voyage. Again, I am deeply grateful not only for myself but for the families of those we lost that this story will at long last be told to the public.

In conclusion, I must emphasize that this is an exciting, spell binding book skillfully written with the sensitivity that could only come from one who actually lived through this unbelievable experience. Congratulations to Jim Ennes for this excellent book and I am anxiously awaiting final publication this autumn!

Sincerely,

John D. Scott

John D. Scott

James M. Ennes, Jr. Research Papers

ARLEIGH BURKE
8024 FENWAY DRIVE
BETHESDA, MARYLAND 20034

11 August 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes,

Thank you very much for taking time from your busy schedule to come out to see me while you were in the area last week. I thank you too for writing your excellent book, and the thoughtfulness of Ted Hartge for requesting that a copy be sent to me.

As you stated to me the slow reaction to the attack on LIBERTY by so many elements of our government is amazing and not understandable.

You asked if I could write a short comment on ASSAULT ON THE LIBERTY suitable for inclusion on the dust cover. Perhaps some of the statements below will be suitable.

The amazing [illegible] record of the series of attacks on the USS LIBERTY on June 8, 1967 by Israeli forces has been recorded for the edification of the deck of that unfortunate ship manned by a courageous crew.

The dismay and the horror of the American people [illegible] is well understood. The reasons why these attacks occurred and the [illegible] on the reactions of our government and the forces are still [illegible].

[illegible] record [illegible] the [illegible] past. [illegible] the future of [illegible].

[illegible] stated above also as you [illegible] perceive fit [illegible].

[illegible] you in many endeavors.

Sincerely yours,

Arleigh Burke

Arleigh Burke

James M. Ennes, Jr. Research Papers

ARLEIGH BURKE
8024 FENWAY DRIVE
BETHESDA, MARYLAND 20014

11 August 1[illegible]

[illegible] Jr.
[illegible] County,
[illegible],

Dear [illegible],

[illegible] for taking the time from your busy schedule to come out to see us [illegible] over in the area last week. [illegible] thank you too for writing in your guest book, and the thoughtfulness of [illegible] that a copy be sent to [illegible].

As you stated to me, the slow reaction to the attack on USS LIBERTY is one many elements of our government is ashamed and not satisfied.

You asked if I could write a short comment or [illegible] USS LIBERTY suitable for inclusion on the dust cover. I prepared one of the [illegible] which I hope will be suitable.

[illegible]

[illegible] record [illegible] last. [illegible] national relations of [illegible] What the future of [illegible] will be.

You are not by the above statements as you [illegible] as the [illegible] remains the same.

Good luck to you in your endeavors.

Sincerely yours,

Arleigh Burke

Arleigh Burke

James M. Ennes, Jr. Research Papers

The Amazing and fascinating story of the Israeli attack on the USS LIBERTY has been recorded by the officer of the deck of that unfortunate ship manned by a courageous crew. ASSAULT ON THE LIBERTY provides a timely record of part of the recent history of the tangled relations of the Middle East. This book will help in assessing what the future of that area may be."

to Loomis:

ASSAULT ON THE LIBERTY, written by the officer of the deck of that unfortunate ship, provides a timely record of part of the recent history of the Middle East. This book will help in assessing what the future of that area may be.

James M. Ennes, Jr. Research Papers

James M. Ennes, Jr.
19009 194th Avenue NE
Woodinville
Washington 98072

11 January 1981

Mr. Glen Wasson
DEFENSE ELECTRONICS
1170 East Meadow Drive
Palo Alto, California 94303

Dear Glen:

Here are some of the comments on my book from national leaders that may be helpful in replying to letters to the magazine.

In reply to the letter which you read to me from a California Congressman (Eugene Chappie?) here are some comments you may find useful.

> The integrity of the government investigations into the attack is at the heart of this story; the investigations were hastily, badly and carelessly done and reached conclusions which are in startling conflict with all the evidence. Readers should wonder why one member of the Court of Inquiry failed to sign the completed report and then almost immediately retired from the Navy. Was this an act of protest? The Navy will not say. But the reports were accepted despite their weakness, apparently for political convenience. These are the very matters that should be examined now.
>
> Anyone unconvinced that the Liberty attack was deliberate should read my 1980 Random House book, Assault on the Liberty, which reproduces much of the evidence. The book, now in a fourth printing, has been very favorable endorsed by national and military leaders and by most of the official military journals. It is available through any bookstore or directly from the author at POB 789, Woodinville, Washington 98072, postpaid for $15. Anyone still unconvinced should study the transcript of the Court of Inquiry, which is available from the Navy for about $42. No one familiar with the facts in this case can reasonably maintain that the assault on the Liberty was accidental.

If that is too long, feel free to chop it up, but I do hope you will find somewhere to mention that there is a book on the subject and that the book is still in print and available.

Sincerely,

Jim Ennes

James M. Ennes, Jr. Research Papers

JAMES JACKSON KILPATRICK
WHITE WALNUT HILL
WOODVILLE, VIRGINIA 22749
703 987-8369

26 October 1981.

Dear Jim--

First let me tell you that I finally got around to reading ASSAULT ON THE LIBERTY as I flew to and from San Diego the other day. It is a great book. I found it absolutely engrossing--and infuriating as well. I hope to write a column about it soon, but I have not wanted further to muddy the waters over AWACS and the Saudis right now.

You asked about deletions from my August 29 column. I never know what editors have done with my copy. Once the copy goes out from the Syndicate, it vanishes into an editorial limbo. Some of my 435 papers use all three of my columns, in full, every week. Others use one or two in full. Still others, for their own reasons, decide that none of them is worth printing. Others cut paragraphs or sentences for reasons of space or for other reasons of their own. I'm not at all surprised that some editors, out of timidity or conviction, deleted my reference to the LIBERTY incident. This is the way the pundit business works.

Best wishes,

James J. Kilpatrick.

Mr. James M. Ennes, Jr.,
[redacted]

vs.

James M. Ennes, Jr. Research Papers

The Center for Strategic and International Studies
Georgetown University / 1800 K Street Northwest / Washington DC 20006 / Telephone 202 / 887-0200
Cable Address CENSTRAT
TWX 7108229583

September 17, 1981

Mr. James M. Ennes
[redacted]

Dear Mr. Ennes,

I am deeply grateful to you for sending me a copy of your excellent and important book at the suggestion of Ambassador West. It is obvious that we continue to measure most unevenly but, you and I are fighting this battle in the national interest and you are to be congratulated on your splendid devotion.

Very sincerely yours,

Robert G. Neumann
Former Ambassador

James M. Ennes, Jr. Research Papers

29 July 1981

Mr. James M. Ennes, Jr.

[redacted]

Dear Jim:

I can understand your frustration in your efforts to acquire the addresses of members of the crew of the LIBERTY. I have had the same problem in connection with my recent activities. I have been looking for a shipmate of yours, or at least someone who has close access to the records of the LIBERTY -- so far to no avail.

In any event, we will keep trying and I do hope that you will succeed in the work you are doing. Incidentally, I am looking forward to reading your new novel which I am sure will be of much lighter stuff than the saga of the LIBERTY.

Sincerely,

Thomas H. Moorer
Admiral, U.S. Navy (Ret.)

James M. Ennes, Jr. Research Papers

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United States Senate

COMMITTEE ON FOREIGN RELATIONS
WASHINGTON, D.C. 20510

October 6, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Thank you for your letter. I intend to read your book at my first opportunity.

With every good wish and

Sincerely,

Charles H. Percy
United States Senator

CHP:asn

James M. Ennes, Jr. Research Papers

READERS DIGEST
PLEASANTVILLE NY 10570

SENIOR EDITOR • *Trevor Armbrister*

June 1, 1983

Dear Jim:

Herewith the inter-office correspondence on the book. As you can see, pain likely is; largest the [illegible] had been paled by time, etc.

In three quarters of the way through the copy that [illegible] sent me; I think you've done a fantastic job and that you write splendidly.

Part of my job here is to find and encourage free lancers to do pieces for us. If you are interested and have some ideas, do let me know.

All best,

GF

WASHINGTON EDITORIAL OFFICE • 1730 RHODE ISLAND AVE. N.W., SUITE 406, WASHINGTON, D.C. 20036
202-223-9520

James M. Ennes, Jr. Research Papers

READER'S DIGEST

Monday through Friday

6/7/82

Trevor,

As you requested, here is a copy of the report on ASSAULT ON THE LIBERTY by James Ennes. John Erwin, an outside reader of ours, read it, and Elinor Griest check-read it.

Best wishes,

Maureen Mackey

200 Park Avenue • New York, N.Y. 10166 • 687-5400

James M. Ennes Jr. Research Papers

Comments from Readers Digest

Ennes, James NF RD - 2 (Supp.) CB - for ck JSE 6/21/79

ASSAULT ON THE LIBERTY Random House Ms.

About the Israeli attack on the USS Liberty in the Arab-Israeli war of 1967, told by one of the destroyer's officers. When it occurred the Liberty was off the Sinai Peninsula; the attack took place after prolonged surveillance; bombs, napalm and torpedoes were used. It lasted more than 2 hours, during which 34 Americans were killed and 171 wounded. The U.S. 6th Fleet intervened and the Israeli government "apologized." For some reason, the matter seems to have been hushed up and the American public was led to believe that the whole thing was a mistake and a minor incident at that. Ennes claims that Israel knew from the start that the destroyer was American and that the assault was part of an effort to keep secret their invasion of Syria. It's a most dramatic play-by-play report, the last part contains statements by government personnel, the military and survivors.

(cont.)

James M. Ennes, Jr. Research Papers

This is most readable and well put together and the reader cannot help but conclude that this apparently is another incident of "what the people don't know won't hurt them."

I think this is worth considering as a supplement possibility, but if NU for the magazine, to CB for a check-read. (TW wants to see.)

To EG for check.

COMMENTS FROM READERS DIGEST

Ennes, James NF NU - ck.rd. EG 10/31/79

ASSAULT ON THE LIBERTY Random House Ms.

As of today, the whitewashed fiasco that was the 1967 USS Liberty tragedy* is deserving only of a footnote to history -- as the precursor of the North Korean capture in January 1968 of another Navy intelligence ship, Pueblo. Alerted to the fact that the U.S. was unable to protect the Liberty when it inadvertently wandered into the Israeli-Arab Six-Day War, the Communists were emboldened not just to attack the Pueblo (as the Israelis had the Liberty) but to capture it -- "probably the most productive intelligence coup of this century".

The story will doubtless make a good TV film, but its significance has been paled by time and subsequent events.

*34 Americans killed, 171 wounded

(over)

James M. Ennes, Jr. Research Papers

ASSAULT ON THE LIBERTY - 2 - EG

We ran an article on the Six-Day War, with no mention of hushed-up Liberty incident (Israel apologized; U.S. accepted it) in 8/68, "The Week the Hotline Burned".

Manuscript and report to TW.

EMBASSY OF THE ARAB REPUBLIC OF
EGYPT
OFFICE OF THE DEFENSE & ARMED FORCES ATTACHE
2308 TRACY PLACE, N.W. WASHINGTON D.C. 20008

TEL: (202) 462 6561

[illegible] CALLED
GEN GHAZALA ABOUT S[illegible]
[illegible]; SHIP DID NOT LEAVE
ALEX AFTER 1 JUNE

Ref. No. : Gal-4910
Date : Oct. 20-1976

Mr. John D. Scott
[redacted]

Dear Mr, Scott.

Reply to your letter dated 25 Aug. 1976. I would like to confirm that the Egyption ship ELQUSEIR did leave ALEXANDRIA port since 1st of June 1967 . And I assure you that the story you mentioned was a fabrication.

Thank you for your letter and my best wishes for yor future.

Sincerely yours,

Abou Ghazala

Major Gen. Mohamed A. Abou Ghazala
Defense & Armed Forces Attache

James M. Ennes, Jr. Research Papers

5 January 1981

Mr. James M. Ennes, Jr.
[redacted]

Dear Jim:

I was pleased to receive your letter and learn that your book is getting the proper attention.

With respect to the alleged conversation between Senator Fulbright and Bennett, I simply do not recall being so involved. The next time I go to the Pentagon I will see if I can check in my files for any references to such a meeting, but I doubt that I will find anything.

I also do not think that I threatened to make a speech that would "blow the lid off the Capitol dome", since that is not my nature to handle a problem in such a fashion. I do think my position was well-known and consequently there may have been some concern as to what I really would have said. In any event, I met with Captain McGonagle in my office before he went over to the SecNav's office to see Mr. Ignatius. I did think it was a rather low-brow trick to shift the Medal of Honor ceremony from the White House. Very seldom is this done. As a matter of fact, in my memory the only time that I can recall involved Navy personnel rather than those from the other services.

Keep up the good work. Sooner or later the truth will out. Incidentally, I was called on the telephone for a

James M. Ennes, Jr. Research Papers

radio interview with a Boston newspaper the other day and I carefully explained why under the circumstances over an extended period of time it was impossible to fail to identify the ship.

Best of luck in the years ahead.

Sincerely,

Thomas H. Moorer
Admiral, U.S. Navy (Ret.)

James M. Ennes, Jr. Research Papers

17 December 1977

Richard:

You have a good story that needs to be retold. Most have forgotten this sad episode.

As you know this incident occurred just two months before I became CNO. What infuriated me at the time was that the media and McNamara & Company spent all of their time condemning the Navy's communication system alleging negligence etc. while completely glossing over gross arrogance displayed by the Israelis in this murderous attack. In other words it was the Navy's fault that this happened. Later of course the State Department took the most passive attitude with respect to the payment of damages to personnel and Liberty by the Israelis. On balance, since the United States supplies practically every cent the Israelis have through official aid or private contributions our Government could have saved time and money by simply paying the crew directly for damages.

Incidentally, a big American Corporation was recently required to pay over a hundred thousand dollars to two Israeli seamen on shore leave in New York who were hurt in a collision between a taxi and a company truck. Its always Uncle Sam that pays because the politicians have found that spending money, taxpayers money, is the easiest way for them to solve problems and get reelected.

Good Luck,

Tom Moorer

Admiral, U.S. Navy

(former Chief of Naval Operations)

This letter was written by Admiral Moorer to Dr. Richard K. Smith, Ph.d., University of Chicago, who is also a reserve officer in the Navy and author of a story about the Liberty attack in the U.S. Naval Institute Proceedings (June, 1978)

James M. Ennes Jr. Research Papers

JAMES M. ENNES JR

February 10, 1981

His Excellency Clovis Maksoud
Special Envoy to the United States
League of Arab States
1875 Connecticut Avenue NW, Suite 1110
Washington, D.C. 20009

Dear Dr. Maksoud:

You probably recall that last August, at the suggestion of Senator James Abourezk, I called upon you late one afternoon in your Washington office. You mentioned to me that you had heard many fine reports about my new Random House book, Assault on the Liberty, and intended to buy 100 copies the next day and to place "a very substantial order" within a few days. At one point you mentioned that you intended to buy at least 5,000 or 10,000 copies of Assault on the Liberty.

When I heard no more about that order I sent you some review copies and other comments about the book and offered to help place the order. I heard nothing more from you and eventually concluded that you must have changed your mind about supporting the book.

Yesterday I received a note from Wilbur "Bill" Eveland of Los Altos who was privileged to spend a few minutes with you during a reception in Palo Alto. Bill wrote to say that he had mentioned my book to you as a suitable subject for Arab League support, and that you had responded with some surprise, saying that you had already ordered at least 1,000 copies. When you checked with Mr. Nabti, however, it seemed that the order had apparently been forgotten or had only been for a few books.

Since all this indicates that you may still be considering a large order of Assault on the Liberty, please let me take a few minutes to fill you in on what has happened since our discussion last August when you first offered to buy those books:

First, the book has continued to receive simply marvelous reviews. It has been very favorably reviewed in perhaps a hundred popular newspapers and specialized magazines. It has been strongly endorsed in writing by four United States Senators, two prizewinning authors, two retired chiefs of naval operations, and many leading citizens and military officers. Admiral Thomas Moorer has gone on record stating that the attack could not possibly have been a mistake and that the Liberty could not possibly have been mistaken for an Egyptian freighter as claimed by the Israeli government. The book has been chosen by the Naval Institute at the naval academy as a book selection, and just this month it was further honored by the Institute as a "Notable Naval Book" and described by the Institute as "perhaps the most important naval book published in 1980." (The Hartford Courant called it the most important book of the year.)

PO BOX 194 11th AVENUE NE WOODINVILLE, WASHINGTON 98072 (206) 788-1519

James M. Ennes, Jr. Research Papers

Most of the military journals have reviewed the book, and all reviewers have supported my conclusions: Military Review calls Assault "a meticulous account, unemotional and detailed--not reckless or shrill." The Naval War College Review says Assault "develops a strong case" and calls the book "a painful but instructive reading exercise." The Naval Academy Alumni Assn. magazine calls it "an excellent book that leaves one angry, distressed and proud."

Several present and former members of Congress have written me privately about the book. Barry Goldwater wrote that "with friends like that you really need no enemies" and thanked me for writing the book. Adlai Stevenson published the Washington Post review in the Congressional Record and urged all members of Congress to read the book.

At least six important newspapers have written editorially calling for a serious congressional investigation into the circumstances of the attack and subsequent cover-up, and hundreds of Americans have written to Congressmen asking for an investigation. I have done innumerable radio and a few television interviews describing the attack and cover-up, and these have never failed to generate interest and emotion. (A San Francisco radio interview just two days ago generated five hundred letters from listeners--mostly ADL inspired demands to cancel the interview--and brought a death threat to the KGO host who had to be escorted home under police guard.) And the few members of Congress who have expressed interest in the matter publicly have been bombarded by complaints from Zionists. Senator Adlai Stevenson told me recently that Congressmen are afraid to look into the matter because they are "intimidated" by the Israeli lobby which, you must agree, is an intolerable situation.

Meanwhile, the Anti-Defamation League of B'nai B'rith has so effectively blocked my book that it is almost impossible to buy. Reviewers and talkshow hosts are regularly intimidated. Talkshows that schedule interviews with me are bombarded by ADL-inspired complaints, and many cancel scheduled interviews as a result. Stores are asked not to stock, display, or to accept orders for Assault on the Liberty. And certain wholesalers bottle up orders indefinitely without sending them on; for example, a major book wholesaler in Los Angeles has received hundreds of orders from west coast stores but hasn't forwarded a single order to Random House for more than six months. And because major suppliers are not filling orders, most bookstores suppose that the book is out of print and therefore inform customers that it is not available.

Assault on the Liberty tells a story that is of tremendous importance to Americans as well as to the Arab League. It is a story that causes Americans to question the relationship with Israel and to wonder if American middle east alliances are in the right place. But because the book does this job so well, it is being actively and very effectively suppressed through a campaign that can be traced directly to Tel Aviv.

I have done everything I can do alone to overcome Israeli resistance, but to be effective I need your help. This book, which so strongly favors

James M. Ennes, Jr. Research Papers

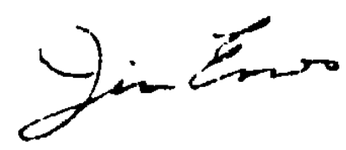
Arab League goals in the middle east is failing because it is opposed by the Israeli government. The book needs and deserves the very strong support that you promised last August. Books should be made available in quantity for opinion makers, leading citizens, and members of Congress. The NAAA, for example, is prepared and eager to deliver copies to every member of Congress and to conduct a lobbying campaign calling for a Senate investigation into the attack, but the Association lacks books in sufficient quantity to be effective. The National Council of Churches is also leaning toward such a campaign, but a large number of books are needed to support such an effort. Several influential members of veterans' groups are eager to promote an investigation but, again, they lack sufficient books to be effective.

Unfortunately, only about 15,000 books have been printed and the publisher is unwilling to underwrite any further promotion or distribution and is content only to fill the few orders that manage to penetrate the ADL's campaign to suppress the book. (The book is so hard to find that at least one dealer near Seattle has been asking and getting $00 for signed copies.) The publisher recently ordered a tiny third printing to fill existing orders. Without your immediate and very strong support this will probably be the last printing and the book will soon vanish.

Assault on the Liberty deserves your support because it is capable of changing American opinion about the middle east. Israel should not be permitted to suppress the story. A really substantial investment in the book, such as the 10,000 or more copies that we discussed last summer, can help to overcome the Israeli campaign against the book and can pay handsome dividends to you in improved public opinion.

If you agree, please call me and I will help you place an order with the greatest possible discretion and privacy.

Yours very truly,



P.S.: The publisher has been totally unwilling from the start to support any travel for promotion of this book beyond one brief trip to Portland for which he paid $92. He even declined to pay for my Washington, D.C., trip last year to appear on the nationally syndicated Larry King Show, and I had to pay all those expenses myself. As a result, most of my promotion has been through local appearances and about 50 hours of telephone interviews across the country. The reaction in every case has been very favorable, with many listener reactions of anger that the story is being covered up.

During my travels I have become acquainted with Professor Farhat Ziadeh at the University of Washington who has been a big help in gaining attention for the book and has made some important contacts for me. I talked with Dr. Ziadeh just moments ago, and he asked me to tell you hello and to give you his best wishes.

James M. Ennes, Jr. Research Papers

JAMES M. EMMES JR

February 10, 1981

The Honorable Barry Goldwater
5429 Federal Building
Phoenix, Arizona 85025

Dear Senator Goldwater:

I am writing again to thank you for your spontaneous letter of August 11, 1980, in which you wrote in praise of my book, Assault on the Liberty, after a copy was sent to you by a constituent, Bill Bartee of Tucson.

I have written to you at least three times, before and after your August letter, and by coincidence visited your Washington office seeking an appointment almost on the day you wrote, but have apparently been unable to make contact. I am directing this letter to your Phoenix office in the hope that I will reach you there.

A few days ago former senator Adlai Stevenson wrote to thank me for helping to bring the Liberty attack before the public and to express his regret that interest in the matter has waned in the Senate Select Committee on Intelligence. Senator Stevenson told me that, although you have been very interested in the USS Liberty for a long time, there seems to be some resistance in your staff whose members, Mr. Stevenson said, are "shy about taking on such matters." He went on to express his disappointment about that and concluded, "Imagine the response in the U.S. if the Iranians were to attack an American ship, killing American servicemen, then pleading it had been mistaken for an Iraqi ship."

I do hope you will have an opportunity in the coming weeks to pursue a reopened inquiry into the Liberty attack. Although my book presents sufficient evidence to convince most readers that the attack was deliberate, I continue to hear from other players and to gather even more evidence.

For instance, I have received reports from the Joint Reconnaissance Center watch room and from the CIA that Israel "warned" the United States at least 18 hours before the attack that the Liberty must be removed from the Israeli coast, and I believe those warnings are the reason the JCS tried to move the ship. I can identify key individuals who can address these issues. I can identify a person who was knowledgeable about the submarine that operated near Liberty and which apparently took photographs of the attack.

I can identify a CIA analyst who helped prepare a report for President Johnson which concludes that the attack was deliberately conducted against a ship which Israel knew to be American. I have in my possession a transcript of an Israeli report which admits that the Liberty was identified several hours before the attack, and I also have a second Israeli document which admits that the ship was identified by name and her track maintained on a plot in the Israeli war room. I have in my possession the original ship's weather log from the USS Liberty which establishes beyond a doubt that the flag was clearly displayed in a strong breeze and not hanging limp

[illegible] 194TH AVENUE NE WOODINVILLE WASHINGTON 98072 (206) 788-4519

James M. Emmes, Jr. Research Papers

on a windless day as reported by the court of inquiry. I am in touch with a ship's lookout and others who can describe Israeli aircraft that reconnoitered the ship repeatedly at altitudes of about 200 feet. I recall and can provide others who recall that Israeli aircraft were heard advising Israeli headquarters by radio that we were an American ship. I can provide my personal testimony concerning most of these things, and concerning my personal experiences during and preceding the attack, and concerning my more than eleven years of research into the matter. I can supply evidence that the attack did not result from a mistaken identification by the Israeli torpedo boats as claimed privately by Israel (the torpedo boats did not reach radar range until after the air attack was already underway). And I can supply about forty-three of my shipmates who are anxious to testify after years of frustration and fear over official threats to keep silent.

Judging from my mail, most members of Congress must have received letters urging support for an investigation. Unfortunately, a ~~somewhat better~~ organized campaign seems to be working to discourage such an inquiry. For several months I have noticed identical arguments against my book directed to radio station managers, talk show producers and hosts, newspaper editors, and occasionally to the public; just a few days ago a newsman in Jerusalem read to me a four page document produced by the Israeli government which gives all the same arguments I have been reading. Apparently the Israeli government has provided American Zionists with source material with which to bombard the media with appeals to ignore or to cancel scheduled discussions of my book. If that is true, spontaneous American calls for a serious investigation into the attack are being overshadowed and neutralized by a well organized rebuttal campaign from Israel. That a foreign government can have such influence over the American media is intolerable.

My shipmates are almost unanimously dismayed at the circumstances of the attack on our ship. We feel that we were abandoned when we came under fire, that many lives were lost unnecessarily, and that the situation should be probed fully in order to help avoid a repetition such as the one we saw in 1968 when the USS Pueblo was captured under very similar circumstances.

Commander Lloyd Bucher of the USS Pueblo has written publicly that he could probably have avoided capture of his ship if he had known the truth about the USS Liberty attack. Admiral Thomas Moorer has written that the Liberty attack could not possibly have been a case of mistaken identity, and he told me that my speculation about the reason for the attack makes good military sense. I believe both men would be willing to testify.

With the single exception of the ship's commanding officer, every Liberty survivor I have talked with is convinced that the attack was deliberate; my shipmates are angry that the truth was covered up and are anxious to lay the affair out in the open. I can help show you where to find evidence and can help identify key witnesses. This matter is too important to ignore just because it is an embarrassment to Israel.

Yours very truly,

Jim Ennes

James M. Ennes, Jr. Research Papers

MICHIGAN STATE UNIVERSITY

INSTRUCTIONAL AND PUBLIC TELEVISION

EAST LANSING · MICHIGAN · 48824

January 19, 1981

Mr. S.E. Shoher
433 Perkins St.
Oakland, CA 94610

Dear Mr. Shoher:

Mr. Tiano of KQED has forwarded your letter of January 5 to me in the event I wish to respond. I do.

First, I would like to answer your questions which pertain directly to my book-reading program:

I determine what books I will read on my program. No university or supervisor, no business or industry, political party, friend, underwriter, clergyman or minority group influences my selection. My program philosophy is simple: I read books which I think will interest me; if someone wants to listen in, fine.

My program is not a "book review" program. I read every book in its entirety. Over the past 17 years, I have read over 200 books on public radio.

If you were at all familiar with KQED-FM's programing you would know that my program is broadcast daily for one-half hour. KQED-FM did not "dedicate" ten hours to the reading of ASSAULT ON THE LIBERTY, anymore than they "dedicate" 90 minutes each day to the news program, ALL THINGS CONSIDERED.

In lieu of not listening to KQED-FM, a simple telephone call to the station could have clarified many of the questions which so upset you.

Although I do not have to defend my reasons for selecting the books which I read on public radio, I would, now, like to make some personal comments and observations about the book. I was particularly careful in selecting ASSAULT ON THE LIBERTY to read because I would not choose a book which demeans or accuses...whether it be an individual, a cause, or a country. I found the book to be an accounting of actual events which occurred and have been recorded for history; both the U.S. and Israel have recognized this fact. I found the author to be extremely cautious throughout the book not to interject opinion and personal bias. The events, as he recounts them, have been borne out by pictures, documents, interviews, depositions and statements by both the U.S. and Israeli governments.

Contrary to your charge that the book is "...a diatribe against Israel...", I found it a castigation of the U.S. Government and the U.S. Naval Command for negligence and misconduct prior to the attack and vacuous excuses and "cover-up" following the attack. The author states (pg. 219), "With luck, this book may remove another stone from the wall that too often screens the government from the American people; with luck, this book may help make the next cover-up a bit more difficult to pull off."

James M. Emmes, Jr. Research Papers

ITV (517) 353-8800

WKAR-TV/23 (517) 355-2300

I would like to believe that your letter to Mr. Tiano was more a "reaction" to Mr. Eveland's article in the San Francisco Chronicle; it certainly was an "over-reaction" to my reading of Mr. Ennes's book. Assuredly, I can understand your sensitivity over Mr. Eveland's apparent attempt to place full blame for the attack on Israel; it was unfortunate that his article conveyed the belief that Mr. Ennes's book would support his contention. Just the opposite is true, however.

Mr. Ennes attempted to put it in proper perspective when he wrote (and I read) on page 217, " A few days after the Liberty attack, Jim O'Connor's wife, Sandy, called upon a Jewish neighbor and found the woman almost in tears. "Oh, Sandy," the neighbor said, "I'm so sorry. I wanted to come see you, but I've been too ashamed." Sandy was surprised and saddened to learn that her friend identified so closely with Israel that she felt guilty for Israel's crime. "Jews didn't attack Liberty," Sandy explained. "An Israeli officer gave the order, and he is the one who should be ashamed." I expressed a similar view in a letter written from the hospital. "Although someone who happens to be Jewish is criminally responsible for what happened to our ship," I wrote, "we must not blame Jews generally or even Israelis generally. Probably some field commander made the decision. We should blame him. Maybe even the Israeli top leadership made the decision. If so, we should blame them. But no one should blame every Jew or every Israeli...."

I believe my response to you in defense of Mr. Ennes's book is best supported by the author's closing statement, "Jews died on that ship too."

Cordially,

Richard Estell

Richard Estell
Book Reader
Public Radio Network

/fe

cc: Mr. Anthony Tiano
Mr. James Ennes
Manager, KCSM-FM

James M. Ennes, Jr. Research Papers

22 January 1981

Mr. Anthony S. Tiano
President and General Manager
KQED, Inc.
500 Eighth Street
San Francisco, California 94103

Dear Mr. Tiano:

Dick Estell has kindly forwarded to me some of the letters you have received complaining about the reading of my book, Assault on the Liberty, over the Radio Reader network by Dick Estell.

Letters of the sort you have received are typical of those that have intimidated booksellers, book reviewers, talkshow hosts, and editors across the country. Senator Adlai Stevenson told me recently that exactly this kind of pressure has prevented the United States Congress from properly investigating the circumstances of the attack. And similar pressure has caused some booksellers to remove the book from sale--even though it was selling well. (Despite the pressure, however, sales remain strong and the book is now in a third printing.)

One can find few books published in the last year that have been more favorably reviewed than Assault on the Liberty; the book has been endorsed in writing by four United States Senators, a Pulitzer prizewinning author, two former chiefs of naval operations and scores of print reviewers including the Washington Post ("reads like a thriller"), Hartford Courant ("most important book you'll read this year"), and even by such "establishment" journals as the Naval War College Review ("a strong case...chilling... instructive"), and the Naval Institute publication PROCEEDINGS, published at the Naval Academy at Annapolis, which calls Assault, "in many respects the most important naval book of the past twelve months...well written and provocative...deserving of wide distribution and serious attention."

In reply to your mail I must make these points:

1. No one who has read my book has ever called it a "diatribe" or "anti-Israeli" or "racist." Such claims come only from some who have not read the book but who hope to keep others from reading it. In fact, I have had many strong endorsements from Jewish readers, and one who cooperated enthusiastically with my research and who applauds the finished product is the ship's engineer officer, George Golden, who is Jewish.

2. Far from being "subjective," Assault on the Liberty is the product of more than twelve years of interviews with Liberty crewmen and military managers ashore, extensive study of declassified government documents, and my personal experiences as an officer on Liberty's bridge during the attack.*

3. The real story of the attack is not the issue of who attacked the ship and why they attacked so much as it is the question of why we were not recalled in the face of obvious danger (Israeli threats) and why we were abandoned by our own government once we came under attack. Commander Bucher

*Every material fact in the book is backed up with evidence, usually identified by footnote and often reproduced in an appendix.

James M. Ennes, Jr. Research Papers

of the USS Pueblo agrees with me that his ship would not have been captured by the North Koreans if the truth had been known about the Liberty attack. But because the attack is an embarrassment to Israel, it has never been explored and the important lessons have never been learned.

4. If there is, as some claim, "another and more accurate version" of the attack, my shipmates and I would certainly welcome that story being told. So far we have seen only repeats of the original Israeli excuse that was first brought forth in 1967, and that excuse is proven wrong in my book. No one has ever attempted to refute the proven and documented story that my book presents. Instead, they reassert the original and clearly false excuse while almost daily I receive further evidence in support of the story presented in my book. One would expect that, if my book were indeed fallacious, the complainers would demand a serious congressional inquiry in order to bring the facts out into the open or, if my book is wrong, to refute it.

5. Finally, one of your correspondents seems to assert that the Liberty affair has reemerged in the public consciousness largely because of the efforts of one "Mr. Mehdi" and a "traveling road show." To set the record straight, I never heard of "Mr. Mehdi" until I saw the name in a letter to you.

Yours very truly,

Jim Ennes

James M. Ennes, Jr.
Random House, Inc.
201 East 50th Street
New York, New York 10022

cc: Dick Estell

James M. Ennes, Jr. Research Papers

UNITED STATES NAVAL INSTITUTE
ANNAPOLIS MARYLAND 21402

17 June 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Jim:

I was pleased to see your book reviewed in the Post. I believe Bucher did a pretty fair job.

Second, I would like to have a wrap-up comment from you on the Liberty affair. Enclosed is a galley of the comment that you suggest that we might receive. It is currently scheduled to appear in the August Proceedings. If you have something to us by mid-July, we could consider it for publication in September. I would hope that you would include some of the new inputs that you have received beyond what has appeared in the magazine.

Finally, your special feature, "The Navy Takes Care of Its Own," fell from the June issue and is not presently scheduled. I will keep you informed.

Best wishes,

Fred

Fred Rainbow
Departments Editor
Proceedings

Enclosure:

James M. Ennes, Jr. Research Papers

NORMAN F. DACEY
110 GROVERS AVENUE
BRIDGEPORT, CONNECTICUT 06605
TEL 203-374-5220

June 26, 1980

Editor in Chief
Random House
201 E 50th Street
New York, New York

Gentlemen:

Some months ago, I obtained a copy of ASSAULT ON THE LIBERTY by James Ennis, published by your firm.

I enthusiastically recommended it to 15 or 20 people. Curiously, none of them has been able to find the book in a bookstore. Some have been told by booksellers that there is no such book, despite the fact that I have read a number of favorable reviews. Come to think of it, I have never seen you advertise the book.

By any chance are you burying the book? Do I see the fine hand of the B'nai B'rith Anti-Defamation League orchestrating a cover-up?

Very truly yours,

Norman F. Dacey

NFD/dko

James M. Ennes, Jr. Research Papers

ARLEIGH BURKE
8024 LENWAY DRIVE
BETHESDA, MARYLAND 20034

31 May 1980

Dear Commander Ennes,

One day last week our good friend "Billie" Miles, whose husband "Mary" did such a marvellous job in China during World War II, brought me the copy of ASSAULT ON THE LIBERTY you so kindly inscribed to me. I am very grateful to you for writing the account of that disastrous affair and I look forward with keen interest to learning just what happened. I doubt if we will ever know why our reactions were as they were. They are incomprehensible to me and the possible reasons are dreadful to contemplate. There must be some logical reasons for those peculiar reactions to that attack and the subsequent investigation.

I am also most grateful to Ted Bardee for his thoughtfulness in requesting you to send me a copy.

Quite a few years ago an Australian interviewed me to discuss the LIBERTY affair. He had much information but it didn't tie together but he was sure that some day, somehow, he would be able to discover the reasons for our government's actions. I think he wrote some articles but I am not aware of any findings he made. I have even forgotten his name.

Enclosed are two clippings that Mrs. Miles thoughtfully suggested that I send to you after I had read them.

You have provided me with some interesting evenings ahead during which I suspect my blood will boil once in awhile. When I finish reading your fine book I will give you my reactions. It will take me some time to finish it for I can now read only under a bright light and with the help of a magnifying glass, so I am grateful the print is large and black.

Sincerely yours,

Arleigh Burke

Arleigh Burke

Lieutenant Commander James N. Ennes, Jr.
[redacted]

James M. Ennes, Jr Research Papers

ARLEIGH BURKE
8624 FENWAY DRIVE
BETHESDA MARYLAND 20034
OFFICE TEL 301-365 3101
HOME TEL 301-365 0906

29 July 1950

Dear Mr. Ennes,

I expect to be in Washington week of 4 Aug. Have daylong engagements on 5 Aug and 7 Aug.

Please call if any other date - any time is convenient for you - at above address.

Arleigh Burke

James M. Ennes, Jr. Research Papers

21 August 1980

Producer Jeannie Edmunds
The Tom Snyder Show
NBC-TV
New York, New York

Dear Ms. Edmunds:

After a recent interview on The Larry King Show, Larry suggested that I write and offer myself for the Tom Snyder Show. Larry feels certain that my story would be of interest to your audience and authorized me to tell you that this referral came from him.

My Random House book, Assault on the Liberty, is a first-personaaccount of Israel's 1967 attack upon the intelligence ship USS Liberty, told from my perspective as a Liberty officer and supported by eleven years of research. My primary documented conclusions are that (1) Israel deliberately attacked the ship knowing it to be American, (2) that American command and control was so poor that our country was unable to convey an order which would have moved the ship to safer waters, (3) that even though the ship called for help for more than two hours, and even though help was promised within ten minutes of our call, the ship received no American support during the prolonged attack, and (4) that the American government conducted an elaborate cover-up to keep the true story from the American public.

I hope you agree that this topic is a natural for Tom Snyder. If you wish, I can provide several other Liberty crewmen, including some who were present on the bridge during the attack and others who barely escaped from the flooded compartment after the ship was torpedoed.

If this story interest you, please call me at the number below. The Random House contact for this book is Cheryl Merser, phone 212 572-2446.

Yours very truly,

Encl: Washington Post review

James M. Ennes, Jr. Research Papers

20 August 1980

Dear Senator Stevenson:

Thank you for meeting with me on August 6 to discuss the allegations in my book, Assault on the Liberty. As you know, I met with Mr. Levy and other Senate staff members on August 11 to discuss the matter further and to explore the possibility of a Senate inquiry into the circumstances of the attack and subsequent government cover-up.

The Buffalo News wrote recently: "Ennes's disturbing, provocative book cries out for informed comment in Washington. If allowed to stand, it is one more indictment of official U.S. credibility at a time when that credibility is fading fast." I hope you agree that the sharp contrast between the official version of the attack and the version presented in my book (and supported by other evidence and testimony) are so striking as to cry out for official resolution. Israel, in its own right, should demand an official investigation if it disagrees with the very serious charges made in my book.

In the book I mention on page 163 a comment made to me by a Navy Legal Officer who read the full transcript of the Court of Inquiry as part of his official duty. His professional opinion was that "The report is confusing. ...Many of the Findings are not supported by evidence at all." Indeed, a careful reading of the transcript alone will convince most readers that the attack was deliberate and that the circumstances were covered up by our government.

Below I shall discuss some of the Findings whose bases are most questionable:

Finding *#1: Available evidence combines to indicate the attack on LIBERTY on 8 June was in fact a case of mistaken identity.*

This key finding is virtually unsupported by evidence, and in fact is strongly contradicted by testimony concerning the extent of reconnaissance, the carefully coordinated nature of the attack, the length of the attack, Israel's weak and impossible excuse, and other details.

Finding #2: The calm conditions and slow ship speed may well have made the American flag difficult to identify.

The Court received ample evidence that the American flag was clearly displayed in a breeze and seems to have reached this key conclusion with no supporting evidence whatsoever. See Assault pages 151-152 for a discussion. The Court ignored deck logs, Quartermaster's logs and weather logs which all recorded sufficient wind to display the flag clearly. I gave the Court a detailed statement describing a flag displayed in a good breeze. The ship's photographer gave the Court a photograph taken shortly

James M. Ennes, Jr. Research Papers

before the attack showing a low-level Israeli reconnaissance aircraft with a clearly displayed American flag in a breeze in the foreground, but the photograph was ignored and cannot be found in the Court record. There is considerable evidence to refute this Finding and none that I am aware of to support it.

Finding #3: The ship's westerly heading at the time of the attack - in the general direction of Egyptian ports may have reinforced elements of doubt in the minds of the several Israeli pilots who looked the ship over in the forenoon.

The Court transcript includes a report that Israeli aircraft were heard during the morning reporting that a ship, undoubtedly the USS Liberty, was seen flying an American flag. Liberty's operators were aware through their own intercepts that Israeli aircraft had identified the ship. Reports exist and could likely be confirmed with the National Security Agency that the attacking aircraft spotted the American flag just before the attack, reported it, and were told to attack anyway. Further, the book discusses (p153-156) documents which were available to the Court in which Israel admits that they did in fact identify the ship before the attack. (The documents include a patently impossible series of events which attempt to explain why the attack occurred despite the identification.)

Finding #5: The immediate confused milling around astern followed by peaceful overtures by the attacking surface forces after launching only two torpedoes of the six presumed available (two on each PT boat), indicate these craft may well have identified the colors for the first time when they got in close enough to see clearly through the smoke and flames billowing, at times above the mast head.

The "immediate confused milling about" of the torpedo boats did not occur until 40 minutes after the torpedo explosion. The 40 minutes was devoted to firing upon the ship. The "friendly overtures" did not come until almost two hours after the torpedo explosion. I can provide several witnesses to these events, including crewmen who saw the ship's liferafts fired upon in the water.

Finding #6: There are no available indications that the attack was intended against a U.S. Ship.

I have been in touch with a CIA analyst who can testify that he helped prepare a report for the White House which concluded that the Israelis did identify the ship before the attack and did deliberately attack the ship knowing it to have been American. Further, I believe it can be established through this CIA contact that Israel asked (demanded) before the attack that the ship be moved, and that the resulting CIA messagesto JCS was the inspiration for the several messages (all lost or mishandled) directing the ship to move out of the area.

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Finding #14: ...receipt of LIBERTY's 7 June SITREP/POSIT report...prompted concern in the JRC [which resulted in orders to move the ship].

I believe it can be established that the real reasons the ship was ordered moved were, (1) a message to JCS from the National Security Agency asking that the ship be moved because the task had been determined to be too risky for the rewards expected and, (2) a message from the Central Intelligence Agency asking that the ship be moved because of a request or demand from Israel that it be moved. I can provide a witness to the first and probably for the second. In any case, the JCS knew at all times exactly where the Liberty was and did not need Liberty's position report to warn of the danger.

Finding #19: Attack initiated by single aircraft... First warning...was a rocket explosion abaft the bridge... In five of the attacks, from various angles, two or more jet aircraft at a time conducted strafing, rocket and incendiary attacks.

This description severely minimizes the air attack. Painter, Ennes and others described a 20 or 25 minute air attack. I can provide numerous witnesses to an extended and severe air attack. The first indication of attack was not "a rocket explosion abaft the bridge;" I personally saw several dozen rocket explosions which raked the ship and I can provide several witnesses to support my recollections. Many statements supporting my recollections can be found in the transcript, but were largely ignored by their court in reaching their conclusions. The reference here to "incendiary attacks" (napalm) remained top secret for several years. The crew was specifically forbidden to discuss the use of napalm in the attack; however I can provide several witnesses that napalm was used.

Finding #21: ...Thirty minutes after attacking LIBERTY the MTBs signalled in English, "Do you need help?"

This Finding contradicts the declassified version which asserts that the offer came "immediately," and is contrary to my own recollections and those of my shipmates. Actually, the boats fired upon the ship's liferafts 40 minutes after the torpedo explosion (coincident with the first arrival of Israeli helicopters), and did not offer help until almost two hours after the torpedo explosion and moments after the Israeli government had officially reported the "mistaken" attack to the American government. I can provide at least four eyewitnesses to the machinegunning of the liferafts and to the relative times of these events.

Finding #22: Groups of up to two and three jet and propeller aircraft began coming out from shore and circling ship at altitudes ranging from 500 up to several thousand feet at about eight hundred local on day of attack....

This abbreviated but relatively accurate description of extensive and low level reconnaissance was withheld from the public. The unclassified summary

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released by the Department of Defense describes only "three significant flights" and desdribes these inaccurately as no closer than three to five miles from the ship. Actually, reconnaissance started at least 16 hours before the attack. There were at least eight reconnaissance visited(13 orbits) during daylight hours before the attack and testimony concerning all these flights can be found in the Court transcript and can be further verified through witnesses whose names I can provide.

***** *Finding #28: Flat, calm conditions and the slow five knot patrol speed of LIBERTY in forenoon when she was being looked over initially may well have produced insufficient wind for [streaming] colors enough to be seen by pilots.*

This Finding, similar to Finding #2, is supported by no evidence known to me and is directly contradicted by my own testimony (which is mysteriously absent from the record of the Court), by testimony of Painter, Golden, Scott and others, and by the ship's logs which reflect the ship's speed and wind direction but were strangely not admitted into evidence. The ship's weather log is reproduced on page 246 of Assault and reflects up to twelve knots of wind across the flag; this log was available to the Court, but was ignored, possibly because it flatly refuted Findings #2 and #28.

Finding #48: LIBERTY apparently experienced a phenomenon identified as electronic jamming of her voice radio just prior to and during air attacks. This jamming was described as a steady carrier without modulation,

The Court should have seen electronic jamming as an indication of deliberate attack, since the attackers must have identified the ship in order to identify and jam its individual radio frequencies. Further, ship's radiomen have told me that the jamming was quite sophisticated (not a steady carrier) and stopped only while rockets were airborne (probably to avoid interfering with rocket guidance or detonation systems). All this should have argued against the claim that the attack was accidental, but the finding remained Top Secret until 1976 and no conclusions were drawn from it. I can arrange for testimony from the ship's leading radioman on this subject if desired.

Although the official Findings are remarkably bland when compared with the actual circumstances of the attack, they remained Top Secret for several years. The American public saw only the unclassified Summary of Proceedings released by the Department of Defense which watered down the Court's Findings even more effectively to vindicate Israel of any wrongdoing. That report was the only version of the affair to reach the press for several years, and is discussed on pages 159-164 of Assault.

Most of the allegations in the book can be supported by documents that have been declassified, many of which are in the now-declassified record and transcript of the Court of Inquiry. The major discrepancies are discussed in my chapter on the Court of Inquiry which starts on page 144. If you wish, I can provide more detailed documentation and names of witnesses for any of

James McEnnes Jr Research Papers

my allegations or any of the Court Findings which may be of special interest to you. I am presently in touch with about 24 former Liberty crewmembers, all of whom are willing and in fact eager to testify about this matter. I can provide, for instance, several witnesses (in addition to my own testimony) to the extensive low-level preattack reconnaissance, one witness who was cleared for the submarine operation discussed in the book and is willing to discuss this with your office, four men who personally saw the machinegunning of the ship's liferafts in the water, several men who can describe the duration and carefully orchestrated nature of the attack, five men who saw portions of the attack from the bridge, and several men who can testify that the attack continued long after the torpedo explosion.(which contradicts the official version that the attack ended with the torpedo explosion when the boats presumably drew close enough to see the ship's flag).

Although the deliberate nature of the attack by an ally is important, I believe equally important are, (1) the cover-up by our government, (2) the command and control failure which resulted in failure (inability) to move the ship and (3) failure (inability) to come to the ship's aid for almost 2-1/2 hours even though we had been told in advance to expect support in ten minutes if we were to come under attack. I believe that many men died needlessly because of the Navy's failure to come to our aid; this alone is worthy of a Senate inquiry in order to identify the failures with a view toward preventing a recurrence.

I hope you will agree that all these matters cry out to be publicly aired. I am anxious to help such an airing in any way possible, and so are most of my shipmates.

Yours very truly,

James M. Ennes, Jr. Research Papers

19 August 1980

Dear Bob: (Loomis - Random House Corr)

Here is a full report of my Washington, D.C., trip to replace the hastily done and incomplete report sent last week at your request.

After Random House declined to finance my appearance on the Larry King Show, I decided to make the trip on my own since this seemed my last chance to kick the book into life. Before leaving home I notified Admiral Burke, Ambassador Rives Childs, Admiral Thomas Moorer, reporters George Wilson and John Fialka, historian Richard K. Smith and others of my intended trip and of my availability for at least one week to promote my book. Before my arrival I had arranged a fairly full schedule.

Monday, August 4: Arrival.

Tuesday, August 5: Lunch at University Club with Senator Wm. Fulbright, Merle Thorpe (Fulbright's law partner), Dr. & Mrs. Tom Mallison (professor at George Washington University). All had read the book, all supported it, and all promised to help the book in any way possible. Thorpe, for instance, offered office space and clerical and xerox support during my stay.

Next, I met former Senator James Abourezk who promised to support the book and made calls to Tom Brokaw of TODAY and to Tom Snyder of TOMORROW. Both expressed strong interest and would probably have scheduled an immediate interview except for the upcoming convention. Abourezk will work to get firm commitments from one or both shows.

Wednesday, August 6: Visited Admiral Arleigh "31 knot" Burke at his home in Bethesda for 90 minutes. Admiral Burke has read and supports the book. He gave me a written endorsement for use in advertising. This endorsement, from the Navy's former Chief of Naval Operations, is invaluable.

12:00: University Club Press Luncheon with Niki Hoose (NcNeil-Behrer Show), Rob Hershman (Carnegie Endowment), Georgie Anne Geyer (L.A. Times), Nick Thimmesch (L.A. Times), Steve Bell (Good Morning America), Norman Kempster (L.A. Times), John Fialka (Washington Star), and George Wilson (Washington Post). I answered questions for two hours, after which only Fialka remained skeptical. Steve Bell & Niki Hoose promised to look into doing a 15 or 20 minute interview spot on their shows, since the usual seven minutes was inadequate for this subject. George Wilson promised to write several more stories on the subject. Georgie Anne Geyer was very friendly, supportive and enthusiastic and promised to write on the subject.

1400: Met privately for ~~about two~~ hours with Senator Adlai Stevenson who had previously asked me for a review copy. He was very supportive and interested, and promised to try to get a congressional investigation underway if possible during the remaining period in office.

1500: Cancelled a meeting requested by Admiral Eugene LaRocque of the Center for Defense Information because of his reputation for extremist views and his anti-military stance. I decided that any perceived alliance with LaRocque could only damage the good rapport that seems to be developing with Navy and government people.

James M. Elmes, Jr. Research Papers

Thursday, August 7: 1015: Granted brief private interview to David Walsh, local correspondent for Al Madeena of Jeddah, Saudi Arabia.

1030: Held one hour press conference in the Capitol Room of the National Press Club. Conference attended by about fifteen local reporters, but no notable names. This was arranged by retired Commander Homer Brett, USN.

1200: Served as guest speaker for a meeting of The Sovereign Order of Saint John of Jerusalem, Knights of Malta, in the Pershing Room of the Army-Navy Club. This too was arranged by Commander Brett and included many very senior retired military people, senior officer of the Military Order of the World Wars (MOOW), General Trudeau (former G2 of the Army), and about forty others. I talked for 30 minutes and answered questions for 90 more minutes. The group was very responsive and included at least two or three magazine columnists who promised to write about the book. The MOOW members promised to stock the book and make it available at their upcoming convention.

1400: Merle Thorpe conveyed to me a message from Senator Fulbright that the Senator fully supports the book and that I should call upon him for any assistance needed. I intend to ask him for a written endorsement.

1800: Held 18 minute taped interview on ABC Panorama Show. Interview was conducted with me by host Boyd Crystal, but opposed by Israeli news correspondent Ron Ben-Yishai. Ben-Yishai was aggressive, argumentative and interrupted constantly. I avoided interrupting, largely because I did not want to antagonize the audience, but managed to get in the key parts of my story, including an invitation for Ben-Yishai to ask for a Congressional investigation if he thought it could discredit the book. Listeners, including strangers, described the show to me as effective and convincing. (I did not see the telecast due to other commitments.)

Friday, August 8: 18-1900: One full hour interview and public-telephone radio show with Tom Braden and Pat Buchanan on WRC-NBC radio. Show got quite emotional as pro- and anti-book views were aired, but Braden and Buchanan were very supportive and even roundly chewed out some callers on the air.

Saturday, August 9: 03-0500: Two full hour interview and public-telephone coast-to-coast radio show broadcast live to an audience described by Larry King as at least eight million listeners at that hour. This was The Larry King Show. King strongly supported the book and personally argued with guests who thought it should not have been told. Late in the show a call came from a sailor who was in Morocco where he heard Liberty's call for help; the caller said he later left the Navy because of his disgust over the cover-up. Next came a call from a former Liberty sailor who had read the book "about twelve times," and supported it. He desdribed to listeners the scene in the torpedoed compartment when the water came in.

When the show was over Larry King told me, "Jim, you make a great guest. Get in touch with the producer of the Tom Snyder Show and use my name and I guarantee you that you will get on the Tom Snyder Show." I am following up on that contact, which parallels Senator Abourezk's, and will let you know.

James M. Ennes, Jr. Research Papers

1000: Gave slide show and talk in the Chief of Naval Operations Briefing Room at the Pentagon to a group of perhaps 150 Senior reserve and active duty officers of the Navy including Lieutenant Commander Isaac Kidd, Jr. My host, Commander Ben Mast, had brought along about eight books and about 80 people lined up to buy them. Later Commander Mast told me that "the standing ovation you got from that hardened and cynical group is unprecedented."

1400: Lunch at the Marriott Hotel with Commander Mast, historian R.K. Smith, and with a CIA analyst who provided further confirmation of some of the details in the book, particularly the claim that Israel warned us in advance and that the White House was aware that it was a deliberate attack.

Monday, August 11: 1400: Met for two hours with two members of Senator Stevenson's staff and three members of the Senate Select Committee on Intelligence, with a view toward starting a Senate inquiry into the charges made in my book. The group found my story convincing, they said, but were not certain that an investigation would be advisable. Senator Stevenson definitely favors an investigation and will probably work toward that end upon his return from the convention.

1600: Granted interview to Abdul Salam Massaruh with photographs for use in The Arab News and in Al Majallah (in Arabic).

1700: Contacted by Stanley Rittenhouse of Liberty Lobby requesting interview for SPOTLIGHT and a radio interview to be aired on 400 radio stations by Liberty Lobby. I promised to call back in order not to antagonize the fellow, but did not call. [illegible] group interested i[illegible] do my best to avoi[illegible]

Tuesday, August 12: 12-1300: One hour live interview and public-phone-in radio show on WRC-NBC. This was a lively hour in which several pro-Zionist callers charged Ennes, Spivak, WRC and NBC with being anti-Semitic. Spivak ended the show by promising to quit his job if anyone could prove that Ennes, the book, or Spivak were anti-Semitic or anti-Israeli. It was a fairly exciting hour, and was aired at the same time as the ABC TV segment that I had taped earlier for Panorama.

Thursday, August 14: 1200: Lunch with Navy Cryptologic Historian Raymond Schmidt, who reviews books for the intelligence community and is presently writing a review of ASSAULT.

1330: One hour private meeting with Captain Donald Beck, USN, in his office at Naval Security Group Headquarters. Captain Beck is the Deputy Commander of the Navy cryptologic unit that operated the Liberty; the Commander was out of town. This was a courtesy call to assure Captain Beck and Admiral Ince of my good intentions, and was well received.

Friday, August 15: 1130-1300: Signed book at Brentano's in the concourse of the Pentagon. Sold about 25 books and signed about 25 more brought by previous buyers. I had sold many more in small stores near home, but this was advertised only with signed in the window and was considered a good response by the store manager. The manager told me the book has been a good seller, having sold about 150 copies, but that she had serious problems

James M. Ennes, Jr. Research Papers

with supply in March, April, May when the demand for the book was heavy. Two Georgetown bookstores and downtown Crown and Brentano stores gave the same report. All described the book as a good seller, but difficult to obtain from suppliers. Suburban stores, on the other hand, generally claim never to have heard of the book and claim it is not on their lists of available books, which suburban libraries all report long waiting lists to borrow the book.

During this period I was contacted by Mr. Dassem Mouallem on behalf of a middle eastern publisher interested in translating Assault into Arabic for Arab publication. I gave him your name and number and those of Bob Lescher, who I think is out of town this month, and suggested he call.

Next I was contacted by George Tanber who is one of two men interested in making a movie of the Assault story. Tanber asked why his offer was apparently not taken more seriously. I told him quite frankly that he would be taken seriously if he offered serious money. He replied, "Oh, is that all? I have access to very serious money. I'll go back and make a new offer." Tanber talked to me two or three more times during my visit and renewed this promise to make a new and substantial money offer for film rights.

At the Pentagon I met Dick Hobbs, who is book acquisitions editor for the U.S. Naval Institute. He said that Assault is one of the best sellers they have had at the institute (850 sales at last count), and that they would probably keep the book on their list even beyond the usual one year period which ends in November. He added that if Random House should let the book go out of print, they would hope to pick up the rights and would keep it in print indefinitely as a Naval Institute Press book.

Just before I left town I talked again with Senator Abourezk who feel sure I can get on both the TODAY and TOMORROW shows. I will work on both those shows through the senator, who is personally acquainted with the hosts. Also, there is some behind-the-scenes movement with Phil Donahue, who I am told is coming to Portland soon and would be in a good spot for an interview with me. Finally, I have a very firm and enthusiastic offer to do a full hour of NBC evening television with Tom Braden and Pat Buchanan on my next trip to the east coast. I also found considerable interest in other local radio and TV shows that could have been exploited if I had had more lead time, but these could be handled in any future visit.

So, as we discussed on the telephone, I will work to get firm commitments from any of those shows possible, and will keep you advised with a view toward having enough time to produce and distribute an adequate supply of books before any national TV appearance.

In any case, you <u>should</u> be seeing some orders in response to my efforts of the past two weeks. The trip was a gamble with about $700 of my own money. I could ill afford it. If you should decide that the trip was worth the money, I would be grateful if you were to decide to reimburse me.

With very best wishes,

P.S.: The average daily high temperature in Seattle has been about 65°. Weeee!

James M. Ennes, Jr. Research Papers

DES MOINES REGISTER AND TRIBUNE
P O BOX 957 • DES MOINES, IOWA 50304

August 4, 1980

Mr. Stanley White
~~920 Lincoln~~ Rt #2, Box 32
Vermillion, S. D. 57069

Dear Mr. White:

Thanks to your phone call a couple of weeks ago, I found our reviewer's review of //Assault on the Liberty// and ran it yesterday, August 3.

I wish I could tell you what happened to the review, but I suspect it was a combination of circumstances that led me to misplace it and then forget about it. The reviewer produces a gigantic amount of copy and often forgets to check whether his stuff has run. He filed the //Liberty// review on January 28.

I'm glad you called. This is a book and a review that readers should know about, even at this late date. I enclose a copy. Thanks again.

Sincerely,

Joan Bunke

Joan Bunke
Book Editor

James M. Ennes, Jr. Research Papers

AVON BOOKS

959 EIGHTH AVENUE · NEW YORK, N Y 10019

September 4, 1980

James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Janet Houston has called to my attention ASSAULT ON THE LIBERTY. I'm afraid, though, I don't see it as an Avon reprint. We publish very little non-fiction, and I think your book would be difficult to sell.

I sincerely appreciate your interest in Avon.

Cordially,

Robert B. Wyatt

RBW:rm

cc: Janet Houston

James M. Ennes, Jr. Research Papers

DEPARTMENT OF STATE

Washington, D.C. 20520

September [illegible]

Dear Mr. Collins:

Thank you for your letter of August 14 [illegible] the status of Mr. Gip Oldham's Freedom of Information Act request on the U.S.S. Liberty.

The Department has received several requests for information on the U.S.S. Liberty and we are currently in litigation with another requester over the release of these documents. As soon as we are able to complete the review of the documents required for the court action, we will notify Mr. Oldham.

If you have further questions, please contact Mr. Frank Machak, Information and Privacy Coordinator, in our Bureau of Administration on [illegible].

Sincerely,

J. Brian Atwood
Assistant Secretary for
Congressional Relations

Enclosure:

Correspondence Returned.

The Honorable
James M. Collins,
House of Representatives.

Jim - Very old dodge in a storm! You devil you!
B.

James M. Ennes, Jr. Research Papers

JAMES M. COLLINS
Third District, Texas

COMMITTEES
INTERSTATE AND FOREIGN COMMERCE

COMMUNICATIONS
ENERGY
POLICY

Congress of the United States
House of Representatives
Washington, D.C. 20515

2419 Rayburn House Office Building
Washington, D.C. 20515
Telephone 225-4201

12900 Preston Road
Lock Box 72
Suite 317
Dallas, Texas 75230
Telephone 787-4846

September 24, 1980

Mr. Gip D. Oldham, Jr.
6008 East University Boulevard
Dallas, Texas 75206

Dear Mr. Oldham:

Please find enclosed a copy of the letter just received from the Department of State concerning your inquiry.

While this letter does not provide a conclusive answer, I trust that it will shed light on the Department's reasons for delay. In addition, they have provided a name and telephone number for your future communications.

Thank you again, Mr. Oldham, for keeping me posted of your concerns.

Best of luck to you,

James M. Collins

James M. Collins, M. C.

JMC/mm
Enclosure

James M. Ennes, Jr. Research Papers

JAMES M. ENNES, JR.

10 November 1980

The Honorable Edward M. Kennedy
United States Senate
Washington, D.C. 20510

Dear Senator Kennedy:

Mr. Stephen St. John of Los Angeles wrote to you on August 3, 1980, asking about the attack on the USS Liberty by Israel in 1967. You in turn sent his inquiry to the Department of State for comment. Mr. St. John has graciously sent me the reply dated September 18, 1980, which you received from the Department of State.

As officer of the deck of the USS Liberty for several hours immediately preceding the attack, and as author of the Random House book "Assault on the Liberty," I must tell you that the State Department letter is misleading.

There is an abundance of evidence, both in the files of the Department of State and in the record of the Navy Court of Inquiry, to prove that the attack on the USS Liberty can only have been deliberate and that the true circumstances of the attack have been covered up by our government. Aside from other evidence, a careful reading of the record of the Navy Court of Inquiry will convince most readers that the Court reached findings that are unjustified and unsupported by any evidence.

To give but one example: During the hearing of the court of inquiry, several officers and men testified that pre-attack reconnaissance was extensive, consisting of at least thirteen reconnaissance orbits, some as close as 200 feet overhead, and that the ship's flag was clearly displayed in a strong breeze. The ship's logs prove that twelve knots of wind held the flag aloft before the attack, and evidence was given that Israeli reconnaissance aircraft were heard informing Israeli headquarters that our flag was American. Despite those facts, however, the court ignored all the testimony and ignored the ship's logs and, with no supporting evidence whatsoever, reported a finding of fact that the ship was probably misidentified because the flag hung limp at the mast on a windless day and could not be seen by reconnaissance aircraft which the court said came no closer than three miles from the ship. Other equally strange behavior by the court and by our government is documented in my book.

The Liberty cover-up did not come to public attention at the time because Liberty crewmen who attempted to tell the truth were repeatedly threatened with severe punishment if they were ever to speak freely. This, too, is documented in my book.

The Department of State claims in the letter to you that all official documents pertaining to the attack have been released except for some dealing with a claim by the United States against the Government of Israel. That statement is not true either.

[illegible] WOODBINE WASHINGTON [illegible] [illegible]

James M. Ennes, Jr. Research Papers

It is true that the Department of State, after ignoring for almost three years a Freedom of Information Act request I filed in 1977, finally released within the last few days about 150 mostly innocuous documents under pressure of a Freedom of Information suit now pending in Federal District Court in Washington, D.C. (James M. Ennes, Jr., VS Department of State, CA 80-1126). It was only after I filed suit, however, that the Department of State released anything in this case at all. And, contrary to the claim made to you by the Department of State, a number of documents are still being withheld which do not pertain to the government's claim against Israel. Among these are several messages from the American Embassy in Tel Aviv to the Department of State relating Israel's various excuses for the attack, including a report of the Israeli Court of Inquiry into the circumstances of the attack, and a message from our Tel Aviv embassy relaying a request from Israel that our government withhold the details of Israel's excuse from the American people.

I am in touch with about thirty former Liberty crewmembers and several peripheral figures who are prepared to provide sworn testimony in support of the position that the attack was no accident and that the circumstances were covered up. I can provide the name of at least one senior government employee who, if subpoenaed to testify, will report that our government was informed by the Central Intelligence Agency shortly after the attack that (1), the Israeli forces correctly identified the USS Liberty before they attacked and (2), the Israeli forces attacked the ship deliberately knowing it to be an American naval vessel. And of course I can testify personally as to my experiences on the ship's bridge before and during the attack, and as to my thirteen years of research into the circumstances of the attack and the cover-up.

Recently I had a long conversation with Senator Adlai Stevenson who told me that fear of a powerful Israeli lobby has so intimidated our Congress that members lack the courage to examine the Liberty attack seriously. Let us hope that is not the case in the new Congress. This is a matter that cries out, even today, for a careful and thorough airing, and I hope that you and some of the other more courageous Members will support such a probe.

A detailed report of the Liberty cover-up is contained in chapters 9, 10, and 11 of my Random House book, Assault on the Liberty. If you will have a staff member call me, I will see that you get a complimentary copy. If you have any questions, I shall be pleased to answer them.

Yours very truly,

James M. Ennes, Jr.

James M. Ennes, Jr. Research Papers

September

Dear Senator Kennedy:

I am writing in response to your inquiry of August 3, regarding Mr. Stephen St. John's letter concerning the Israeli attack upon the USS Liberty in June, 1967.

Questions about this incident have arisen frequently over the years. In particular, the charge that Israel deliberately attacked the Liberty has been raised a number of times. The Department has no information to substantiate this allegation. The Navy Court of Inquiry conducted subsequent to the attack concluded that it had insufficient information to make a judgement on the reasons why Israeli aircraft and motor torpedo boats attacked the Liberty. The complete record of that inquiry, as well as most other official documents on the incident, have been made available to the public under the Freedom of Information Act. The only documents remaining classified deal with the as yet unsettled claim by the United States against the Government of Israel for compensation for the physical damage caused to the ship.

The attack took place during the 1967 Arab-Israeli war, a time of frenetic activity and great confusion. In the aftermath of the attack, the Israelis offered assistance to the disabled ship. The Government of Israel immediately took full responsibility for the attack and stated that it was due to an error on the part of its armed forces. The Israelis extended immediate apologies for the attack and paid in full the claims submitted by the U.S. Government in connection with the deaths and injuries to the Liberty crew.

As I mentioned above, the sole remaining claim is for the physical damage caused to the Liberty. The Government of Israel has agreed to negotiate compensation for this claim. The Department is presently completing

The Honorable
Edward M. Kennedy,
United States Senate.

James M. Ennes, Jr. Research Papers

consultations with the Department of the Treasury and the Department of the Navy to prepare the U.S. negotiating position, and we expect to begin these negotiations soon.

Sincerely,

J. Brian Atwood
Assistant Secretary
for Congressional Relations

Enclosure:

Correspondence Returned.

James M. Ennes, Jr. Research Papers

17 November 1980

Senior Editor Linda Price
Bantam Books, Inc.
666 Fifth Avenue
New York, New York 10019

Dear Ms. Price:

Seattle author Beth Flynn (The Flying Flynns, Seaview and Bantam) suggested I write to you to propose a possible Bantam reprint of my Random House book, Assault on the Liberty.

Assault on the Liberty is now in a second printing and continuing to sell. The book has had dozens of very enthusiastic reviews and is receiving increasing publicity and support. It has been endorsed by four United States senators, two former chiefs of naval operations (including one who presided over the cover-up which is the subject of the book), and two prize-winning authors. The book is widely praised both for its factual content and for the quality of writing.

Seymour Hersh says of the book: "I've never read a more graphic depiction of war and its effects at sea." The Hartford Courant calls Assault "a balance between The Cruel Sea and Mister Roberts...one of the finest accounts of combat at sea." The Washington Post says, "The writing is first class." Several reviewers have called the book "gripping," "exciting," "compelling," and "riveting."

Dick Estell, the Radio Reader from Michigan State University, can read only about a dozen books a year over his 42-station coast-to-coast radio network. For readability, drama and action, Mr. Estell has chosen Assault on the Liberty to read on the air in its entirety commencing January 6, 1981.

Several readers have suggested to me that Bantam would be an ideal paperback publisher for this book, and I certainly agree. Have you considered this book for your Bantam series of war books?

Please call me at 206 788-3519, or call Cheryl Merser of Random House at 212 572-2446 if you would like to see a copy.

I enclose some review and descriptive material.

Sincerely,

James M. Ennes, Jr. Research Papers

17 November 1980

Mr. William Randolph Hearst, Jr.
Chairman, Hearst Corporation
959 Eighth Avenue
New York, New York 10019

Dear Mr. Hearst:

San Francisco talkshow host Bob Trebor suggested recently that I send you some information about my Random House book, ASSAULT ON THE LIBERTY.

Although Assault on the Liberty is now in a second printing and is continuing to sell, the book has had little national media coverage and, to my knowledge, no reviews in Hearst newspapers. It is, however, drawing increasing national attention and support. I hope you will agree that this first-hand account of the Israeli attack on the USS Liberty is worthy of your interest and support.

The book has been endorsed by four United States senators, two former chiefs of naval operations (including one who presided over the cover-up which is the subject of the book), and two prize-winning authors. The book is widely praised both for its factual content and for the qualify of writing.

Seymour Hersh says of the book: "I've never read a more graphic depiction of war and its effects at sea." The Hartford Courant calls Assault "a balance between The Cruel Sea and Mister Roberts...one of the finest accounts of combat at sea." The Washington Post says, "The writing is first class." Several reviewers have called the book "gripping," "exciting," "compelling," and "riveting."

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I enclose some review and descriptive material.

Sincerely,

James M. Ennes, Jr. Research Papers

BOOKS READ ON PUBLIC RADIO STATIONS 1979-80

TWO IN THE FAR NORTH	Margaret Marie
DELIVERANCE DAY	Michael Selzer
BY MYSELF	Lauren Bacall
THIS HOUSE OF SKY	Ivan Doig
DOWNWIND FROM NOBODY	Joan Wells
THE BOLD AND MAGNIFICENT DREAM	Bruce & William Catton
VIXEN 03	Clive Cussler
DINAH, BLOW YOUR HORN	Jack Bickham
FINALLY, I'M A DOCTOR	Neil Shulman, M.D.
THE FLYING FLYNNS	Bethine Flynn
THE IMPROPER BOSTONIAN	Edwin P. Hoyt
A GOOD SCHOOL	Richard Yates
CHAPPIE AND ME	John Craig
SAVED!	William Hoffer
IT WAS A WONDERFUL SUMMER FOR RUNNING AWAY	Charles N. Barnard
ANATOMY OF AN ILLNESS	Norman Cousins
ICE BROTHERS	Sloan Wilson
YOU DON'HAVE TO BE IN WHO'S WHO TO KNOW WHO'S WHAT	Sam Levenson
PAPPY: The Life of John Ford	Dan Ford
KANE AND ABEL	Jeffrey Archer

PERMISSION GIVEN TO READ

THE SEA THE SEA	Iris Murdoch
IN THE NIGHT SEASON	Christiaan Barnard, M.D.
A HOSTAGE TO FORTUNE	Ernest Gann
ORDINARY PEOPLE	Judith Guest
DARROW	Kevin Tierney
HUBERT	Edgar Berman
RED SKELTON	Arthur Marx
UNTIL THE SINGING STOPS	Don Gold

James M. Ennes, Jr. Research Papers

NORMAN F. DACEY
2926 FAIRFIELD AVENUE
BRIDGEPORT, CONNECTICUT 06605
TEL (203) 331-1561

November 10, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Jim:

Congratulations on the truly spectacular performance you've put on in the promotion of the book. I take off my hat to you!

I do hope that it will be reflected in sales. I wouldn't worry about your "standing" at Random House -- authors only have standing if their books sell. If yours takes off as it surely should, they'll be fawning on you.

Accept my personal thanks for cracking open the shell of silence which has enveloped the Liberty affair. I only hope that that Israeli-lover, Reagan, doesn't order a blackout.

I'm in the U.S. for two or three weeks of promotion which will take me coast-to-coast. If I'm anywhere near you, I'll call.

The above is the address of my office and secretary, Mrs. Dorothy Ostman.

Kind regards,

Norman F. Dacey

NFD/dko
P.S. Tax advantage in Ireland? Uncle Sam collects the full tax on American writers wherever they go.

James M. Ennes, Jr. Research Papers

Naval Institute Press

United States Naval Institute, Annapolis, Maryland 21402 301 268 6110

2 December 1980

Cdr. James M. Ennes Jr., USN (Ret.)
[redacted]

Dear Commander Ennes,

Thanks for your letter of 24 November and the enclosed reviews and comments. We are all happy here that your book met with such success, and that it has progressed into a second printing. I'm glad we were able to do our small part in promoting it.

Although Proceedings did not advertise the book in October, we continued to stock it and fulfill orders through November. Our Marketing Department elected not to carry the book on our backlist of former book selections past November, as our inventory was exhausted as of the end of the month, and orders for the book had dropped off considerably since midsummer. Our policy is to carry all selected titles for a period of one year. But we will continue to process members' orders through our special book ordering service, and I'm sure Proceedings will carry further commentary on the book in the "Comment and Discussion" section. So rest assured we will continue to service any members' orders for the book placed through us expeditiously during the coming year.

Your comment in regard to your editor's failing to recognize Adm. Burke is a fairly common complaint voiced by authors whose military books are published by the New York/Boston commercial presses. That's why we always urge potential authors to be sure to try us first, as we are generally recognized as being the most knowledgeable U.S. publisher of books on naval and maritime affairs.

Please accept my best wishes for continued success with Assault on the Liberty.

Sincerely,

Richard R. Hobbs

Richard R. Hobbs
Acquisitions Editor

RRH/mw

James M. Ennes Jr. Research Papers

Julian Bach Literary Agency, Inc.
747 THIRD AVENUE, NEW YORK, N. Y. 10017 · 212-753-2605 · CABLE: TURTLES NEWYORK TELEX: 668350

August 7, 1980

Mr. Pete Bucher
16296 Rostrata Hill
Poway, Calif. 92064

Dear Pete:

What a nice man you are.

I'm sent the Sunday review of the Washington Post and I spotted and read your excellent review. I cut it out, intending to write you -- and never did. Then you were nice enough to think of me and sent me ASSAULT ON THE LIBERTY.

I quite agree that Ennes is first rate, and if he would like to send me part of his new novel, or discuss with me any new non-fiction projects, I'd be delighted to hear from him by mail or by phone.

Or, if he prefers, he could send me his number and I will call him.

By separate post I am returning the book to you.

Hope and I will be leaving for London on business September 1st and then walking in the Swiss Alps on vacation. My fourteenth time.

How is the Avocado farm going? I have not been to the Coast for ever so long, but I wouldn't think of getting near San Diego without calling you and Rose.

When you were last here -- was it a few months ago -- you called -- and I called you back a couple of times, but apparently missed you. We have great new offices, busy as always, a couple of nice Best-Sellers (all the Jim Fixx books, and the Nathan Pritikin Diet book, and some big novels coming up this Fall).

Still jog and eat and drink plenty.

Warm regards to you and Rose.

Best,

Julian

JB/dac

James M. Ennes, Jr. Research Papers

Julian Bach Literary Agency, Inc.

747 THIRD AVENUE, NEW YORK, N.Y. 10017 · 212-753-2605 · CABLE: TURTLES NEWYORK TELEX: 668350

November 5, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Thanks for your meaty letter. As you know, so much in fiction depends upon the writing and, hence, the reading of a novel. Non-fiction can sometimes get away on the strength of an idea; but it's rare that a novel, particularly a first novel, can survive unless it really grips the editors'and the readers' interest.

That's why I would like to have a chance to read whatever you send me before I make any comments, because the subject of "Cryptology, Terrorism and Nuclear Blackmail" is, or has become worn. La Pierre and Collins have just pulled it off in a major seller, but they have, of course, a huge following from their previous successful non-fiction books.

As an agency, we receive probably 15 unsolicited letters a month that outline a novel dealing with terrorism and nuclear blackmail. What I'm saying is that it's going to depend on your ability as a novelist, and so, I'm anxious to have a chance to read.

Regards,

Julian Bach

JB/ba

James M. Ennes, Jr. Research Papers

Donald J. Lundin
4915 Briarcliff Rd.
Baltimore Md. 21229
February 3,1981

Dear Mr. Ennes,

I can't tell you what a pleasure and releif it was to see your book come into publication. The book answered many questions that have been unanswered to me for many years. I pretty sure that I have read the book at least four times and each time something new comes to my mind that made since to me again. Your theory of the attack being deliberate because they did not want us to find out about invading Syria to me is correct and I agree with you.

I left the Navy in 1973 and became a police officer with the Howard County police department in Maryland and have been ever since. About a month ago a report in the local news paper gave a short account of what happened to the Liberty and the Israel government giving a portion of the six million dollars in damages. One of the local newspaper reporters had heard through freinds that I was on the ship and asked if I would do a interview. I kept putting it off and finally decided to grand the interview because I felt that maybe it would help steer-up some interest and people would read your book on the account of the incident. I am sending you a copy of the article and please let me know what you think of it. I am happy how the reporter compared with what I said to what you wrote in the book. Also I am glad that he didn't make it sound like I was a hero or something because I wasn't. I did what everybody else did that day and after.

James M. Ennes, Jr. Research Papers

When you were on the LARRY Alan King show a few months ago, I was working the nite shift and I usually listen to his show. When I turned the radio on and heard you talking I had to call and it was a pleasure talking with you. After the article of my interview one of the civilians that was on the ship and now resided in Columbia Md. called me at work and talked for a few minutes and he gave me your address and phone number. I beleive it was Mr. Blankenship and for the life of me I am not sure that is who called. I loaned your book to a relative and I can't look up his name but I am sure you know who it is. He mentioned that you have had many offers for talk shows and the possibility of a movie being made out of the book. This would be a wonderful thing to happen. It has been along time since the incident and I am glad that what had happened and maybe many unanswered questions will come out of the book.

I hope you can read my typing for I have never really mastered the art of typing even when I was doping dittiessssss. Chief Smith used to tell me to please try and stop making strike overs all the time. I willnever forget him and the others. Maybe someday there can be a reunion of somekind held. I hope the article wasn't wrong and that maybe it helped in someway. Please let me know. I will look forward someday in meeting you if you ever come to Baltimore or the Washington area. If you do please call Area code. 301-945-8569 Wrk. 301-992-2207.

Sincerely, one of your shipmates,

Donald J. Lundin

James M. Ennes, Jr. Research Papers

Mr. Raymond P. Schmidt
6205 Lone Oak Drive
Bethesda, Maryland 20034

January 9, 1979

U.S. NAVAL SECURITY GROUP HISTORIAN

Dear Jim,

Thanks for your card and the advance information about your book.

I was quite ill from the 15th of December until yesterday. My holidays — leave and Presidentially-granted day off — were hard to describe and are impossible to remember. The doctor diagnosed it as a virus, with no name and even less medical history. His staff had had some of the symptoms but he could only alleviate some of their discomfort. After two weeks of sugar I have begun to recover, try eating meals (lost 15 lbs), and return to work. We sent no cards from my pen this year, so this letter will hopefully replace that! Kathy did most of the daily work but I'm sure I added very little to the family holiday cheer.

When I tried to work on January 2nd I was pleased and impressed than Random House had indeed sent me a copy of your book. Last night I began to read it.

James M. Ennes, Jr. Research Papers

First, let me assure you that I am not a negligent correspondent. I usually write only the letters that I must, except for holiday messages. All of your letters have been read with interest and I do appreciate the time you take to provide substantive information. I am doing my best to ensure that followup action is being taken and that information is filed where it is retrievable. The past year has been extremely difficult for me professionally and, I think, for the Headquarters. All this is leading up to the point that my silence is purely because of circumstances over which I can exert no control.

Perhaps one day I will be able to elucidate. At the moment, I will simply report that your card survived December, but whatever you enclosed with it did not. My clouded brain tells me it was an advance description of your book but that you had entered a note saying "I didn't say that" in the margin next to a publicher's concoction. No matter, I suppose, because I now have the book itself.

James M. Ennes, Jr. Research Papers

It was only mildly surprising to hear that your book was on the market. I had received several indications during the year that you were making inquiries for information. No alarm, just a referral.

Your book is well constructed and hard to put down. You led me to conclude that Liberty was an exceptional ship, indeed, and was making an unusual voyage. Her crew matched her mission and, when the chips were down, achieved a most remarkable end: Liberty survived.

Yours is a personal account of an ordeal only a few will ever experience. It is a moving human story that touches on a number of issues that Navy people should ponder. I wish that I had read your book in 1976. Your shipmates will undoubtedly be grateful that you published it in 1979. Some politicians and others will be "annoyed" that you wrote it at all. It seems fair to say that you have stirred memories. Don't be surprised if many people misunderstand your theme, your purpose, or your conclusions. No doubt you are prepared for both the fame and the notoriety of authorship.

This is not an appraisal of Assault because I have not finished reading it. Nor is it my "official" judgment. My personal view is that you will have a wide readership (I have recommended it to six people) and that we will all learn something. Perhaps I can do you justice in a review. I would like to discuss the book with you in person.

Best wishes to all of you,

Ray

James M. Ennes, Jr. Research Papers

HOLT, RINEHART
AND WINSTON
CBS Inc. 383 Madison Avenue
New York, New York 10017
(212) 688 9100

Thought you might find one President's response interesting — JJ

August 15, 1977

TYPICAL REACTION FROM A BOOK PUBLISHER

Mr. Taylor Walsh
P.O. Box 631
Northwest Station
Washington, D. C. 20015

Dear Mr. Walsh,

Thank you very much for sending me your article on the USS Liberty, A SHIP ERRANT. I found the story quite interesting, but felt that it would not bear inflating into book length. It does strike me very much as a footnote to history, and, from a commercial point of view, I don't know who would buy the book. You are, of course, running the risk of alienating a large pro-Israel book-buying public!

But thank you again for letting me see the material, which I am sending back to you herewith. Please keep me in mind for any other book ideas you have. I'd like to hear about them.

Sincerely,

Jennifer Josephy

Jennifer Josephy

James M. Ennes, Jr. Research Papers

R.D. 3, Box 197
Flemington, New Jersey 08822
September 22, 1979

Honorable William Bradley
United States Senator from New Jersey
P. O. Box 70
Denville, New Jersey 07834

Dear Bill:

It was an honor and a pleasure to meet you Sunday at Barbara McConnell's affair at Bob Durst's home. You won't remember me - I was the fellow whose wife was younger, smarter and so much better looking who told you about her sons who idolize you. Knowing your educational background I think it is safe for me to assume you are a fast reader.

A friend of mine, who was an officer on the U.S.S. Liberty, in 1967 when it was attacked by the Israelis, has written a moving and painstakingly researched book fittingly called The Assault on the USS Liberty - to be published by Random House in January 1980.

It is a tremendous story of men's courage and conviction in the face of a holocaust - I don't think it an exaggeration in that respect to compare it to Conrad's Typhoon. It is not anti Israeli, but it is a devastating expose of the ineptitude of our military high command system and the cover up tactics of both the Military and State Department. This is documented facts, not stated opinions. It also explains without mentioning it, why the Russians decided to capture the USS Pueblo and all of our latest scientific cryptographic computers, etc., six months later off the coast of North Korea.

Because of the over-sensitivity of the State Department, the Military and the Jewish political powerhouse, I am afraid this book may be buried with the tacit cooperation of Random House. Those men on that ship who gave their lives, or bear for life the burdens of wounds they received, deserve better.

I have a bound uncorrected proof copy of the book. I would like to send it to you to read. If you are as moved by it as I was and feel that it would not be politically damaging for you - send your comments to the editor at Random House.

A blurb on the jacket from you, an idol of the young, a liberal democratic senator, would be worth ten from Senator Goldwater. I would like you to judge for yourself whether the book deserves it. I hope you can spare a coupel of hours from your busy days for - if nothing else - a great read.

All of this contingent on your promise to have the proof returned to me - I treasure it.

Look what my friend Adrian Grace Robert Walker who is an absolute perfectionist in spelling and grammar did in this line. She has a business service that types my manuscripts now - Too dance or pensive but fast and good (over)

Yours sincerely,

Bill McCollum

William McCollum, Jr.

Enclosures

James M. Ennes, Jr. Research Papers

copy copy copy copy

29 September 1979

Honorable William Bradley
P.O. Box 70
Denville, New Jersey 07834

Dear Senator Bradley:

Bill McCollum kindly sent me a copy of his letter to you of last week in which he offered to loan you the uncorrected galleys of my new Random House book, "Assault on the Liberty." I didn't know Bill was planning to do that, but I am pleased that he made the offer and hope you will read the book.

I was an officer on Liberty's bridge during the attack, and spent a year in military hospitals recovering from wounds I received. Unfortunately, the real story of the attack has never been told because our government managed to clamp a news lid over the affair that has effectively kept the details secret for more than twelve years. During that period, however, I was assigned to Navy headquarters elements in Washington, D.C., where I worked closely with officials who knew much of the truth. I spent my free time interviewing survivors and knowledgeable government officials, and digging out declassified documents in support of what I learned. My official inquiries, on the other hand, were frustrated at almost every turn. For instance, a very specific and detailed request for several documents under the Freedom of Information Act has been delayed by the State Department for nearly two years in violation of law. The State Department has simply ignored my request--despite my repeated follow-up inquiries by letter, telephone and via my Congressman--even though the law requires a response within ten working days. The request is still pending. This is fairly typical of the government's continuing cover-up of the events surrounding the attack.

Prizewinning author William Hallahan calls my book "a stunning story superbly told." Most of the ship's officers cooperated in the research that led to the book, and those who have read it certify that it is accurate. Retired Marine Corps General C. L. Cogswell calls it "one of the most graphic descriptions of an attack on a Navy ship I have ever read. The political cover-up," says General Cogswell, "rivals Watergate."

If you are as moved as readers so far have been, I hope you will see fit to write my editor, Robert Loomis of Random House, to that effect. If you have any questions, please call me at the number below.

I enclose some materials relating to the book.

Sincerely,

James M. Ennes Jr. Research Papers

BILL BRADLEY
NEW JERSEY

United States Senate

WASHINGTON, D.C. 20510

October 29, 1979

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Thank you for your recent letter regarding Bill McCollum's invitation to review "Assault on the Liberty."

As much as I would like to read your book prior to publication, the demands of my legislative schedule make it impossible to do so. The Senate is now expected to adjourn late December, allowing little time for any reading or activity not directly related to my Senate duties.

The materials you provided are extremely interesting and, when time permits, I am anxious to read your account of this unfortunate incident.

You have my very best wishes.

Sincerely,

Bill Bradley

Bill Bradley
United States Senator

BB/mge

James M. Ennes Jr. Research Papers

RANDOM HOUSE, INC.

TO: All Book Club Friends

RE: ASSAULT ON THE LIBERTY by James Ennes, Jr.

I'm [illegible] a [illegible] of ASSAULT ON THE LIBERTY by James Ennes, Jr. to replace the [illegible] you received several weeks ago. We will be publishing A PART OF THE LIBERTY in January at $12.95.

In a recent New York Times Magazine article on the Freedom of Information Act, the attack on the U.S. Liberty was mentioned (see attached) and we hope you see that this provocative and dramatic story of official [illegible] deserves the wider coverage which publication of ASSAULT ON THE LIBERTY will bring.

Please let us know if you need additional galleys or information.

bcc: Bob Loomis
Book of the Month Club-A. Silverman
Literary Guild-Herman Gorlob
Reader's Digest-Angela Woods
Macmillan-Lea Manrahan
Playboy-Lucia Staniels
Reader's Subscription-Peter Collins

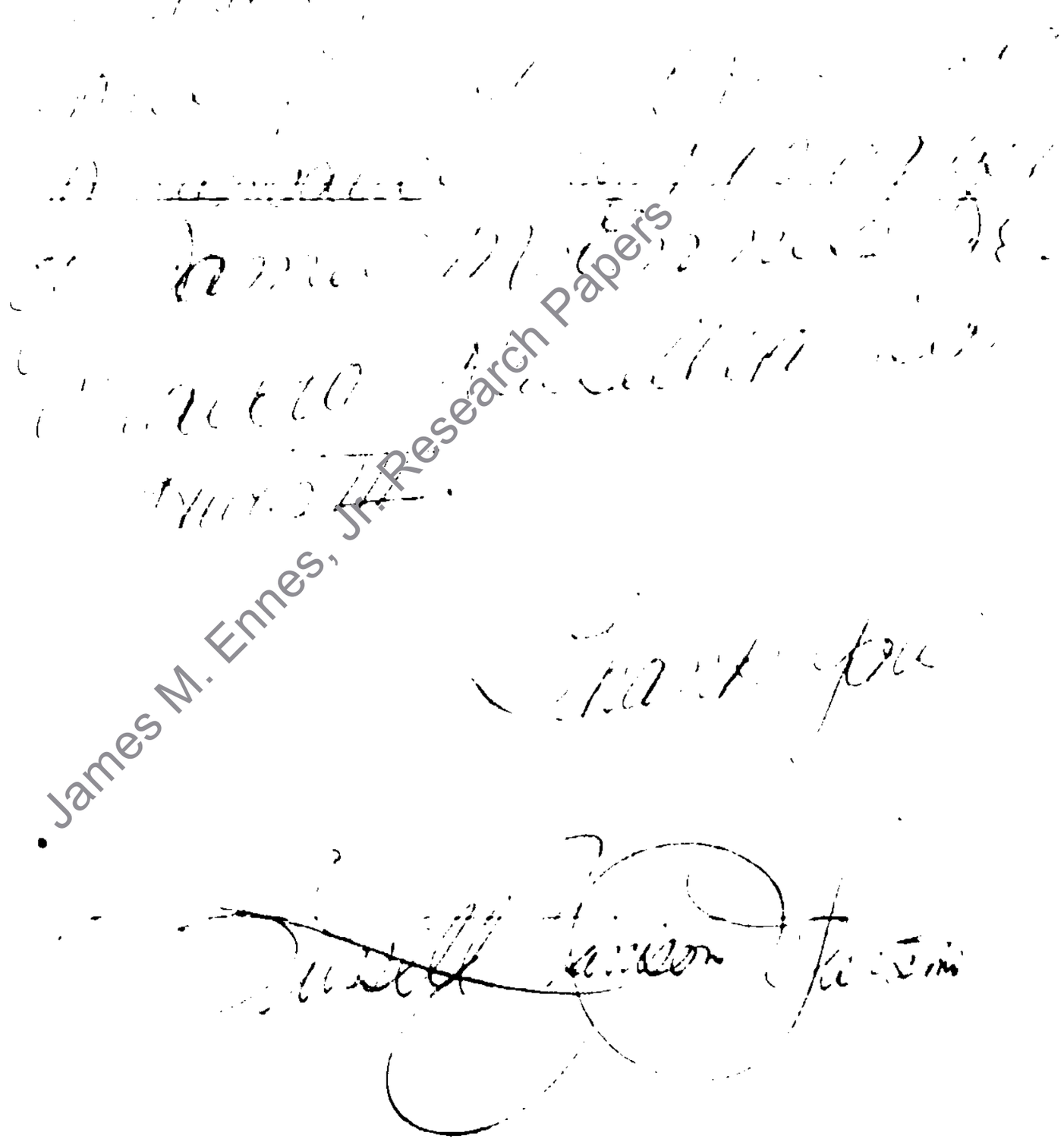
Best wishes,

Carolyn

CH/AB
enc.

James M. Ennes, Jr. Research Papers

Lewis
PORTRAITS
12600F 120th AVE. N.E. • KIRKLAND, WA 98033 • (206) 821-5090



INTERNATIONAL AWARD WINNING PORTRAITURE

James M. Ennes, Jr. Research Papers

21 January 1980

New Director
WRC-TV News
4001 Nebraska Avenue
Washington, D.C.

Dear Sir:

In October, 1977, after some CIA documents were released concerning the Israeli assault on the intelligence ship USS LIBERTY, your station asked the Navy to provide a LIBERTY officer for interview on the evening news. The request was understood to have originated in your New York office. [redacted] I was an officer on LIBERTY's bridge during the attack, and at the time of your request I was assigned to duty at 3801 Nebraska Avenue, next door to your Washington office. The Navy asked if I would agree to be interviewed, but [redacted] with [redacted] restrictions: [redacted] the interview was to be prerehearsed, supervised, and could contain only prearranged answers to your questions. This was to be a continuation of a cover-up that I had seen for more than ten years, and [redacted] so I declined.

I retired from the Navy in 1978 and have now written a book that tells the full story of the attack.

The attack on our ship was [redacted] more thoroughly reconnoitered, better planned, more [redacted] vicious, [redacted] and lasted longer than any newsman seems to have suspected--and the truth was thoroughly covered-up by our government. My new Random House book, ASSAULT ON THE LIBERTY, tells the story for the first time. This is the story that LIBERTY survivors have been forbidden to tell for more than twelve years.

If you need a review copy, please call Random House publicity manager Cheryl Merser at 212 572-2446. [redacted] If you would like to discuss the attack and cover-up with me, please call me at 206 788-3519.

James M. Ennes Jr. Research Papers

NBC News

February 15, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes,

I am replying--somewhat belatedly, I'm afraid--to your letter of January 21, addressed to "News Director, NBC-TV News", relative to your book, "Assult on Liberty", to be published by Random House.

Your proposal to discuss the attack on USS Liberty has had our careful consideration, but I'm afraid commitments to other more urgent topics in the news will prevent our taking advantage of interviewing you on air at this time. We are grateful for your interest.

Very truly yours,

Gordon Manning,
VP, Politics & Special Programs

James M. Ennes, Jr. Research Papers

MORNINGS & SUNDAYS

The Hartford Courant

ESTABLISHED IN THE OLDEST NEWSPAPER CONTINUED UNDER ONE NAME IN AMERICA

March 3

Dear Mr. Ennes,

I was surprised to learn from your letter that the -- pardon the phrase -- Conspiracy of Silence still is in effect concerning the attack on the Liberty. I had hoped the prestige of the publisher would ensure sufficient reviews for best-seller status, which Assault clearly deserves.

Had it not been for the high-class publisher, I doubt if the Courant would have run my review. As it was I had to tone it down. ~~[illegible]~~ We're lucky the new books editor is not only apolitical but largely indifferent as to what he publishes. My review of Conspiracy of Silence wasn't printed; the only review I've had thrown out.

Thank you for pointing out Pearson's innacuracies. The stifling of facts on the attack was so complete that any treatment, even Pearson's conspiratorial bilge, was welcome.

As I mentioned in the review, I had been given reason to suspect a nuclear angle to the ship's mission and the U.S. coverup several years before Conspiracy was published.

At the time of the attack, I was working for a Navy R&D company in Washington where the staff was unanimous in believing the assault was deliberate and the excuse of confused configuration a clear insult. The blackout on news irritated and intrigued me and I raised the question of the Liberty with those I met in D.C. who might be able to provide some light.

In 1971 I was working at a museum for a retired CIA agent who had been in Europe at the time of the attack. He was w willing to let me discuss the matter and carefully steered my reasoning to consider the ship's ability to monitor Israeli activity in certain plants. He confirmed none of my guesses, and directly suggested nothing, but left the clear impression that the only activity which would warrant such reprisal was nuclear-related.

James M. Ennes, Jr. Research Papers

MORNINGS & SUNDAYS

The Hartford Courant

ESTABLISHED 1764 THE OLDEST NEWSPAPER OF CONTINUOUS PUBLICATION IN AMERICA

Thus primed, I was perhaps more susceptible to Pearson's theory than I should have been.

I still have doubts on the nuclear angle, for the only story I have seen receive similar shut-out treatment as the Liberty assault is the question of Israel's nuclear capability. The newspapers are presently playing down the television story that Israel exploded a nuclear device last year. Perhaps the competitive nature of television, now lacking in many newspapers as their competition folds, will be the eventual means of bringing the Liberty story before a meaningful segment of the public.

(A recent Lippincott book, The Plumbat Affair, which treats of Israel's acquisition of weapons-grade uranium, was also largely ignored by American reviewers.)

I've had no reader reaction to the review, but that usually comes only when the reviewer makes a mistake. We have a large readership in the New London area which is awash in Naval personnel and I trust the book is doing well there.

Thank you for taking the time to write and for the copy of the suppressed photo. I wish you the best of luck with Assault and with bringing the whole matter to public attention. I also hope you'll continue writing. Even without the controversial content, the book was both fascinating and enjoyable.

Sincerely,

Max MacNamee

Max MacNamee

James M. Ennes, Jr. Research Papers

KATU

Television

March 3, 1980

Mr. James M. Ennes, Jr.
AUTHORI
[redacted]

Dear Jim Ennes:

Gee, was I glad you sent along your address. Somehow I misplaced your card and as a result these pictures have been moving around my desk for the past two weeks! So, so sorry.

What delightful news that you're in PEOPLE. My copy has not yet arrived. (I do believe the mailman takes it home to read before he brings it to me.) There was no doubt that Dick Durrell was intensely interested in you and your book.

I shared your letter with the folks who run the "A. M. NORTHWEST" program and they were as delighted as I with your message.

Let's hope you hear from the WASHINGTON STAR; it's galloping right along these days.

Again, thank you for your nice letter. Now I have your address nailed down!

Sincerely,

Isabell Hoyt

Isabell Hoyt
Merchandising Manager

HER SON WAS THEN THE PUBLISHER OF THE WASHINGTON STAR. SHE ASKED HIM TO REVIEW ASSAULT. RESULT WAS A NICE REVIEW BY TAYLOR WALSH

P.O. Box 8799, 2153 N.E. Sandy Blvd., Portland, Oregon 97208 (503) 231-4222
Fisher Broadcasting Inc. • ABC Affiliate

James M. Ennes Jr. Research Papers

5166 Eliot's Oak Road
Columbia, Maryland 21044
27 February 1980

Mr. James M. Ennes, Jr.
c/o Random House, Inc.
New York, New York 10027

Re: "Assault on the Liberty"

Dear Mr. Ennes:

I have just finished your story and analysis of the "Assault on the Liberty". I am wholly convinced of the basic argument that the Israeli attack on the USS LIBERTY was deliberate and I have no basis to challenge your reasoning as to the Israeli motivation. There is, however, one area of your analysis that disturbs me. I refer to your contention that the first aircraft launched to the defense of LIBERTY carried nuclear weapons.

I am a Naval Reserve Officer (surface-type) and served two years of active duty aboard the USS INTREPID (CVA/S-11). I made a Mediterranean deployment in 1961-1962 during which I worked in Air Operations and became familiar with Attack Carrier (CVA) air operations procedures. Your description of "ready aircraft" on Page 76, second paragraph, is misleading and in certain aspects, incorrect. When I was aboard a Med-deployed carrier, there were two types of "ready" aircraft. First, there were what we called "duty bombers" which were attack aircraft (on INTREPID A4 Skyhawks and A1 Skyraiders), nuclear armed, and maintained in a guarded location on the hanger deck (never on the flight deck) with quick access to the aircraft elevator.

The other "ready aircraft" were "ready CAP" (combat air patrol). These were fighter/interceptor aircraft, carrying conventional air-air weapons (guns, missiles) and intended for fleet air defense. Since the reaction to an incoming air threat must, of necessity, be extremely rapid, "ready CAP" were spotted on the flight deck, often on the catapult.

In the Navy, the attack responsibility is given to VA squadrons with (then) A1, A3 and A4 aircraft. A business associate of mine, a former Navy Carrier F-4 pilot (Active Duty: 1961-1969) confirmed my recollection that nuclear responsibilities were only assigned to attack squadrons (VA). My associate stated that fighter squadrons (VF) were not trained for nuclear weapons delivery, and that he had never been aware of a nuclear weapons assignment to Navy F4 aircraft. He had, however, stood the "ready CAP" watch many times.

James M. Ennes, Jr. Research Papers

Accordingly, I believe that your statement on Page 77 that "two nuclear armed F-4 Phantom jets left America's catapults....." is incorrect as to aircraft armament. Furthermore, in Appendix D, you quote a destroyer officer as receiving a sound powered telephone message from America: "Don't panic, we're getting ready to launch the ready CAT". Considering the marginal quality of sound-powered communications, and the lack of familiarity of some destroyer personnel with aviation terminology, it is probable that AMERICA said "ready CAP".

Other evidence aside, it is inconceivable to me that a Navy Carrier Commanding Officer would launch aircraft carrying nuclear weapons, intended for air-to-surface attack, in defense of a single U.S. ship known to be under attack by aircraft. The would-be defenders in such a situation would be incapable of protecting themselves, let alone the LIBERTY.

The only conclusion I can draw from the facts as presented is that the AMERICA (and SARATOGA?) launched ready cap F-4's with conventional weapons.

Why then the urgency of the Secretary of Defence and CNO to recall these aircraft as reported by naval communications station personnel in Morocco, monitoring the high command voice circuit?

Considering the circumstances, it is possible that the National Command Authority in Washington deduced (if they were not explicitly aware) that the attackers were Israeli. Even if there was uncertainty, the alternative prospects of a U.S. Force in a shooting engagement with either belligerent or the Soviet Union would be almost equally distasteful. An Israeli/U.S. battle would undoubtedly endanger US efforts to provide material support to the nation with which our sympathies and commitments lay. Engagement with U.A.R. aircraft brought with it the danger of bringing the Russians into the fray and a direct US/USSR clash carried the terrifying prospect of a superpower shooting war. Accordingly, I suspect, no assistance at all was the least of evils and the strike was ordered to return.

I believe that once "breathing space" had been obtained by recall of the first aircraft, Washington authorized arming and launching the second strike in the certain knowledge (by that time) that the attackers were Israeli, and that the attack was over and thus, there would be no further combat. Recall of the second strike was probably motivated by the consideration that U.S. pilots might have to ditch, risking their lives in a meaningless exercise.

I enjoyed the book immensely. You have done a great service to the men of the LIBERTY by publicizing their heroism. I hope you will persist in your efforts to uncover the answers to questions which continue to lie open.

James M. Ennes, Jr. Research Papers

Perhaps with your publication, individuals involved in the events will come forward with more information. The Naval Institute proceedings intends to publish a review of "Assault on the Liberty" in the March issue. Unless the reviewer comments adequately on the questions I have raised here, I intend to submit the substance of this letter to the proceedings for their "comments and discussion" section.

Very truly yours,

C. W. Wright

James M. Ennes, Jr. Research Papers

DEPARTMENT OF STATE

March 27, 1980

Mr. Joseph C. Lentini

[redacted]

Dear Mr. Lentini:

This is to follow up our telephone conversation of March 26. As I mentioned, we continue to move ahead in preparations for settling our claim with the Government of Israel for compensation for damage to the USS Liberty. The Department has consulted with the Department of the Navy and the Department of the Treasury, and we plan soon to begin our discussions with the Government of Israel. We hope to reach a satisfactory agreement on compensation with the Israelis in a timely manner. I will be glad to advise you of the outcome of our negotiations once they are complete.

Sincerely,

Edwin Cubbison
Office of Israel and
Arab-Israeli Affairs

James M. Ennes, Jr. Research Papers

western union

Telegram

SEB067(1146)(1-006569C028)PD 01/28/80 1442
TLX RCA CMDN CHIL
ZCZC 11 CHERRY HILL NJ JAN. 28
PMS JAMES M. ENNES, JR.
[redacted]

1/28/80 J.E.
S.I.S. [illegible]

DEAR [illegible] -

CONGRATULATIONS ON PUB DATE FOR ASSAULT ON THE LIBERTY.
RANDOM HOUSE IS PROUD TO BE YOUR PUBLISHERS.

BOB LOOMIS RANDOM HOUSE INC 201 E 50TH ST NYC

NNNN

7XX-

11

SF-1201 (R5-80)

James M. Ennes, Jr. Research Papers

BEN SCHEMMER
EDITOR

2/20/79

Jim —
fantastic book!
from a fellow author,
Congratulations!
Ben Schemmer

ARMED FORCES JOURNAL
SUITE 603
1414 TWENTY-SECOND STREET, N.W.
WASHINGTON, D.C. 20037
(202) 296-0450

James M. Ennes, Jr. Research Papers

18 April 1979

Publicity Manager Cheryl Merser
RANDOM HOUSE, INC.
201 East 50th Street
New York, N.Y. 10022

Dear Ms. Merser:

This is probably a classic case of getting more information than you needed or wanted. Forgive me if I seem to overwhelm you with information. But I know from experience that there is tremendous interest in this subject and hope to show you where some of that interest lies. In the past three years, for example, have appeared two widely circulated magazine articles on the attack, a book published in London, a headline making news announcement, several minor newspaper articles, and a news announcement about the ship that caused NBC to break into regular evening programming. Meanwhile, several men are trying to write books, one man claims he abandoned a high-paying job to investigate the story, and a professional historian is doing research for a book. None of these people, however, seem to be even close to the real story of the attack, since none of them has been able to make contact with ship's officers or others who know the details.

I am convinced that there is a substantial market out there for this book, if we can just let them know that the book exists. That is why I have tried, in the pages that follow, to show you some of the people and publications that have shown particular interest in the story or that seem to be especially promising markets. There are many more. And I don't mean to suggest that the book will appeal only to military readers. The markets and publications mentioned here are just some that I have happened to become aware of in the years since the attack.

I will send a photograph in six or eight weeks.

Yours truly,

Jim

James M. Ennes, Jr.
[redacted]

copy: Robt. Lescher

James M. Ennes, Jr. Research Papers

RANDOM HOUSE AUTHOR'S QUESTIONNAIRE

[illegible] 201 East 50th Street New York N.Y. [illegible]

[illegible] NECESSARY PHOTOGRAPHER'S CREDIT LINE AND PERMISSION FOR USE ON THE [illegible]

1. Full name: James Marquis Ennes, Jr. Date:

Pseudonym, if any:

2. Proposed title of your book: ASSAULT ON THE LIBERTY / ASSAULT ON USS LIBERTY

3. Home address: 19009 194th Avenue Northeast, Woodinville, Washington 98072 Home phone: 206 788-3519

4. Business address: same Business phone:

5. Summer address and phone, if any: same

6. Present Occupation: Since my retirement from the Navy in July, 1978, I have devoted my full time to this book. I will continue to devote my full time to writing as long as it is economically feasible--which means, until we get hungry.

7. Birthdate: 26 April 1933 Place of Birth: Newark, New Jersey Citizenship: USA

8. Husband's/wife's name: Teresa Ellen Latshaw Ennes Children's names and ages: Mark Theodore Ennes, 22 (30JUL56); Julie Ann Ennes, 20 (11APR59); Carolyn Teresa Ennes, 15 (26DEC63)

9. Please list any honors, citations or prizes which you have received:
None other than ordinary military awards such as a Purple Heart for my wounds received during the LIBERTY attack and a Navy Achievement Medal awarded in 1976 for outstanding achievement in race relations work while stationed in Washington, D.C. I also received a Presidential Unit Citation as did every member of the LIBERTY crew.

10. Schools and colleges attended:
Alameda High School, Alameda, California; Irvirg High School, Irving Texas; Oakland Junior College, Oakland, California; San Francisco City College, San Francisco, California; San Francisco State College (now San Francisco State University), San Francisco, California (graduated 1961, BA, Business Administration). I also attended Navy Officer ~~Candidate School and various technical military schools during my Naval career.~~

11. Previous Occupations, dates:
U.S. Navy, 1951-1954; U.S. Government (civilian employment), Treasure Island, California 1955; Insurance Investigator, Retail Credit Company, San Francisco, 1956-1961 full time while attending the three colleges listed above. I worked full time while enrolled in a full time college program at night. 1961 to July, 1978 Commissioned Officer, U.S. Navy.

12. Please list any other books you have published, with their dates, where they were published, the publisher, and sales figures for each, if available. Any works in progress?

James M. Ennes, Jr. Research Papers

13 Please write the blurb for your book — e.g., appropriate, from a worthy element, and strongest selling points

See attached pages 5 and 6.

14 If there are other books on the same subject as yours, how does yours differ?

Yes. See attached page 7.

15 Please use the remaining space (and attach an extra sheet if you need to) to supply us with a list of people whose comments in advance of publication would be useful in promotion. (This includes authors of other major books in the same general category as yours.) If you know any of these people personally, please put a check next to their names. Include addresses where possible.

See attached pages 8, 9 and 10.

James M. Ennes, Jr. Research Papers

16. [illegible] book (include here the editor [illegible])

A humorous article of mine was published December 12, 1976, in the Sunday editorial section of The Washington Post. Unfortunately, I don't recall the editor's name. I dealt directly with the OUTLOOK (editorial section) editor and he may remember me.

A story I wrote about a misadventure in snow was published March 10, 1979, in the weekend magazine section, PANORAMA, of the Everett Herald, Everett, Washington. The PANORAMA editor is Jean Metzger who will remember me. (The story was picked up by the Associated Press.) Ms. Metzger is asking for more of my work and promises to do something on my book.

17. Do you belong to any organizations which might produce publicity for your book? Please include their publications, if any

See attached page 11.

18. Are there any specialized publications which [illegible] review copies of your book?

See attached pages 12-16.

19. Have you ever appeared on television or radio? If so, please indicate where and when

Although I have not personally appeared, the subject of my book has been discussed on some important television shows although never by a fully informed person.

See attached page 17 for details.

20. Please list the names and addresses of any bookstores where you are personally known

I am personally known to Rhoda and Sue Skiles, owners of Cascade Book Company, 17166 Redmond Way, Redmond, Washington; phone 883-2810. They have promised to stock my book and have invited me to hold an autograph party in their store.

I also trade with Totem Book Shop, 12556A 120th Ave. NE, Kirkland, Washington 98033, phone: 821-4343. I am known by sight to all of the several clerks here and some probably recall my name, but we have never discussed my book. I visit this store at least once a week.

21. Please list cities in which there might be special interest in your book, including where your parents and spouse's parents live

See attached page 18.

James M. Ennes, Jr. Research Papers

James M. Ennes, Jr., the son of a manufacturing executive, was born in Newark, New Jersey, on April 26, 1933. The father's career eventually brought the family to Alameda, California--a Navy town where young Jim was enchanted by the ships, the sailors, and the tales of travel and adventure. When the Korean War called, he withdrew from high school just weeks before graduation and signed up; on his 18th birthday he sailed under the Golden Gate Bridge enroute to duty in Japan.

Most of his adult life has been spent in the Navy. After earning a high school diploma on active duty, he left the service briefly to attend night classes in Business Administration at San Francisco State College--supporting his new family, meanwhile, by working in San Francisco as an insurance investigator. In 1961 he received his Bachelor of Arts degree and immediately applied for Navy Officer Candidate School where he was commissioned an Ensign in 1962.

From 1965 until he retired from the Navy in 1978, Mr. Ennes was assigned to Special Duty in Cryptology, the science of cryptanalysis and cryptography. During his military career he was privileged to serve aboard four Navy ships and has enjoyed shore duty assignments in Japan, Germany, Virginia, Florida, California, and Washington, D.C., including a tour in the Pentagon. He now lives in the Pacific Northwest with his wife, Terry, and daughter, Carolyn. Two older children, Mark and Julie, live away from home while attending college.

James M. Ennes, Jr. Research Papers

ENNES - Author's Questionnaire - Item 13

The key to successful marketing of this book is the knowledge that the attack on USS LIBERTY was a major media event of 1967 which received front page treatment in nearly every American newspaper. Most newspapers and many news magazines complained editorially from the beginning that not enough was being told about the attack, and many complained even louder after the official Court of Inquiry report was released to the public in declassified excerpts. It was clear to many editors that a cover-up was underway, but no one was certain just what was being covered up. Now, my book finally reveals the truth that editors and columnists suspected was being withheld.

Unknown to the media, the Government had strong evidence that the attack was deliberately conducted in full knowledge of the ship's identity. This knowledge was kept from the public. Pre-attack reconnaissance was more intensive than the Government admitted; the attack was more savage and better coordinated than the Government reported; and it lasted much longer than the Government claimed. Only the Government's version found its way into the press.

Unsupervised interviews with LIBERTY survivors were forbidden. Although a few interviews were held, most of these were closely controlled, and documents that would have revealed the truth about the attack were locked away in security containers. And while the press continued to complain about "cover-up" and "inadequate information," the Government remained silent.

I was LIBERTY's Officer of the Deck during most of the pre-attack reconnaissance, and I was wounded on the bridge during the first strafing run. (Most of the following year was spent in a hospital recuperating from my injuries.) During the twelve years since the attack, my military career brought me into constant contact with persons knowlegeable about the attack. Thus I had a unique opportunity to develop full details of the affair and to obtain copies of declassified documents in support of the story that unfolded. My story, then, reveals previously unreported details of the attack and exposes a twelve year cover-up of the circumstances surrounding a deliberate and unprovoked assault upon an American Navy vessel in international waters.

James M. Ennes Jr. Research Papers

See next page for synopsis of the book.

SYNOPSIS - ASSAULT ON THE LIBERTY

1 June 1979

In June, 1967, jet aircraft and motor torpedo boats of Israel brutally assaulted an American Naval vessel, USS LIBERTY, in international waters off the Sinai Peninsula in the Mediterranean Sea. The attack was preceded by more than six hours of intense, low-level surveillance by Israeli photo reconnaissance aircraft which buzzed the ship thirteen times, sometimes flying as low as 200 feet directly overhead. The carefully orchestrated assault that followed was initiated by high performance jet aircraft, was followed up by slower and more maneuverable jets carrying napalm, and was finally turned over to lethal torpedo boats which blasted a forty-foot hole in the ship's side.

The attack lasted for more than two hours, killing 34 Americans and wounding 171 others--and inflicted 821 rocket and machine gun holes in the ship. And when LIBERTY stubbornly remained afloat despite her damage, Israeli forces machine-gunned her life rafts and sent troop-carrying helicopters in to finish the job. At this point, with Sixth Fleet rescue aircraft finally enroute, the Government of Israel apologized and the attacking forces suddenly withdrew. Only then did the identity of the assailants become known.

Details of the attack were hushed up in both countries. Israel claimed that her forces mistook LIBERTY for an Egyptian ship, and our government quietly accepted that excuse despite evidence to the contrary. Then our government downplayed the intensity of the surveillance and the severity of the attack, and imposed a news blackout to keep the story under control. The official version is that LIBERTY was reconnoitered only three times and then only from great distance.

James M. Ennes Jr. Research Papers

The American people were told that the air attack lasted only five minutes and was followed by A SINGLE TORPEDO AND an immediate apology and offer of assistance.

Now, after more than twelve years of research and dozens of interviews with government executives, military officers, and LIBERTY survivors, a former ship's officer who survived the attack reveals the inside story of the assault on USS LIBERTY and of our government's attempt to keep the truth from public knowledge.

James M. Ennes, Jr. Research Papers

ENNES - Author's Questionnaire - Item 13

SYNOPSIS

ASSAULT ON USS LIBERTY

In June, 1967, aircraft and motor torpedo boats of Israel attacked an American Naval vessel, USS LIBERTY, in international waters off the Sinai Peninsula in the Eastern Mediterranean Sea. The attack was preceded by more than six hours of intense, low level surveillance by photo-reconnaissance aircraft which buzzed the ship thirteen times--sometimes flying as low as 200 feet directly overhead. The carefully orchestrated assault was initiated by high performance jet aircraft, was followed up by slower and more maneuverable jets carrying napalm, and was turned over to lethal torpedo boats for the kill.

The attack lasted for more than two hours, killed 34 Americans, wounded 171 others, and--in addition to the torpedo damage--inflicted 821 rocket and machine gun holes in the ship. When USS LIBERTY failed to sink quickly, Israeli forces machine-gunned her life rafts and sent troop-carrying helicopters in for the mopping up. At this point, with Sixth Fleet rescue aircraft finally enroute, the Government of Israel apologized and the attacking forces suddenly withdrew.

Details of the attack were hushed up in both countries. Israel claimed that her forces mistook LIBERTY for an Egyptian ship--and our Government quietly accepted that excuse despite evidence to the contrary. Then our Government downplayed the intensity of the surveillance and the severity of the attack, and imposed a news blackout to keep the story under control. The official version is that LIBERTY was reconnoitered only three times and only from great distance. The American people were told that the air attack lasted only five minutes and was followed by a single torpedo and an immediate apology and offer of assistance.

Now, after more than twelve years of research and dozens of interviews with Government executives, military officers, and LIBERTY survivors, a former ship's officer reveals the inside story of the attack on USS LIBERTY and of our Government's attempt to keep the truth from public knowledge.

James M. Ennes Jr. Research Papers

CONSPIRACY OF SILENCE by Anthony Pearson published early in 1979 by Quartet of London purports to be on the same subject. The book, however, is a travesty. It is almost entirely speculative and mostly wrong. Pearson's thesis is that LIBERTY's mission was to detect signs that Israel was preparing to launch nuclear weapons against the Arabs, at which point, says Pearson, LIBERTY was to tip off the submarine ANDREW JACKSON to obliterate Israel in a preemptive attack. According to Pearson, I, James Ennes, as LIBERTY's Intelligence Officer, played a key role in this operation and personally relayed messages between LIBERTY and the submarine. Of course, no such thing ever happened. I never communicated with any submarine. LIBERTY had no such mission. And I have obtained copies of ANDREW JACKSON's logs which show that she was enroute from the United States to Spain during the period that Pearson describes her activities in such remarkable detail.

Pearson's book was advertised in a full page ad in the February, 1979, issue of PENTHOUSE, and can be obtained from Horizon Press, 156 Fifth Avenue, New York 10010. I know of no one who has seen it in a book store. About a year ago galley proofs of the book were submitted to American publishers including Random House (Bob Loomis has read it). Apparently no American publisher allowed himself to be hoodwinked.

Other writers have attempted over the years to research this story, but have mostly failed since LIBERTY survivors would not cooperate with them and other sources of information were not available. For instance, a man named Tito Howard tried in 1976 to investigate the story and to commission a writer to produce the book. He failed, and what little information he developed apparently went to Pearson. One Taylor Walsh somehow got a wealth of documents from the Department of State in 1976 and, I am told, started work on a book, but nothing has been heard of him or of his progress, if any, for about two years. He may still be at work. (Several writers seem to have been inspired by the release in 1976 of the formerly Top Secret Court of Inquiry Report.) A professional historian, Dr. Richard K. Smith who has published books with the Naval Institute, tried to interview LIBERTY survivors about a year ago and ran a long article on the attack in the June, 1978, issue of U.S. NAVAL INSTITUTE PROCEEDINGS. Smith told people that the main purpose of his article was to uncover sources for a book on the attack. I have heard nothing of his progress although he is known as a persistent fellow and is probably now at work on a book.

The main difference between my book and the other efforts is that my book is accurate, it is first hand, it results from almost twelve years of research, and it is a first-person account of the attack by an officer who was present on the bridge at the time of the attack and for several hours during the reconnaissance preceding the attack. Further, as a LIBERTY officer, I have had access to other survivors and to officials in Washington--access which was not available to other researchers.

James M. Ennes Jr. Research Papers

15. People whose comments would be useful:

a. Jack Anderson wrote in his column on June 16, 1967, that the attack was planned in advance and called for a Senate or House Armed Services Committee investigation of the circumstances. Since my book provides strong evidence that Anderson was correct, he might be willing to comment on the book in his column. In addition, the Jack Anderson column of July 17, 1977, discussed Israel's long failure to pay for damage to the ship, even though they had agreed to do so. ok

b. Former U.S. Representative Craig Hosmer of California in the Congressional Record of June 29, 1967, said, "I can only conclude that the attack... was deliberate. ...Whatever is the reason for the attack, it was an act of high piracy. Those responsible should be court-martialed on charges of murder, amongst other counts." ok

c. Former U.S. Representative Thomas G. Abernethy of Mississippi in the Congressional Record of June 29, 1967, said, "The Liberty ship incident... has been treated entirely too lightly by this Government. ...entirely too little has been said about it. How could this be treated so lightly in this the greatest Capitol in all the world? ...What complaint have we registered? What has Washington said? To tell you the truth, this great Capital as well as this great Government...is as quiet as the tomb regarding this horrible event." ok

d. Former U.S. Representative John R. Rarick of Louisiana made a long entry in the Congressional Record on September 19, 1967, in which, after quoting from several published sources, he said, "The more the case is studied the more questions occur. ...why was the report of the naval court of inquiry not made public? ...I submit that the attack on the Liberty warrants a full and complete investigation by the Congress...." ok

e. U.S. Representative Jamie L. Whitten of Mississippi has commented on the LIBERTY attack several times over the years, entering statements in the Congressional Record on September 12, 1968, and on November 16, 1971, mostly concerning the failure of intelligence systems. ok

f. Lloyd C. Painter, Route 8, Box 200, Gettysburg, Pennsylvania 17325, phone 717 334-7892, was present on the bridge at the start of the attack, has read my manuscript, and has offered to comment publicly on the book or to submit to interview if asked. ok

g. John D. Scott, [redacted], phone 704 332 6783, was LIBERTY's damage control officer. John has read the manuscript and would probably comment on it or submit to interview. ok

James M. Ennes, Jr. Research Papers

h. Dr. Jose R. Chiriboga, former Ambassador to the United States from Ecuador and present counsel to the Inter-American Development Bank, is a close friend who has read the manuscript and would almost certainly be willing to comment publicly on it. Dr. Chiriboga's comment to me was that my book should be read by every newsman and every diplomat. I'm sure he would make a statement like that for the dust cover if given the opportunity. His address: 6411 Kenhowe Drive, Bethesda, Maryland 20034. Phone: home 301 229-1228; office 202 634-8658.

i. Rear Admiral Daniel V. Gallery, USN, Retired, is an acid tongued writer of at least eight Navy books for Doubleday and wrote THE PUEBLO INCIDENT in 1970 (in which he mentioned USS LIBERTY several times). Gallery is highly critical of the very sort of failures that my book discusses, and would be an excellent source of comment or review if he would be willing ~~to do so.~~ ~~My book~~ is right down his alley and my guess is that he would jump at a chance to comment.

DEAD

j. Ernest Carl Castle, Captain, USN, Retired, was U.S. Naval Attache to Israel during the attack, flew over the ship soon after the attack, and made several official comments to Washington concerning the generally unsatisfactory response of Israel concerning the attack. His last known address was 3356 Woodburn Road, Annandale, Virginia 22003. Phone 703 573-6931.

k. Phil G. Goulding (CONFIRM OR DENY, Harper & Row, 1970) was McNamara's public affairs assistant during the attack and subsequently devoted a chapter to the affair in his book. I quote him extensively. He does not seem to have much inside information about the attack and, as I mention in my book, seems to have inadvertently contributed to the cover-up. Residence: 7210 Glenbrook Road, Bethesda, Maryland 20034. Phone 301 652-0870.

l. Eugene G. Windchy, author of Tonkin Gulf, Doubleday, 1971, attempted unsuccessfully to investigate the LIBERTY attack. His last known address was 1000 Sixth Street SW, Apt 601, Washington, D.C. His book mentioned LIBERTY several times.

m. Neil Sheehan (THE ARNHEITER AFFAIR, Random House, 1971) was aboard the carrier AMERICA during the attack and filed stories with the New York Times concerning the attack. It was Sheehan who introduced this book to Random House. Residence: 4505 Klingle Street, Washington, D.C. 20016.

McCLURE ✓ ABOUREZK ✓

n. United States Senators James A. McClure of Idaho and Dick Clark of Iowa, and former Senators James Abourezk of South Dakota and John Sparkman of Alabama have all, according to not-always-reliable newsman Tito Howard, supported a Congressional inquiry into the circumstances of the attack. Howard claims that he was questioned by members of the Senate Foreign Relations Committee about the attack on April 7, 1976, and that the Committee was then considering a formal inquiry. This should all be taken with a grain of salt, but is worth pursuing.

James M. Ennes, Jr. Research Papers

[illegible] Item 1, continued

o. Newsman John [illegible], 17 Alexander Soutsos Street, Kolonaki, Athens, Greece, has reported on Middle Eastern affairs for years and reports regularly from Greece. Although he has apparently never reported on the LIBERTY attack, I corresponded briefly with him in 1976 and he is very interested in the subject. I believe he might comment on the book.

p. William H. Hallahan, prizewinning author of Morrow's CATCH ME - KILL ME and other books, has commented favorably on some humorous sketches that I circulated privately among friends. He may be willing to comment on this book.

OK

q. Ed Brandt (THE LAST VOYAGE OF USS PUEBLO, W.W. Norton & Company, 1969) may be willing to comment on my book since the subjects are closely related.

r. Senator Samuel Ichiye Hayakawa of California was my English teacher (General Semantics) at San Francisco State College in ~~1959 and we corresponded~~ briefly when he was elected to the Senate. It is possible that he would remember me and be willing to comment on my book.

OK

s. George Christian, 6800 Rockledge Cove, Austin, Texas 78731 was President Johnson's Press Secretary in 1967 and gave me some information which appears in the book (although I did not tell him I was doing a book). He may be willing to comment on the book.

NO REPLY

t. James A. Linen III, Time and Life Bldg, Rockefeller Center, New York 10020 (Publisher?) is related by marriage to Lieutenant Stephen Toth who was killed in the attack. (Steve's sister is married to one of the James Linens.) Steve's father spent months in futile attempt to investigate the circumstances of the attack, hiring lawyers, calling on Congressmen and military officers, and died before he learned anything.

OK

u. Jon Kimche (THE SECOND ARAB AWAKENING, Holt, Rinehart and Winston, date?) has written intelligently about The Lavon Affair and other incidents in middle eastern history and may be willing to comment on this book.

v. Pulitzer prize winning reporter Seymour Hersh wrote a straightforward account of the communication failures and Israel's official excuse for Associated Press a few days after the attack.

GOOD REPLY

w. Syndicated columnist David Lawrence wrote a straightforward account of the affair on June 13, 1967, in which he said, "The real question is why the Israeli flyers did not recognize the Liberty as a neutral ship." Lawrence may now find it worthy of comment that they in fact did recognize our American flag and that the Court of Inquiry was aware that the ship had been identified as American.

James M. Ennes, Jr. Research Papers

ESMS Author's Questionnaire Item 17

17. Organizations of which I am a member which might produce publicity for the book.

a. U.S. NAVAL INSTITUTE PROCEEDINGS, Annapolis, Maryland 21402 (Editor: Clayton E. Barrow, Jr.) is the official journal of the United States Naval Institute. It has a circulation of about 65,000 and is seen by virtually every Naval Officer and most senior enlisted people as it is stocked in all Navy libraries and wardrooms. In June, 1978, the PROCEEDINGS published an account of the attack taken mostly from official records by Dr. Richard K. Smith, a professional historian who has published two books with the Naval Institute. Smith's account suggests that the attack was deliberate; however, his information was limited and he failed to make a case. Nevertheless, eight months later the magazine was still running letters to the Editor in reaction to his article. The PROCEEDINGS should certainly get a review copy of the book, and they should be considered for serial rights and advertising. Each issue contains several reviews of books on Naval subjects and they would definitely review a book by a member. There is some risk of an unfriendly review here, however, as they are likely to give it to their regular contributor, Dr. Smith, who is trying to do a book on the same subject and may not take kindly to my book.

b. THE RETIRED OFFICER MAGAZINE, 1625 Eye St. NW, Suite 503, Washington, D.C. 20006, circulation 265,000. Editor: Colonel Minter L. Wilson, USA-Retired This is the official journal of The Retired Officers Association and is seen by retired officers of all services and by thousands of active duty officers. It is present in most military libraries and wardrooms. I am a member of the Association, and we can surely get a review here, as the magazine has a regular section to announce and review books by members. Books by members should be sent to Book Review Editor, The Retired Officers Association, 201 North Washington Street, Alexandria, Virginia 22314. The book should almost certainly be advertised in this magazine.

c. THE AUTHORS GUILD, 234 West 44th Street, New York, N.Y. 10036. I am a member of the Guild. As you know, the guild will list books by members in their bulletin.

d. COUNCIL FOR A LIVABLE WORLD, 100 Maryland Avenue NE, Washington, D.C. 20002, phone 202 543-4100, is a fund raising group that works on behalf of liberal members of Congress. I am a member. The group has been concerned for years with military command and control, and in their report of February 8, 1977 (written by their legislative consultant, Carl Marcy) the Council mentioned the Liberty attack as an example of poor command and control. I discussed the attack briefly with Mr. Marcy in 1977 and was told that the Council would like to delve deeper into the LIBERTY attack. This group was founded in 1962.

James M. Ennes, Jr. Research Papers

INNIS Author's Questionnaire Item 18

18. Publications which should receive review copies. The following are publications that have commented on the attack over the years or have otherwise shown special interest in the subject. If you desire, I can send xerox copies of any of the statements mentioned below.

a. THE WASHINGTON STAR complained editorially on June 30, 1967, that Israel "must have known" that LIBERTY was an American ship and demanded to know why the attack was made and who ordered it. Over the years since the attack The Washington Star has given front page treatment to most of the bits of news that have popped up from time to time and on October 4, 1977, highlighted a letter from a LIBERTY crewman entitled "Calculated Murder." For several days after that letter the Star published letters from readers responding to the crewman's letter. I phoned the Star editorial office to inquire about their interest in the attack and was told that they "would love to do a series on the attack" if they had the material. I believe an approach to the Star concerning serial rights to ASSAULT ON THE LIBERTY (as was done with TALENT INTERVAL) could prove productive. It seems certain that they would review the book. Circulation 375,000.

b. THE VETERANS OF FOREIGN WARS, during their August, 1967 convention, adopted a resolution condemning the attack on LIBERTY and demanding reparations and an investigation. The book should be reviewed and advertised in VFW MAGAZINE, Broadway at 34th Street, Kansas City, Missouri 64111, Phone 816 561-3420. Editor: James K. Anderson. Circulation 1,900,000 (yes, almost two million).

c. NAVY TIMES, 475 School SW, Washington, D.C. 20///. This popular weekly newspaper is seen by almost every Naval person and every civilian employee of the Navy. Every ship, every Navy Library, most individual offices and innumerable individuals subscribe to this publication. The book should be advertised and reviewed here. Circulation 95,000.

d. NAVAL AFFAIRS, 1303 New Hampshire Ave. NW, Washington, D.C. 20036. This is a monthly magazine published by the Fleet Reserve Association and distributed to about 150,000 enlisted Navy retirees.

e. THE ARAB NEWS, an English language daily newspaper published in Jeddah, Saudi Arabia, has shown a strong interest over the years in news concerning the LIBERTY attack. In 1976 or 1977 they ran a long story by one Taylor Walsh about the attack and negotiations for damage settlements. (It was Walsh who provided information to Jack Anderson which resulted in his column of July 17, 1977, concerning Israel's failure to pay for loss of the ship.) The Arab News is a likely buyer of serial rights to parts of the book, and is a good place for advertising and review. Their American office address is: 2100 West Loop South, Suite 1450, Houston, Texas 77027. Phone 713 961-0245.

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f. THE PACIFIC STARS AND STRIPES (APO San Francisco 96503) has given front page treatment to reports of the LIBERTY over the years, most recently on September 20, 1977, when they headlined, "Dispute Over Attack on U.S. Ship," in a story about documents released by the CIA.

g. THE VIRGINIAN-PILOT (Norfolk, Virginia) wrote editorially on June 10, 1967, deploring the loss of life while accepting Israel's excuse, and commented editorially that "much of the incident remains a mystery... (Liberty) furnished all the glory that was present." Norfolk was LIBERTY's home port and has a very large Navy population. The Virginian-Pilot would probably review my book.

h. NATIONAL REVIEW on September 5, 1967 (with a photograph of the battered ship on the magazine's cover) featured a long article on the attack by James Jackson Kilpatrick. This fairly straightforward account called the attack "without precedent in modern naval history" and said it was "an inexplicable mistake."

i. NEWSWEEK has commented editorially on the attack at least four times in "The Periscope" section (June 19, 1967; June 28, 1967; May 6, 1968; August 28, 1967) The first comment suggested that the attack was deliberate and called for "fuller and more convincing explanations...." The second comment reported that the crew believed the attack to have been deliberate. The third reported Israel's official claim of mistaken identity. The last reported Secretary McNamara's opinion that the attack was an error. I mention in the book that the June 19th comment "seemed to us to be the most perceptive comment yet written on the subject," and my book confirms much of what NEWSWEEK has said. They might now be willing to review or comment on my book which supports their original position.

j. U.S. NEWS AND WORLD REPORT devoted a page to the attack on June 27, 1967, with bold face lead paragraphs that read: "Deliberate attack on a U.S. ship gathering intelligence? Or accident in a tense war zone? Questions outnumbered answers after an Israeli attack on a U.S. Navy ship. Some facts are known. But the full story may never be made public." They may now be willing to review or comment on my book which helps to answer their questions.

k. RUPERT MURDOCH (News America Publishing Co., Inc., 730 Third Ave., New York 10017) supposedly offered $20,000 to Anthony Pearson for rights to his Quartet book, Conspiracy of Silence. This is far from certain, as Pearson runs fast and loose with the truth; however, it would probably be worthwhile to check on the extent of Murdoch's interest.

l. THE WASHINGTON POST complained editorially on June 30, 1967, that the Court of Inquiry report was "not good enough" and demanded to know more about the communication lapses that resulted in failure to move the ship. The Post, interestingly, has never suggested that the attack was deliberate and has blamed only the Navy for the attack. Over the years, the Post has

James M. Ennes Jr. Research Papers

avoided most of the LIBERTY stories that have developed about the attack, including some that have had front page treatment in The New York Times and The Washington Star. However, despite the Post's apparent policy of ignoring this subject, their military correspondent, George C. Wilson ("Bridge of No Return: The Ordeal of USS Pueblo"), regularly reviews books of this sort for the Post and may be willing to review my book, since it does answer the newspaper's editorial call of June 9, 1967, for "...a more complete explanation...."

m. Dr. Raymond P. Schmidt, NAVSECGRU Historian, 3801 Nebraska Avenue NW, Washington, D.C. 20016, regularly reviews books such as this one at the Top Secret level for government publications circulated within the intelligence community. His reviews are seen by about 10,000 people in the community.

n. THE NATIONAL OBSERVER published a long, heated editorial on July 3, 1967, which said, "A thick fog is settling over the Liberty, obscuring the hard truth about that ill-fated ship.... ...a fog of irrelevancies is being spewed out... ...only the blind--or the trigger-happy--could have made such a mistake. Precisely why the Israelis attacked the Liberty can be explained only by the Israelis, and the record of their inquiry and statements gives little hope that the real answer will be forthcoming." Following issues included several Letters to the Editor on the subject. The Observer would probably be eager to review this book.

o. THE PHILADELPHIA BULLETIN (30th and Market Sts., Philadelphia, Penn. 19101; phone 215 662-7550; William L. McLean III, Publisher) complained editorially on July 2, 1967, that "the findings of a naval court of inquiry...does not clarify, it further confuses. ...the Navy inquiry has piled mystery on mystery." Circulation: 536,000.

p. THE CINCINNATI ENQUIRER (617 Vine St., Cincinnati, Ohio 45202; phone 513 721-2700; Luke Feck, Editor; circulation 190,000) on June 9, 1974, featured a ten page story entitled "Attack on Liberty" by a former crewman living in Cincinnati. The author told me later that he received scores of telephone calls from across the country following the story. It seems likely that the newspaper would now review this book.

q. THE JACKSONVILLE JOURNAL (1 Riverside Avenue, Jacksonville, Florida 32202; John S. Walters, Editor; phone 904 791-4111; circulation 53,000) commented editorially on June 13, 1967, that "...the nation is now left to wonder just how friendly our friends really are."

r. THE CHICAGO TRIBUNE (435 N. Michigan, Chicago, Illinois 60611; Clayton Kirkpatrick, Editor: phone 312 222-3232; circulation 753,000) complained editorially (on date unknown) about the communication failures surrounding the attack. My book presents more details of the failures and may invite their comment.

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s. THE SHREVEPORT TIMES (222 Lake Street, Shreveport, Louisiana 71130) in a very long and angry editorial on 18 June 1967, demanded "stiff punishment for whoever gave the order..." and suggested the attack may have been intended to prevent detection of the pending invasion of Syria--a thesis which I support in my book. I quote extensively from that editorial in the book.

t. SPOTLIGHT (500 Independence Avenue SE, Washington, D.C. 20003; James P. Tucker, Jr., Managing Editor; circulation 109,000) is a muckraking weekly newspaper which has run at least three stories about the Liberty within the past two years or so, including one interview with the ship's doctor. They would probably review or comment on the book.

u. SEATTLE TIMES (PO Box 70, Fairview Avenue N and John Street, Seattle, Washington 98111; circulation 240,000) is the Seattle afternoon paper. I am told that the TIMES will review almost any book by a local author.

v. THE SEATTLE POST-INTELLIGENCER (PO Box 1909, 521 Wall Street, Seattle, Washington 98111; circulation 184,000) is the Seattle morning paper. This paper, too, will supposedly review almost any book by a local author.

w. THE ARAB INFORMATION CENTER, 747 Third Avenue, New York, 10017, has shown considerable interest in this story for years, primarily for its political and propaganda value. While you may not want to get involved with this group, and contact with them could even backfire or be counterproductive, they would certainly make some public comment on the book.

x. THE CHARLOTTE OBSERVER (600 S. Tryon Street, PO Box 2138, Charlotte, North Carolina 28223; Rolf Neill, Editor; phone 704 374-7070) ran letters to the editor on the subject of the attack as recently as November 27, 1976, and December 2, 1976.

y. THE HERALD OF FREEDOM (Box 3, Zarephath, New Jersey 08890; Frank A. Capell, Editor) ran an article on July 28, 1967, entitled "The Rape of the USS Liberty" which asked, "When is a 'war crime' not a war crime and when is an 'atrocity' not an atrocity? The answer plainly is, 'when the propaganda apparatus of the guilty party is able to convince the world that the act in question was an 'accident'."

I wrote 30 Oct 79

z. STARS AND STRIPES - NATIONAL TRIBUNE (44 G Street NE, Washington, D.C. 20013; Kenneth R. Hubas, Editor; phone 202 628-4810) is widely circulated to active duty servicemen around the world. This newspaper has usually given front page treatment to stories about USS LIBERTY and should be given an opportunity to review the book.

aa. THE OFFICER (1 Constitution Avenue NE, Washington, D.C. 20002; phone 202 547-4300; circulation 106,000) is the official publication of the Reserve Officers Association of the United States and reaches many retired and active duty officers of all services.

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ab. MILITARY MARKET MAGAZINE (175 School Street SW, Washington, D.C. 20024; phone 202 554-1560; Tony Polozzolo, Editor) is distributed to managers of military exchange stores around the world. An ad in this magazine could be productive.

ac. PENTHOUSE, 909 Third Ave, New York, N.Y. 10022, Editorial Director: James Goode. We should probably avoid this tasteless rag; however, you should know that the magazine has apparently attempted for years to exploit the LIBERTY affair and, according to Anthony Pearson, commissioned him to write the 1976 Penthouse article, "Conspiracy of Silence," that led to his Quartet book of the same name. PENTHOUSE advertised the Pearson book with a full page ad in the February, 1979, issue.

ad. PLAYBOY, 919 N. Michigan, Chicago, Illinois 60611, Editorial Director: Arthur Kretchmer. Although this magazine has never to my knowledge run anything about the LIBERTY, they do publish exposé and investigative reporting pieces, including a recent story about an Israeli assassination squad. The magazine is widely read by enlisted military men who are an important market for my book. The book seems in keeping with PLAYBOY's editorial policy, and they might enjoy the opportunity to one-up PENTHOUSE with the real story of USS LIBERTY.

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19. Television and radio.

a. THE TODAY SHOW, NBC, New York, has twice interviewed persons about the attack. A few months after the attack, LIBERTY's Engineer Officer, George Golden, was interviewed. George was quite reticent as he was still on active duty and had been ordered to say nothing that had not already been officially reported. In 1976 upon publication of the PENTHOUSE story, writer Anthony Pearson was interviewed on the TODAY show. Pearson, however, did little if any original research and most of what he proclaimed as "fact" was actually only his own speculation, and mostly wrong. Pearson claims that his Today Show appearance was followed by coast-to-coast TV appearances arranged by PENTHOUSE.

b. SIXTY MINUTES, CBS, New York, has fairly recently (1976 or 1977 I believe) interviewed Steve Harris ("My Anchor Held," Revel, 1970) of USS PUEBLO and thus may be interested in doing a story on this related incident. I claim, for instance, that the Pueblo seizure would never have occurred had the Soviet Union not learned from the LIBERTY affair just how vulnerable and unprotected our special duty ships were.

c. SEATTLE TONIGHT TONIGHT, NBC, Seattle, interviews book authors regularly. Local booksellers tell me that almost any local author can get an invitation to appear on this show.

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21. Although this book should have a wide appeal, most Navy people recall the LIBERTY attack clearly and should provide a ready market. The book, then, should be given a special marketing effort in such Navy towns as: Alameda, California; China Lake, California; El Centro, California; Lemoore, California; Miramar, California; McFfett Field, California; Oakland, California, San Diego, California; San Francisco, California; Stockton, California; Vallejo, California; Groton, Connecticut; Washington, D.C.; Homestead, Florida; Jacksonville, Florida; Key West, Florida; Mayport, Florida; Milton, Florida; Orlando, Florida; Pensacola, Florida; Glenview, Illinois; Great Lakes, Illinois; Crane, Indiana; Brunswick, Maine; Winter Harbor, Maine; Annapolis, Maryland; Bethesda, Maryland; Fort George G. Meade, Maryland; Patuxent River, Maryland; Meridian, Mississippi; Fallon Nevada; Lakehurst, New Jersey; Philadelphia, Pennsylvania; Newport, Rhode Island; Charleston, South Carolina; Millington, Tennessee; Corpus Christi, Texas; Kingsville, Texas; Arlington, Virginia; Little Creek, Virginia; Norfolk, Virginia; Virginia Beach, Virginia; Norfolk, Virginia; Portsmouth, Virginia; Bremerton, Washington; Oak Harbor, Washington.

I believe sales through the worldwide system of Navy Exchange and ship stores would be profitable. The Navy Exchange System headquarters is in Bayonne, New Jersey.

My wife's parents are dead. My parents live in Kirkland, Washington, a very few miles from Woodinville and trade at the Totem Book Shop mentioned in item 20, above.

My brother, David Ennes, operates the Joy Realty Company in Sequim, Washington, and is well known in Sequim and in Port Angeles.

James M. Ennes, Jr. Research Papers

BIOGRAPHICAL STATEMENT - James M. Ennes, Jr.

James Ennes, Jr., the son of a manufacturing executive, has spent most of his adult life in the Navy; on his 18th birthday in 1951 he was aboard ship enroute to a duty station in Japan.

After his initial enlistment he earned a degree in Business Administration at San Francisco State College, and immediately applied for a Navy commission and for assignment to duties in Cryptology, the science of cryptography and cryptanalysis.

During 24 years of Naval service Mr. Ennes served aboard four ships and enjoyed extended shore duty tours in Japan, Germany, and Washington, D.C., including a tour in the Pentagon. He now lives in the Pacific Northwest with his wife, Terry, and daughter, Carolyn. Two older children, Mark and Julie, attend college away from home.

James M. Ennes, Jr. Research Papers

[illegible]

[illegible]

[illegible], Va. [illegible]

June 5, 19[illegible]

Dear Jim,

The President of the United States of America has awarded me the nation's highest award, the Congressional Medal of Honor.

You are cordially invited to attend the presentation, by the Secretary of the Navy, at 11:30 A.M., 11 June 1968 at the Washington Navy Yard, Washington, D. C.

Sincerely,

W. L. McGonagle

WILLIAM L. McGONAGLE
CAPTAIN, U. S. NAVY

R. S. V. P.

James M. Ennes, Jr. Research Papers

18 October 1974

Ann Bell, Reader Service Dept.
NATIONAL ENQUIRER
Lanta[illegible] Florida 33462

Dear [illegible] Bell:

I am told that a story in NATIONAL ENQUIRER during 1966 reported a prophecy, probably by Jeanne Dixon, of a mishap or disaster at sea about a U.S.Navy ship. This story reportedly appeared during, or just a few months before, November, 1966.

Can you verify that story, or provide a copy of it?

I enclose a stamped, self addressed envelope for your reply.

Sincerely,

James M. Ennes, Jr.

[redacted]

James M. Ennes Jr. Research Papers

NATIONAL
ENQUIRER

LANTANA FLORIDA 33462
588 0088

October 25, 1974

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Thank you for your interest in The ENQUIRER.

For further information on the prophecy that Jeane Dixon made, you may write her at:

Jeane Dixon
1144 18th St. N.W.
Washington, D.C. 20036

I do hope you enjoy reading The ENQUIRER. Please let us know if you do. We're always happy to hear from our readers -- for you're the people we're trying to please. So let your friends know we are always ready and willing to assist.

Yours truly,

Ann Bell
Readers Service

James M. Ennes, Jr. Research Papers

18 October 1974

Mrs. Jeane L. Dixon
1144 18th Street, NW,
Washington, D.C.

Dear Mrs. Dixon:

When USS LIBERTY sailed from Norfolk late in 1966, it was widely believed among the crew that "Jeane Dixon has forecast that LIBERTY will sink." As you know, the ship returned safely from that trip, but was very nearly sunk the following June when she was attacked by Israeli aircraft and motor torpedo boats.

I was Officer of the Deck during the morning of the attack, and you will be interested to know that the prophecy (be it real or invented by a prankster) was on the minds of many of us and was an important topic of conversation during the weeks before the attack.

A few days ago the reported prophecy came up in conversation with other LIBERTY survivors. One man insists that he read of it in the NATIONAL ENQUIRER. All report having heard of it before Christmas, 1966.

I called your office yesterday, hoping you would help us verify whether you actually made such a prophecy. You were out of town when I called, and your assistant advised that you were unlikely to have made it. I have read MY LIFE AND PROPHECIES and find no mention of USS LIBERTY. Still, my shipmates feel so certain of having read of this prophecy that we would be most grateful if you would set the record straight by commenting upon it.

I enclose a stamped, self addressed envelope for your use.

Sincerely,

James M. Ennes, Jr.
[redacted]

James M. Ennes, Jr. Research Papers

October 30, 1974

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

How sorry I am to learn that you and your shipmates have been needlessly alarmed by a rumor about your ship, the USS Liberty.

Please be advised that I have never made any prediction one way or the other about the Liberty, and how these frightening rumors ever begin is a mystery to me. Please let all your friends know that this is just a rumor.

Thank you for checking directly with me, and ...

Bless you,

Jeane

Jeane Dixon

ns

James M. Ennes, Jr. Research Papers

1144 18th Street, N.W. • Washington, D.C. 20036 • Telephone (202) 331-7200

DEPARTMENT OF THE NAVY
OFFICE OF INFORMATION
WASHINGTON, D.C. 20350

IN REPLY REFER TO
5 November 1975

Lieutenant Commander James M. Ennes, Jr.
Naval Security Station
3801 Nebraska Avenue, NW
Washington, D.C. 20390

Dear Commander Ennes:

Mr. Anthony Pierson of the Guardian News (LONDON) is writing an in-depth account of the attack by Israeli forces on USS LIBERTY in June 1967.

Mr. Pierson has requested interviews with any of the ship's officers involved in the attack and the subsequent investigation of the incident. Navy records indicate that you may be able to help Mr. Pierson in this matter. Under the provisions of the Privacy Act and Navy policy, your name address and telephone number are not furnished to Mr. Pierson without your permission. If you have no objection to being interviewed by Mr. Pierson, please apprise me of this and I will assist him in contacting you.

Sincerely,

A. E. NORTON
Lieutenant, U.S. Navy
Head, Media Services Branch
Public Information Division

James M. Ennes, Jr. Research Papers

29 June 1976

Dear Mr. Cooley:

Thank you for your informative letter of June 13th. Your letter confirms my suspicions about Mr. Howard. Since you seem rather angry about the whole thing (quite justifiably so, I think), let me fill you in on the situation as I know it.

I am a U.S. Navy Lieutenant Commander on active duty in Washington, D.C. In 1967 I was aboard USS LIBERTY during the Israeli attack and was present on the bridge attthe commencement of the air attack and for several hours before the attack.

In November, 1975, I was invited by the Chief of Naval Information to be interviewed by Anthony Pierson (supposedly writing for Guardian News of London) on the LIBERTY attack. I declined, as did all other officers invited. But a few days later another officer was contacted directly by Tito Howard who claimed he was researching a book or film on U.S. and Israeli relations with a section on the LIBERTY attack. My friend consented to an interview which was attended by a Navy Public Affairs Officer. Again, the connection between Pierson and Howard is not clear, although Howard implies that they know each other and share information.

In January or February Mr. Howard again contacted my friend requesting a more comprehensive interview, but one without Navy sanction. While considering the proposal, my friend gave Mr. Howard my name and telephone number. Shortly Mr. Howard telephoned me requesting a meeting.

Mr. Howard represented himself to me as a former $35,000 per year NBC Bureau Chief in Beirut who became interested in the LIBERTY attack three or four years ago, began researching the story part time, and finally either quit or accepted dismissal rather than give up the story. (Although I am sure he said "NBC" in his first conversation with me, this became "BBC" in the second conversation--my first clue that something was fishy).

He told me he is preparing a documentary film which he has already sold to West German and Canadian television networks, that there was a huge coverup of the attack and surrounding circumstances, and that the story was "about to break" in Penthouse. His interest, he said, was the film he is doing and a book he is researching with you. I took careful notes as he talked, and he used almost exactly these words: "I am a newsman. I'm not a journalist. I have a man who is a journalist, a very fine man named John Cooley with Christian Science Monitor and with ABC News who is very interested in the story and he's going to write it." I don't think the word "co-author" ever came up, but he did offer to put my name on the book jacket along with yours and to split the profits equally among the three of us if I would cooperate.

James M. Ennes Jr. Research Papers

He went on to suggest that I have my own lawyers draw up a contract, and that if I would cooperate, Howard and I would be feeding information to you, who would write the book. The book, he claims, would be published in London in September or October by Longman. He told me he already had promises from four Arab countries to buy the first 20,000 copies; and as a matter of fact he was rather convincing, as he invited me to meet him at the Egyptian Embassy at 1000 on 22 March when we would, he said, meet the Egyptian Ambassador to discuss more advance sales of the HOWARD/ENNES/COOLEY book. Among other things, I just couldn't imagine his offering me a deal like that when he doesn't know me from Adam and has no idea what material I might have or what I might contribute to the book. I didn't bite.

As I talked with Mr. Howard-and particularly after I read the Penthouse story--it seemed to me that his interest was more political than journalistic; he seemed to be concerned more with gathering information that would embarrass Israel than in conducting an open minded investigation into the attack. When I tried to verify things he told me, I could not do so. Finally I told him that I would not cooperate, and wrote to you to try to learn whether my impressions of him were correct. It appears that they were.

When I last talked with Mr. Howard in April he said that he can be reached at Wave End Productions, 9 Meard Street, London W1, England, phone 734-0072, telex 21879. When in Washington, D.C., he uses an office at the Arab-American Association, phone 202-333-6575, and when in the United States he says he can usually be contacted through a cousin in Alabama whose phone number is 205 823-5540.

I do not expect to hear from Mr. Howard again, and I don't want to, as I don't trust his motives or his methods. I don't blame you for being angry. I am not really angry, but I certainly do feel that he misrepresented his credentials and his supposed association with you in order to trick me into cooperating with him.

If he is not writing a book, I wonder just what he is doing. Perhaps this was all in connection with the film he is (?) making, or perhaps he had hoped to complete a book-writing arrangement with you after he had snared me. If you should discover what his game really is, I would be most grateful if you would let me know.

Yours truly,

James M. Ennes, Jr.

[redacted]

James M. Ennes, Jr. Research Papers

THE CHRISTIAN SCIENCE MONITOR
An International Daily Newspaper
One Norway Street, Boston, Massachusetts 02115
Cables: ALPHOMEGA BOSTON Telex: 94721
MONITOR BOSTON

[redacted]

17 Alexander Soutsos Street
Kolonaki, Athens, Greece

June 13, 1976

Mr. James M. Ennes Jr.
[redacted]

Dear Mr. Ennes:

I apologize for being so long about answering your letter of May 6, 1976, which was forwarded to me rather late. The position on Mr. Howard is as follows: I have not agreed to write a book with him. He is known to me as a former American missionary who lived in Beirut, and who has been making documentary films on the Middle East situation. I discussed the Liberty affair with him once in Beirut last winter, and he told me he was making a film on it. He also mentioned Anthony Pearson's Penthouse articles, which have now appeared in the May and June issues of that magazine. It is not clear to me whether or not there is a tie-in between Howard and Pearson.

What I told Howard, exactly, was that I was writing a general book on the Mideast for Beacon Press in Boston, and that I would be most interested in including material on the Liberty. There was never any question of Howard being co-author of that book, and that particular project has now been cancelled. The subject of our being co-authors never arose between myself and Howard, and I cannot understand why he is saying that I am writing a book with him. If he contacts me, I will ask him.

Meanwhile, I am considering a different book project which might embrace the Liberty and some related matters, but it has nothing to do with Mr. Howard. Any information you give him is at your own discretion; perhaps he would use it in his film project. I appreciate very much your writing me, and when Mr. Howard contacts you again you are of course perfectly free to quote this letter to him or to show it to him. I would, in fact, very much appreciate hearing from you again if he is in further touch with you, and again, mention me. I would also be glad to hear from you if you have any way of contacting him (a contact address or phone number) because I have none, and would like to ask him about this. With many thanks in advance,

Sincerely yours

John K. Cooley
Middle East Correspondent
The CSM.

James M. Ennes Jr. Research Papers

6 May 1976

Dear Mr. Cooley,

A Mr. Tito Howard, who identifies himself to me as a former BBC newsman, has requested some information from me concerning the 1967 attack upon the communications ship USS LIBERTY. He tells me that you have agreed to write a book on the attack, and that any information I provide to him would be forwarded to you for use in the book which is to be published later this year.

While your credentials are well known, I know nothing of Mr. Howard. Would you kindly confirm for me your relationship with Mr. Howard? Are you in fact writing a book with him? Should I provide information to him? ~~for use in this and~~?

Sincerely,

James M. Ennes, Jr.

[redacted]

James M. Ennes, Jr. Research Papers

July 8, 1976

Dear Omir. Ennes,

I am very grateful for your detailed letter of June 29 about your encounter with Tito Howard. I have heard nothing more from him, or of him, but I have just sent him the letter a copy of which I enclose. He may have been peddling the same story elsewhere. He has actually produced or co-produced several documentary films on Jerusalem, the Golan Syrian city of Kuneitra, and the Kurds of northern Iraq.)

Let me know if you hear any more about this, and I will certainly do the same. Unfortunately I am off for a tour of duty in Lebanon of about a month next week, but will be receiving mail here in Athens again after about Aug. 15.

Sincerely yours,

John K. Cooley

Encl: a/s.

James M. Ennes Jr. Research Papers

17 Alexander Soutsos Street, Athens, Greece

July 8, 1976

Mr. Tito Howard
Lane End Productions
9 Mead[illegible] Street, London 1

Dear Mr. Howard:

I was puzzled and astonished to learn from Lt. Cmdr. James M. Ennes, Jr. in Washington that you visited him and represented that you and I had an agreement to co-author a book on the Liberty affair, and further that you offered to go and talk with him to the Egyptian ambassador on that basis.

As you will recall, we had one conversation in which you mentioned your film project and we both agreed it would make a good book.

That was the extent of it. There was never any agreement, and no publisher, Longmans or other, was ever contacted by me on the subject. You have no right to use my name as you have done. Had you not done so, I would have wished you luck with the project which is certainly worth doing.

I reiterate that we have no agreement to write a book together and you are not authorized to say so or use my name in any way in any projects you may be contemplating, whether alone, with Anthony Pearson or anyone else. I hope that our encounter with Lt. Cmdr. Ennes was not reported with others.

Sincerely yours,

John K. Cooley

James M. Ennes, Jr. Research Papers

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United States Senate

COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
WASHINGTON, D.C. 20510

March 22, 1976

Lt. Commander James M. Ennes, JR.
[redacted]

Dear Commander Ennes:

While I am not fully familiar with the story being done by Mr. Tito Howard, he has asked me to assure you that I would attempt to do everything within my power to assist you should your willingness to legally provide factual statements to Mr. Howard be used in any way to jeopardize you or your career.

This is something i would do for any citizen and will most certainly do for you should the need arise.

Sincerely,

James Abourezk
United States Senate

James M. Ennes, Jr. Research Papers

20 January 1979

Director of Naval History
Washington Navy Yard
Washington, D.C. 20390

Recently published articles concerning the 1967 attack on the USS LIBERTY have cited records that have previously been unavailable to the public. Presumably these have now been declassified and are available for release. I therefore request copies of the following documents under the Freedom of Information Act:

1. USS LIBERTY Deck Logs, 0001 to 2400, 8 June 1967.

2. USS LIBERTY Quartermaster's Notebook, 0001 to 2400, 8 June 1967.

3. USS LIBERTY CIC Watch Officer's Log, 0001 to 2400, 8 June 1967.

4. USS AMERICA Deck Logs, 1200 to 2400, 8 June 1967.

5. USS AMERICA Flight Deck records reflecting aircraft launched and recovered, 1200 to 2400, 8 June 1967.

6. USS SARATOGA Deck Logs, 1200 to 2400, 8 June 1967.

7. USS SARATOGA Flight Deck records reflecting aircraft launched and recovered, 1200 to 2400, 8 June 1967.

8. USS SARATOGA High Command (11256.5Kcs) and Fleet Circuit (6721Kcs), logs 1100 to 2400, 8 June 1967.

9. USS AMERICA High Command (11256.5Kcs) and Fleet Circuit (6721Kcs), logs 1100 to 2400, 8 June 1967.

10. A British writer claims that USS ANDREW JACKSON departed Rota on 2 June, accompanied LIBERTY until 8 June, and returned to Rota on 14 June, whereupon a Lieutenant Commander "was logged as taking urgent transportation from the U S Air Force Base to Washington. He was carrying classified material..." which the writer implies was movie film which recorded the attack upon the ship. I request access to and copies of the logs described by the writer which might confirm or refute his claims, or which would reveal the location of ANDREW JACKSON on 2, 8 or 14 June, or a copy of the "log" which supposedly recorded the departure of the courier.

Since the writer depicts me, James Ennes, as having done and said numerous things which I did not do or say, and as having attended meetings which were not held and as having held views which I did not hold, I therefore doubt the veracity of the reporter or the accuracy of his story. However, I am anxious to see his claims confirmed or refuted in the official records.

James M. Ennes, Jr. Research Papers

I request waiver of all search and copy charges in this case, due to a legitimate public interest. I was aboard the ship during the attack, was wounded, and was hospitalized for nearly a year as a result of my injuries. I intend to share the results of this inquiry with my shipmates.

If my request for waiver of charges is denied, I will pay up to twenty dollars total for all charges, including search costs. If the charge will exceed that amount, please advise before exceeding the limit. If my request for access is denied, please apprise me of the appeal procedure appropriate in this case.

Sincerely,

LCDR James M. Ennes, Jr., USN (Retired)
[redacted]

phone: 206 788-3519

James M. Ennes, Jr. Research Papers

mailed to: Rear Admiral Eugene B. Fluckey
APO New York, New York
09678

RADM E. B FLUCKEY
MAAG PORTUGAL
APO NEW YORK, N.Y.
09678

24 April 1978

Dear Admiral Fluckey:

Some time ago I was contacted by a reporter who asked for my cooperation in "exposing the true story of the USS LIBERTY attack." When I declined ~~to cooperate with him, he told me that "Admiral Fluckey is cooperating~~ with us." "Admiral Fluckey," the man said, "was so disgusted with the way the LIBERTY attack was covered up that he resigned from the Navy in protest."

The reporter's call came to mind a few days ago when I saw your address in The Retired Officer Magazine. (I will retire from the Navy in a few days as a Lieutenant Commander.) I was on LIBERTY's bridge for several hours on the day of the attack and, although I didn't tell the reporter, I, too, am convinced that the attack was deliberate and that the Israelis knew who we were. I have wondered for some time, though, if the reporter was telling me the truth about your reaction to the attack; as far as I know everyone in authority readily wrote off the whole thing without any significant protest. You could certainly relieve a nagging question if you would take time to tell me if you really did resign over the attack or its cover-up as the reporter claimed.

Sincerely,

James M. Ennes, Jr.

[redacted]

James M. Ennes Jr. Research Papers

16 MAY 1978
(MAILED 18 MAY)

DEAR ADMIRAL FLUCKEY:

The reporter who fabricated the tale of your resignation was a chap named Tito Howard who operated in Washington in 1976 from the office of an Arab propaganda group. He called me a few times soliciting my help, and I refused--as did the other ship's officers. ~~Then he crawled away under some rock. I understand he went to London, but I don't have his address.~~

I ~~was fairly certain he was not telling the truth about your so-called~~ "resignation," as most of what he told me proved to be untrue. I never considered cooperating with him, but I was curious enough about him to check him out. ~~[redacted]~~ Among other things, he claimed to have been an NBC Bureau Chief in Beirut who was forced out of his $45,000 a year job by NBC when he refused to drop his LIBERTY inquiry. (Upon checking, I learned that he was a missionary in Beirut who did some ~~[redacted]~~ anti-Israeli documentary filming on the side, AND ~~but~~ did not work for NBC.) He claimed to be collaborating with ABC reporter John Cooley on a book about the LIBERTY affair. (Cooley met him once or twice in Beirut, but denies any collaboration.) He claimed to have the backing of four United States Senators and asserted that a Congressional investigation was in the mill. (A letter from one of the Senators denies any such ~~[redacted]~~ SUPPORT. ~~association.)~~

~~[redacted]~~ The only detail that I ~~was unable to~~ COULD NOT check ~~out~~ UNTIL NOW was ~~[redacted]~~ his mention of you, ~~which I could not check out until I happened upon your address recently~~. In any case, I wouldn't be overly concerned about it as he was ~~only~~ able to locate ONLY two ~~[redacted]~~ or three officers, and none would cooperate with him. Cooley sent him a scathing letter ~~while he was still in Washington,~~ in 1976, and he crawled away under some rock to lick his wounds. I think he went ~~[redacted]~~ to London, but I don't have his address.

James M. Ennes, Jr. Research Papers

So far, all of these inquiries seem to have roots in London. Howard had London connections; Anthony Pearson (who wrote a terrible piece of mostly-fictional trash about the ship in Penthouse in 1976) came from London; one Taylor Walsh, also with apparent London connections, has made inquiries; and the most recent "investigator" is a chap called Dr. Richard K. Smith who recently sent me galley proofs of his 6,500 word piece on LIBERTY which will appear, he says, in the June issue of Naval Institute Proceedings. Smith wrote to me on the letterhead of Air International, a London based magazine which bills him as their American Literary Editor. So here, again, is the London connection.

Personally, I believe there is much more to the story than either Israel or our country has ever admitted, [redacted] but I am not [redacted] willing to cooperate with any of these opportunistic muckrakers. [redacted] The other officers feel the same way. Consequently I keep my boss, RADM March (COMNAVSECGRU) informed of these inquiries, and he sees that RADM Cooney (CHINFO) is advised.

Thank you for your thoughtful reply to my letter.

Sincerely,

James M. Ennes, Jr. Research Papers

2
SIDES

7 May 1978

Dear Jim

re your good letter of 24 April I would like to know the name and address of the reporter perpetuating lies in my name. First I didn't resign from the Navy in protest. I retired in August 1972 after I completed four years here in the planning, constructing and operating the NATO HQ here for 4½ years the Navy.

Regarding the sinking of the Liberty, please don't be misled. As I remember the investigation it was a tragic and stupid mistake. On the previous watch the Liberty had been plotted and identified. As the watch was relieved in CIC the plot was totally erased and updated, but Liberty was omitted. Intelligence (communications) had broken something of an Egyptian attack by sea. The Liberty was spotted heading in. Orders were given to attack the unidentified ship. Near launching time of the torpedos an officer from the last watch came in, saw the plot and the attack, and shouted, "That's the U.S. ship". Orders were flashed to not attack as the torpedos were being launched. The communicator on board screamed the message to not attack during the noise of the launching. There was immediate consternation, but the torpedos were on their way. If the off-watch officer had passed them two minutes earlier, I believe the

James M. Finnes, Jr. Research Papers

Liberty would still be afloat. There was no reason to sink her, especially by Israel, whose side we were on.

If I had been sunk by Egypt, this would have been because we were obviously pro Israel.

Certainly one can say the attack was deliberate – but on an unidentified (at the moment) by a trigger happy HQ and ships under great pressure from surprise attacks.

My memory may err slightly in some details. I read the complete Israeli investigation and talked with ~~some~~ of their officers. I am completely satisfied that it was a deplorable stupid accident which could not benefit them in any manner.

In retrospect there is only one very remote possibility. The Egyptians might have had a spy infiltrate their watch plotting section, wipe off the Liberty position and deliberately omit it. This to me is incredible.

I grieve for you and for your lost shipmates and for the Israelis who made the attack, those ordering, and even the "stripes" who created the situation.

In the present delicate U.S.-Israel-Egypt negotiations it would be interesting to know who is forging the reports to drag out this anti-Israel "dead horse".

Sincerely,

Ken Kluckey

James M. Ennes, Jr. Research Papers

18 January 1977

Dear Admiral Fluckey:

The last time I wrote, it was from Maryland. Since then I have retired from the Navy and am living near Seattle.

I am writing again because I have heard more about the activities of our "friend" Tito Howard, and I know you are interested. Besides, I will be interested in your reaction.

Recently a friend sent me a book that apparently resulted from Howard's work, although it was actually written by the Anthony Pearson character I told you about who has previously written about LIBERTY in Penthouse.

Pearson has written a 178 page collection of the most brazen trash I have ever seen between two covers. As you can see from the pages I have enclosed, he leaves the impression that some of the information may have come from you (although he is careful not to say so). Pearson's book is being hawked in a full page ad in the February Penthouse, which inspired a friend of mine to write from New York to ask if I had cooperated with Pearson. I would die first.

The book has almost no basis in fact. One who was not there can hardly appreciate the gall of this man, but he has made up most of his book out of whole cloth. He invents details, conversations, facts, personality traits, and apparently anything else that will serve his purpose.

During the first few chapters of the book, he prominently features me, misspelled as "Lieutenant Ennis," and describes numerous conversations which did not take place, meetings which did not occur, opinions which were not given or solicited, and messages which were not sent.

There may have been a submarine near us, but if there was, it did not communicate with our ship in any way. Pearson describes detailed messages between LIBERTY and the submarine, which he blithely informs us was the USS ANDREW JACKSON, and tells the world that I delivered messages from the sub to McGonagle during the heat of battle. Actually, I was wounded during the first salvo by a rocket which shattered my femur, and took no part in the battle at all. He tells the world that I was the ship's intelligence officer, which I was not; I was the Electronic Materiel Officer. Finally, he tells us that the mission of the submarine was to conduct a preemptive strike against Israel if we, LIBERTY, discovered that Israel was about to launch nuclear weapons against the Arab states.

The conversation in which the speaker suggests, "Try Admiral Fluckey..." was supposedly with a "Foreign Office Friend", not otherwise identified. Most of the book consists of a cheap-detective-story type scenario in which Pearson describes various interviews supposedly held around the world with intelligence types who, for some unknown reason, bare their souls to this unknown and unlettered skinbook writer.

You should read it, although I suspect that very few reputable book stores will carry it. Please let me know your reaction.

Yours truly,

James M. Ennes, Jr. Research Papers

Roger G. Wadell,
Attorney-at-Law
Washington, D.C. 20024

February 19, 1969

Lt. James M. Ennes
Security Group Activity
Bremerhaven, Germany

Dear Lieutenant Ennes:

I am writing a book on peace-time naval incidents which will include a lengthy chapter on the USS Liberty. According to Commander McGonagle, you were aboard the ship and present on the bridge just before the attack. I hope that you could be kind enough to contribute some recollections of the experience for use in my book.

Certain aspects of the Liberty tragedy are difficult to understand. Most important of them was the Israeli failure to identify the ship. One thing I would like to make certain of--did the ship have "Liberty" painted on the stern? The Navy has not been able to find for me a picture from that angle. Also puzzling was the ship's inability to identify the various aircraft sighted during the day, excluding helicopters. Your comment on this might be very helpful.

Any information on your personal experience would be useful. Examples of outstanding courage and efficiency would be welcome.

The book will be published this year by Doubleday. The manuscript is nearly completed. Hoping to hear from you at your earliest convenience, I remain

Sincerely,

James M. Ennes, Jr. Research Papers

737-1576

Saturday 16 June

ENRI RECOLLECTIONS BY DAVID LUCAS

The Panda,

Your tiger is A-OK. I've been going rather strong and haven't had the opportunity to write after we were attached — I assume from all the messages we've received that the U.S. has gotten pretty good coverage of what happens.

I just learned that we can send out mail shortly so this will be brief.

Before getting seven glorious hours sleep last night I had been up for 41 hours.

I will write you a long, long letter tonight -- I'm on watch right now (5:45 p.m) and we're following a destroyer to Malta for repairs.

I am still extremely pooped and damn thankful I'm able to write. The ships were shot up badly by planes and patrol boats and the

James M. Ennes, Jr. Research Papers

lost about 35 men.

Honey, got to run. I'll get detail off in tonight's letter

Your tiger is in good health except for being tired. Hope to have definite word soon as to our return date in Norfolk. It will be approximately one month. I guarantee we will be together for our anniversary.

You can't imagine how badly I want to see you! Love you

[illegible]

Love always,
Dave

P.S Please tell everyone I'm OK.

Love always,
Tiger

James M. Ennes, Jr. Research Papers

Saturday June 10

Hi Paula,

As promised in the quick note that I got off earlier today, I'll try to fill you in on what has happened to me and the ship.

First things first. We had a general quarters drill after lunch on Thursday. The drill ended at 1:38 and I went to the Wardroom to relax for a few minutes. George was there. The word was passed over the public address system to "stand clear of the motor whale boat while testing engines." A few seconds later there was a very loud bang or thump. George and I half jumped and were half knocked out of our seats. We both thought the motor whale boat had fallen from the supports and had hit the deck. We looked out the closest porthole and saw some smoke and black dust rising. At that time the general quarters alarm was sounded and we knew we had been hit by something. I ran past my stateroom, on to the main deck, went up the ladder on the starboard side and grabbed my battle helmet and life jacket from a gear locker on the starboard side of the bridge. I still didn't know what was happening. I was just getting ready to go to my general quarters station, which is one level above the bridge, when I heard a whistling sound. The shell that was making the sound hit somewhere near where I was a second later. I half dived and half was knocked down. Several shells hit. After they stopped, I crawled into the pilot house on my belly. Some of the fragments of flying metal caught me on the left arm but were just scratches. I soon learned that Jim O'Connor, who is OOD at general quarters, had been injured in the back and carried away. Jim Eanes, who is JOOD at general quarters, was lying on the deck with a fractured leg. The Captain had been hit by something in the right leg but was still standing and giving orders. I soon found out that we had been hit by two or three airplanes.

After a few minutes I went to the Wardroom to see how both Jim's were doing. I was scared shitless and didn't want to stay on the bridge. One of the shells had started a fire on the port side and I helped to get some hoses out to it. About 15 minutes later we had been attacked several more times and I decided to go back to the bridge. Most of the people there had been wounded and carried off. The XO was being carried down on a stretcher and he looked pale and wasn't talking. The only people on the bridge when I got back up were the Captain, one man on the helm and one man with head-phones on. The Captain damn near cried when he saw me...he was glad to have someone there to help him.

The gun crews got to fire a few shots at the planes and at the three gun boats that had come along a little later. The crews on the two forward gun mounts were all either killed or wounded as soon as they got there. The planes really cut them down. It was pure hell. We then had a fire to put out on the starboard side and by this time none of the four gun mounts had anyone firing. One of the gun boats fired a torpedo that passed behind the ship. The next one hit the starboard side below the waterline and we started to take on water fast.

During one of the attacks I was standing just to the left and a few steps behind the man at the helm. He caught a bullet or fragment, where I'm not sure, and he was gone in a matter of seconds. I very cautiously took the helm and ducked for cover every time that I heard gun fire.

James M. Eanes Jr. Research Papers

The Captain told the two of us that were left on the bridge that another air or boat attack was coming and to hit the deck. I scrambled behind the water fountain but still caught a fragment about an inch to the right of my right eye.

Things began to slow down somewhat and the Captain and I went out on the starboard side of the bridge to try to identify the gun boat numbers by using binoculars. Finally they stopped firing and went away. The planes made five to seven passes at the ship all together and they had been gone for awhile. One of the gun boats came back and signalled to us "do you need help?" It looked like one that had attacked us, but we couldn't be sure. The Captain had the signalman to answer "no." Then two helocopters came over and were identified as being Israeli. They asked us if we needed help and the Captain again answered no. The Captain was hit bad & bleeding heavily but he somehow kept going.

The flooing caused by the torpedo was stopped and the fires were eventually put out. All during the attacks we had been trying to head due north as fast as we could go. It was tough going because the gyroscope was out, making it necessary to steer by the magnetic compass. All electrical power was out and we couldn't tell how much rudder angle to use so the steering of the ship was transferred to After Steering, a place at the rear of the ship where the rudder can be changed by several men. The radar was also knocked out, along with the emergency diesel generator, which supplies auxiliary power. We got out some messages asking the Sixth Fleet for help shortly after the first attack and gave them our approximate position. Without any of the electronic gear working it was a guess at best.

As time passed we got out more messages and the Captain still was giving all the orders, although he had lost a lot of blood and was getting weak. Help in the form of two destroyers finally came at about 7 a.m. the following morning. The night was one of the longest I ever spent. The fear of being attacked again had gone when we learned before sunset that Israel had said it was they, and not the U.A.R., who had attacked us and the attack had been a mistake. They apolirised. Big frigging deal.

I stayed on the bridge most of the night. I did make several trips to the mess deck (where the crew eats) to see how people were getting along. Every table and most of the floor was covered with wounded men. Jim O'Conner was okay...received some fragments in him back and legs. Dick Taylor had been hit several places, and, although covered with blood, was in pretty good shape. Jim Ennes was okay except for his badly fractured leg. Dave Regis was badly burned on his face when the torpedo hit the Research area. They think he will be able to see, although he was not seeing at the time.

James M. Ennes, Jr. Research Papers

Shortly after dark Lloyd came on the bridge and said the XO had died. I learned later that Steve Toth had been on the bridge and was hit by one of the first plane attacks and killed instantly. The torpedo hit two decks below the waterline and trapped about 25 Research people, including Jim Pierce and two chiefs, on the third deck below the waterline. They were probably killed instantly by the shock waves or drowned...the hatches leading to the deck they were on had to be shut immediateldy to keep us from sinking.

The destroyers came and one tied up beside us, sent over food and doctors and some men to help in any way. Seeing those destroyers coming was one of the most beautiful sights I've ever seen. I was on our main deck talking to some of the officers from the USS DAVIS and I heard someone say "hey, Lucas"/ It was Frank Mills, good old Hotel 614. I went over to the DAVIS' Wardroom with Frank and had coffee and smoked umpteen million cigarettes. I'd gone almost two weeks without a cigarette but have been chain smoking and drinking coffee like mad ever since.

We are now headed for Malta. We'll go into drydock there to get our holes patched up well enough to make it back to the States. Originally we were first going to Suada Bay on the Island of Crete and then to one of three ports (Malta, Athens, or Naples) for drydock. This way will cut down on the time we'll have to spend. We will be in drydock for at least three weeks before we can get pat ned up enough to cross the Atlantic. I still promise to be back in time for our anniversary.

Back to the officers. Like I said, the XO, Jim Pierce and Steve Toth are gone. O'Conner and Ennes, Lewis and Taylor were flown off via helocopter yesterday alone with about 35 wounded enlisted men to the aircraft carrier AMERICA. The dead were also removed via helo. The Commander of the Sixth Fleet, Admiral Martin, came on board yesterday afternoon. He is the man we were to have highlined over last week. The Captain had been carried to his rack by this time and he asked me to bring the Admiral up when he came. I was with the Admiral most of the half hour he and his two aids were here. Photographers from the other ships in the area were taking pictures like mad, and I was hoping they would make TV in the states so you could see me and know I was okay. The photographers were interested in the Admiral but I couldn't help getting in some of the pictures and on some of the film. Back to the officers again. Scottie, Mac, O'Malley, Maurie, Lloyd, George, Doc, the Captain and myself are holding down the fort now. A LCDR from the DAVIS is acting commanding officer and George is acting XO. We are just following one destroyer at a speed of 11 knots and one destroyer is following us. We should arrive in Malta about noon Monday.

Deck Dept. sure got wiped out. Three of my men were killed and 14 were injured badly enough to be flown off by helo yesterday. That left me with 12 men out of an original 29. The DAVIS sent over a second class Bosn's Mate and five huge Seaman. They've been a tremendous help. They also sent over three officers in addition to the acting commanding officer plus Engineering and other miscellaneous personnel to help.

James M. Ennes, Jr. Research Papers

Honey, I consider all of us who made it through this to be exptemely luckay. I think at last count about 35 were killed and between 100 and 150 were wounded. The Captain is the greatest in my book. How he managed to keep going is beyond me. He kept his head and his cool the entire time and if it hadn't been for his outstanding leadership we all might not have been able to live. He is the greatest in my book. He was so weak and had lost so much blood that several times he almost passed out. He gave me orders as to what course to steer in case he did pass out. He never blacked out, but for awhile he was lying on the deck being given medical aid and yet was still giving orders and was in full command.

I thank my lucky starts that I was were I was during the entire time. Our stateroom is airconditioned. One shell come through the ceiling and two more came through the wall. There are very many rooms or offices or compartments that didn't get at least one shot from overhead or from the side.

Honey, it's now pushing one o'clock in the morning and, funniest thing, I'm rather tired. It's impossible for me to express how much I love you and miss you right now. I hope you received word from some source very early in the game that I was all right. I didn't mention in my note earlier today about the fragments I picked up because I hadn't been to sick bay yet at that time to have them checked. The seriously injured were taken care of first and then there was a problem with having little or no sterile equipment. Doc did pick out several tiny pieces of metal from my head after supper this evening. I am fine but will probably end up with a black eye.

I'll write again tomorrow and every day until we leave for the States. Perhaps we will be able to send and receive mail every several days while we're in Malta.

Love your bod, pussycat. Tell Tracy and the rest of the relatives that I am in fine shape and can't get home soon enough. Keep the bed warm...I'll be there as soon as possible. Honey, your the greatest!

Love always,
Dave

James M. Ennes, Jr. Research Papers

Sunday June 11

Hi Nancy and Brooks,

Judging from the copies of news releases that have been made available in the States I guess you know that we had a rather bad day on the 8th. First, I'm fine. Still a little jumpy at hearing loud noises and still pooped, but otherwise none the worst for wear. Sorry I can't say the same for some other the others. Three officers, two chiefs and about thirty enlisted men got killed. Well over a hundred more were injured. I was damn lucky. I got some fragments in my left arm and caught one small piece of metal just to the right of my right eye The eye is red and puffy around the edges but that's all.

I spent most of my time on the bridge with the Captain while the attack was going on. We were being hit by at least two planes and three patrol craft. One torpedo caught us on the starboard side. We stopped today and had a fleet tug send some divers over the side to examine the damage. A hell of a big hole...much bigger than we thought. It measured about 23 feet across and 39 feet from top to bottom going around the curvature of the hull. We were lucky that we didn't sink. We're going for Malta under our own power and will be put into drydock there to get patched up well enough to get back to the States. Hope this won't take much longer than a month. We are being taken very good care of by two destroyers, one of which has an OCS classmate on it, the fleet tug and outgoing mail service with the aircraft carriers AMERICA and SARATOGA.

The destroyers didn't arrive until the morning after the attack and seeing them was one of the most beautiful sights I've ever seen. We had learned sometime around sunset the evening of the attack that Israel had said they had made a mistake and were sorry. Some consolation to those who were needlessly killed and wounded.

It's getting late and one of the destroyers is coming along side soon to take and receive mail, medical supplies, etc. We are also expecting an Admiral and his staff at 1 a.m. (it's now 9 p.m.) and I have the midnight to 4 a.m. bridge watch coming up. I've had two fairly good nights of sleep now but went for over fourty hours with no more than two 5-minute naps.

I'll get you more details as to repair progress and return time to the States as soon as I can. Tell everyone I'm fine...just jumpy and tired.

Love,
Dave

James M. Ennes, Jr. Research Papers

Saturday June 17 1967

Hi Nancy & Brooks,

We pulled into Valletta, Malta on Wednesday with two Navy ships as escorts. A formal Board of Inquiry met immediately to piece all the facts about the incident together. I was the first witness because Admiral Kidd insisted that I go to a hospital to have my head looked at. The British doctor said for me to come back on Tuesday, so the tiny piece of metal that is there poses no threat... same with the few fragments I have in my arm and fingers. I feel fine and have caught up on my rest. We went into a dry dock Wednesday afternoon and the workmen are patching up holes like mad. The Research spaces have been almost cleared of confidential material and work on patching the large hole will probably start Monday. All the bodies were found. It must have been a real mess down there.

The Captain in charge of our repairs insists that we will be out of here by July 3 and we are figuring on two weeks to return to the States, with an escort ship.

I finally received a letter from Paula today written the 12th saying she knew I had been injured, but not seriously, and that I was still on the LIBERTY. Sure was comforting to here that she knew the score. Even though mail comes in here daily, the service has stunk. Hope you got the first letter I sent you while we were still on the way into port.

Sorry I couldn't have been home on the 10th. Paula and I would have enjoyed going to Cass R.R. with all of you. Perhaps later in the summer. I will probably stay on the ship after we get back to Norfolk, so that will mean plenty of shore duty and that's fine with me.

Was glad to hear that Jake G. has gotten back from Vietnam and in one piece. Sounds as if he did all right for himself there, what with his Bronze Star.

The Miller's pool sounds very inviting. Hope to have a chance to try it out before too long. I appreciate hearing all these little tidbits and have enjoyed the clippings very much. I imagine that the American press has been playing this incident to the hilt and rightly so. The Malta paper yesterday had a quote from Newsweek saying that the attack could not possibly have been an accident. We aren't allowed to talk to reporters until the Board of Inquiry issues a formal statement, and that might take several months. I have my own opinions and will discuss in detail when I get back. I won't be too happy to get back.

All of the men who were injured and flown to the USS AMERICA are doing okay. Some of them stayed on the AMERICA, some went to Athens and others went to Germany. After Chief Carlson left I had 29 men. Three of these were killed and 14 were wounded badly enough to be flown off. That left me with 12 and two of these have to help in the galley. I will be getting a Chief tomorrow or Monday and about 15 Seaman before starting back to the States. We will return with a skeleton crew... almost all of the Research Dept. will be flown back in several days. After coming this far, I wouldn't miss riding this baby back for anything.

Our room is still not back to normal...the keys on my typewriter are rusted fast, the overhead light is still out and the holes in the wall haven't been patched yet. The hole in the ceiling has been welded however. I'll get reimbursed for the typewriter, shoes and clothes that were damaged. The water that seeped into the room from the ceiling hole is gone.

Brooks, I never expected to be in port on Father's Day...that's way the card was mailed so early...so let me again wish you a Happy Father's Day. Sure am glad I'm able to wish you one!

Luke

James M. Ennes Jr. Research Papers

Sunday 18 June

Hi Paula,

This letter, and the one yesterday, were written on the Deck Dept. manual typewriter which has also suffered from exposure to salt water. I can't make any margin adjustments. One shell came into the office and one of my men was injured by it. Later water leaked through.

The picnic today was okay, but a very lonely way to spend father's day. We left at 10 o'clock in an old 35 foot boat and headed out of the harbor to a cove, where we arrived about 45 minutes. We anchored but the wind and the waves were too much and the anchor wouldn't hold, so we turned around and came back. The Doc and one of the older women got sick because of the 3 to 5 foot swells and waves. The Doc had had a bad night last night at the cocktail party. We tied up to a jetty inside the harbor entrance and swam, sunned, ate and drank ale and wine. I really got some rays.

I had the stitches cut out of my head today and there will be little, if any scar. I still have the appointment Tuesday at a local hospital and they might decide to let the metal stay in or they might cut me open again. The swelling has gone down considerably but is still noticeable.

We got back from the picnic at about 5:30. I ate, changed into my whites, and caught a liberty boat to the DAVIS. I spent about an hour talking to their First Lieutenant and then Frank Mills showed me his spaces. He's ASW officer (anti-submarine warfare). I got back to the ship at 10 after buying film and cigarettes from the DAVIS. I have been smoking weeds since the afternoon we were hit and have slowed down considerably, but haven't quit yet. Frank said to say hello to you.

I got a letter from you and a letter from the Lakes. Dee is a real nut. She mentioned that you sent them a telegram about me after we were attacked. Sounds like the Clappers will be in our stomping grounds soon.

About 60 of the Research people will be flying home tomorrow. I got a Chief on board this morning...just had time to introduce myself before going on the picnic. He said he was retiring in about three months, but he'll be around long enough to get us home and squared away.

One shift of workmen worked today. They were pounding just outside our room at 6:30 this morning, which was pretty damn disgusting. Tomorrow they'll start patching the big hole.

What a rotten way to spend father's day. I didn't want to be with you two at all. After all, you and Tracy are the two reasons this is <u>my</u> day...hope that next year it can be <u>our</u> day. I haven't been too busy since we got into dry dock and the time isn't going very fast. I want to get home and soon! Thanks again for the father's day card. Tell Tracy again that I said thanks for the father's day message. Love you two whole bunches.

Love

James M. Emmes, Jr. Research Papers

Tuesday June 20

Hi Paula,

Happy West Virginia Day. Yep, the Mountain State is 104 years old today. Sorry but I didn't get a letter off yesterday. I went to the American Embassy yesterday first to arrange for a telephone interview with the Capt., Scottie, Maurie and several other with a writer from the Boston Globe. The writer will call them tomorrow. This writer is the one who wrote on the Oriskiny (sp) fire in the Gulf of Tonkin and gave the Navy such favorable publicity. I also arranged through the embassy to have a printing firm here make us 1,000 postcards with a picture of the LIBERTY on the front and its history on the back. This will eliminate the need for cover letters to people asking for information. Many stamp collectors are sending stamped, selfaddressed envelopes to be cancelled with a LIBERTY cancelling stamp. School children, old ladies from Pasadena, and people from Europe, especially Germany, have written inquiries for information. Later yesterday, up until movie time, I revised some of the letters that the Capt. was writing to families of men that were killed. He is personally sending these.

Today I went to the printing company to make the final arrangements for the postcards. Friday I'll check the proof and the cards will be ready next Tuesday. Just like old times at WVU with you, Fink.

I went to the British Naval Hospital today to have my head examined. That sounds cool, doesn't it! The CDR there said he was pleased with the way my small wounds had healed and was going to leave the shrapnel in until such time as it had to come out, which probably will be never. My face is still a slight bit swollen and the stitches were removed yesterday. I'll have very little if any scar, so I guess my movie career hasn't been ended. Ha! The spots on my arm and my pinky are doing fine and I have no pain at all from them. I'm fit as a fiddle and ratin' to come home.

About coming home. I'll still stick with the "home in time for anniversary" promise but the British shipyard superintendant and our Captain Author, who is in charge of the Navy repair activity in Naples, both said we will be here longer than originally anticipated. I asked Capt. Author today about the additional time and he said that there was more structural damage than they thought, but he also said he hoped to see us on our way by the 15th of July. I sure hope it's sooner. Honey, this is terrible waiting to come home. Don't get me wrong. Malta is a fine place...prices are good, everyone speaks English, the weather is nice and it has quite a historical background...but it lacks one essential thing...you. I don't miss you and Tracy too much! Gosh I want to get home.

Almost all of the Research people are gone now. The ship is emptier than I've ever seen it. The workmen have covered most of the topside holes and have started painting. Work on the big hole in the side of the ship is coming along fine. I went into the Research area today. All the classified stuff has been removed and the area is no longer classified. It is still a mess. Oil, metal twisted like it was only metal, wires all over the place, busted electronic gear...really a grim sight.

James M. Ennes, Jr. Research Papers

In the letter I received from you today, written the 16th, you said you had gone to Phil's funeral. I'm glad you went, but really sorry that he is no longer with us. Nancy and Brooks got a taste of babysitting, did they! And I remember Nancy saying, quite seriously I think, that she thought Brooks wouldn't be an enthusiastic grandfather. Thats a big joke.

Honey, you haven't mentioned anything much about the attack. I'm not sensitive about talking about it. In fact, you haven't said anything about receiving any of my letters since the attack I've written almost every day since the 10th. Let me know what's on your mind about this incident.

I would also like to hear foresure when you plan to return to Va. Beach. I want my mail to get to you as fast as possible.

Damn! At least three more weeks here and I can't be with you. This would be a good place to take a vacation. Honey, you can't imagine how badly I want to be with you. On second thought, I guess you can. I'm sure you would like to have a husband who could help you with Tracy. I'm proud as punch that she's gaining weight and growing like she is. A real beautiful butter ball is what she sounds like. And you getting back to your normal weight and passing your six weeks exam with flying colors makes me very happy too...but it doesn't help my horns at all.

I watched the movie last night and plan to do the same tonight. Scottie and I had a few beers after last night's flic but I think I'll get my beauty rest tonight.

Take care fink. You're the greatest. Tell Tracy that her daddy says hi.

Love always!

Dave

James M. Ennes, Jr. Research Papers

Saturday June 24

Hi Nancy & Brooks,

Something has to be wrong with our incoming mail service because I haven't gotten a letter from you since the attack and I think this makes the third I've written. Perhaps a batch of mail will arrive this evening. Paula's mail has been coming in fine.

I heard that you have fully qualified as grandparents, having been baby sitters while Paula went to the Executive Officer's funeral. I'm not too anxious to see Tracy or Paula or any of you. Probably!

The work in the drydock is going along very well. The ship is beginning to look like a ship again and the Captain in charge of the repairs said today, rather officially, that he planned to have us out of dry dock by the 10th of July. This would mean several days of looking for leaks and testing the engines and then home, by following a fleet tug called the PAPAGO. I am hoping that by the end of July we'll be in the States. After that is anybody's guess. No one knows for sure what the brass will decide to do with the LIBERTY.

My health continues to be good. The British Royal Navy doctor who examined me the day the ship got in saw me again Wednesday and said that my scratches were doing fine and that he would not recommend removing the shrapnel unless absolutely necessary, which will probably be never. Many of the other men are still carrying metal around...the U.S. Navy doctors in most cases don't recommend removal either...too much chance of causing more damage by fishing around for it. Anyway I feel fine. Just want to get the hell home.

I haven't taken the opportunity to take any tours or do any honest to gosh sight seeing yet. Malta is quite pretty in spots and full of interesting historical spots. I have been content to stay rather close to the ship and have a few beers so far. The British have been taking very good care of us...cocktail parties, boat rides, picnics, etc. There are about a dozen female officers who have been real nice. Five of them came on the ship for dinner and a movie last night. It is getting hotter every day but still remains cool at night.

Tis a small world. First a fellow Hotel 614 from OCS on the USS Davis that helped us the day after the attack and then today Bill Gutiekunst (sp) from Martinsburg. He came on the ship with the supply officer who will be relieving our supply officer. Sure is good to talk to people that I know. If it weren't for English speaking people on the island, I would probably be going out of my mind right now. I want to get home and relax with the family...don't get me wrong...I don't mean to complain because it's so damn good to be alive. It's still a sheer joy to wake up each morning.

Paula told me of one case where some of the contents of a letter mailed to the States were printed in the Wash. Post. That sort of thing is really bad because we aren't to say a damn word about the attack until the Board of Inquiry comes out with a formal statement, which, I think is in the process of being released at this very moment. All of my comments have been off the record, as I'm sure you are well aware.

Hope to get some mail from you soon...I'm anxious to hear some of the comments from the home front.

Love,
Dave

P.S. Just got a letter from Dave was good to hear from you!

James M. Ennes Jr. Research Papers

Saturday June 24

Hi Paula,

Guess who has the duty? Yep...the second Saturday in a row... someone goofed up the watch bill...should have had the duty yesterday.

Now for a review of new personnel. I mentioned earlier than Mac's relief had come on board. I've been waiting awhile to write something nice about "boot" Ensign Dan Kekich, but nothing nice comes to mind. He went through the ROC program and seems to be greatly lacking in common sense. Not exactly what I would call a ball of fire. Dick Taylor's relief came on board today and he will fit in fine. He's from Tennessee and has been out of Supply School for several months. He was a Bravo 615, so I'm senior to him by a month.

George invited five of the female British Officers over for dinner and a movie last night. The flic was good...Frank Sinatra, Richard Conte and Verna Lisa in "Assualt on the Queen." I don't remember reading anything about it, but the group raises a German WWII sub and robs the Queen Mary. Not too believeable but still a good flic. Pat O'Malley has the duty with me and I guess we'll watch a flic. Certainly not my idea of how to spend a Saturday night. I would so very much like to be with you in our Va. Beach pad right now. We have several matters to attend to first. Then we could just relax with a cold beer, watching the tube when we weren't taking care of our wet daughter, who probably would be crying or eating or sleeping. No, I don't want to get home at all.

Captain Arthur said today that he sent out a message today to the brass saying that he thought we could be out of the dry dock by the 10th of July. That would mean several days testing the engines and seeing that nothing leaked, and then home! The work has been coming along very well and it's easy to see that work is actually being done. At first it appeared that only metal was being cut away and nothing was being replaced.

The civilian shipyard people from Portsmouth left for the States this afternoon. They helped us a lot with the paperwork that we will have to prepare before coming into the shipyard. I have a lot of work coming up but, like everyone else, am finding it hard to get started. Perhaps I can get in the working mood tomorrow. It is very hard to get motivated when my thoughts are some 6,000 miles away. It seems that there are two wonderful ladies by the names of Paula and Tracy who have won my heart. And just think, I'm very much in love with the younger one and haven't even seen her yet. That's not even love at first sight. And the older one...well, she has a very special place in my heart. Seems as if she's what I'm waiting to get the hell out of here for, she's the one I work for and dream of, she's the one I want to be with right now and never leave again. In summary, she's everything to me.

Take care, wonderful ladies, time will be home soon.

Love always,

Dave

James M. Ennes, Jr. Research Papers

Sunday June 25

Hi Paula,

Just got some wonderful mail from my two favorite finks. Tracy looks great...she looks like Tracy Lynne Lucas and no one else. Her looks have changed quite a bit from the first batch of pictures. Now to get home and see her in person.

You mentioned the telephone call. Well, I felt like an ass for not having called you. Hearing your voice was great, and really, it isn't easy talking when you haven't talked to each other in almost two months. I wrote down the few quick things I wanted to ask you and say to you. We'll both be in better condition for the 5th when I call you. In case you decide to stay in Corriganville for the 4th of July, That's fine. If I call our Va. Beach pad and get no answer I'll just call Corriganville. That's simple enough.

I just got back from a beer ball game...the kind we played in J-school. The LIBERTY crew and officers (about 40 showed up) played some Army guys from NATO stationed in Malta. They got creamed. We won by about 27 to 7. I had a few beers and just played the role of spectator until someone pulled a muscle...then I went in to run for him at first base, and later scored. I was at bat once and hit a triple on the first pitch over the left fielder's head. So see, your tiger is getting back into shape and rearin' to go. After that I decided to let someone else play in my place and grabbed another beer. Besides, I didn't want to ruin my perfect day at the plate.

The Capt. is spending the weekend at the guest room of the Malta Dry Dock Co. He has all the food, booze and anything else he wants free. George and Maurie joined him over there last night and evidently had a fine time. I had the duty and young O'Malley, who was my duty officer, wanted to go to a party that the female officers were giving. I let him go and had a very quiet evening. I selected a movie to watch, which was no damn good, and just ladfed around in general. A very lonely way to spend a Saturday night.

The ball game today was a pleasant change from the normal routine. It's quite obvious that everyone is getting bored here on Malta and ready to come home. It would be a lot worse though, if this were a bad port... it's really nice.

I am assuming that you will get this letter at the end of this week so this will be the last one I'll address to you in Corriganville. Starting tomorrow it'll be 4629 Jeanne St. Apt. 204 in Va. Beach. Hope to be able to join you there mightly soon. The horns are getting terrible!

Love you finks. Hope that you and Tracy have a good ride to our pad. Take care, and perhaps you should let Tracy read the maps.

Love always,
Lou

James M. Ennes, Jr. Research Papers

Sunday July 2

Hi Nancy & Brooks,

Repair work on the hole in the side of the ship is coming along very well. The workmen have gotten to the point of putting in more metal than they're taking out...an encouraging sign. The Captain in charge of repairs is still shooting for the 10th to 12th as the date to get us out of dry dock, and the 19th for starting to come home. That should put us in the States around the 1st of August. After that everything is still in the air. No one knows what will happen to the ship or to the crew. I'm still hoping to stay on while it is being repaired, which could easily be six to eight months. I'm assuming that the repair work will be done in Portsmouth, where the ship was when I joined it last October.

Paula tells me that she and Tracy went back to Va. Beach yesterday. I plan to call them on the 5th, and should have a definite schedule of getting out of Malta by that time. Got some more recent pictures of Tracy and she has grown quite a bit...sure am anxious to see my girls.

My health is fine. I've spent several afternoons at the beach, swimming in crystal clear water and drinking wine. What a life. Everyone here is going out of their way to be nice, and there have been many parties given for us...can't say we are suffering from lack of attention. I must admit that my stock impression of the British has changed quite a bit...at least for those in Her Majesty's Armed Forces. The majority of them have excellent senses of humor and enjoy drinking and having a good time.

We have gotten three new officers, two of which are junior to me...makes me feel like an old man. Ha. I haven't gotten any new seamen yet, and probably won't until several days before we leave for the States. My new chief is okay, but can't compare with Chief Carlson.

I got a letter from Louise recently. Sounds as if the George Smalls have done some shuffling around, or rather near shuffling. I imagine the situation in Jiddah is still somewhat tense...I have no desire to get anywhere near that area again.

Sounds like my brother is still not feeling up to par. I'll have to see what I can do about it when I get back. For now I would recommend alcohol taken internally for J.T.

We have been doing our necessary paper work, but I must admit that no one has been working very hard. The Capt. has changed quite a bit. He is much more relaxed than I've ever seen him, and he's calling almost all of the officers by their first names. We have also been working on proposed awards and citations, and, strictly off the record, it looks as if we might qualify for combat awards. This might not happen though, since we were not actually up against a declared enemy.

Malta is a great place to vacation, but everyone is ready and rearin' to come home. I'm looking forward to spending some leisure time in the good ol' hills of W. Va. and Md.

Did you see the pictures in Life?

Love

Mike

James M. Eames, Jr. Research Papers

Wednesday July 5

Hi Nancy and Brooks,

Just a short note to hit some of the high spots of the past few days. First, Brooks, my hearty congratulations for your wise decision to let the directors know that they are going to lose the backbone of their organization. I agree with your decision 100% and was extremely pleased to hear the news. Perhaps Paula and I can work up an advertising campaign of sorts for the Lucas Antique Shop now. And Nancy, you came through in fine style with the woman reporter from the Journal. Thanks. I don't mind discussing the attack with my family, but would like to forget any other mention of it... not that I'm sensitive about it, but because of all the misquotes and implications involved. Some of the quotes in the Board of Inquiry news release had had several adjectives added, thus changing the meaning and implication of the entire sentence. I was sorry to see that my name made the front page of the Morgantown Post on the 29th. Paula felt badly about it too. They took what they knew of her visit there and added it to the Inquiry release. Let's face it...I'm a Lucas because I don't like publicity or vice versa.

As the work schedule now stands, the dry dock will be filled with water on the 12th and we will leave it on the 14th to tie up to a pier. Then it's underway, escorted by the Fleet Tug PALAGO, on the 17th. The tug can't go as fast as we can, but the Capt. said at dinner this evening that he was going to make every effort to get back to the States by the 29th. It looks like Paula and I will be able to spend our anniversary together. After getting to Norfolk, what happens to the ship and the crew is still anybody's guess. We'll just have to wait and see.

I went to a 4th of July party of sorts last night. The ship's doctor has rented an apartment and most of the officers and the British female type officers and nurses were invited. Certainly a poor substitute for the good company I've been accustomed to for the past several years. Sure did miss the whiskey sours.

I'm going to call Paula and Tracy later tonight. I'll get you off some more news before we head home.

Love,

Ken

James M. Ennes, Jr. Research Papers

(FROM [illegible] TO [illegible])

THIS IS MY REPLY TO SUGGESTIONS FOR A LIBERTY PERSON TO BE HONORED AT SUGAR GROVE

Dear Ray:

In regard to your question of yesterday concerning possible alternative candidates from LIBERTY to honor by using their name on the new Sugar Grove Operations Building:

> First, I think Francis Brown is a good choice, although I have some reservations with this personally, as I would think we could come up with a CT. Brown was a good man, though. He was a LIBERTY Plank Owner, so he had been aboard at least 2-1/2 years when he was killed. He was a natural leader, well liked by everyone, and as Quartermaster of the watch on the bridge underway, he ran a very tight section. I stood many watches with him and considered him the most capable QM on watch. He was quite young, probably less than 20. He died from a torpedo boat bullet that hit him in the back of the neck after he had relieved the previous helmsman who had been wounded.

I looked for a CT who received a posthumous award, and I don't think any did. Most of the "O" Branchers died, so no one was left to tell what they were doing that was heroic. Also, most CTs had battle stations in Research, so they weren't available for conspicuous performance in gun mounts or on the bridge; and they left the ship shortly after the arrival at the next port, so were out of sight and out of mind. As a result of all this, we have no dead certified hero CTs from LIBERTY.

I do think we have some heroes, though, and would like to suggest a couple.

> CTC Raymond Eugene Ling was an "O" Brancher who died in COMM from the torpedo. He was close to fifty years old, probably the old man of the ship, and had been in the Navy since about 1937. He told me that he had completed thirty years of service and was supposed to have left the ship in Norfolk, but he loved the Navy and loved the ship and begged to make this last trip. He was finally allowed to make the crossing but was to fly back from Africa to retire. In the confusion of being diverted to Gaza, he never got off. I don't know of anything special he did, but from knowing him I am sure he was quietly doing his professional job when he died. He had no family. Casualty lists mentioned a [redacted] female relative in Naples, Italy.

> Another good candidate would be CTSN James L. Lenau. Lenau was an "M" Brancher assigned to telephone talker duty in the fourth deck teletype repair shop. He was all alone down there when the torpedo came. He was young and probably single. Newspaper reports list his survivors as his parents in Union, Missouri.

James M. Eames Jr. Research Papers

DEPARTMENT OF THE NAVY
NAVAL SECURITY GROUP COMMAND HEADQUARTERS
3801 NEBRASKA AVENUE N W
WASHINGTON D C 20390

May 20, 1977

Lieutenant Commander and Mrs. James M. Ennes, Jr., USN
[redacted]

Dear Lieutenant Commander and Mrs. Ennes,

It is my pleasure to invite you to the dedication of a memorial honoring those who gave their lives in USS LIBERTY ten years ago.

The ceremony will begin at nine o'clock in the morning on Wednesday, June 8, 1977 in the Rear Admiral Joseph N. Wenger Naval Cryptologic Museum at the Headquarters, Naval Security Group Command, 3801 Nebraska Avenue, N.W., Washington, D.C. 20390.

Please indicate whether you will attend by writing or by calling 202/282-0459 by June 1, 1977.

Sincerely,

G. P. MARCH
REAR ADMIRAL, U. S. NAVY

James M. Ennes, Jr. Research Papers

28 June 1977

Lieutenant Commander and Mrs. James M. Ennes, Jr., USN

[redacted]

Dear ~~Lieutenant Commander and Mrs. Ennes,~~ Jim & Lesley

It was a great pleasure having you with us for the dedication of the USS LIBERTY Memorial on Wednesday, June 8, 1977. Your presence added immeasurably to a meaningful occasion for the Navy and especially for the other members of the ship's crew.

I am enclosing photographs taken during the dedication ceremony for your personal retention. Please accept my invitation to visit the museum and the memorial again in the future.

Sincerely,

G. P. MARCH
Rear Admiral, U.S. Navy
Commander, Naval Security Group Command

James M. Ennes Jr. Research Papers

Mr. Lloyd C. Painter
RD2, Twinlakes
Gettysburg, Pennsylvania 17325

Dear Mr. Painter,

The Naval Security Group Command recently dedicated a memorial to the 34 men who gave their lives during the attack on USS Liberty ten years ago. The dedication ceremony was attended by a small number of Liberty survivors and their families who live in or near Washington, DC. Captain William L. McGonagle made an impromptu but moving speech paying tribute to your former shipmates.

At the request of one of the ship's officers I am forwarding photographs and several articles about the event for your personal retention. You are invited to visit the memorial when you are in Washington. Please call (202)282-0873 to make arrangements for the visit.

Sincerely,

G. P. MARCH
Rear Admiral, U. S. Navy
Commander, Naval Security Group Command

James M. Ennes, Jr. Research Papers

Mr. John D. Scott

[redacted]

Dear Mr. Scott,

The Naval Security Group Command recently dedicated a memorial to the 34 men who gave their lives during the attack on USS Liberty ten years ago. The dedication ceremony was attended by a small number of Liberty survivors and their families who live in or near Washington, DC. Captain William L. McGonagle made an impromptu but moving speech paying tribute to your former shipmates.

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Sincerely,

G. P. MARCH
Rear Admiral, U. S. Navy
Commander, Naval Security Group Command

James M. Ennes, Jr. Research Papers

LCDR James G. O'Conner Jr., USN
2527 Vintage Court
Napa, California 94558

Dear Lieutenant Commander O'Conner,

The Naval Security Group Command recently dedicated a memorial to the 34 men who gave their lives during the attack on USS Liberty ten years ago. The dedication ceremony was attended by a small number of Liberty survivors and their families who live in or near Washington, DC. Captain William L. McGonagle made an impromptu but moving speech paying tribute to your former shipmates.

At the request of one of the ship's officers I am forwarding photographs and several articles about the event for your personal retention. You are invited to visit the memorial when you are in Washington. Please call (202)282-0873 to make arrangements for the visit.

Sincerely,

G. P. MARCH
Rear Admiral, U. S. Navy
Commander, Naval Security Group Command

James M. Ennes, Jr. Research Papers

Mr. David Lucas
[redacted]

Dear Mr. Lucas,

The Naval Security Group Command recently dedicated a memorial to the 34 men who gave their lives during the attack on USS Liberty ten years ago. The dedication ceremony was attended by a small number of Liberty survivors and their families who live in or near Washington, DC. Captain William L. McGonagle made an impromptu but moving speech paying tribute to your former shipmates.

At the request of one of the ship's officers I am forwarding photographs and several articles about the event for your personal retention. You are invited to visit the memorial when you are in Washington. Please call (202) 282-0873 to make arrangements for the visit.

Sincerely,

G. P. MARCH
Rear Admiral, U. S. Navy
Commander, Naval Security Group Command

James M. Ennes, Jr. Research Papers

28Feb78

Mr. Lloyd C. Painter
RD #2 Twinlakes
Gettysburg, Pennsylvania 17325

Dear Mr. Painter,

It is a pleasure to acknowledge your loan to the Naval Security Group Command of several items relating to USS LIBERTY. The piece of shrapnel from the torpedo head and splinter of an armor piercing slug will be displayed in the Rear Admiral Joseph N. Wenger Naval Cryptologic Museum near the memorial dedicated last June. They are identified as being on loan from you and will be returned to you upon request.

Your continued interest in USS LIBERTY and the loan of these artifacts are much appreciated. Visitors to the Museum will gain a greater insight into the courage and valour displayed by members of the USS LIBERTY crew during the incident.

I enjoyed meeting you and Mrs. Painter at the luncheon last June. You are again most cordially invited to visit the Museum any time you are in the Washington area.

Sincerely,

G. P. MARCH
Rear Admiral, U.S. Navy
Commander, Naval Security Group Command

James M. Ennes, Jr. Research Papers

THOS. G. ABERNETHY
FIRST DISTRICT, MISSISSIPPI

CLAIR STEVENS
ADMINISTRATIVE ASSISTANT

COMMITTEE ON AGRICULTURE

Congress of the United States
House of Representatives
Washington, D.C.

July 6, 1967

Mr. Mike Stetelman
President
London, Stetelman & Kirkwood
112 East Front Street
Hattiesburg, Mississippi 39401

~~Dear Mr. Stetelman:~~

I have your letter of June 30 in which you protest my criticism of the unprovoked Israeli attack on the U. S. Liberty, a ship belonging to the United States Navy (your Navy and mine), a ship flying an American flag, an attack which took the lives of 34 Americans, wounded 67 others, left the remainder of the ship's complement horrified, struck the ship 821 times and almost sent it down to Davy Jones' locker. I mention these things because it is from this point that you and I as American citizens must begin our consideration of the shocking attack.

We should also begin with the consideration that you and I are both American citizens. We are neither English nor Israeli. You state that you are Jewish. With all deference, I do not know what this has to do with it. I am Protestant, and although the Church of England is Protestant, such would have no bearing on my views of a United Kingdom attack on an American ship. Neither would the fact that my ancestry came from there. My first loyalty is to the United States. The fact that I am Protestant and English would be quite secondary under a similar United Kingdom attack. And I feel that the fact that you are Jewish should be quite secondary although the attack came from people who are of the Jewish faith. If you are prompted to defend the Israeli attack simply because you are of the same faith with which the state of Israel is associated, then I think your premise is wrong.

Now let us review what happened. This entire matter was handled in a "so-so" manner by our government, the President, the Congress and the national press from the day it happened. Everyone was sitting

James M. Eppes Jr. Research Papers

on their hands until the U. S. Navy Court Inquiry issued its report on June 28. There was grumbling from many Americans but no one would speak out. I heard Members of this House and private citizens say over and over and over again, (quietly, that is), that if Nasser's planes had made a similar attack we would have been down his throat in seconds. I think you know we would. And I think you would have welcomed such. In fact, I believe you would have been incensed had we not done so.

This matter lingered for days with not the slightest utterance from anyone. In the meantime, however, it is a well known fact that there was mumbling and grumbling about it. Yet no one would dare speak out. Then came the Pentagon report. On June 25 the Washington press reported that the Pentagon had been trying "to put together a report . . . that would tell the truth and nothing but the truth, without telling the whole truth." On June 28 the long awaited Pentagon report was forthcoming. Bear in mind this was exactly 20 days (quite a long time) after the attack. I quote from the report, as follows:

> "A Navy Court of Inquiry has determined that USS Liberty was in international waters, properly marked as to her identity and nationality, and in calm, clear weather when she suffered an unprovoked attack by Israeli aircraft and motor torpedo boats June 8 in the Eastern Mediterranean.
>
> "The Court produced evidence that the Israeli armed forces had ample opportunity to identify LIBERTY correctly. The Court had insufficient information before it to make a judgment on the reasons for the decision by Israeli aircraft and motor torpedo boats to attack. . . . .
>
> ". . . . . The Court heard witnesses testify to significant surveillance of the LIBERTY on three separate occasions from the air at various times prior to the attack - 5 hours and 13 minutes before the attack, 3 hours and 7 minutes before the attack, and 2 hours and 37 minutes before the attack.
>
> "The Court affirmed LIBERTY's right to be where it was. A neutral nation, the Court stated, has a legal right to dispatch a ship into international waters adjacent to an area of hostilities. So long as such a neutral ship maintains the impartial attitude of neutrality, the Court pointed out, each belligerent has a duty to refrain from attacking her. . . . .

James M. Eames, Jr. Research Papers

". . . . . The Court found that she was, in fact, well within her assigned operating area at the time of the attack, and that at no time before or after the attack did she approach closer than 13.5 nautical miles to land. . . . .

". . . . . At 0100, a single unidentified jet crossed her wake, an estimated three to five miles astern, then circled the ship and retired in the direction of the mainland. No signals were exchanged between the ship and the plane. LIBERTY was flying her normal size American flag (5 feet by 8 feet) at the masthead. Her name was painted on her stern in English, and her U. S. Navy distinguishing letters and number on her bow. (Egyptian naval ships carry their names in the cursive Arabic script.) Her configuration, as shown in the international standard naval identification book, 'Jane's Fighting Ships,' and her standard markings, were clearly sufficient for the aircraft to identify her properly as the non-combatant ship LIBERTY. . . . .

"Jet and propeller aircraft circled the ship again at 10:56 and 11:20 a.m. . . . .

"At 11:32 the ship changed to a west northwesterly course (283° true). She was on this course and steaming at five knots when the attack began."

May I call your attention to the fact that this was in a direction away from the Israeli-Egyptian coastline. Continuing from the report:

". . . . . At 2:00 p.m., the ship's Commanding Officer, Commander William L. McGonagle, Norfolk, Va., fixed her position by radar as being 25.5 nautical miles from the nearest at El Arish, which was to the southeast (bearing 142° true).

"In the Commanding Officer's words: 'About 1400 (2 p.m.) the lookouts, who were stationed on the 14 level (above the bridge), reported that jet aircraft were sighted in the vicinity of the ship. At that time, I went to the starboard wing of the bridge with my binoculars and there observed one aircraft of similar characteristics, if not identical, to the aircraft which were sighted earlier in the day and upon which a sighting report had been submitted. . . . . It appeared to be on a parallel course traveling in the same direction as the ship. While I observed this

James M. Ennes, Jr. Research Papers

aircraft, I did not see it approach the ship directly in a hostile attitude. Within a couple of minutes, a loud explosion was heard that appeared to me to come from the port side of the ship. (This apparently was a rocket launched by a second aircraft.). . . . .

"For the next five or six minutes, aircraft made criss-cross attacks on the ships, hitting her with rockets and machine gun fire. A later count entered into the Court's record, showed 521 separate hits on the ship's hull and superstructure.

"Testimony failed to establish an exact number of aircraft involved in the attack. The Court's finding states: 'In five or six attacks, from various angles, two or more jet aircraft at a time conducted strafing, rocket, and incendiary attacks.'. . . . .

"At about 2:24, look-outs sighted three high speed boats approaching the ship from the northeast (from the ship's starboard quarter, relative bearing 135°), heading for the ship in a triangular formation at a speed of 27 to 30 knots. . . . .

"Commander McDougle passed the word, 'Stand by for torpedo attack.' He held his course, since turning away from the boats would bring the ship closer to land, and turning toward them would swing broadside toward the attackers, giving them a larger target. . . .

". . . . . The PT's opened fire with their gun mounts, killing the Quartermaster Brown at the helm, and in a matter of seconds one torpedo was noted crossing astern of the ship at about 25 yards. The time was then 2:34. A minute later, a second torpedo struck the ship on the starboard side, immediately forward of the bridge and a few feet below the water line. . .

"Twenty-five men died in the blast. These few not killed outright escaped from the compartments. The Court heard testimony from witnesses, including a salvage expert, who stated that beyond a shadow of a doubt those who died there were killed instantly by the blast. None could have survived, trapped in the compartment, to die of suffocation or drowning. . . . .

James M. Ennes, Jr. Research Papers

"The three torpedo boats also stopped, less than a half mile astern of the stricken ship. One signalled in English, 'Do you need assistance?' Commander McGonagle, not being able to signal by light, ordered a signalman to hoist the International flag signal for 'you have command,' meaning that the ship was out of control.

Please note that they signaled "in English", not Arabic! They full well knew this vessel and its crew were not Egyptian. Although the firing ceased these torpedo boats, three of them, signaled "in English" as they came along the LIBERTY to offer help. They turned and went their way.

Two or three minutes later, two helicopters bearing [illegible] far [illegible] markings, approached and circled the ship several times. . . . . The helicopters departed, returned, and departed again, as a pair of jet aircraft circled the ship and there were no further attacks.

~~The commander of the [illegible] replied that an Israeli helicopter flew out and circled the ship, and signaled, 'Have you casualties?'~~ He said they replied in the affirmative. The inquiry was rather unemotional. They are [illegible] to know that after all of the hell and fire that was poured into this non-combatant LIBERTY that there were casualties. The helicopter departed. There was never any further inquiry from the Israeli nor was there any vessel of any kind dispatched to give aid.

Please bear in mind that this was not a "flag" vessel. It was nothing but a [illegible] LIBERTY, of [illegible] vintage. Anyone with half sense and ordinary simple knowledge of the sea would have known that it was not an attacking Navy vessel, nor capable of withstanding or fighting back from attacks via both the air or sea, much less from both.

After the Israeli helicopter departed, there was never another word from the Israeli [illegible] that they would send help. The crippled LIBERTY was deserted and left to its own helpless fate. The Israeli did send word -- early the next day, I understand -- to our government that they made a mistake and were "sorry." Well, were they? They did nothing for the crippled ship, its men and the dead, and they offer nothing now but "we are sorry." As for those making the attack themselves, there has never been any word from them, no expression of regret, no statement of any kind. They have published no reason at all as to why they made the attack, none whatever! Someone has assumed they "might" have thought the ship was Egyptian. They have never said so themselves. And it is much too late now for them to say as much and expect anyone to believe it.

Repeating, the Washington Star on June 25, under the headline, "Israeli Ship Attack A Tough Task for Pentagon", said officials at the Pentagon had been trying to "put together a public report..." Then it said, "One of their problems has been to find a way to tell the truth and nothing but the truth, without telling the whole truth." (Washington Evening Star, June 25, 1967). Well, why not tell the whole

James M. Ennes, Jr. Research Papers

truth? As an American citizen, I would think you would want that and I am sure I would. This all adds up to my statement that had the attack been made by others, it would have been treated differently -- AND IT WOULD HAVE! The Press said I said "It had been hushed up." I did not say that but I endorse it.

As you are well aware from press reports, this ship was equipped with that which has been described as "sophisticated electronic" equipment. It has also been said that the ship may have picked up signals "revealing that Israel fired the first shots" and "to have been the aggressor." It has also been speculated that Israel might have wanted these recorded signals destroyed. I repeat, this is high level Washington and national press speculation. Another speculation is that those who manned the planes and torpedo boats on this "unarmed" ship, and even though recognized it, just felt it had no business near the fighting zone, although it was far out in international waters.

There has been considerable editorial speculation that the attackers knew what they were doing and who they were attacking. See copy of editorial from Washington Star attached.

Now, Mr. Stetolman, my country and yours lost 34 of our brother citizens. Sixty-seven others were wounded. Our ship was hit 821 times. Our flag was shot down. Do you honestly feel, under these circumstances, this matter should be allowed to drop with no restitution, no damages, no warmi[illegible] no not [illegible]? You are an American citizen. You may be Jewish. But you are not a citizen of Israel. [illegible]ing Jewish has nothing to do with it. I am English. I am Protestant. But by jove, if England had done this, I would be just as upset about it as I am now. Wouldn't you be upset if England had done [illegible]? or Egypt? Wouldn't you?

If Nasser had done this, would you accept his statement that it was just a "mistake"? You know you would not. Let us keep race and religion out of this. Let's just be Americans, [illegible] we both are.

I have nothing against Jews. I had one here last month as a Page. I have had others here. I appointed one to the United States Military Academy. I have one working for me now. One of my very closest friends in Washington is a Jew! But just because Israel is Jewish, I shall not let such put me in the position the press said the Pentagon was in, that is, "Confronted with a Touchy Task--Trying to Put Together a Report That Would Tell the Trugh and The Whole Truth, Without Telling All of the Truth." Most candidly, I do not like what happened. And I shall not accept its brush-off with such simple statements as "We made a mistake", or "We are sorry", or "Please excuse us." Honestly, I am greatly surprised that you do not share my feeling about this horribly unmerciful and flagrant incident.

James M. Emmes, Jr. Research Papers

Mr. Stetelman, I have a son in Uncle Sam's Army. He is entitled to the sympathy, support and solid backing of 190,000,000 Americans -- Jewish, Protestant, Catholic, Moslem, Atheist, Mohammed, Indian, Negro, Gentile, Greek, Italian, or whoever of whatever faith or race. Your son would be entitled to fully as much and I would faithfully support every effort to see that he had it.

In closing, let me say I have been swamped with mail from coast to coast, from North to South. It is all in full, complete, absolute and unequivocal accord with my statement with two exceptions, yourself and one other from over in Maryland. While I did not use the words carried in the press that the matter had been "hushed up", the mail agrees with this. And I do, too. Indeed, it has been played in a "hushed" fashion over in the Pentagon, at the White House and in the Congress, as well as over the nation. This is wrong. I hope you agree that anything other than an immediate, full and complete disclosure of such an incident is wrong.

Your letter saddened me; but I am glad you wrote. I have endeavored to give you a complete and forthright reply. I hope you will reconsider your position. If you cannot, under the strong circumstances and known facts, share your sympathy and your heart with the men of the LIBERTY ship, then I would trust that you might at least consider a status of neutrality.

Most sincerely,

Tom G. Abernethy

TGA/mmb

James M. Ennes, Jr. Research Papers

April 21, 1980

Dear Jim,

I'm so damn steamed up about the Liberty tragedy I can hardly remain rational. Looking back, during the many briefings I had in Washington in January 1967, I recall trying to pin down people for answers to many of the frustrations you suffered and to which Pueblo was later fated to undergo. When your attack occured we were just about to go into commission and I had just heard from a sub school classmate who had the Banner. Chuck Clark told me the story of their near disaster off Shanghai. My response was to ask for additional armament (small arms) and systems that would enable Pueblo to rapidly destroy classified material in the event of an emergency. It never occurred to me that an attack was possible because of the existing quid pro quowith the Soviets, but Pueblo was being outfitted with a shoe string economythat promised all kinds of material problems down the line. Of course nothing was ever done to help us. in fact used Ship's Mess Deck funds to purchase an incinerator that prov useless. The Navy would provide only a cut-in-half oil a for destruction The bottom line here is purely and simply th there is no way I would have taken no for an answer if I had even the vaugest idea what had actually happened to Liberty.

as an AGER

One of the civilians who worked on Pueblo's SOD installation in Bremmerton, an employe of LTV one "L.D." Turner from Texas was immediately dispatched to Rota to await your arrival following the attack. He returned about 10 days later but would give me no information about what happened and maybe he was never privy. But we were fairly close and I think he might have told me a lot except he died of a heart attack just a few days later

Mainly I am incredulous that not one damn inkling of your problems were ever made available to me. I was in fact told that the missions were so disimilar that parallels could not be drawn. Now that I know better I wish there was some way to sue and make such a stink the powers that be would have to get it together or get the hell out. One of the legal types who became involved in the Pueblo CoI, one George Powell, now a Captain and NAVAIRPAC JAG Rep, tells me that following the CoI he was assigned to COM6thFLT Staff and they had numerous destruction drills, communication drills etc., and discovered to his chagrin that the navy had learned not one damn thing from Pueblo, in fact he says their practice drills were far worse than the worst of Pueblo and that, my friend, has got to be pretty terrible.

I'm seriously considering making giant waves over your problems because I'm convinced this country is in trouble and bad trouble if we cant do better than that. The shame I feel for us all is great.

James M. Ennes, Jr. Research Papers

Thanks for the insightinto Terry McTighe. Not to worry about the fone costs. Buy me a beer sometime and all will be even..

I do have some additional questions for your consideration and at your convenience to answer for my own edification.

1. What, if you know, was the success of your destruction efforts?
2. What kind of burning system, shredder capacity, etc did Liberty have?
3. You mention that the CO was concerned that he might be found liable for use of his weapons provoking the Israelis to greater fury. Can you expand on that?
4. Were small arms ever issued to the crew for use against the Israelis? Were any fired and if so to what effect?
5. I have many NavCad acquaintances and would like to discover what year group Armnstrong was from.
6. Who was the officer recommended for award and then fell afoul of the CO. Why?
7. What was the occupation of on board civilians? Marines?
8. Was your physical incapacities the primary reason for taking retirement?

9. If we could ever have a chance of squaring our emergency comms away, how should it be begun.

10. One of Pueblo's problems during attack stemmed from not having a sound powered phone system worthy of the name. How did yours hold up? In fact, Pueblo's was all self installed as the Navy wouldn't spend the money on us in the yard.

There are other questions Jim and I hate to bug you but if I decide to pursue this matter quietly I'd like as much data as possible to make the effort worth while. Our country deserves much better than we get. I have some credibility or at least am able to be heard in relatively high circles. I will keep any info from you that you may want, strickly confidential. Just so indicate and consider it done.

My review (copy) is enclosed and I hope it meets your expectations and does some justice to those navy dead who served so well to be so abysmally served in turn.

Truly yours,

Pete

L. M. Bucher

16296 Rostrata Hill
Poway, Ca 92064

The books will be underway to your port haste. Looking forward to seeing the alternate cover.

James M. Ennes Jr. Research Papers

[redacted]

May 20, 1980

Proceedings Forum
U.S. Naval Institute
Annapolis, Maryland 21402

Dear Sir:

It was with much pleasure and interest that I read the excellent review of Assault on the Liberty by James M. Ennes in your March issue.

Having been a part of that tragic incident, I must say that Mr. Ennes has captured the unrelenting spirit of the Liberty crew and the surprising facts surrounding that ill-fated voyage.

After finishing this remarkable book, I must say that I am still as convinced as I was thirteen years ago that the final chapter would have been infinitely more tragic were it not for the valor of the Liberty crew and one very hastily transmitted distress call that identified our attachers as Israelis.

Sincerely,

John D. Scott

James M. Ennes, Jr. Research Papers

REMEMBER THE LIBERTY?

by Richard K. Smith

(concluded)

The US Navy's Court of Inquiry which investigated the attack upon the *Liberty* created a record of 700-some pages, but its content leaves much to be desired. On its face it would seem that the court did not want to find out too much. On the other hand, it must be appreciated that members of the court boarded the *Liberty* offshore of Cyprus on Sunday the 11th, three days after the attack, and were on board during the three-day transit to Malta where the ship was drydocked and the court formally convened. This gave them plenty of time to conduct information interrogations of the ship's officers and men. These interrogations may be regarded as "auditions" to determine who would appear before the court's sessions in Malta. It was difficult to exclude officers, but many key enlisted men were not called to give testimony.

"No Mistake"

In retrospect, it seems as if the court was torn between two imperatives. On the one hand it was honor bound to the Navy to see that certain bits of the damning truth were put into the record so future generations would get more than a hint of "no mistake" when they analyzed the material for themselves; while on the other hand the members of the court were duty bound to obey the instructions of their political masters in Washington, D.C. The result is a strangely disordered document. But while the court might be interpreted to have been run by a bunch of muddling fools (which they were not), its record does not suggest the work of willing knaves. In its conclusions the court declined to offer an opinion that the attack was deliberate, but it concurrently refused to accept the notion that it was a "mistake."

It was hoped that my article, published in the quasi-official *Proceedings* of the Naval Institute would relay a "message" to those Navy or ex-Navy persons who were involved in some aspect of the *Liberty* Affair and who had further information to contribute, telling them that after eleven years it was finally safe to come forward and speak their piece. In the 20 months since its publication there have been 14 letters to the editor, only three of them contributing new information. On the other hand, six letters were apologies for the Israeli "mistake"! One of these was written by the Israeli naval attache in Washington, D.C.

Very often the printed news media, usually newspaper columnists, seize upon articles published in what they invariably describe as the "authoritative" Naval Institute *Proceedings* to make their content the subject of a story. But the *Liberty* article passed ignored, in spite of a concerted effort to give it maximum exposure. All-in-all, response to the article was most disappointing to all who were concerned with it. However, during 1979 it became required reading for all midshipmen at the Naval Academy.

While preparing the article I contacted several officers and men who were on board the *Liberty*. Among them was James M. Ennes who was the officer of the deck during the morning watch on the day of the attack; but he declined his assistance. There was a rumor adrift that he was writing a book about the *Liberty* Incident, but I was inclined to be skeptical. Many naval officers who have a good book to write say they are going to do it, but very few of them ever do. In this instance, however, my skepticism was ill-founded. Ennes was simply taking all precautions to keep his project under wraps until he retired from the Navy. He had good reason to fear that if his literary effort became known in higher echelons his manuscript might become subject to "review," a euphemism for censorship.

When James Ennes retired from the Navy in the summer of 1979 Random House already had galley proof copies of his book available. In mid-January his 300-page *Assault On The Liberty: The True Story of the Israeli Attack on an American Intelligence Ship* (Random House, $12.95), was in the book stores. It is an excellent product, "the most important book this year," according to the Hartford *Courant*.

Insider's View

Whereas I had to work with the carefully screened (but nevertheless Top Secret until declassified), transcript of the court, Ennes was on board the *Liberty*, a participant in and victom of the action. He had the morning watch during the intensive Israeli pre-attack air surveillance of the ship, and he was later on the bridge when the Israelis struck at 2 pm. The initial air attacks left him badly wounded, to the extent that he was hospitalized for a year thereafter. Ennes was not an ordinary Navy line officer, he was a Security Group officer, a member of a special corps whose duties have less to do with the Navy per se than the mission of the National Security Agency (NSA), that "super secret" organization which works in the realms of radio communication, electronic transmissions, cryptography, cryptanalysis, among other related things. From his unusual position he was able to obtain something of an "insider's view" of much of the episode.

From his hospital bed in Naples, Italy, Ennes gave the court of inquiry a deposition which described the morning's intensive air surveillance. There were 13 overflights of the ship, one of them so low, at an altitude of about 200 feet, that the roar of the airplane's engines rattled things inside the ship's bridge. Some of the jet fighters circled so close that Ennes coud see the pilots sitting in their cockpits; with binoculars he could have identified them if he knew them.

(continued on page 4)

James M. Ennes, Jr. Research Papers

REMEMBER THE LIBERTY?

(concluded from page 3)

And with such close surveillance the Israelis persist in their fable of the *Liberty* being mistaken for an "Egyptian" ship.

Ten years later, invoking the Freedom of Information Act, Ennes gained access to the court's record. His deposition was not included among the court's many appendicies, nor were any other depositions taken from the ship's company. This did not surprise him too much because he had long since become aware of the frantic, grim and determined effort at a cover-up of the attack, which had been under way even before all of the fires on the *Liberty* had been put out. Ennes describes the cover-up in some detail and there is no point in dwelling upon it here. But let it be said that some of the techniques the Navy used to awe, frighten or terrorize the men of the *Liberty* into keeping their mouths shut would do credit to the Third Reich.

Cover-Up Causes

Why the cover-up? The motives are as many as there are interested parties. The *Liberty* was less a Navy ship than a NSA ship and if there is one thing that agency abhors it is publicity. It does not even want *good* publicity! NSA was prepared to accept the loss of the *Liberty* in absolute silence. The Navy was not only angry, it was furious at the Israelis; but it did not want to say much because the Sixth Fleet had badly bungled an effort to send airplanes to the assistance of the *Liberty*. The big carriers *Saratoga* and *America* with a total of 200 combat planes were within 500 miles of the *Liberty* and yet neither managed to send one airplane to the *Liberty's* assistance. Most of this bungling was owed to the personal intervention of secretary of Defense McNamara who was in direct telephone communication with the Sixth Fleet. McNamara was possessed of a colossal ego which never admitted to mistakes, so the all-powerful Office of the Secretary of Defense also had a vested interest in maximum silence.

Finally, there is Lyndon B. Johnson himself. He had good reason to be angry with the Israelis for jumping the gun with a preventive war on 5 June at a moment when he was confident of patching together an arrangement with Nasser which would resolve the crisis without shooting. The attack on the *Liberty* added insult to injury. But with the whole USA excited by the spectacular Israeli victories it was inexpedient to make a fuss over 34 dead Americans. In the summer of 1967 LBJ thought he would be running for re-election in 1968 and there was no point in risking offense to Israeli's domestic constituency.

Perhaps of greatest significance, one of LBJ's closest advisers in this moment, literally sitting at his left hand during the tense moments of 8 June, was no less than Clark Clifford, the best friend Israel has ever managed to insert into the White House. And at LBJ's immediate right hand was Walt Rostow, another good friend of Israel's. White House photos taken during the crisis illuminate these seating arrangements. Clifford was chairman of the Foreign Intelligence Advisory Board. LBJ later asked him to conduct an investigation of the *Liberty* Affair. Although Ennes pursued his searches for years, he was unable to determine if such as investigation was ever made, or if a report even existed.

For Golan Heights

Why did the Israelis attack the *Liberty*? The explanation which Ennes offers is that the Israelis feared the ship would "overhear" their preparations for their imminent attack on Syria and seizure of the Golan Heights. If the ship passed this information to Washington then the United States might demand that Israel cancel the operation. All this was going on at a time when confused pressures for a cease fire were being exerted upon Israel and the Arab States and it seemed as if the war was practically over.

The attack on Syria was suspended throughout the 8th, after the *Liberty* appeared off Sinai. But after the ship's capabilities had been wiped out, the attack went forward early on the 9th. In a way, it may be said that 34 Americans died for Israel's possession of the Golan Heights.

Ennes does not go into detail on this matter, nor others which leave the reader wishing for more, but it is safe to assume that he knows more than he tells and that what he does know he knows with certainty. In using this book the reader must always keep in mind that its author is still bound by a special security oath with respect to his naval career of 20 years in the special realms of unusual communications.

The Ennes book is an extraordinarily good production. It provides many useful insights to the unhealthy relationship between the US and Israel in which the tip of the tail wags the dog. And no library relating to the Six Day War can call itself complete without this volume on its shelves. But even beyond cut-and-dried information it is an interesting book, fast paced and very readable. Even a person uninterested in the politics of the *Liberty* Affair will find it absorbing reading.

Overdue Recognition

Although all of the big TV network "talk shows" rejected Ennes as a guest, he has been on a half-dozen or more radio "talk shows," including some in which the audience can phone in and talk with him. Response has been good. On 5 February he finally broke into TV with a one hour live interview with Tom Braden and Pat Buchanan. But most encouraging is that the still current 10 March 1980 number of *People* magazine has carried a 2-page spread on Ennes and *The Assault on the Liberty*. This, if nothing else, should assure that this long overdue book will not be buried away in obscurity. My own guess is that if it maintains its current momentum the book will eventually go into a popular paperback edition which will keep it available for some years to come.

The *Liberty* will be remembered.

James M. Ennes, Jr. Research Papers

FRANK HERBERT
XANADU
PORT TOWNSEND, WASH. 98368

1 October 1979

Dear Mr. Herbert:

Fifteen months ago we met briefly at Don Marquis's 100th birthday party. You may remember me, only because I spoke briefly during dinner to describe a recent visit to Don's hometown of Walnut, Illinois, and to gloat over My middle name, which is Marquis. (My father was named after Don.)

Although I mentioned it to no one at the time, I was then hard at work on a non-fiction book about Israel's 1967 attack on the intelligence ship USS Liberty. For one thing, I didn't think you would care to hear from another aspiring--but unpublished--author. Now my book, "Assault on the Liberty," is in production and will be released in January by Random House. It is an inside story of the attack, and a very carefully researched and well documented exposé of the government cover-up that followed.

Prizewinning author William Hallahan calls my book "a stunning story superbly told." Most of the ship's officers cooperated in the research that led to the book, and those who have read it certify that it is accurate. Retired Marine Corps General C. L. Cogswell calls it "one of the most graphic descriptions of an attack on a Navy ship I have ever read. The political cover-up," says General Cogswell, "rivals Watergate."

Now that my book is about to be released, it needs to be read by influential people, it needs to be reviewed, it needs comment from writers of distinction such as yourself, and I need to meet local people who might help spread the word.

I enclose a short excerpt and some other material describing the book. If you think you may be willing to read it, I will ask the publisher to send you an advance copy in November. Copies are also going to about 300 national magazines, newspapers and book reviewers; and locally we are sending copies to The Seattle Times, The Seattle P-I, and to Dick Klinger. Would you like to see the book? Can you suggest anyone else I should send copies to or anything I should do locally to promote it?

I hope you will read it. And I will be most grateful for any comment or suggestion you might have.

Sincerely,

James M. Ennes Jr. Research Papers

Frank Herbert

2145 Ivy Street, Port Townsend, Washington USA 98368

ANSWERED 11 OCT 79

October 9, 1979

James M. Emmes, Jr. Research Papers

Dear Jim:

If you don't hold me to any deadline, I would like to read your book with a view to commenting on it.

The reason I mention the deadline is that we are about to leave for some meetings on the Dune movie in Europe and I'm not sure of our return date.

Sincerely

Frank

Frank Herbert

May -2, 1980,

Dear Jim,

It has taken a while for me to get back to you. Partly because we have been doing a bit of traveling and partly because of a busy schedule at home. Last Sunday my review of your book appeared in the Washington Post. They sent me two tear sheets and I am enclosing one for your file. I sincerely hope it will boost your sales. San Diego book stoores still dont have your book. I want to send it to a few people and have asked the local exchanges to see if they can get it. I dont doubt that certain influential members of the Jewish community consider the book harmful toIsraeli interests and that they wield a lot of clout such that foot dragging on distribution and show casing will be a problem for your rightful climb to the best seller status. However, the Washington Post review should help somewhat and will perhaps encourage other more timid "great news organs" to give you the break you deserve.

I dont know what the Post will pay me for the review and anyway it is not relevant. My outlay and effort in any event will be greater than any anticipated compensation and I give it gladly if the result can be to turn around our dismal failures. That most certainly is a bit gradiose of me but my meaning is humbler than the first reading.

At the very least the reading public in the Washington D.C. area will now know the book is in existance. Hopefully the review will help make them want to read it.

Obviously as I already said or eluded, their are many in the Jewish community in positions to subvert the book and they might mistakenly and short-sighterdly do so. But I have no quarrel with Israel and from your book neither do you. My objection is to the jackasses in our government and military who continue to compound mistake after mistake with cover up and scapegoats. Our latest debacle in the Iranian desert is a perfect example. There is simply no way the rescue operation should have ended the way it did. Prior proper planning positively prevents poor performance, an aliteration most applicable. "But which of those piss poor planners will be held accountable, Mr. Bones?" "Dont make me laugh, Mr. Interlocator!" And on and on ad infinitum.

Maybe I will take the time to write an article along these lines for the Naval Institute Proceedings. I dont know if they would deign to publish it and I dont want to waste time but we will see.

Many thanks for taking the time to anotate my copy of your book. You are a very thorough observer and researcher much to your credit. Some day I should do that with my own book but incredibly I have never even pursued the freedom of information avenue to obtain the findings of fact on the Pueblo Incident. What I'd really like to see are the opinions, which of course are not available under the act.I am told there were over 750 findings

James M. Ennes Jr. Research Papers

by the Naval COI. I think I will look into them although I just dont want to give a self service impression simply because I have never wan'ed to crusade on the matter. Nor do I care to try to change opinions variously held about my own lack of proper naval officershio in the decisions I made at the ship level.

You mentioned in our fone conversation that you had an alternate cover to the book that was not used and that you would send along or did I misunderstand you? Also you sent your slide of the CO sitting in shock on your bridge. Did you mean to do that? I can see why use of that photo was not wished by him or the navy and since there was not an analogous phot showing him in action perhpas it is better that it was not used. The photo would have undoubtedly helped make your point that he was unaware of everything going on during the incident. However, the strong writing and logic of your pen makes such use unecessary and might have even cheapened the book so I for one am glad it was not used. Do however hold on to the photo; its existance would be ever so helpful in ~~some circumstances~~ I can think of.

The Post eliminated my comments regarding the submarine presence and also removed my comment that Golden was an American Jew. Powever they strengthened other commentary I had made and to a certain extent their reorganization of the paragraphing w helpful. However when we discussed it I was in Omaha without benefit of a copy which prevented me from closely following their intended editing some of which I would not have bought. I am, however, satisfied the final product was in keeping with my sentiment. I hope you agree.

Some of my commentary regarding the Iran resene attempt has made wide coverage lately and I will append a couple representative pieces. As usual when they do background work reporters are sloppy. One article call me passed over for Captain which is not true. Not that the probability for it was not great, it simply did not occur since I retire before I would have been eligable. Two machine guns become three machine guns in another piece of sloppy commentary for background. I have watched and pained over such piss poor reporting relative to Pueblo since I can recall. One thing it has done for me though is to make me not only chary about media reporting but skeptical and dowrright disbelieving frequently. Just last week, CBS on one of their late night synopsises of the Iran situation referred back to the Pueblo showing pics of us with our hands up and commenting how Pueblo had been captured within North Korean territorial waters. Of course that was disproved many times over but the media persist in making the news not reporting it. Again, "We...enemy and....is us."

James M. Ennes, Jr. Research Papers

Please stay in touch Jim and let me hear how sales go. Let me know if I might be of some help to you and I'll certainly give it my best shot. I keep thinking if only Liberty had been attacked by someone other than Israel with the same terrible results, something more would have been done in the aftermath. However, I'm probably wrong. But I do feel with certainity that your book would be a best seller by now had those been the circumstances and one giant step toward better future performance by our leaders would have been taken.

I dont know wether you are a drinking man or not, I am, almost nightly at cocktail time and my first tonight will again be to those heroic dead from the failed rescue mission and my second will be to your success with "Assult on the Liberty" and your future writing. Beyond that I seldom venture anymore and any way toasts are forgotten beyond two, arent they?

Sincerely,

L. M. Bucher

16296 Rostrata Hill
Poway, Ca 92064

James M. Ennes, Jr. Research Papers

HOUSE OF REPRESENTATIVES
WASHINGTON D C 20515

PHILIP M. CRANE

Dec. 19, 1980

Dear James —

Lloyd Cutler brought me the copy of your book. I want to thank you for it + look forward to reading it over the holidays.

Warmest regards,

Phil Crane

James M. Emmes, Jr. Research Papers

PAUL N. McCLOSKEY, JR.
18TH DISTRICT, CALIFORNIA

COMMITTEE ON
GOVERNMENT OPERATIONS
AND
COMMITTEE ON
MERCHANT MARINE
AND FISHERIES

Congress of the United States
House of Representatives
Washington, D.C. 20515

508 CANNON BUILDING
WASHINGTON, D.C. 20515
(202) 225-5411

DISTRICT OFFICE
305 GRANT AVENUE
PALO ALTO, CALIFORNIA 94306
(415) 326-7383
(408) 275-7462

March 16, 1981

Wilbur Crane Eveland
22301 Larkellen Lane
Los Altos, California 94022

Dear Bill:

Thanks for Assault on the Liberty. I hope you won't mind my keeping it so long, but I haven't had time to get through it as yet, and find it extremely interesting reading.

All the best,

Pat

PAUL N. McCLOSKEY, JR.

PNMcC:amc

James M. Ennes, Jr. Research Papers

THIS STATIONERY PRINTED ON PAPER MADE WITH RECYCLED FIBERS

1 October 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Jim:

I have been out of the country during almost the entire month of September and accordingly have not had an opportunity to reply to your letter. I will, of course, be very happy to provide you with a statement for the back of the dust cover, which I hope arrives in time to be useful. You will find it enclosed herewith.

Best of luck in your efforts to publish the true story of what happened to the USS LIBERTY.

Sincerely,

Thomas H. Moorer
Admiral, U.S. Navy (Ret.)

Enclosure

James M. Ennes, Jr. Research Papers

Thomas H. Moorer
Admiral, U.S. Navy (Ret.)
6901 Lupine Lane
McLean, Virginia 22101

James M. Ennes, Jr. Research Papers

Aug. 5, 1979

The question of why Israeli warplanes and torpedo boats attacked the United States intelligence ship Liberty on June 8, 1967, killing thirty-four of her crew and wounding seventy-five others, will probably never be answered to satisfaction. But in attempting to answer it in ASSAULT ON THE LIBERTY, Commander James Ennes has written a book that has a power and integrity of its own. Ennes was an officer on the Liberty and was wounded in the attack. His account of the bravery and devotion to duty of the officers and men alone on that burning and blasted ship, and the confusion, incompetence, and moral cowardice of those above responsible for her (safety) is written with the passion and authenticity that only a victim can bring to the telling of a fascinating tale.

Neil Sheehan

cc: Cmdr. James Ennes

James M. Ennes, Jr. Research Papers

[redacted]

August 7, 1979

Mr. Robert D. Loomis
Vice-President &
Executive Editor
Random House, Inc.
New York, New York 10022

John Scott was Liberty's
Damage Control Officer

Dear Mr. Loomis:

I am indeed very grateful for the opportunity you have afforded me to review the uncorrected proof of Assault On The Liberty by James Ennis, Jr.

As I am sure you have undoubtedly anticipated, I found this book to be a truly fascinating and factual account of the tragedy that befell the USS Liberty and of the shameful official coverup that followed and is still with us today.

For the past twelve years, the very mention of the Liberty incident has left me with a feeling of uneasiness that I was unable to rationalize or surpress. It was only after I finished reading this extraordinary book that I fully realized that the cause of my personal anxiety was not the performance of the ship and her crew on June 8, 1967 but was the unremitting "silence" that was immediately imposed and prevails so effectively until the present.

Fortunately, there was one among us who had the ability, the perseverance and the fortitude to piece together this remarkable story of the events that surrounded that ill-fated voyage. Again, I am deeply grateful not only for myself but for the families of those we lost that this story will at long last be told to the public.

In conclusion, I must emphasize that this is an exciting, spell binding book skillfully written with the sensitivity that could only come from one who actually lived through this unbelievable experience. Congratulations to Jim Ennes for this excellent book and I am anxiously awaiting final publication this autumn!

Sincerely,

John D. Scott

John D. Scott

James M. Ennes, Jr. Research Papers

PIONEER PRODUCTIONS
1238 West San Ramon
Fresno, CA 93711

May 27, 1980

Robert Lesher Agency
155 East 71st Street
New York, NY 10021

Dear Mr. Lesher:

Per my phone conversation with one of your representatives on May 23rd, I would now like to discuss the acquisition of the film and television rights to the book, Assault On the Liberty, written by your client, James M. Ennes, Jr.

I am willing to submit an offer of $2500 for a one-year option on a total acquisition price of $30,000, with the remainder payable at the exercise of the option or the first day of principle photography, whichever comes first.

In addition, Ennes would receive .5% of the net profits.

Overall, I think this is an important contemporary story that deserves to reach the big screen. The sequel and remake royalties would amount to the going rate in the industry at that time.

There is also a possible technical advisor position that will become available for Ennes probably after the screen-play and pre-production processes are complete.

If these figures are adequate then just let me know and I will have the papers drawn up. If you have any questions, contact me at 209-431 0343.

Thank you very much,

Mr. Bob McHatton, Jr.
PIONEER PRODUCTIONS

LETTER TURNED OUT TO BE A FILM AGENT TO LARRY I LEARNED MUCH THAT THE FILM AGENT DID NOT ANSWER THIS LETTER!

James M. Ennes Jr. Research Papers

Aug. 5, 1979

The question of why Israel's warplanes and torpedo boats attacked the United States intelligence ship Liberty on June 8, 1967, killing thirty-four of her crew and wounding seventy-five others, will probably never be answered to satisfaction. But in attempting to answer it in ASSAULT ON THE LIBERTY, Commander James Ennes has written a book that has a power and integrity of its own. Ennes was an officer on the Liberty and was wounded in the attack. His account of the bravery and devotion to duty of the officers and men alone on that burning and blasted ship, and the confusion, incompetence, and moral cowardice of those above responsible for her safety, is written with the passion and authenticity that only a victim can bring to the telling of a fascinating tale.

Neil Sheehan

cc: Cmdr. James Ennes

Dear Jim,

Congratulations on a first-class book. This story needed to be told and you were the man to tell it. Good luck. I hope it sells as it deserves.

Best,

NS

Neil Sheehan was a reporter for the New York Times aboard the carrier America at the time of the attack.

James M. Ennes, Jr. Research Papers

RANDOM HOUSE, INC.

TO Dan Del Col, Cheryl Merser

DATE 11/5/79

FROM Calvin Curtis

SUBJECT Sy Hersh quote for ASSAULT ON THE LIBERTY, James M. Ennes, Jr.

I've never read a more graphic depiction of war and its effects at sea, particularly the description of the confusion, despair and bravery aboard the ship. It's an insider's book about the cover-up written by a honest participant.

--Sy Hersh

Calvin Curtis

2006

James M. Ennes, Jr. Research Papers

31 August 1979

Mr. Robert D. Loomis
Vice President & Executive Editor
Random House, Inc.
201 East 50th Street
New York, New York 10022

Dear Mr. Loomis:

On July 13, you sent a copy of ASSAULT ON THE LIBERTY by James Ennes to Admiral Daniel V. Gallery, c/o Doubleday.

Admiral Gallery died a year and a half ago and his widow gave me your book to read.

The book is one of the most graphic descriptions of an attack on a Navy ship I have ever read. The political cover-up rivals Watergate. It is not a pretty story, but one that should be told.

I hope you give this book the widest distribution possible.

Sincerely,

C. L. Cogswell

C. L. Cogswell
Brigadier General, USMCR Ret.

James M. Ennes, Jr. Research Papers

James M. Ennes, Jr. Research Papers

SUITE 600
915 CONNECTICUT AVENUE
WASHINGTON, D C 20006

October 30, 1980

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Enclosed is an endorsement for "Assault on the Liberty," which I hope will be useful.

Sincerely,

J. W. Fulbright

Enclosure

James M. Ennes, Jr. Research Papers

ADLAI E. STEVENSON

May 26, 1982

Mr. James M. Ennes, Jr.
[redacted]

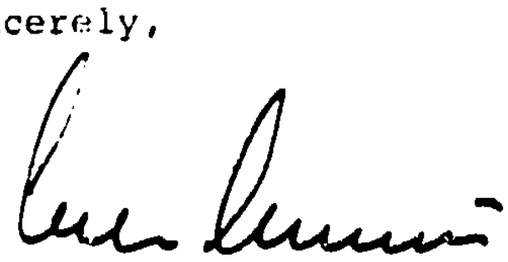
Dear Mr. Ennes:

Many thanks for your letter about the USS Liberty reunion banquet in Washington on June 5. I only wish I could join you, but the campaign here in Illinois beckons me and I must regret your thoughtful invitation. I hope the reunion is well attended and send my greetings.

Many thanks, too, for your encouragement on my campaign. It seems to be going well and we are working hard.

With thanks and best wishes,

Sincerely,



James M. Ennes, Jr. Research Papers

SUITE 1955 231 SOUTH LASALLE STREET CHICAGO, ILLINOIS 60604

William H. Hallahan
421 WEST END AVENUE
HADDONFIELD, N. J. 08033

Hallahan won an "Edgar Allan Poe" award for best mystery of 1978, "Catch Me: Kill Me".

August 1, 1979

Mr. Robert D. Loomis
Random House Inc.
201 East 50th Street,
New York, New York 10022

Dear Mr. Loomis:

What a haunting book you sent me.

I sat and read Jim Ennes's absorbing ASSAULT ON THE LIBERTY in one session without stopping, and I still haven't yet been able to get it out of my mind.

First of all, the story itself is astonishing. It's hard to imagine that the great courage of the Liberty's crew can exist side by side in the same navy with the terrible incompetence of the Washington bureaucracy. Very dismaying. It puts me in mind of another splendid--and equally tragic--performance, The Charge of the Light Brigade, with which there are a number of obvious parallels.

But I'll leave the evaluation of the historical aspects to the historians and specialists.

I must doff my cap to Jim Ennes. He has an outstanding narrative gift plus a knack that any novelist could envy for quickly sketching real characters. In fact, it was the living portraits of those crew members that made their deaths so poignant. Ennes also has the enormous patience of a born researcher, an eye for detail and a very personable writing style. His use of understatement is devasting. I congratulate you on adding a fine new writer to the Random House imprint.

ASSAULT ON THE LIBERTY is a stunning story superbly told and I wish you and Jim Ennes a thumping success with it.

Best wishes,

Bill Hallahan

Bill Hallahan

James M. Ennes, Jr. Research Papers

Comment:
[illegible]
[illegible] Hill [illegible]
[illegible] 1970.
If you can fit this review into the
January issue, the timing
[illegible]

[illegible]
[illegible]
[illegible]

This is review for Air America magazine

"Assault on the Liberty; The True Story of the Israeli Attack on an American Intelligence Ship," by James M. Ennes, Jr. Random House, New York, $4.95. [illegible] pages, 6 x 9 inches, illustrated.

On 8 June 1967, the fourth day of the [illegible], Israeli aircraft and torpedo boats attacked the US Navy's [illegible] intelligence collections ship Liberty off Sinai, killing 34 [illegible] more than 100 men. The Israelis claimed it was a "mistake," which only a few Americans are inclined to believe. For [illegible] the episode was hurriedly hushed up, but [illegible] among most Americans. The author was one of the officers [illegible] the Liberty and he was attached to the ship's intelligence [illegible]. He presents a fascinating, if disturbing story, and it is very well told. The Israelis did not cease their attack until the Liberty radiomen broke through Israeli jamming to reach the Sixth Fleet. Meanwhile, two Super-Freelon helicopters were preparing to land a crew of Israeli commandos aboard the ship. It is assumed [illegible] the ship with all hands and let the world wonder who [illegible] it. Many readers will be interested by how much damage a half-dozen [illegible] and Super Mystères can do to a 10,000 ton ship. The text is supplemented by 16 pages of photos, including many taken during the attack. No library on the Six Day War can be complete without this provocative and illuminating volume.

[illegible]

James M. Ennes, Jr. Research Papers

Review of Assault On The Liberty by James M. Ennes, Jr. and of Conspiracy of Silence - The Attack On The USS Liberty by Anthony Pearson

By: Donald L. Blalock
9206 Vollmerhausen Road
Jessup, Maryland 20794

At approximately 2:35PM, June 8, 1967, I turned to Chief Melvin D. Smith, Master-at-arms on board the USS Liberty and wearer of a standard military-issue helmet, and said "Smitty, I wish there was room in that helmet for both of us." A split second later an Israeli torpedo penetrated the ship's hull and exploded in our compartment, killing 25 of the approximately 30 men there - including Smitty - members of a crew which throughout the earlier parts of the day had enjoyed lounging and basking in the brilliant sunshine, laughing and waving at the low flying aircraft which had been making passes since early morning.

In the 12 years since that day, I have waited for some enterprising writer to tackle the true story of one of the most obvious international coverups in recent history. Finally, not one but two efforts have been made to expose what actually happened and to offer some explanations to the tantalizing questions of why our supposed ally Israel would attack an unarmed and clearly identified U.S. ship in international waters and why our government would not only accept Israel's lame and obviously false excuse but then would actively cover up the truth, going so far as to edit official reports and control crew members' contacts with the press.

The first, and in my opinion, the better of the two books is Assault On The Liberty by James M. Ennes, Jr. Ennes was the electronics' officer on board the USS Liberty at the time of the attack. He spent the remaining years of his naval career in positions where he was able to compile information, opinions, and knowledge of the attack. His book is a terrifyingly accurate recounting of the entire journey - taking the reader from a routine cruise off the western coast of Africa to Rota, Spain (where I joined the crew) and on into the eastern Mediterranean. Ennes has done his homework well. His facts are well documented and his clarity of writing brings them together in a totally readable fashion. The reader gets a feeling for what it was actually like aboard this ship from the dull activities of a normal day to the unsuspecting observation of the Israeli reconnaissance flights for seven hours on the 8th to the utter terror and confusion as the shells began to hit.

Ennes' treatment of the actual attack is awesome. It is something that could have been written only by someone who has witnessed not just broken bodies but bodies being broken, who has seen the carnage of napalm and antipersonnel rockets ripping and tearing, who has smelled the cordite and the gasoline fumes trapped inside a buttoned up, blacked out and listing ship, and who has spent the better part of 18 hours in a mess room converted to serve as a combined operating room, recovery room and, for too many, dying room. There is no better inspiration than having lived and almost died in your story. As I read his description, the memory of that torpedo, the surge of water rushing in through the 40 foot hole, the momentary panic as I had to pull my foot out of my shoe in order to free it, the yell at others to "cool it and we'll all get out" as they started to scramble up the side of the damaged ladder, the order to "prepare to

James M. Ennes, Jr. Research Papers

abandon ship" as a life jacket was thrust at me and the effect of shock which prevented my being able to put the jacket on and, finally, the seeing of the living and the mental exercise of trying to figure out who was missing - this book brings it all back all too vividly.

I believe that Ennes wrote this book for a number of reasons, not the least being a desire to expose and, in a way, right the grave disservice done to the brave ship and her valiant crew by the Israelis and the U.S. Government. He writes of the cover-up from the vantage point of one who was made part of the cover-up and explores the hows and whys extensively and thoughtfully. He carefully discusses the pressures exerted by the U.S. Navy on the survivors to say nothing, the editing of facts and statements from the Court of Inquiry findings and the obvious distortions of truth by the Israelis that went unchallenged by our government. He offers conclusive evidence that a cover-up did occur and, according to the acknowledgement in the book, is still being perpetuated to this day by our State Department.

Ennes' explanation as to why the Israelis attack - to prevent the U.S. from having prior knowledge of a planned Israeli assault on Syria, the knowledge of which might have resulted in pressures from the U.S. in an effort to stop it - is not only reasonable but is virtually the only military explanation. The question Ennes does not explore fully enough is why the U.S. Government would accept Israel's excuse and then perpetuate a cover-up. This is perhaps the only disappointment in the book. He offers the explanation (drawn from a White House staffer) that President Johnson was anxious to end the war before the Soviet Union stepped in and could not afford a confrontation with Israel. Besides, the internal investigation by Clark Clifford did not indicate a deliberate, premeditated attack. Still, that begs the question of why, when evidence to the contrary was turned up, it was suppressed. But Ennes set out to deal in facts and not conjectures and his succeeded admirably. Thanks to him, we now have a well documented account of what really happened and how. Ennes, as much as anyone else would like the whys to be answered.

A more speculative approach to the incident is taken by British journalist Anthony Pearson in his book Conspiracy of Silence. Unlike Ennes' first hand, factually oriented account, Pearson approached the subject more as an investigative reporter, drawing on second or third hand sources and his contacts in British Intelligence to develop a theory of why it happened. This theory involved a more widespread conspiracy involving the U.S., the Soviet Union, and Israel.

Unfortunately, Pearson's research seems sloppy. Even some of the most easily researched facts are incorrect. Some are minor (Allen Blue was not a Major), yet other facts betray a basic lack of understanding of the whole operation (the Liberty was off the coast of Sicily when Israel attacked the Arabs and was nowhere near the Sinai; Pearson's "Big Ear" super-spy antenna was actually a sophisticated communication apparatus used to establish direct contact with the U.S.). These errors cast suspicions on the rest of his story. I sensed an effort on Pearson's part to fill in the gaps where his sources did not provide sufficient concrete information, and always in a manner designed to heighten the terror, excitement, and readibility.

James M. Ennes, Jr. Research Papers

Pearson does support the conclusion that the attack was no accident or mistake on Israel's part but rather a conscious decision at the highest levels of the Israeli Government and he does detail the in-depth cover-up by the U.S. which extended from the White House down through the State Department, and to the Navy Department. But his imagination seems to take flight as he begins to include the likes of the KGB and explores the possibility of Soviet participation in the whole affair.

His conclusion that the U.S. participated so fully and eagerly in the near total whitewash of the incident because of the close collaboration between the U.S. and Israeli intelligence services in their desire to pre-determine the outcome of the Middle East situation, while certainly plausible is not fully supported by the evidence he presents and certainly is not the only possible reason.

One interesting aspect raised by both Ennes and Pearson was the presence of a U.S. submarine near the USS Liberty during the attack. In fact, this is the first time I had heard of the submarine and was unaware of it at the time. Its presence seems curious in light of the shallowness of the water (during the attack and while we were loading classified material into weighted bags, we were concerned that the bags could be easily retrieved), yet from the evidence the sub appears to have been there. Pearson's suggestion that it was there in response to a U.S. declaration to the Soviets that we would punish Israel if she were to use nuclear weapons against the Arabs seems rather farfetched.

The strength of Pearson's book is that it goes beyond the event itself and attempts to explain it in terms of international politics and global strategy. It is provocative in that it raises some important questions about U.S. foreign policy, particularly in the Middle East, and what we are willing to sacrifice to protect "friends".

To understand what really happened aboard the USS Liberty, Assault on the Liberty is the book to read. Ennes clearly and graphically tells the story without embellishment and with a minimum of speculation. Conspiracy of Silence is of interest chiefly for the questions and theories it raises. Perhaps it is a matter of personal bias and the intent of the authors. Ennes was there. He wants to set the record straight, especially for his heroic shipmates who lost their lives in a cruel attack that was barely acknowledged by their government. Without questioning Pearson's sincerity, I confess that I could not shake the disclosure in his first paragraph where he writes "...I was broke. It was the worst broke I had ever been...." It was then that he was commissioned to write his account of the Liberty incident. Too often, provocative speculation sells better than hard facts.

James M. Ennes, Jr. Research Papers

September 21, 1983

James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

In response to your September 8th letter, I wish to share my opinions regarding the Court of Inquiry File.

Having read the testimonies of 19 witnesses, I fail to agree with the Court's finding that the attack was a case of mistaken identity. The testimonies verify the flag was flying during the Israeli reconnaissance on the morning of June 8th. Obviously the low flying aircraft pilots would have seen the flag.

My main concern however, regards the failure of our own military to respond to the Liberty's call for assistance. One witness stated that contact was made during the attact yet four hours passed before a message was received from COMSIXTHFLT to the effect that escorts were on the way.

The files are lengthy and difficult to comprehend completely due to the amount of military jargon with which I am notfamiliar. Your rearousing of my curiosity however is timely especially with the Soviet Union's recent attack on the Korean 747. The attack on the Liberty by the Israeli's was premeditated and deliberate as was the Russian's attack on the Jetliner. Our Government's reaction to the Liberty was passive compared to the attack of the Korean plane. I'm sure you will understand my regret over the Liberty attack although I appreciate the need for a strong military. I just wish our Government would respond to the needs of our military personnel as much as our military personnel respond to our Government's needs.

Sincerely yours,

Joy Lynn Evans

(DAUGHTER OF CHIEF LINN, WHO DIED IN THE ATTACK)

James M. Ennes Jr. Research Papers

The Washington Post
1150 15TH STREET, N.W.
WASHINGTON, D.C. 20071
(202) 334-6000

WRITER'S DIRECT TELEPHONE NUMBER
(202) 334-6900

August 4, 1980

Mrs. Karen Smith
Smitty's Bothell Book Co.
Bothell Landing Ste. B-9
Bothell, WA 98011

RE: Smitty's Bothell Book Co.

Dear Mrs. Smith:

I have enclosed the check you sent me to cover the cost of your ad in Book World for "Assault on the Liberty". Our Production Department left the ad out of our June 29th issue.

I realize this is the second foul-up that you have experienced and wonder if you might want to attempt a rerun in August. If so, please call me collect or send me an insertion order and ad copy.

I apologize for our errors and hope to be hearing from you soon.

Sincerely,

Robert A. Rawls

Robert A. Rawls
Manager, Book World
Advertising

James M. Ennes, Jr. Research Papers

SMITTY'S BOTHELL BOOK COMPANY
BOTHELL LANDING SUITE B-9
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MASSACHUSETTS INSTITUTE OF TECHNOLOGY

20D-219
Department of Linguistics and Philosophy
Cambridge, MA 02139

Feb. 2, 1986

Dear Jim,

I've just been reading Yitzhak Rabin's memoirs (The Rabin Memoirs, Little, Brown, and Co., 1979), and was rather struck by his discussion of the Liberty (pp. 108f.). I don't recall whether you've discussed this somewhere. In any case, his account naturally falsifies the story, but in a rather interesting way. First, it is difficult to imagine that there is any inadvertent error, since he regards this as the most dangerous moment in the war: "June 7, the third day of fight , was undoubtedly the most remarkable day of the war for me since I experienc.e both sheer terror and the height of elation within a matter of hours." The "sheer terror" was after the attack on the Liberty, which Israeli intelligence, he claimed, thought at first was a Soviet ship, so that there was fear of Russian retaliation. Then come various other familiar lies, and finally: "With the Liberty incident under control, our attention fell back on Jerusalem," and he goes on to describe its capture on June 7. He explicitly dates the Liberty attack on June 7, with no possible error or misunderstanding.

Have you ever looked into this? Has anyone? It seems a remarkable effort to disguise the purpose of the bombing, thus giving considerable credence to the idea that it was in fact undertaken to conceal the planned attack on the Golan Heights. The rest also merits comment. The whole book, in fact, is full of outrageous deception.

Best,

Noam Chomsky

James M. Emes, Jr. Research Papers

James M. Ennes, Jr.
19009 194th Avenue NE
Woodinville, Washington 98072

NOT PUBLISHED

30 November 1985

Letters to the Editor
The Washington Post
1150 15th Street
Washington, DC 20071

Editor:

Your recent editorial linking the Pollard spy case with the 1967 intelligence mission of the USS Liberty overlooks one key point: The USS Liberty was operating legally and openly in international waters. There is a world of difference between listening to your neighbor from a distance and sending paid goons to rifle his private papers.

Another remarkable difference is that this administration seems genuinely concerned about the Pollard case. Priorities of the Lyndon Johnson administration were so confused by the Liberty case that aircraft from the United States Sixth Fleet were forbidden to come to the ship's aid while she was under fire, causing at least 25 preventable deaths. Yet, no reasonable inquiry into the affair has ever been conducted and, even today, no member of congress has the courage to review the case.

Why the difference?

Sincerely,

Note: I was Liberty's officer of the deck on the day of the attack and am author of Assault on the Liberty (Random House, 1980). The book was very well reviewed by BOOK WORLD in May, 1980, and was named "CHOICE" by BOOK WORLD in the next issue following the regular review. The book is now going into a fifth printing.

James M. Ennes, Jr. Research Papers

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The New York Times

[illegible]

Dec. 20, 1985

Mr. Eliot H. Sharp
2 Montague Terrace, Apt. 6A
Brooklyn, N.Y. 11201

Dear Mr. Sharp:

[illegible] I was [illegible]

Thanks for your postcard pointing out the error on the Liberty. I noticed it the day the story ran, to my great mortification, and published a correction Monday, which you may have seen.

I had meant to write "[illegible] sticking" or something similar and in the crush of deadline business simply did not check things as I should have. I hang my head.

Sincerely,

David K. Shipler

I don't want this

I wrote it was sick.

I want the correction

James M. Ennes, Jr. Research Papers

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James M. Ennes, Jr.
[redacted]

COPY

1 February 1986

Captain Paul F. Carroll, JAGC, U.S. Navy
Deputy Assistant JAG (Investigations)
Office of the Navy Judge Advocate General
200 Stovall Street
Alexandria, Virginia 22332

Dear Captain Carroll:

I have received your letter 5830 21.2:19:8500590 22 Jan 1986.

I wrote originally to Senator Daniel J. Evans because previous responses from your office have been evasive and unsatisfactory. I am sorry that your letter is equally evasive and does not address the questions that I have asked.

Captain Carroll, my letter to Senator Evans did not "allege that there is some evidence contrary to [the findings of the U.S. Navy Court of Inquiry into the attack on the USS Liberty.]" The whole point of my letter is that the transcript of that Court of Inquiry contains no evidence whatsoever to support the Court's key findings and a great deal of evidence to refute them. This is a violation of JAG regulations. Under normal circumstances that report would not, could not, and should not have been approved. It is fatally flawed. The entire United States Government, from the Department of State to the White House and the United States Navy point to that report as the conclusive and official last word on the USS Liberty matter. Yet it is clear that none of the defenders of the report have taken the trouble to read it. My hope is that someone in our government will do that.

During my military career I have on several occasions served as member and senior member of Navy boards and courts of inquiry. As a result, I have been intimately familiar with the JAG Manual as regards such panels. One of the requirements which was always prominent in my mind is that findings of fact and opinion must be supported by evidence (including testimony) and that the evidence must be included in the report of the proceeding. In other words, findings of fact and opinion must have some logical relationship to the evidence reviewed by the panel, and a person later reviewing the report should be able to find the evidence. Granted, someone reviewing the file may not attach the same weight to individual scraps of evidence that the board did and may even disagree with the findings, but he should be able to find some evidence, however small, in support of the board's findings. In other words, findings of fact and opinion must logically proceed from the evidence; they cannot be fanciful or based upon politics, command influence or some whim of the panel. In the unlikely event that the panel ignores its responsibility, then reviewing authorities, including JAG, must see that the record is corrected.

None of that happened here. The whole point of my letter and others by my frustrated shipmates is that the Court of Inquiry file in this case does not contain one scrap of evidence in support of several key findings, but contains much to refute them. Anyone reviewing the evidence contained in that file would inevitably reach a conclusion on certain key points quite opposite of that reached by this Court.

James M. Ennes, Jr. Research Papers

These are not the unsupported and fanciful views of a disgruntled survivor. That opinion of the Court of Inquiry file was originally given to me privately by an officer then on the JAG headquarters staff who studied the file in detail as part of his official duty. More recently another quite senior JAG officer studied the file in depth and reached the same conclusion. The flaws, in fact, are so obvious that they jump out at anyone who takes the time to read the file.

For instance, when the report was first completed in London, CINCUSNAVEUR (Admiral McCain) asked his staff legal officer (then-Captain Merlin Staring) to prepare a forwarding endorsement. But Captain Staring found the report so filled with errors and conflicts that he refused to prepare the endorsement and advised Admiral McCain to withhold the report until the flaws could be removed. Apparently because of pressure from Washington, Admiral McCain ignored the advice and signed the flawed report. The legal officer has told me that he was so concerned that he might be associated with that shoddy piece of work that he wrote a personal letter to his seniors at JAG explaining the circumstances and disassociating himself from the report. And this was not some young maverick. Merlin Staring later became Judge Advocate General of the Navy and retired as a rear admiral.

When the report reached JAG, it was seen to be so deeply flawed that JAG was compelled to prepare an almost unprecedented 32 page summary whose obvious purpose was to attempt to gloss over some of the report's many shortcomings. The flawed report was ultimately approved by CNO and the Navy has ever since blindly insisted that CNO's approval makes the report "legal" and "final." That may be legally so, Captain Carroll, but the flaws still exist and are evident to anyone who takes the time to read the report. Even Admiral Thomas Moorer, who as CNO was responsible for the report's ultimate approval, agrees today that it is seriously flawed and should be reinvestigated.

Finally, I must address your closing assertion that the findings were made "after a careful and thorough consideration of all the information available." That is not so.

For instance, I was officer of the deck during most of the seven hour period immediately preceding the attack. From my hospital bed in Naples I sent a sworn statement to the Court describing the steady 12 knot wind, the freely flying flag, the extensive low level reconnaissance and other key details. My statement was received by and read to the Court of Inquiry. Yet my statement was not entered into evidence and is not mentioned anywhere in the record of proceedings. One must wonder why. Could it have been omitted because it disagrees so strongly with the Findings? Its removal, for whatever reason, was irregular and improper.

The court reported a finding of fact or opinion that the American flag may have hung limp at the mast on a windless day. My sworn statement and testimony from several crewmen said otherwise. No one and not one scrap of evidence supports the finding that the flag "may have hung limp." But, more important, anyone who has ever been to sea knows that Courts of Inquiry need never speculate about weather conditions. These are recorded every thirty minutes in the ship's weather log. The weather log was available and was reviewed by the court. It shows 12 knots of wind across the deck. But the court chose not to enter that log into the record. One must wonder why. Like my own sworn

James M. Ennes, Jr. Research Papers

testimony, was the weather log ignored because it conflicts so strongly with the Findings? Whatever the reason, the removal of that log was improper.

So, Captain Carroll, the fact is that at least two members of your staff and a retired Judge Advocate General of the Navy have all reviewed that file and have found it seriously flawed. Anyone reviewing the file will find the same flaws. Yet your office continues to pretend that the emperor is fully clothed.

The point is: the court did not hear all the evidence, did not evaluate all the evidence it heard, did not observe the requirements of the JAG manual, did not assure that all its findings are supported by and consistent with evidence, and did not produce a satisfactory report.

I am certain, for instance, that you could not have written the letter you did if you had taken the trouble to examine that file.

Won't you ask some responsible person on your staff to review the file, particularly with a view toward finding at least some scrap of evidence, no matter how small, to support each of the Findings? Won't you let me, the USS Liberty Veterans Association and Senator Evans know the results of that review?

Sincerely,

cc: The Honorable Daniel J. Evans

James M. Ennes, Jr. Research Papers

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THE LIBRARY OF CONGRESS
WASHINGTON, D.C. 20540

ORDER DIVISION

FEB 05 1986

Mr. James M. Ennes, Jr.
U.S.S. Liberty Newsletter
P. O. Box 789
Woodinville Washington 98072

Dear Mr. Ennes.

First of all, please accept my apologies for not replying earlier to your letter of November 13, 1985 about the Newsletter.

Although the Library of Congress collects very few newsletters, we would like to see a sample of yours for closer inspection. Please send the sample to my attention.

Thank you for your interest in the Library of Congress.

Sincerely yours,

Michael W. Albin

Michael W. Albin
Chief, Order Division

James M. Ennes Jr. Research Papers

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THE UNIVERSITY OF GEORGIA
SCHOOL OF LAW

Rec'd 11/25/85

November 18, 1985

Mr. Eliot H. Sharp
2 Montague Terrace
Brooklyn, New York 11201

~~Dear Mr. Sharp:~~

If you had told me that you were talking about the case of the U.S.S. Liberty in your first letter, my reply would have been different. I never accepted the Israeli explanation for the assault on the Liberty and told the Israelis so. As far as I am concerned that incident remains a blot on the relations between Israel and the United States.

Sincerely,

Dean Rusk

Dean Rusk

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THE SPYMASTERS OF ISRAEL

STEWART STEVEN

James M. Ennes, Jr. Research Papers

BALLANTINE BOOKS • NEW YORK

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In Memory of
Jadwiga Sobieniewska

James M. Ennes, Jr. Research Papers

9

his little army, and argued that—not having done any harm to Israel—they should be permitted to go home. He was overruled on the grounds that Israel wanted the tanks and that the men themselves would be unlikely to remain in Israeli custody for long!

Meanwhile, on the Jordanian front and in the Sinai, too, the quite exceptional quality of Israeli Military Intelligence was also making itself felt. The Jordanians in particular had relied heavily for their defense upon tank traps and mine fields, which required elaborate keys to disentangle. To the astonishment of King Hussein's commanders, Israeli ground forces swept through them as if they did not exist. Every mine field had been marked by the Israelis, who possessed the ability to decipher the secrets of virtually all of them.

On the Golan, Elie Cohen and agents like him had carefully mapped every Syrian fixed position. The Syrians had apparently assumed that if anyone attempted to storm what they regarded as an impregnable fortress it would be on the widest flank, and so their defenses were established in depths and breadths along the whole of the heights, backed by several divisions at the summit to hold any attack which did manage to break through along a single sector.

The Syrians believed they were safe and, indeed, some American senior officers who visited Israel in 1966 and saw the heights concluded that any attempt to capture them would result in such enormous loss of Israeli life that no Israeli Government could ever afford even to try.

Yariv had a model built of the area which was constantly updated as new information came in. This model was the center of months of study by staff officers until the weakness of the Syrian defensive position became clear. Like the French, who depended upon a Maginot Line which the Germans could bypass, so the Syrians dug deep into their mountain, safe from all attack, their guns in fixed positions dominating the slopes before them. For a long time, the Israeli Army considered the possibility of a mass paratroop drop on the summit until Elie Cohen was able to tell Yariv that this was what the Syrians expected and would be prepared for. Another approach was needed.

When the time came for the Israeli assault, Moshe Dayan himself was not convinced of success, but every

other officer on the general staff was sure that by taking what amounted to a single road, dealing only with Syrian defenses along a needle-narrow corridor, and using their air superiority to clear defenses at the summit, the Israeli forces could pour in enough armor and men to hold a position, which could then be reinforced by a second wave who would come back down the mountain again.

It is a matter of history that the plan worked magnificently and that, in rather less than a day's fighting, the Golan Heights were secured. It would be wrong to suggest that Yariv planned the assault, but equally wrong to deny the extraordinary influence which the Israeli intelligence community under Yariv had upon the plan. For it was out of the volume of intelligence Yariv gathered that it became clear there were only two real options in Syria open to Israeli commanders: either to attack along a line of advance apparent to any strategist with the help of Yariv's model or not to attack at all. The victory of the Golan Heights had as its midwife Aharon Yariv. When asked if he was surprised at the speed of the victory, he replied simply that he was paid *not* to be surprised.

One incident above all others in the Six-Day War showed with what ruthlessness Israel was prepared to both fight a war using the modern tools of intelligence and deception and to protect itself against even friendly intruders. When the war began, King Hussein of Jordan was uncertain whether to intervene. As far as the Israelis were concerned, once engaged with the Egyptians, they very much wanted to do battle with him. The conflict was seen by Israeli military men as the chance once and for all to "clean up" the borders, to establish new buffer zones, and to defeat not merely the Egyptians but the armies of all the confrontation states so decisively that Israel would be secure for another generation.

So, throughout the first day of the war, radio messages from Cairo to Amman were first blocked and new information inserted, then quickly rerouted on their way. While the original signals made it clear that the Egyptian Army was in retreat along the whole length of the front, the message Amman received via Tel Aviv was the opposite—that large formations of Egyptian tanks were breaking through in the Sinai and inflicting devastating losses on Israeli formations. Hussein was invited by apparently jubilant Egyptians to join in and enjoy the fruits

James M. Ennes, Jr. Research Papers

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of victory. As this was also the message being pumped out, for internal propaganda reasons, by Cairo radio the Jordanian King ordered his army and air force into action.*

On June 7, after the Old City of Jerusalem had already been taken, the Israeli Ambassador to Washington was called to the State Department. He was told that the Americans would back an Egyptian request for a cease-fire, and when the Israelis objected, it was made plain to him that the Americans knew that Jordan had been lured into the fighting by signals deception.

This was a major breach of Israeli security—a breach which could have immense diplomatic repercussions after the war was over. After Suez, Israel had been forced under pressure from the United Nations to hand back all of the territory it had won. Israel was determined that this time things would be different, but in order to be sure, it needed to be able to sustain the argument that Israel had been the victim of aggression. Even though Jordan had indubitably attacked Israel, the knowledge that she had done so with some Israeli connivance was not something Israel wished the world to know about. But the Israelis also knew that if the Americans had "read" these signals, they were also "reading" Israeli battle intelligence as it flowed in by radio on all three fronts. This was serious. A war was still being fought and a great deal of mopping up was still needed before the country's new frontiers could be secure. If the Americans were listening in to war communications, the risk that these could leak via anti-Israeli elements in the State Department and the Pentagon was too great to be ignored.

Once they realized that their signals were being intercepted, it didn't take the Israelis long to discover that the USS *Liberty*, a CIA spy ship packed with the latest electronic equipment, was stationed in the eastern Mediterranean some fifteen miles north of the Sinai Peninsula and was receiving the entire signal output of the Israeli Army and Air Force and broadcasting much of it back to

* At the end of the war, Nasser telephoned King Hussein, and they both agreed they'd tell the world that the Israelis won the war because American Air Force pilots had flown attack missions. The Israelis taped the whole conversation on a supposedly secure communications network and played it to a press conference.

Washington. Almost simultaneously, once they knew this, on the direct orders of Dayan, a message was put over the air making it plain to the *Liberty* that it had been spotted and that unless it sailed instantly the Israelis would have to take action. The Chiefs of Staff in Washington had no hesitation in ordering the ship from the area immediately, but the message in somewhat mysterious circumstances was never received by the *Liberty*. In any event the Israelis felt they had no option but to attack. The Americans had been warned and chose to ignore the warning. So on June 8 torpedo boats and jet aircraft with verbal orders to disable the vessel rather than sink it launched three strikes against the ship. Thirty-four U.S. sailors lost their lives in the attack and another seventy-five were wounded, many seriously so. For a few hours in Washington there was talk of a retaliatory air strike against the Israeli base from which the jet fighters had come, but after two or three hours of intensive debate within both the Oval Office and the War Room at the Pentagon, America decided to back down.

President Johnson realized that Israel had called America's bluff. The spy ship had no business in the area in the first place, and only the Russians would gain now from a public squabble between the two countries. So the official Israeli version, though the Americans knew it to be absolutely untrue, was publicly accepted and written into the historical records. The Israeli Air Force, it was said, mistook the *Liberty* for an Egyptian supply ship, the *El Ksair*. Regrets were expressed and eventually Israel paid in full claims totaling more than 1.8 million dollars from members of the crew and their families as well as expenses incurred by the American government for the medical care of those injured. What Israel consistently refused to do was to pay for the damage and repair of the vessel itself. The USS *Liberty*, said Israeli negotiators, had sailed knowingly into a war zone, had spied upon the combatants, and had suffered the consequences. The responsibility for that, said the Israelis, lay fairly and squarely with the Americans.

When it was all over, Yariv's stupendous achievement was obvious to every officer in the Israeli Army who had fought in the war. Every unit had benefited in one way or another—either from his almost miraculously accurate maps or from the detailed knowledge of the enemy and

James M. Ennes, Jr. Research Papers

The Mail on Sunday

Telephone: 01-353 6000
Telex: 28372

Registered Office:
Carmelite House, London, EC4Y 0JA
Registered No. 1160545 England

11th December 1985

Mr J M Ennes Jr
Historia
PO Box 789
Woodinville
Washington
98072
USA

Dear Mr Ennes

I do wish I could be more helpful, but obviously it would not do for a writer or a journalist to state his inability to name all his sources in his published work, but then do so quite freely in correspondence elsewhere.

My book has been widely accepted as the definitive account of Israeli intelligence and the Israeli intelligence community from the founding of the State of Israel through to just after the Yom Kippur War. 75% of my sources were from within the Israeli military community, something which has been widely understood by those who have reviewed the book and by those who use it as source material for their own work, academic or literary.

The trouble is that life is sometimes rather more complex than we would wish it to be. I accept entirely all you say in your letter, but as I know the nature and quality of those who told me about all these events I remain convinced that a concealed hand was at work which you may not have been aware of.

I have reason to believe that you may find some interesting material, which could assist you in clarification, in the unpublished records of the negotiations which took place after the war and which led to the Israeli offer of compensation

I have, of course, read your account which I thought admirable though I found myself unable to believe it.

I am sorry I cannot be of more use.

Yours sincerely

Stewart Steven
Editor

James M. Ennes Jr. Research Papers

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James M. Ennes, Jr.

[redacted]

COPY

28 October 1985

The Honorable Charles McC. Mathias, Jr.
United States Senate
Washington, D.C. 20510

Dear Mr. Mathias:

I am a survivor of the Israeli attack on the American naval vessel USS Liberty during the Six Day War in 1967. Although more than 18 years have passed, my shipmates and I remain convinced that the attack was deliberate and that our own government and the government of Israel are both lying about what happened. This is not a fringe-element position, as some would have you believe: on the contrary, this position is held by every known survivor of the attack and is supported by such former leaders of the era as Dean Rusk, Richard Helms, Louis Tordella, Admiral Thomas Moorer and others.

Unfortunately, even though numerous former leaders support us, it is almost impossible to find present leaders with the courage to act or even to speak out on our behalf. Those who do, quickly lose their resolve. For instance, Adlai Stevenson in 1980 attempted to open an investigation, and he was initially supported by Barry Goldwater. But Stevenson's term expired before he could succeed, Israel quashed the move by agreeing suddenly to pay a long-ignored claim for damages, and Goldwater lost his nerve.

I am writing to you for three reasons. First, you represented the State of Maryland when I lived in Bethesda and I learned to trust you. Second, your position on the judiciary committee may offer the appropriate forum for looking into this matter. Third, the elected representatives from the State of Washington will not answer mail on this subject. I am, in effect, disenfranchised.

Would you please consider looking into the charges of cover-up, deliberateness and military failure made by survivors? Please consider assigning someone on your staff to determine whether our charges have substance? If our charges are valid, won't you back our call for an official inquiry?

As a first step, you or a reliable staff researcher should read the "Transcript of the U.S. Navy Court of Inquiry into the Israeli attack on the USS Liberty." This is available from the Navy Judge Advocate General and is public information. Notice that certain "Findings of Fact" are unsupported by evidence and completely contrary to evidence in the file. For example:

> Finding: The U.S. flag may have hung limp at the mast due to windless conditions, making recognition difficult. However, this finding is unsupported by evidence and is contrary to sworn statements by crewmen.
>
> Finding: The ship was misidentified due to limited reconnaissance. However, sworn statements by survivors show that reconnaissance was intense, frequent, and conducted from low-levels.

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finding: The attack was an accident. However, there is no evidence to support this finding and much in the record to refute it.

You will then see that the following vital questions remain unanswered:

The Israeli excuse has been officially determined by the Department of State to be untrue. (Source: 21 September 1967 report by State Department Legal Adviser Carl F. Salans.) Then-Secretary of State Dean Rusk has said publicly that he considers the Israeli excuse untrue. Question: Why then does our government still publicly support and rely upon that excuse?

Question: Why did the U.S. Navy publish "findings of fact" that are unsupported by evidence, and why does our government accept those findings.

Question: Why were Sixth Fleet rescue aircraft recalled while the ship was still under attack and calling for help?

Question: Why does the official Israeli excuse differ markedly from sworn testimony of survivors?

If you ask the Department of State to comment on this matter you will be told, as others have, that the department has "no information to substantiate allegations that Israel deliberately attacked the USS Liberty." That is not a satisfactory reply, particularly since substantiating information is readily available in State Department files and elsewhere.

These and related questions cry out for answers. Won't you look into the matter and let me know what can be done?

Sincerely,

James M. Ennes, Jr. Research Papers

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James M. Ennes, Jr.
[redacted]

COPY

8 November 1985

The Honorable John Paul Hammerschmidt
House of Representatives
2207 Rayburn Building
Washington, D.C. 20515

Dear Mr. Hammerschmidt:

My friend Joseph Meadors has shown me your letter to him of October 31 and the State Department's reply of October 25 to the questions you asked about the 1967 attack upon the USS Liberty.

William L. Ball, III, writing for the Department, informs you in his letter that the Department has no information to corroborate charges that the attack on the Liberty was deliberate. He goes on to say that the Navy made a full investigation and that the government of Israel conducted its own study which concluded that the attack was a "result of confusion and error." Despite the fact that Mr. Ball and his Department rely upon the Israeli study as if it were factual, Mr. Ball tells you that the Israeli study has not been reviewed by the Department.

Mr. Hammerschmidt, I was officer of the deck of the USS Liberty when the ship was attacked. I can tell you from personal experience that the Israeli version of the attack is a fabrication. So can Mr. Meadors and scores of surviving Liberty crewmen. Despite serious deficiencies in the Court of Inquiry file mentioned by Mr. Ball, sworn testimony and other evidence in that file show clearly that the Israeli excuse is untrue.

More important, however, is Mr. Ball's assertion to a Member of Congress that the Department of State has never reviewed the Israeli excuse. On the contrary, the Department of State did review the Israeli excuse and found its every key point to be contrary to more compelling American evidence.

Mr. Ball is fully aware of this fact. I have sent him copies of that State Department study and other documents. I have suggested that a proper reply to Congressional inquiries would include reference to that study and to other materials in Mr. Ball's possession. Mr. Meadors even met personally in September with an aide to Mr. Ball to discuss the misleading nature of State's letters to Congress. Yet Mr. Ball continues to ignore this and other very pertinent evidence and to pretend, with no apparent justification, that the attack on the Liberty was an unfortunate error that deserves to be forgotten.

Mr. Ball declines to answer our questions on this subject. Perhaps he will answer yours. Won't you ask him why his letters to Congress ignore the Salans Report, the sworn testimony of survivors, the public statements of former Secretary Dean Rusk, former CIA Director Richard Helms, former NSA Executive Director Louis Tordella, and former JCS Chairman Admiral Thomas Moorer, and why he pretends that the Israeli excuse has never been evaluated.

I enclose several documents to support these remarks.

Sincerely,

James M. Ennes, Jr. Research Papers

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U.S.S. LIBERTY VETERANS ASSOCIATION

Stan White, Chairman
Joseph L. Meadors, President
Edwin Cassie, Vice President
Joyce Cassie, Secretary Treasurer
Paul N. McCloskey, Legal Advisor
James M. Ennes, Jr. Historian
P.O. BOX 780, WOODINVILLE, WASHINGTON 98072

13 November 1985

Director
Congressional Research Service
Library of Congress
10 First Street SE
Washington, DC 20540

Gentlemen:

Members of Congress receive frequent requests from the public for information concerning the 1967 attack by Israeli forces upon the American naval vessel USS Liberty. Frequently Members refer to the Congressional Research Service for information on this subject. Some Members send the material on to us.

Unfortunately, the material you send appears to us to be relatively incomplete. For instance, the June 28, 1967, Pentagon press release on this subject is misleading. Some Members incorrectly assume this to be the complete file rather than a press release. And the most recent article in the files we have seen is a 10,000 word apologia by two Israelis who claim to present new evidence that the attack was a mistake. A great deal of material has been published in the past year to refute those assertions, including interview statements by Dean Rusk (State), Richard Helms (CIA), Louis Tordella (NSA), and Thomas Moorer (JCS/Navy), but none of the more recent material is included in the files we have seen. In other words, we do not believe that your office is giving Members of Congress a full or balanced account of this important historical incident.

I enclose for your information some recently published material which we feel presents a more complete story of the USS Liberty. Would you please enter this material into your files, or tell us what procedure we should use to have that done?

Sincerely,

/S/ JAMES M. ENNES, Jr.

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U.S.S. LIBERTY VETERANS ASSOCIATION

Stan White, Chairman
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Paul N. McCloskey, Legal Advisor
James M. Ennes, Jr., Historian
P.O. BOX 780, WOODINVILLE, WASHINGTON 98072

16 October 1985

COPY

Honorable Buddy MacKay
503 Cannon House Office Building
Washington, D.C. 20515

Dear Mr. MacKay:

Your constituent Evelyn Judge has kindly sent me a copy of your October 3 letter replying to her concerns about the 1967 Israeli attack on the USS Liberty.

Your reply is unsettling. I must conclude that either you did not personally read the 707 page "Transcript of the Navy Court of Inquiry" as you claim, or that you accepted uncritically the excuses presented by those who attacked the ship. Otherwise it would be impossible for you to assert, as you do to Mrs. Judge, that the circumstances of this affair are impossible to determine.

Mr. MacKay, I was officer of the deck of the USS Liberty when she was attacked. I was present on the bridge for seven hours preceding the attack. I can assure you from my personal experience that the American flag flew proudly before and throughout the attack. Our radio intercept operators heard the Israeli pilots reporting to their headquarters that we flew an American flag. The presence of the flag and other key details pointing toward a deliberate attack can be found in sworn testimony in the file you tell Mrs. Judge you have read. And that plus other readily available evidence has been sufficient to persuade key leaders of the era such as Dean Rusk, Richard Helms and Admiral Thomas Moorer that the attack was indeed deliberate.

If you remain mystified, perhaps you will consider interviewing survivors in your office or by telephone. Or call former Florida Congressman Robert Sikes whose 1967 investigation determined that the ship was deliberately attacked, or review the official American analysis of the Israeli excuse (page one enclosed) which determines officially that the Israelis are lying. All of these people have reviewed the same evidence available to you and have been forced to conclude that the Israelis deliberately attacked a ship they knew to be American.

There is no mystery about the attack at all, Mr. MacKay. The only mystery is why members of the Congress of the United States continue to pretend that the circumstances of the attack are a mystery. Won't you look at the file again so that you can give your constituent a better answer to her question?

Sincerely,

/s/ JAMES M. ENNES, Jr.

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U.S.S. LIBERTY VETERANS ASSOCIATION

Stan White, Chairman
Joseph L. Meadors, President
Robert Casale, Vice President
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Paul N. McCloskey, Legal Advisor
James M. Ennes, Jr., Historian
P.O. BOX 780, WOODINVILLE, WASHINGTON 98072

24 October 1985

COPY

Mr. Chase Untermeyer
Assistant Secretary of the Navy
(Manpower & Reserve Affairs)
Department of the Navy
Washington, D.C. 20350-1000

Dear Mr. Untermeyer:

Thank you for your letter of 23 August to Shirley L. Harris-Paulette in which you reply to concerns which she had expressed to Patrick J. Buchanan of the White House staff.

Your letter was forwarded to this association and we have found it helpful; however, the last paragraph is extremely troubling. Here you tell Mrs. Harris-Paulette, "We do not consider the conclusion of this Court of Inquiry to be conflicting or contradictory."

Mr. Untermeyer, the Court of Inquiry file is more than 700 pages long. A major problem with it is that very few people responsible for this enormous, complex and controversial file have ever taken the time to read it carefully. Certainly your duties do not allow you personally to study such material in depth and it is unlikely you have ever seen it.

However, I was officer of the deck when the ship was attacked and I have since spent many hours analyzing that file and discussing it with legal experts who have also studied it with care. The unanimous conclusion of everyone I know who has studied it carefully is that the conclusions are conflicting and contradictory.

For instance, a Finding of Fact is that the flag may have hung limp at the mast on a windless day, making it difficult for the Israelis to see. However, there is absolutely nothing in the file to support that finding. On the contrary, there is sworn testimony from several crewmen and officers who insist that the flag flew freely at all times, clearly displayed in a good breeze. Ship's weather logs show that there was always sufficient wind to hold the flag aloft. Morever, I gave a sworn statement as Officer of the Deck in which I certified that the flag was clearly displayed all times.

There are numerous other examples I could cite. Examples are so clear and so numerous that the staff legal officer who reviewed the file in London for Commander in Chief U. S. Naval Forces Europe recommended that his commander refuse to sign it until the conflicts were resolved. That officer was overruled, however, and the file was signed over his objections. It still contains the numerous defects and conflicts which trouble us today.

Those objections were not raised by a young maverick lawyer; the officer went on to become Judge Advocate General of the Navy and retired as a rear admiral. Somewhere in JAG files you will find a personal letter from him to JAG

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COPY

disassociating himself from the Court of Inquiry as he felt its defects were so severe that they could reflect against anyone who had been involved with it.

Mr. Untermeyer, these are serious charges I am making, and I am fully prepared to support them. Even Admiral Thomas Moorer, who as Chief of Naval Operations was responsible for the report's ultimate approval, now says that the USS Liberty matter has too many conflicts and unanswered questions and should be reinvestigated. So do Dean Rusk, Richard Helms, Lou Tordella and other leaders of the era. These are not men prone to make wild and unsubstantiated public statements.

Won't you please have someone on your staff take a careful look at the Court of Inquiry file? Aside from many defects, such as vital logs and testimony that are missing, you will find that key Findings of Fact are unsupported by and in fact contrary to evidence in the record.

I will be pleased to discuss this with you or a staff member by telephone if you have further questions.

Sincerely,

JAMES M. ENNES, Jr.

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U.S.S. LIBERTY VETERANS ASSOCIATION

Stan White, Chairman
Joseph L. Meadors, President
Robert Cassle, Vice President
Joyce Cassle, Secretary-Treasurer
Paul N. McCloskey, Legal Advisor
James M. Ennes, Jr., Historian
P.O. BOX 789, WOODINVILLE, WASHINGTON 98072

30 November 1985

COPY

Honorable Paul Simon
United States Senate
Washington, DC 20510

Dear Senator Simon:

Your constituent Jack Shaheen has sent me your letter to him of November 9 in which you assert that there is "no way to 'prove' anything" about the "28 year old" USS Liberty incident.

Senator Simon, if there were no way to prove anything, my shipmates and I would have stopped flogging this dead horse eighteen (not 28) years ago. The fact is, there is an abundance of very clear evidence that the attack was deliberate and that the Israelis are lying. The problem is that survivors were never allowed to testify freely and key evidence has never been examined, either by the Navy Court of Inquiry or any other government body.

Evidence is more than adequate to have convinced every surviving crewman and such key leaders of the era as Dean Rusk, Richard Helms, Admiral Thomas Moorer, NSA Deputy Director Dr. Louis Tordella, Admiral Bobby Inman and a host of others that the attack was indeed deliberate. A number of leading authors journalists have reached the same conclusion, including at least three Pulitzer Prize winning journalists. The only people unconvinced, it seems, are our elected representatives in Washington, and not one of them has ever made the effort to examine the evidence.

More important than Israeli culpability: Why was the United States Sixth Fleet forbidden to come to the ship's aid while men were dying? No one has faced the awful issue of men being allowed to die rather than risk letting American forces face Israeli forces in a field of battle. I find that disgraceful. One would hope that you would find your curiosity sufficiently piqued to ask some questions.

I enclose material to document some of the points in this letter. I do hope you will give it the attention it deserves.

Sincerely,

/S/ JAMES M. ENNES, Jr.

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U.S.S. LIBERTY VETERANS ASSOCIATION

Stan White, Chairman
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Robert Cassle, Vice President
Joyce Cassle, Secretary/Treasurer
Paul N. McCloskey, Legal Advisor
James M. Ennes, Jr., Historian
P.O. BOX 780, WOODINVILLE, WASHINGTON 98072

31 October 1985

Mr. Philip C. Wilcox, Jr.
Director - Office of Israeli and Arab-Israeli Affairs
United States Department of State
Washington, D.C. 20520

Dear Mr. Wilcox:

President Meadors has asked me to reply to your letter of October 24 on his behalf.

Mr. Wilcox, your letter tells us that responsibility for resolving discrepancies between the U.S. Navy findings and the Israeli explanation of the USS Liberty attack was that of the U.S. Navy. You go on to say that the U.S. Navy made its findings after "careful review of these conflicting pieces of information...."

I believe you are mistaken. The Navy Court of Inquiry report was completed in June, 1967, within three weeks of the attack. The Israeli investigation was not completed until July 21, was not received in the Department of State until August 15, 1967, and was not reviewed (and determined to be almost totally in conflict with sworn testimony of survivors and with virtually all American evidence) until September 21, 1967. Further, a statement within the U.S. Navy Court of Inquiry Report says that no testimony or evidence was taken from foreign sources. Therefore, the Court of Inquiry cannot possibly have evaluated the Israeli document as you have told us, because the Israeli document did not exist when the inquiry was conducted.

However, the Court of Inquiry report deserves careful attention for two important reasons. First, many key findings are unsupported by evidence. Indeed, those findings, which were top secret for nine years, appear to be based more upon politics than upon evidence. Second, ignoring the peculiarly unsupported findings, the report is a priceless collection of evidence and testimony which refutes the Israeli excuse for the attack and supports the recollections of survivors.

Mr. Wilcox, the Court of Inquiry file is more than 700 pages long. A major problem with it is that very few people responsible for this enormous, complex and controversial file have ever taken the time to read it carefully. Certainly your duties do not allow you personally to study such material in depth and it is unlikely you have ever seen it.

However, I was officer of the deck when the ship was attacked and I have since spent many hours analyzing that file and discussing it with legal experts who have also studied it with care. The unanimous conclusion of everyone I know who has studied it carefully is that key conclusions are conflicting and contradictory: the conclusions are contrary to and unsupported by evidence in the file, and the evidence in the file conflicts with the Israeli version. All conflicts tend to make the attack appear less severe and more likely in error

James M. Ennes Jr. Research Papers

than it really was. And there is no conflict at all among evidence and testimony provided by Americans! The only conflict comes from the undocumented Israeli assertions and the peculiar conclusions reached by politicians.

For instance, a Finding of Fact is that the flag may have hung limp at the mast on a windless day, making it difficult for the Israelis to see. However, there is absolutely nothing in the file to support that finding. On the contrary, there is sworn testimony from several crewmen and officers who insist that the flag flew freely at all times, clearly displayed in a good breeze. Ship's weather logs show that there was always sufficient wind to hold the flag aloft. Morever, I gave a sworn statement as Officer of the Deck in which I certified that the flag was clearly displayed all times. (The Israelis, meanwhile, claim to have seen no flag at all, despite the documented fact that Israeli pilots were heard reporting that they could see an American flag.)

There are numerous other examples I could cite. Examples are so clear and so numerous that the staff legal officer who reviewed the file in London for Commander in Chief U. S. Naval Forces Europe recommended that his commander refuse to sign it until the conflicts were resolved. That officer was overruled, however, and the file was signed over his objections and ultimately approved in Washington. It still contains the numerous defects and conflicts which are so troubling today.

Those objections were not raised by a young maverick lawyer; the officer went on to become Judge Advocate General of the Navy and retired as a rear admiral. Somewhere in Navy files you will find a personal letter from that respected Naval officer to the Navy Judge Advocate General disassociating himself from the Court of Inquiry. He felt the report's defects were so serious that they could reflect against anyone who had been involved with it.

Mr. Wilcox, these are serious charges I am making, and I am fully prepared to support them. Even Admiral Thomas Moorer, who as Chief of Naval Operations was responsible for the Navy report's ultimate approval, now says that the USS Liberty matter has too many conflicts and unanswered questions and should be reinvestigated. So do Richard Helms, Lou Tordella and other leaders of the era. Even Dean Rusk has said publicly that he disbelieves the Israeli excuse. These are not men prone to make wild and unsubstantiated public statements.

Won't you please have someone on your staff take a careful look at the Court of Inquiry file? If you do that, you will find that there are indeed serious conflicts which have never been addressed and which cry out for attention.

I will be pleased to discuss this with you or a staff member by telephone if you have further questions.

Sincerely,

/s/ JAMES M. ENNES, Jr.

James M. Ennes, Jr. Research Papers

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CBS NEWS

November 20, 1985

Mr. Joseph L. Meadors
President
U.S.S. LIBERTY Veterans Association
P.O. Box 789
Woodinville, Washington 98072

Dear Mr. Meadors:

I was the researcher on the broadcast, CBS REPORTS:"Hiroshima Plus 40 Years...and Still Counting." The central thesis of the broadcast is that for 40 years, with some close calls, the superpowers have stepped back from the use of nuclear weapons. The matter of the LIBERTY was peripheral to the broadcast but used to illustrate the escalation during the 1967 war.

The pertinent line in the script reads: "When the U.S. intelligence ship LIBERTY is mistakenly hit by Israeli planes and ships...," and was based on what is publicly known of the incident. CBS News never claimed to have uncovered "irrefutable evidence that the attack was an accident."

Phil Goulding, who was Assistant Defense Secretary for Public Affairs at the time, concludes in his book Confirm or Deny (page 134) "that the attackers did not know they were killing Americans and had not acted with malice or deliberation." He writes on page 137: "The deliberate attack was no accident--mistaken identity perhaps, but no accident."

Prof. Vaughn Davis Bornet writes in The Presidency of Lyndon B. Johnson, pages 186-187: "It has become my opinion that no prima facie case has ever been made for the idea of an intentional attack on an identified ship on the orders of the Israeli civilian government." On the following page, Prof. Bornet writes: "Only a full Congressional hearing, it appears, will ever reveal the full facts and clear the air on an episode that has been swept under the rug too long."

As you can see, there is a considerable body of opinion that supports the mistaken identity thesis. We would certainly admit that others, like yourself, take an opposing viewpoint.

Sincerely,

Angelica LeJuge

Angelica LeJuge

James M. Ennes, Jr. Research Papers

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U.S.S. LIBERTY VETERANS ASSOCIATION

Stan White, Chairman
Joseph L. Meadors, President
Robert Casale, Vice President
Joyce Casale, Secretary/Treasurer
Paul N. McCloskey, Legal Advisor
James M. Ennes, Jr., Historian
P.O. BOX 780, WOODINVILLE, WASHINGTON 98072

30 November 1985

COPY

Angelica LeJuge
CBS NEWS
524 West 57 Street
New York, New York 10019

Dear Ms. LeJuge:

I was privileged to see your letter of November 20 to Liberty Veterans Association President Joseph Meadors. Mr. Meadors is temporarily out of the country. I know he will want to write to you directly; however, your letter is so disturbing that I am compelled to send this interim reply.

Ms. LeJuge, we find your letter to Mr. Meadors even more disturbing than the gratuitous description of the Liberty as "mistakenly hit" that inspired Mr. Meadors' original letter. The sources you provide to justify that description do not justify it at all. In fact, your letter is so very misleading that one must suspect carelessness, incompetence or a deliberate attempt to misinform. Worse, one must wonder whether your letter represents your own standards of research and objectivity, or those of CBS.

First, you have quoted Phil Goulding out of context. His remark on page 134 was qualified by "One could conclude--and I did--that [the attackers did not know they were killing Americans and had not acted with malice or deliberation.] One could not prove it." Why did you omit those qualifying words and selectively repeat only the portion here bracketed? The underlined portion which you chose to ignore changes the entire meaning of the sentence.

Mr. Goulding was ruminating on paper. He was merely speculating about possibilities and reporting a conclusion of his own which he freely tells his readers cannot be justified by evidence. Yet you have presented this speculative remark out of context as if it were a proven fact.

The same problem exists in the next quotation from Phil Goulding. Here Goulding is still speculating on possibilities. "Mistaken identity perhaps," he tells his readers (emphasis added). He is clearly not making a definitive claim that the attack was a result of mistaken identity; he is merely suggesting that it may have been. This certainly does not support your case for "mistaken identity."

You are correct in saying that Professor Vaughn Davis Bornet does present his opinion that no prima facie case has ever been made for Israeli culpability. However, you are wrong to use that to support a case for a "mistaken hit." (Bornet's failure to prove culpability can hardly be used to prove innocence; if we don't know if the pot is black, we cannot reasonably assume that it must be white. Yet that is the logic you seem to be using here.)

Bornet's research, like Goulding's, was superficial. Bornet did not go beyond open sources available in libraries. Neither man interviewed survivors or

James M. Ennes Jr. Research Papers

other principals or actually reviewed the sworn testimony of survivors. Neither man was aware of an official state department study which dismisses the Israeli excuse as contrary to American sworn testimony and evidence. The fact is, Professor Bornet has told me privately that, although his limited research did not yield prima facie evidence, he did come to the private conclusion that the attack was indeed deliberate. He did not publish that opinion because he did not have in hand the evidence to support it. (The evidence is available. Bornet just didn't find it.)

Finally, your use of the word "hit" is painfully inadequate to describe 75 minutes of air and naval fire which resulted in 821 rocket and cannon holes, a 40 foot torpedo hole, 34 deaths and 171 injuries.

If you had chosen to check more carefully, you would have found an abundance of evidence that the attack was not mistaken at all, and you would have found a great many people immensely better qualified than Goulding or Bornet who are convinced that the attack was indeed deliberate. Among these are such key leaders of the era as Dean Rusk, Richard Helms, Dr. Louis Tordella, Admiral Thomas Moorer and Admiral Bobby Inman; former Members of Congress Adlai Stevenson, Paul McCloskey and Paul Findley; Pulitzer Prize-winning journalists George Weller, Philip Geyelin and Seymour Hersh; columnists James Jackson Kilpatrick and Georgie Anne Geyer; Admiral Arleigh Burke; prize winning author Donald Neff; authors Noam Chomsky, James Bamford, Stephen Green and others; and you would have found even more evidence and supporting material in my own prizewinning book Assault on the Liberty (Notable Naval Book Award for 1980, presented by the U.S. Naval Institute at Annapolis). Had you bothered to check Associated Press stories in the computer library available to you, you would have found published references to remarks on the subject by most or all of these people.

Ms. LeJuge, all correspondence with the Liberty Veterans Association, along with other papers of this association, is destined for permanent storage in a major university library where it will be available to researchers forever. Is it your wish that your letter stand as the final word from you and from CBS on this subject, or would you perhaps like to reconsider whether you and CBS really wish to defend your description of the Liberty as having been "mistakenly hit," or would you concede that "mistakenly hit" was a poor choice of words?

Incidentally, despite the fact that your letter tenaciously defends your original position, you should know that shortly after Mr. Meadors' letter was mailed to CBS, we received a telephone call from an individual with management responsibility for "Hiroshima Plus 40 Years." "We were careless," the person said. "We got caught. We're sorry." The caller was unwilling to put that remark in writing, apparently because it was your responsibility to do that.

Sincerely,

/S/ JAMES M. ENNES, Jr.

James M. Ennes, Jr. Research Papers

Mr. Stan White
U.S.S. Liberty Veterans Association
P.O. Box 789
Woodin Ville, WA 98072

January 9, 1986

Dear Mr. White,

In the December 13, 1985 edition of the St. Louis Post Dispatch I read of your interest in renewing an investigation of the 1967 Israeli attack of the U.S.S. Liberty. I have enclosed an article from the September 1984 issue of the Atlantic Monthly concerning the attack. I am enclosing it for your information. If you have any comments as a result of reading the article, please contact me.

Yours very truly,

Gerald B. Axelbaum

Gerald B. Axelbaum
10445 Corbeil Drive
St. Louis, MO 63146
Telephone: (314)/569-1139

Enclosure

James M. Ennes, Jr. Research Papers

THE LIBRARY OF CONGRESS

WASHINGTON, D.C. 20540

EXCHANGE AND GIFT DIVISION

December 30, 1985
Our reference: AG

Dear Mr. Ennes:

Thank you for your letter of November 13, 1985.

We would like very much to see a copy of your newsletter, and if our ~~examination determines that it would be an appropriate addition to the Library's~~ permanent collections, we would be very pleased indeed to receive it as your gift. Periodicals are not cataloged immediately; however, once selected for the permanent collections, they are eventually cataloged and placed in our classified collections.

If you wish to send us a copy of your newsletter for examination and possible selection for our collections, the enclosed label will facilitate your sending it to the appropriate section in the Library. We will let you know our decision soon thereafter.

We greatly appreciate your interest in the Library.

Sincerely,

Imre T. Jármy
Acting Chief

Enclosure

Mr. James M. Ennes, Jr.
Historian
U.S.S. ~~U.S.~~ Liberty Veterans Association
P.O. Box 789
Woodinville, WA 98072

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P.O. BOX 700, WOODINVILLE, WASHINGTON 98072

Joyce Canale, Secretary-Treasurer
Paul N. McCloskey, Legal Advisor
James M. Ennes, Jr., Historian

5 December 1985

Letter to the Editor
Navy Times
6883 Commercial Drive
Springfield, VA 22159

Editor:

Your December 9 article by Ronald Fraser about the 1967 Israeli attack on the USS Liberty is a breath of fresh air.

Survivors continue to amass clear evidence that the attack was deliberate, that our government knows it was deliberate, and that both countries are still lying about it.

More important than Israeli culpability, however, is the question that asks: "Why were Sixth Fleet aircraft forbidden to come to Liberty's defense while the ship was under fire?" At least 25 men died unnecessarily because rescue aircraft were recalled prematurely. Admiral Max Morris, then navigator of USS Saratoga, remembers hearing Liberty radio operators calling frantically for help after Saratoga's aircraft were turned back by White House orders. Captain Joseph Tully, Saratoga's skipper, confirms the story. So do radio logs and recollections of crewmen.

Yet the Navy has never addressed or even acknowledged that awful truth and refuses to inquire into why it happened--despite appeals from two retired Chiefs of Naval Operations, Admiral Arleigh Burke and Admiral Thomas Moorer, for answers. The Department of State refuses to ask questions for fear the answers would embarrass an ally. The United States Congress, which has investigated every other such event since the sinking of the Maine, refuses to ask about the Liberty because such questions are politically dangerous.

So, important questions go unasked and vital lessons go unlearned.

The USS Liberty Veterans Association is still searching for the truth. There must be at least one person in our government with the courage, curiosity, and patriotic spirit to help us find it.

Sincerely,

/s/ CTMCM Stanley W. White, USN (Retired)
Phone: (H) 605 599-2843
(W) 605 352-0944

James M. Ennes, Jr. Research Papers

Central Intelligence Agency

Washington, D.C. 20505

02 JAN 1986

Joseph L. Meadors
USS Liberty Veterans Association
P.O. Box 789
Woodinville, WA 98072

Dear Mr. Meadors:

This is in regard to your letter of 21 December 1985 concerning your Freedom of Information Act (FOIA) request on 8 items related to the attack on the USS Liberty, our F85-0873.

We have accepted your request; it will be processed in accordance with the Freedom of Information Act, 5 U.S.C. 552, and the CIA Information Act, 50 U.S.C. 431. Our search will be for documents as of and through the date of this acceptance letter. Search fees will be waived.

The heavy volume of FOIA requests received by the Agency has created processing backlogs. Since we cannot respond within the 10 working days stipulated by the Act, you have the right to consider this as a denial and may appeal to the CIA Information Review Committee. It would seem more reasonable, however, to have us continue processing your request and respond as soon as we can. You can appeal any denial of records at that time. Unless we hear from you otherwise, we will assume that you agree, and we will proceed on this basis.

Sincerely,

John H. Wright

John H. Wright
Information and Privacy Coordinator

James M. Ennes, Jr. Research Papers

Rex L. Repass, M.D., Associated
Eye Physician and Surgeon

October 31, 1985

Mr. James M. Ennes, Jr.
U.S.S. Liberty Veterans Association
Box 789
Woodinville, Washington 98072

Dear Mr. Ennes:

Thank you for your letter of October 5 and please put me down on the list for your book when the new edition becomes available.

I have obtained a copy of the official Navy inquiry and I am going to spread this information throughout the Naval Reserve Center here in Austin as a first step.

Would you and Admiral Moorer be available to come to Austin and present this story to Navy personnel and other interested parties? I can help with your expenses. Call me to discuss this further - my home phone is 512-327-3066. If we have a couple of months to get organized we ought to be able to attract a lot of attention.

You could help me if you could document that Walter Rostow received the Salans report. I enclose copies of my letter to him and his reply in that regard. He was my neighbor here in Austin at one time and we are fairly well acquainted. I believe he would be more informative if I could show him we are going to get the information with or without his help.

Keep up the good work.

Cordially,

Rex Repass

HE HAS THE WRONG ROSTOW.
IT WAS GENE, NOT WALT!
JR

RLR:jb

enclosures

4029 Capital of Texas Highway, South Austin, Texas 78746 (512) 447-4151

James M. Ennes, Jr. Research Papers

THE UNIVERSITY OF TEXAS AT AUSTIN
AUSTIN, TEXAS 78712

Department of Economics
Graduate Economics Bldg 400
512 471 3121

October 2, 1985

Dear Dr. Repass:

So far as I can recall, Mr. Salans (whom I do not remember) never prepared a report for me on the Liberty incident. The only report I remember was organized at President Johnson's direction by Clark Clifford, then Chairman of the President's Intelligence Advisory Board.

Beyond the Clifford Report, which I do not remember in detail, I have never gone deeply into the incident. In Washington there were other urgent tasks. After Washington my research has been focused in quite different directions.

Thank you for writing.

Sincerely yours,

W. W. Rostow

Dr. Ben L. Repass
4029 Capital of Texas Highway, South
Austin, Texas 78746

James M. Ennes, Jr. Research Papers

October 22, 1985

Mr. Phillip F. Tourney
Public Affairs Officer
USS LIBERTY Veterans Association
P.O. Box 283
Arvada, Colorado 80001 0283

Dear Phil:

I appreciate your good letter of 10 October and, of course, will do my very best to attend your 20th year reunion in 1987. I think we all must work to ensure that the American public becomes completely aware of the circumstances surrounding the unprovoked attack on the LIBERTY.

Warmest regards.

Sincerely,

Tom Moorer

Thomas H. Moorer
Admiral, U.S. Navy (Ret.)

James M. Ennes, Jr. Research Papers

American mensa limited

SIGs OFFICER
CHARLES G. SCHILLING
Post Office Box 12034
Kansas City, MO 64152
(816) 741-5696

A not for profit corporation of new york state / 1701 west 3 st., brooklyn ny 11223 - (718) 376-1023 - cables: usmc usa

September 21, 1985

James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

Thank you for your appeal on behalf of Joseph Meadors' USS Liberty Special Interest Group against the decision to withdraw Mensa recognition from that group. As SIGs Officer, I am the person responsible for extending and withdrawing Mensa recognition of SIGs, so your letter was forwarded to me for handling.

As you are not a member of Mensa, you may be unfamiliar with the aims and objectives of the organization. Mensa is an international society which promotes research into the nature of intelligence, fosters the development of intelligence through support of programs such as those for gifted children, and facilitates contact among people who have demonstrated high intelligence on a standardized test of mental ability. The organization has no religious or political affiliations and holds no opinions, supports no causes. It's members are, of course, free to hold opinions, but are prohibited from representing them as opinions of Mensa.

As part of its program to facilitate contact among members, the society furnishes information to its members on recognized special interest groups. For a SIG to be recognized it must conform to certain policies established by the governing body of the national Mensa in which it operates. In this case, the national Mensa is American Mensa, Ltd. (AML), and the governing body is the American Mensa Committee (AMC). AMC has adopted a policy which prohibits recognition of any SIG which operates in violation of the law or the Constitution of Mensa, produces a profit for itself or its coordinator, or acts as a political pressure group either within or outside Mensa. This policy is consistent with the policy of Mensa International.

With respect to the latter prohibition, a political pressure group has been defined as any organization which seeks to

James M. Ennes Jr. Research Papers

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organize its membership for any political purpose. Free exchange of ideas and information is permitted - even encouraged - but efforts to organize political action are not.

When Mr. Meadors applied for recognition of the USS Liberty SIG he was fully informed of Mensa's SIG policy. In subsequent publications the term "political pressure group" wass defined in some detail. Organization of letter-writing campaigns was specifically listed as a political pressure activity prohibited to recognized SIGs. Despite being informed of this specific prohibition, Mr. Meadors called, on pages 6 and 7 of his April, 1985, newsletter (Vol. 1, No. 2), for a letter-writing and telephone campaign on behalf of his belief that events surrounding the attack on the Liberty were deliberate, rather than a mistake.

Neither I nor Mensa holds any opinion concerning the events surrounding the attack on the USS Liberty. Neither I nor Mensa has any desire to censor or limit expressions of opinion on the matter. However, Mensa cannot compromise its position by extending official recognition to a group which includes among its purposes the organization of political action in support of <u>any</u> point of view. It is for this reason, and this reason <u>alone</u>, that recognition of the USS Liberty SIG was withdrawn. I must add that a group seeking to promote the "mistake" theory of the Liberty attack in the same manner would be equally ineligible for Mensa recognition. I find the implications of your statements regarding "censorship" somewhat offensive, and assure you your interpretation of the reason for withdrawl of the SIG's recognition is quite inaccurate.

Please be advised, as Mr. Meadors has been, that we have no intention of asking that he stop operating his group, nor are we trying to limit its activities. We are simply saying that in operating the group as a political action group he has disqualified it for Mensa's official recognition and rendered it ineligible for listing as a recognized SIG. He is free to promote the group through paid advertising in the *Mensa Bulletin*; may make direct contact with members, if he chooses; and may operate the group in any way he sees fit, so long as he does not refer to it as a "special interest group of Mensa," use the words "Mensa" or "American Mensa, Ltd." in its name, or suggest endorsement of its opinions and activities by AML. We must make it perfectly clear that Mensa offers the group no support which could possibly be

James M. Ennes Jr. Research Papers

American mensa limited

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interpreted as endorsement of its opinions. We have neither the desire nor the authority to censor Mr. Meadors' opinions, but the nature of our organization prohibits us from promoting them.

I hope this answers your concerns. I appreciate your taking the time to write. If you have further questions or comments, I will be happy to receive them.

Cordially,

Charles G. Schilling

cc: Amy Shaughnessy, Chairman, American Mensa, Ltd.

James M. Ennes, Jr. Research Papers

U.S.S. LIBERTY VETERANS ASSOCIATION

Stan White Chairman
Joseph L. Meadors President
Robert Cassle Vice President
Joyce Cassle Secretary Treasurer
Paul N. McCloskey Legal Advisor
James M. Ennes Jr. Historian
P.O. BOX 788, WOODINVILLE, WASHINGTON 98072

October 11, 1985

George P. Shultz
Secretary of State
Main State Department Building
2201 C Street, N.W.
Washington, DC 20520

Dear Secretary Shultz:

I direct your attention to the enclosed copy of a September 21, 1967, memorandum from Carl F. Salans to The Under Secretary on the subject of "'The Liberty' - Discrepancies Between Israeli Inquiry and U.S. Navy Inquiry - INFORMATION MEMORANDUM"

I am asking you to provide the USS LIBERTY VETERANS ASSOCIATION with the following:

1. A copy of the "Israeli Inquiry" referred to in the memorandum.

2. A copy of the State Department documents that resolve the discrepancies specifically discussed in the memorandum.

3. If the discrepancies have not been specifically resolved in the 18 years that have passed since the memorandum was written, I am asking you for the reason why.

Your response to this request will be shared with the other survivors of the attack and the families of the 34 men who were killed.

Sincerely,

Joseph L. Meadors
President

James M. Ennes, Jr. Research Papers

Phillip F. Tourney Plastering
P.O. Box 283
Arvada, CO 80001-0283
(303) 420-7571

PLASTERING

Insured
Reasonable

October 5, 1985

Dear Captain McGonagle,

My name is Phillip F. Tourney. I was aboard the U.S.S. Liberty from 1965 until Dec., 1967. I was on scene leader in Repair #1 June 8, 1967. I was elected Public Affairs Officer for the Liberty Veterans Association in early September. Jim Ennes forwarded your address to me.

I thanked you when you pinned the purple heart on me then, now, I thank you, Sir, for saving my life, my shipmates lives and our memorial ship.

I have heard many stories of why we were attacked and the reasons given by Israel and the United States. I'm not satisfied with any of the answers. I personally believe it was a deliberate attack by the Israelis to sink us fast, with no survivors to tell the story. Many times that day I saw planes observing us; so did a lot of other people. Mistaken identity was impossible. I was on the bridge on three occasions during the attack, putting fires out and evacuating the wounded to the mess decks. At one point, I saw Joe Meadors put Holiday Colors up when they shot our other flag down. A blind person could see that big, beautiful flag, but the Israelis still persisted in their attack.

With the same old excuse, the Israelis said they thought we were an Egyptian ship. It has been almost 20 years since the attack. The U.S. government is still hiding documents that prove it was deliberate. The Marshall group in Washington, D.C. believes it was deliberate, but, again it was off the record. They supported our efforts for the truth, though.

My personal wants and that of the Liberty Veterans Association are not to start a "witch hunt" or cause any anti-Jewish sentiment. Our goal is for the truth as to why Israel would be so bold to attack an unarmed, American ship and kill 34 sailors and wound 171 others and get away with such a feeble excuse. Our goal, also, is to have the President of the United States personally give the Medal of honor to you, Sir. The L.V.A. is <u>not</u> satisfied with the way you received the highest honor this great country can give.

I would like to close with expressing great appreciation to you, Sir, from all of your shipmates and friends of the L.V.A. Enclosed is a letter I sent to all of the survivors and friends of the L.V.A. I'm looking forward to 1987, our 20th year reunion, Captain, and to seeing you again. Best wishes to you and your family, Sir.

Respectfully,

Phillip F. Tourney

Enclosure

PFT/lct

James M. Ennes, Jr. Research Papers

May 29, 1985

Mr. James M. Ennes, Jr.
[redacted]

Dear Jim:

It was nice to hear from you and learn of the forthcoming USS LIBERTY forum discussion to be held on September 7 during the annual ADC convention here in Washington. At the moment it appears that my calendar is clear on September 7, but I still must examine my schedule as to the possibility that I may be away. I will immediately advise Christina Hammond of ADC as soon as I can give a definite answer.

I am looking forward to seeing you.

Sincerely,

Thomas H. Moorer
Admiral, U.S. Navy (Ret.)

James M. Ennes, Jr. Research Papers

Phillip F. Tourney
P. O. Box 283
Arvada, CO. 80001-0283

November 5, 1985
Ramona, CA.

Thank you for your kind letter of October 5, 1985.

It was through your magnificant efforts, and that of the rest of our shipmates, during our awesome hours of peril, that kept the ship afloat. This prevented a far greater loss of lives than was the case.

The performance of the entire crew was in keeping with the highest traditions of the naval service, and inspired me.

Regardless of whether the attack was deliberate or the result of mistaken identity, individual and collective professional performance of duty was recognized by presentation of the following awards:

Navy Commendation Medal	9	
Purple Heart Medal	204	
Bronze Star Medal	20	
Silver Star Medal	11	(2 posthumously)
Navy Cross Medal	2	(both posthumously)
Medal of Honor	1	
Presidential Unit Citation	293	
Total:	540	

As far as I am concerned, I did no more than fulfill my duties and responsibilities as Commanding Officer, as set forth in U. S. Navy Regulations.

Command of U.S.S. LIBERTY (AGTR 5) was my third afloat command. As a result of prior training and command experience, I accepted the absolute responsibility of my billet without reservation. Accordingly, I do not feel that I "earned" or "won" the Medal that was <u>bestowed</u> on me.

Perhaps I should have made it clear to L.V.A. officers, at an earlier date, that I do not support the L.V.A. goal of having the Medal of Honor re-presented to me at the White House, or any other location. Photos of the presentation at the Navy Yard appeared on the front page of many newspapers through out the United States - Washington Post, New York Times, Boston Hearld, Los Angeles Times, San Francisco Examiner, etc.

Would you please convey my feelings in this matter to the current President, LIBERTY VETERANS ASSOCIATION?

James M. Eames, Jr. Research Papers

Since I feel the way I do about having the Medal re-presented, I have not become a member of L.V.A.; to do so would be not only self-serving, but a conflict of interest.

However, I do like to keep up with news of shipmates through the L.V.A. newsletter. Therefore, I have sent Stan White $10.00 annually, so no one need feel that their funds are being used to provide me with copies of the newsletter gratis.

I like the idea in your letter to shipmates, that the L.V.A. is "...not on a witch hunt...not anti-Jew or anti-anything..."

I hope that your business is prosperous, and that you and your family are well and happy.

Sincerely,

William L. Mc Conagle

William L. Mc Conagle
Captain, U.S.Navy (Ret.)
1810 Cliff Dr., #108
Santa Barbara, CA. 93109

James M. Ennes, Jr. Research Papers

Department of Memorial Affairs Washington, D.C. 20420

Veterans Administration

APR 29 1982

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

I am pleased to respond to your letter of April 5 in further regard to the inscription on the monument in Arlington National Cemetery that marks the group burial of crew members of the USS Liberty. I appreciate your concern and comments covering the inscription.

Under the provisions of Public Law 93-43, dated June 18, 1973, the National Cemetery System was transferred from the Department of the Army to the Veterans Administration, however, Arlington and the Soldiers Home National Cemeteries remained under the jurisdiction of the Army. If, in the future, there is a requirement for a group burial monument, Veterans Administration (VA) personnel will coordinate the inscription with Department of the Army personnel. However, in 1967 VA employees had nothing to do with the inscription now on the group burial monument for the crew members of the USS Liberty.

Upon receipt of your letter, I again contacted Mr. R. J. Costanzo and informed him that I had no objection to replacing the monument. Subsequently, Mr. Costanzo contacted the office of the Assistant Secretary of the Army for Civil Works on the matter. He was advised that office had no objections to replacing the monument if none of the next of kin of those interred in the group burial objected. Mr. Costanzo is advising the next of kin of the proposal to replace the monument to read KILLED USS LIBERTY JUNE 8 1967.

If there are no objections, the monument will be replaced. The inscription will read the same as the current one except with KILLED USS LIBERTY JUNE 8 1967, in place of, DIED IN THE EASTERN MEDITERRANEAN JUNE 8 1967.

I will be working with Mr. Costanzo and I will let you know of any future developments.

Your personal efforts on behalf of your shipmates are most appreciated.

Sincerely yours,

Donald L. Wardle

DONALD L. WARDLE
Director, Monument Service

In Reply Refer To: 42

James M. Ennes Jr. Research Papers

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BRETT B. DAWSON, STAFF DIRECTOR AND CHIEF COUNSEL

United States Senate

COMMITTEE ON ARMED SERVICES
WASHINGTON, D.C. 20510

September 29, 1982

Commander X. Bender Tansill, USNR(R)
4601 North Park Avenue, #705
Chevy Chase, Maryland 20815

Dear Commander Tansill:

Thank you for your thoughtful letter and your kind invitation to the unveiling of a new headstone in Arlington National Cemetery at eleven o'clock on Wednesday, October 6, 1982, with the proper epitaph in honor of those brave servicemen who lost their lives when the USS LIBERTY was attacked by another country as a result of one of the most costly errors in military history.

Be assured I appreciate your thoughtful invitation. I sincerely regret that prior commitments prevent my attendance at this memorial ceremony. I am sorry that I cannot be with you for this important ceremony.

Please accept my commendation of your persevering efforts in finally achieving your goal to set the history record straight on this tragic incident which caused the death of five Sailors and one Marine who are buried in the Arlington grave.

I know that your untiring efforts made this occasion possible. In my opinion, you are correct in insisting that the epitaph show that these courageous men were killed aboard the USS LIBERTY on June 8, 1967, rather than "died in the Eastern Mediterranean."

With kindest regards and best wishes for a successful memorial ceremony,

Sincerely,

Strom Thurmond

Strom Thurmond

ST:uc

James M. Ennes, Jr. Research Papers

Distinguished guests Commander Tansill, Ladies & Gentlemen, and most importantly, the distinguished family members and friends of these men, who are so nobly entombed together, here in this hallowed national cemetary, in which the citizens of a greatful nation honor their fallen Presidents, statesmen, and servicemen.

This is Captain William L. Mc Gonagle, U.S. Navy (Retired), speaking. I was Commanding Officer, USS LIBERTY at the time each of these men gave their lives honorably in combat aboard USS LIBERTY. It is fitting, proper, and appropriate that their sacrifice aboard USS LIBERTY be so recognized, as it is here today, and as it will continue to be as long as our nation remains free.

Commander Tansill is to be commended for his tireless efforts in accomplishing this purpose.

I believe the surviving crew members were inspired to redouble our efforts to save the ship and prevent a tragic situation from turning into a catastrophic clamity, because of the supreme sacrific made by these men and twenty-eight others who also gave their lives, while performing their combat duties aboard USS LIBERTY, during our awsome hours of peril. That the ship remained afloat, and was not required to publish a much larger casualty list, was a tribute to the outstanding courage, uncommon valor, and devotion to duty on the part of each officer and each man in the crew that day.

Each person serving aboard USS LIBERTY that day was recognized by the President of the United States, when he awarded LIBERTY the Presidential Unit Citation for ~~their~~ THE CREW'S combat performance during and subsequent to the attack. I also feel that each share in the honor that was bestowed on me. Further, I am priviliged to be able to say that I had the signal honor of having served with such patriots as:

Communication Technician Petty Off Third Class
Jerry Coss, U.S. Navy

Communication Technician Seaman Larry Hayden, U.S. Navy

Communication Technician Petty Officer First Class
Jim Lupton U.S. Navy

James M. Ennes, Jr. Research Papers

Communication Technician Seaman David Malborough, U.S. Navy

Communication Technician Seaman Carl Nygren, U.S. Navy

Sargent Jack Raper, UNITED STATES MARINE CORPS

and others of similar caliber.

They knew, and it is something that we citizens of this great country must never forget: FREEDOM IS NOT FREE.

They knew, as do members of our Armed Services, whereever they may be stationed in the far reaches of the world in the pursuit of peace, that to secure and enjoy the rights and privileges of freedom, for themselves and all of the country's citizens, demands a willingness to pay the supreme sacrifice, without a moments notice or advance warning, if need be.

They knew. They gave their lives in honorable service to their country when called upon to do so. I thank God for having had the opportunity to serve with these decicated Bluejackets and a member of the UNITED STATES MARINE CORPS.

In closing I want to thank you for allowing me to share with you in this ceremony honoring the memory of these men is this way. You may be assured that my thoughts are with you and these honored shipmartes as much as if I were physically present. May God in His infinite love and mercy continue to give these men the full measure of peace and rest they so richly deserve.

James M. Ennis, Jr. Research Papers

OPENING ADDRESS by CHAPLAIN XAVIER BENEDICT TAMSILL.

Relatives of these Six Men of the USS LIBERTY, Survivors of the USS LIBERTY, Chaplains Justus and Dyke, Flag Officers of the Navy and Marine Corps, Members of the Congressional Medal of Honor Society and of the Legion of Valor, Members of our Veteran Organizations and the DAR and Honored Guests.

This Memorial Ceremony is being held to dedicate a new Headstone to replace the one that had the meaningless epitaph - DIED IN THE EASTERN MEDITERRANEAN, June 8, 1967.

These five sailors and one Marine did not just die! They were deliberately killed on board of the USS LIBERTY when that ship of our Navy was intentionally attacked without warning. Even the NORTH KOREANS, who were our enemy, did not try to sink the USS PUEBLO without warning when they overtook it.

President Johnson, shortly after June 8, 1967, in presenting the Presidential Unit Citation to the USS LIBERTY said, in part, "While sailing on an assigned mission in international waters in the Eastern Mediterranean * * * LIBERTY was attacked without warning by foreign jet fighter aircraft and motor torpedo boats, and suffered major topside damage from strafing aircraft, serious damage amidships from a direct torpedo hit, and heavy casualties to the crew. The ship's radar, most of the external communications capacity, all of the life rafts, and most of the ship's boats were lost due to the severity of the damage inflicted, the resulting fires, and exploding gasoline stored topside. Although two-thirds of the crew were killed or wounded, those surviving displayed outstanding professionalism, und ted spirit, and extraordinary heroism in their efforts to save their ship. * * *"

No one will or can they dare to deny this statement. These six crewmen were blown to pieces when the torpedo struck the USS LIBERTY and blew a hole in it, forty feet long below the waterline.

The new Headstone carries this epitaph - KILLED - USS LIBERTY - JUNE 8, 1967. We now know that these six crewmen were killed. Perhaps it would have been better to have included the words "in combat" but now we know from the epitaph that they were killed. on the USS LIBERTY, they did not just die in an Eastern Sea.

We are assembled here today to renew our homage to these brave men. Their sacrifice will open to the World the significance of KILLED - USS LIBERTY - JUNE 8, 1967. The word LIBERTY to Americans is the most hallowed word in the English language after the word GOD. It was our great patriot, Patrick Henry, who gave us our rallying cry at the outset of our fight for FREEDOM when he said in a speech remembered around the World, "FORBID IT ALMIGHTY GOD! I KNOW NOT COURSE OTHERS MAY TAKE BUT AS FOR ME, GIVE ME LIBERTY OR GIVE ME DEATH." Both of these points are met here today - Liberty and Death.

Now with these thoughts having been expressed I open this MEMORIAL SERVICE in memory of - JAMES H. LUPTON, JERRY LEE GOSS, LAWRENCE P. HAYDEN, DAVID J. MARLBOROUGH, CARL G. NIGGEMANN AND JACK L. RAMER.

This Memorial Service took place at Gravesite #1817, Section 34, Arlington National Cemetery, Washington, D. C. on October 6, 1982.

James M. Ennes, Jr. Research Papers

Since I am the one who is principally responsible for having this tombstone replaced, plus the able assistance of James M. Ennes, Jr., I feel that there are a few points that are generally not known to the American public that should be reviewed at this time.

I come from a military heritage, one of my ancestors, Thomas Stone of Maryland, was a Signer of the Declaration of Independence, and six others took part in the American Revolution. One of my great-great-grandfathers, George Bender, who was born in Germany, was in Captain Barns' Company, Colonel Jonathan Ward's Regiment, in the Battle of Bunker Hill and another, William Tansill, who was born in Scotland, was in the Virginia Militia under General George Washington, in the Battle of Yorktown.

I was a Marine in WWI and a Naval Officer in WWII. That is why this tombstone means so much to me, because it is in memory of members of the Navy and the Marine Corps. I would also like to add that my grandfather, Robert Tansill, Captain, US Marine Corps, had a very illustrious career in the Corps during the period 1832/61.

Here are some facts that I wish to place before you: First, the attack on the USS LIBERTY was NO ACCIDENT. Phil G. Goulding, who was the Assistant Secretary of the Department of Defense for Public Affairs under Secretary Robert S. McNamara, at that time, is the authority for this statement. On page 137 of his book, "Confirm or Deny," Goulding makes this statement: "It is worth saying again, this deliberate attack was no accident. Mistaken idenity perhaps, but no accident." Accordingly I am calling upon our Government to correct all of its records wherein those records refer to this attack as being an accident. This would correct this misinformation.

Second, James M. Ennes, Jr., referred to above, at the time of the attack was a Lieutenant, USN, and was on the bridge of the USS LIBERTY at his assigned station and was wounded. Ennes has written a book entitled ASSAULT ON THE LIBERTY giving a very detailed discription of this attack.

Third, Admiral Thomas Moorer, who was nominated to be the Chief of Naval Operations on June 3, 1967, five days before the attack, and confirmed as CNO shortly thereafter, has made a statement that appeared on page 85, of the December 1980 issue of U. S. Naval Institute PROCEEDINGS, an official organ of the Navy. In this statement Admiral Moorer says that "Every American should read ASSAULT ON THE LIBERTY which is told so well by James Ennes." The Admiral then goes on to say that the attack on the LIBERTY by "aircraft and ships could not possibly have been a case of mistaken identity." No one alive today knows more about this situtation than Admiral Moorer.

The correction of the epitaph on the tombstone of James M. Lupton, Jerry Lee Goss, Lawrence P. Hayden, David W. Marlborough, Carl C. Tygren and Jack L. Raper was long overdue. I am convinced that my action in having a private one-man Memorial Ceremony at this gravesite on the 14th anniversary of the attack on the USS LIBERTY was the thing that prompted the survivors of the USS LIBERTY to commemorate the 15th Anniversary with a Memorial Service. This leads me to make the suggestion that the Navy and the Marine Corps carry out each year in the future, a suitable memorial service on the anniversary of the day they met their MAKER. It would also seem fitting that the Secretary of the Navy designate that the next large Naval vessel launched be christened the USS LIBERTY II, in their memory.

Sergeant David L. REAGAN, USMC, in Beirut, has joined Sergeant Jack L. Raper, USMC, and a myriad of other Marines who have given their lives in the Service of their Country. May they rest in peace along with their myriad of Navy comrades.

Acting as Master of Ceremonies I took time out to deliver these few thoughts during this Memorial Ceremony, Commander Xavier Bender Tansill, USNR, Retired.
October 6, 1982.

James M. Ennes, Jr. Research Papers

Navy Men Killed In Israeli Attack Get New Marker

By The SPOTLIGHT Staff

"These sailors and Marines did not just die; they were deliberately attacked, without warning," Cmdr. Xavier Bender Tansill told 100 people gathered around a marble slab in the autumn sunshine at Arlington National Cemetery.

The October 6 ceremony, unveiling a new stone on the grave of six who were killed when Israel attacked the "USS Liberty" on June 8, 1967, marked another milestone in Tansill's campaign for historical accuracy.

The government, as part of its continuing cover-up of the deliberate attempt by Israel to sink the U.S. ship and kill the entire crew, had placed a stone with the words "Died in the Mediterranean" above the bodies.

Now, the stone says they were "Killed on the 'USS Liberty'." Saying "killed" instead of "died" is important to Tansill and the survivors of the attack that left 34 crewmen dead. Tansill said a senior assistant in the Defense Department under Robert Strange McNamara had said: "This deliberate attack was no accident."

For nine years, the official cover-up was airtight. Then-President Lyndon Johnson and leading senators had rushed out to explain that the attack was a "tragic mistake" and "an accident." The cover-up continued through the Nixon and Ford administrations.

The survivors, all of whom knew and now say publicly that the attack was deliberate, had been dispersed to the far corners of the earth and ordered to remain silent on pain of being passed over for promotions and being stationed in Iceland.

The first break in the cover-up came when The SPOTLIGHT exposed the fact that the attack was deliberate (SPOTLIGHT, April 26, 1976). The story, based on a secret report by a Navy board of inquiry and interviews with survivors who found the courage to resist the government's big lie campaign, was first greeted by the Establishment with howls of "anti-Semitism."

Now, after two books and countless interviews by survivors have made the record abundantly clear, the Establishment ignores the sensational developments.

Meanwhile, The SPOTLIGHT had placed its expose of the Israeli attack in the hands of Menachem Begin, with a cover letter promising full retraction if he could point out any error of fact. Begin failed to respond.

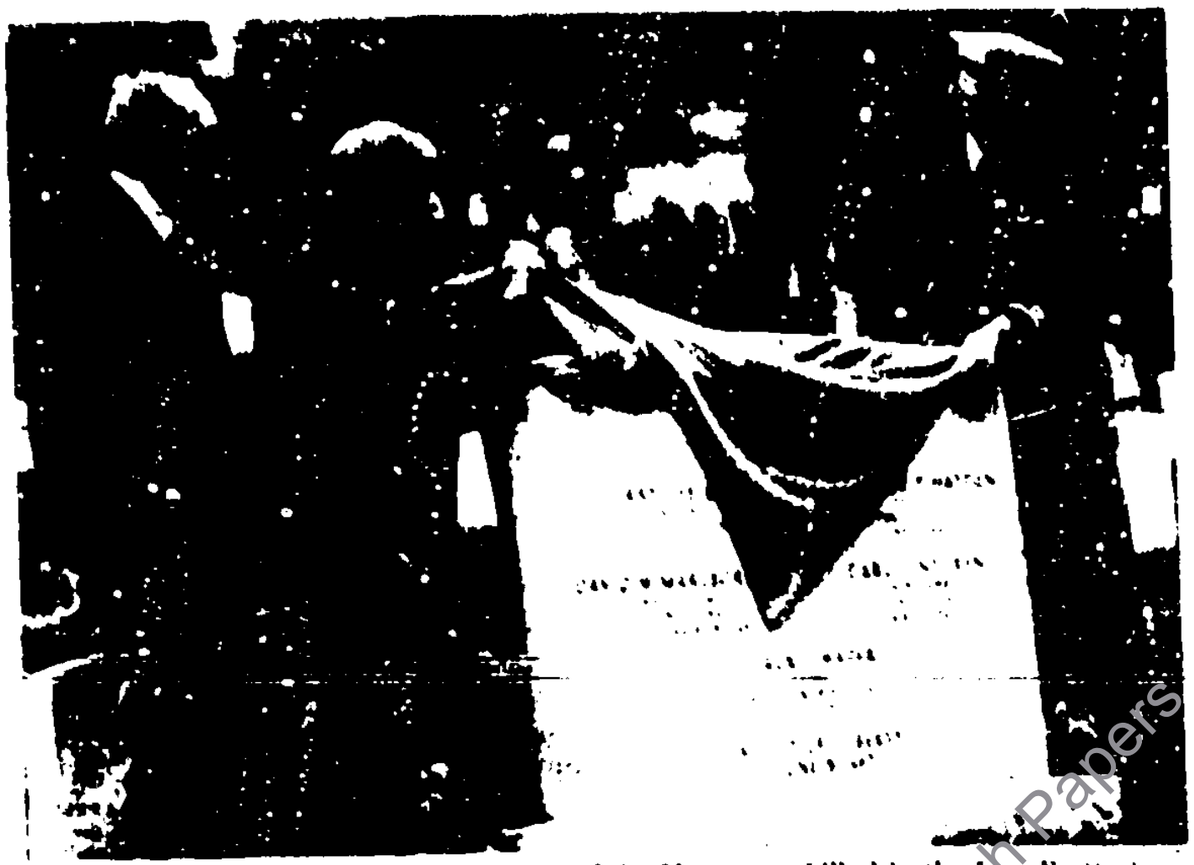
"We now know they were killed; they did not just 'die' in an eastern sea," Tansill said.

Sen. Larry Pressler (R-S.D.) was the only member of Congress to attend. And, while gun shy about commenting on Tansill's outspoken remarks, he referred to the inscription on the new slab as "a fitting change of words."

With family members close by and surviving crewmen standing at attention, the slab was unveiled, identifying these six as having been "killed": Jerry Lee Goss, James M. Lupton, David W. Marlborough, Carl C. Nygren, Lawrence P. Hayden and Jack L. Raper.

Tears were observed in the eyes of combat-hardened veterans as the sun slipped behind a cloud at the sound of "Taps"—and one part of the record was, at last, corrected.

James M. Barnes, Jr. Research Papers



Mr. and Mrs. J. L. Goss, parents of one of the Navy men killed in the Israeli attack on the "USS Liberty," are assisted by an unidentified Navy officer in uncovering the new marker at Arlington National Cemetery.

Sen. Larry Pressler (R-S.D., rear, business suit) was the only member of Congress present when the new memorial for the Navy men killed in the Israeli attack on the "USS Liberty" was unveiled at Arlington National Cemetery.

James M. Ennes, Jr. Research Papers

Navy Times 10 OCT 1982

Staff Photo by Kate Patterson

Family members (at left) of CT3 Jerry Lee Goss are joined at the dedication ceremony by Sen. Larry Pressler (R-S.D.), Carl Justis (former chief chaplain of the Military Order of the World Wars), retired Navy Cmdr. Xavier B. Tansill and Stan White, leading CPO onboard Liberty when she was attacked

James M. Ennes, Jr. Research Papers

Liberty Grave Marker Changed At Arlington National Cemetery

WASHINGTON -- The grave marker at the burial site of six crewmen assigned to technical research ship Liberty, who were killed when the Israelis attacked that vessel in 1967, has been changed to denote where and when the victims were killed.

In ceremonies at Arlington National Cemetery October 6, retired Navy Cmdr. Xavier B. Tansill, one of the leaders of a move to have the information on the tombstone corrected, welcomed Liberty survivors, relatives of the six victims buried in the grave and members of military organizations who fought to get the circumstances of their deaths recognized.

The old tombstone read "Died in the Mediterranean" and was not a proper inscription, according to Tansill. The new marker reads "Killed USS Liberty, June 8, 1967."

The six crewmen buried at the site were: Communications Technician First James M. Lupton, Communications Technician Third Jerry L. Goss, Communications Technician Seamen Lawrence P. Hayden, David M. Marlborough and Carl C. Nygren, and Marine Sgt. Jack L. Raper.

The remains of the six could not be identified individually because only portions of their bodies were recovered. Their families agreed to a group burial, and the victims were placed in Arlington National Cemetery Aug. 21, 1967.

The bodies of the other victims were returned to their homes or where their next of kin wanted them buried.

Thirty-four officers and enlisteds were killed and more than 170 wounded in the attack on Liberty, which was cruising in international waters in the Mediterranean Sea during the Middle East War. The vessel took more than 800 hits from Israeli jet fighters and torpedo boats.

The Washington Times PAGE 4A / THURSDAY, OCTOBER 7, 1982 ★★

James M. Ennes, Jr. Research Papers

Servicemen remembered

Jim Fedde / Jr Washington Times

Naval Petty Officer Walter Dean Beicher, left, and Marine Lance Cpl. Omer Duff are part of the honor guard at the headstone dedication ceremony yesterday for the mass grave of crewmembers killed in 1967 aboard the USS Liberty

[illegible] disappointment was that not a single flag officer of the Navy showed up. My substitute was [illegible], who accompanied Mrs. [illegible], USMC, who was present at the banquet, you will remember. General [illegible] may be a very helpful in this whole matter. At one time I began to have my doubts that he would [illegible] on the service. General [illegible] and I had a conference some time back with Senator Yarborough, who was supposed to be the Navy's representative and I thought we had [illegible] the matter but all of a sudden the Department of Defense got into the picture and I had to see some flunkies from the Army and the Air Force attached to Secretary McNamara's office to clear up matters. Colonel Hardie had told some time back that a Lt. Cdr. at the White House had called him regarding the wording on the stone. [illegible] pressure be exerted by so few Zionists.

Admiral Arleigh Burke was in London so he could not make it. I called him when he returned to tell him about the [illegible] Ceremony and he was busy on the phone Mrs. Burke told me but she asked me to wait and the Admiral then began to talk to me. He said his call that had held him up was from someone in Los Angeles about the Liberty and the possibility of making a film about it. Let us keep our fingers crossed.

Admiral Moorer and General Wheeler both were out of town. I have since talked to the General and hope to visit him at his home in the upper part of Montgomery County in the near future. He asked me to come up. Admiral Moorer will return on Election Day, so I will contact him next week. The only member of Congress present was Senator Larry Pressler R- SD, who Stan White introduced to the gathering. The Senator expressed his feeling about seeing the headstone changed and made a few other guarded remarks that fitted the occasion. Since Congress was in recess due to the Election, they were all out of Washington.

A copy of Captain McDonagle's talk which Stan White read to the gathering is also attached. Chaplain (Commander) Byrne, USN (he was at the gravesite in June you will recall) closed the ceremony with the Benediction and a bugler from the Marine Corps played "taps" as the final act of the service. All in all I felt very satisfied with the whole affair and everyone seemed grateful.

Last February I received a check for $20 from a member of the crew/towards defraying the cost of a new stone and I also received a check for $10 from a couple by the name of Kelvin (Kelvin's name does not appear as a member of the crew) so two days ago I returned their checks to them plus a polar id picture of the new Headstone. There was not much interest in this project it would seem. I know that I certainly burned the midnight oil so that these six men would have a proper place in Arlington and your letter to Col. Hardie came to just at the right time. So I think you and I should pat ourselves on our backs.

Sincerely,

Ben

Ben

Enclosures:
The Wash. Times News item.
The Navy News news item
Spotlights news item
Picture of new Headstone
Copy of Sen. Thurmonds letter.
Copy of Sen. Moynihans letter.
Copy of Agenda of meeting
Copy of my opening remarks and of my statement,
Copy of Col Phelps Jones - VFW- Letter.
Copy of Capt. McDonagle's talk.

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A [illegible] CEREMONY FOR THE DEDICATION OF [illegible]

[illegible] OF THE USS LIBERTY [illegible] THE [illegible] KILLED THEREON ON

JUNE 8, 1967. This headstone replaces one that had the meaningless epitaph "LOST IN THE EASTERN MEDITERRANEAN, JUNE 8, 1967"

1. Commander X. B. Tansill, Master of Ceremonies, opens ceremony at 1100 hours.
2. Combined Navy-Marine Corps Color Guard are in place.
3. Tombstone is uncovered by a member of the Gross family and a survivor of attack.
4. Chaplain Earl Justus makes the Invocation.
5. Principal Guests are introduced.
6. Stan Waite, Principal Chief Petty Officer of the USS LIBERTY at time of attack reads a statement made by Captain William L. McGonagle, Captain of the USS LIBERTY at time of attack.
7. Senator Larry Pressler, (R-S.D.) ~~addresses~~ the crowd attending the Ceremony.
8. Wreaths are placed before the tombstone.
9. The Color Guard goes through its maneuvers.
10. Commander X. B. Tansill, originator of the Memorial Service makes a few remarks.
11. Chaplain (Commander) Dyke, USN, gives the Benediction.
12. Retreat of the Colors and conclusion of MEMORIAL CEREMONY with the sounding of "TAPS" by bugler.

James M. Ennes, Jr. Research Papers

INTERVIEW NOTES

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NOTES AND TRANSCRIBED
TAPES FROM INTERVIEWS
WITH SURVIVORS AND
OTHERS

James M. Ennes, Jr. Research Papers

FOLDER 14

3

THE MARSHALL GROUP

Washington, D.C.

December 31, 1983

Vice Admiral William I. Martin, USN (Ret.)
5909 Belle Rive Terrace,
Alexandria, Virginia.

Honorary Chairman
Hon. Marvin S. Laird

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Gen. Maxwell D. Taylor, USA Ret.

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Stuart L. Hannon
3007 Van Ness Ave. N. W.
Washington, D. C. 20008
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Gen. Frederick J. Kroesen, USA Ret.
Admiral Horacio Rivero, USN Ret.
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Col. F. Phelps Jones, USA Ret.
John C. Baker
Tracy B. Mallory
Maj. Gen. J. Milton Roberts, USA Ret.
Col. William F. Scott, USAF Ret.
R. James Woolsey

General Counsel
Lt. Col. William P. Bauer, USA Ret.
Lt. Gen. P. William Crist, USA Ret.
Maj. Gen. William Crumbaugh, Jr., USA Ret.
Col. Allen B. DeLong, USA Ret.
Francis P. Hoover
Rand J. Irvine
Adm. Roy L. Johnson, USN Ret.
Dr. Stephen D. Kertesz
Townsend Lane
Amb. Frederick Nolting, Ret.
Ralph W. Page
Maj. Gen. R. C. Richardson, USAF Ret.
Thomas Shelby
Captain Paul R. Schratz, USN Ret.
Amb. Talcott Seelye, Ret.
Lt. Gen. Arthur G. Trudeau, USA Ret.
Charles Walker

Dear Admiral Martin:

Admiral Rivero, VAD Cabin and others of lesser rank of the USN, have advised me that you are quite conversant with the episode of the U.S.S. Liberty that so many otherwise responsible people here and abroad have taken great pains to obscure. At a time when U.S. Marines and naval activity are being criticized as incompetent, despite the intent of their hopeless mission, by both sides of the Syrian-Israeli tribal warfare and the Arab world in general, I think it high time that any cover up in relations between the United States and Israel can only hurt the legitimate interests of both, and add to the charges of hypocrisy that do not serve American efforts, at least, in the so-called 'peace process.'

As you must know, there are several hundred veterans and others who know the facts of the Israeli attack on the Liberty, either first-hand or from sources far more reliable than the present Likud-Herut government in Israel or the ADL, and more honorable than those Americans whose political ambitions have obscured their fidelity to what should be an America first foreign policy. In addition to these few there is a growing number of Americans, not only veterans, who are impatient with our foreign policy being subservient in any way to any other nation's foreign policies.

You as well as many distinguished flag officers and current executives in our defense establishment who have addressed our Group, know how thinly we are spread around the world, even for coping with conventional attacks; and that the Persian Gulf, Indian Ocean, the Atlantic, North Pacific and Western Mediterranean are far more important, strategically, than Lebanon, Syria or Israel, where we are militarily and politically hamstrung and badly mortgaged. • • We are a highly professional and discreet Group, Admiral Martin, and would like you to meet with a few of us some time during the next month.

Sincerely,

Stuart L. Hannon

Stuart L. Hannon

c

A professional, non-profit Group for the support of national defense programs and advocacy of procedural or substantive alternatives to U.S. Defense, Foreign and other Federal policies. This Group is unrelated to the George C. Marshall Foundation, but subscribes to General Marshall's conviction: "There is a rank due to the United States among nations, which will be withheld, if not absolutely lost, by the reputation of weakness; if we desire to avoid insult we must be ready to repel it." . . . and . . . "Our soldiers must be keenly conscious that the full strength of the nation is behind them."

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Walsh/Starring

WASHPO REPORTER DAVID WALSH INTERVIEWS ADMIRAL MERLIN H STARING. ADMIRAL STARING WAS STAFF LEGAL OFFICER FOR ADMIRAL McCAIN IN LONDON. ON FURTHER REFLECTION HE RECALLED THAT HE RECOMMENDED ADM McCAIN NOT SIGN THE REPORT BECAUSE OF DISCREPANCIES.
INTERVIEW: JULY 1984

W. were you aware of the discrep. between the crt. of inquiry and the internal views of the State Dept. on Israel's response to the attack; that is, their explanation for the attack?

S. I would have to say no. As a matter of fact, I don't know how you happened to target me for the inquiry. Can you tell me how my name was brought into it?

W. we learned that you were involved in the inquiry hearing in London.

S. well, I was the staff legal officer at Comm. Ch. Nav. For. Eur. at the time, and the inquiry was convened from that HW, and conducted by RR. Adm. Kidd. And there was a navy lawyer on scene who assisted him, LLoyd (?) Boston, and his report was finally produced at londonpretty much, I guess, and then was review by the cmdr. in chief there, Adm. McCain. And in that process I did review the record. What year are we talking about now? O Yes, 1967...
At that time I went over the record very carefully and made recommendations to the cmdr. in chief. I genuinely dont

James M. Ennes, Jr. Research Papers

have any good INDEPENDENT recollection now of any of the details of that review or the results or even what his endorsement finally was.

W. one thing that disturbs survivors of the attack and are aware of or read the transcript of the inquiry is that the evidence [redacted] and testimony presented in that is at variance with the conclusions reached by the court.

S. I suppose you have access to the total record on it don't you?

W. most if not all of the transcript has been released and is in the public domain. But on the critical matter, for example, of whether the u.s. flag stood out in a breeze -- ship logs and crewmen testified that it stood out in a strong breeze, whereas Israel claimed it was limp at the mast. And the U.S. seemed to agree, in the conclusions reached by the court.

James M. Ennes, Jr. Research Papers

There is that and several other inconsistenceies.

S. Well Mr. Walsh really about all I can say is that any ... actually, the essence of the or the effect of any of the testimony the how that related to the conclusions that I am simply not able now to decide by my recollection. Any expression on that score would involve a whole review of the record. I'm not in a position to answer that question...

W. It was a serious incident, admiral. Are you satisfied now that, and were you then, that the attack was accidental or a "tragic mistake," or ...

S. I don't know that I could even answer that, Mr. Walsh.

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W. you don't recall your feelings at the time?

S. no. I genuinely don't. I may have had some ... I certainly had some feelings about it at the time; but now off the top of my head to state what my appraisal was, in any reliable fashion that would be usable to you -- or that I would want to survey to anyone -- I simply could not do. I would simply have to study the matter from the record. And as I said, I just can't do that. I can't give you an opinion ... I was for a period of many days heavily involved in it back then, and could certainly have discussed it in detail, and perhaps have given to my naval superiors my views on what the evidence supported and what it did not support, but I am incapable of doing that now.

Wx I would be glad to look at (the Salons report) and to call you back or talk with you; to see if it were helpful to me at all, and whether I could make any sort of valuable or reliable statement that would be useful to you. I would be interested in seeing it ... it could very well stir my memory. END

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MERLIN H. STARING
RALPHINE R. STARING
ATTORNEYS AT LAW

SUITE 900
1701 K STREET N.W.
WASHINGTON, D.C. 20006
TELEPHONE 202-296-3723

July 17, 1984

Mr. David Walsh
Almadina Newspaper
Washington Bureau
769 National Press Building
Washington, D. C. 20045

Dear Mr. Walsh:

I received on 13 July 1984 your second mailing of the 21 September 1967 Department of State document relating to the June 1967 attack on USS LIBERTY in the Mediterranean. The document you sent does indeed refresh my recollection concerning some aspects of the LIBERTY incident -- but only in a general way, and not to an extent which would enable me to venture any comments on specific evidence or on the findings or conclusions of the U. S. Navy Court of Inquiry.

As I think you know, my participation in the U. S. Navy's investigative actions in the wake of the attack on LIBERTY was in a legal-review capacity at the London headquarters of Admiral John S. McCain, Jr., who was then Commander in Chief, U. S. Naval Forces, Europe. While I was for several days heavily engaged in a review of the testimony and evidence gathered and reported by Admiral Kidd and the Court of Inquiry which he headed, I fear that Admiral Kidd, in recommending me to you as "an expert on the LIBERTY incident," has credited me with knowledge and expertise which I do not possess and have never possessed -- and I will explain why that is so.

The clerical production of the written transcript of the proceedings and the report of the Court of Inquiry was largely accomplished at CINCUSNAVEUR's London headquarters under the supervision and direction of Admiral Kidd and his counsel, Captain Ward Boston, JAGC, USN, in the days immediately following their return from their on-scene investigation at Malta. When that record became available in its finished form for review, I personally commenced such a detailed review in my capacity as Force Legal Officer.

Any careful and thorough review of an investigative record of several hundred pages, dealing with a complex event and multiple

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witnesses and evidentiary documents, is necessarily time-consuming. It quickly became apparent to me that the LIBERTY inquiry was to be no exception, and that its review would be particularly difficult and time-consuming. My early study of the transcript produced many pages of personal notes and questions which I would have to resolve and/or comment upon in the proposed endorsement which I contemplated preparing for consideration by the Commander-in-Chief as the first reviewing authority.

As I recall, I had been fully engaged in this review for only about two long days and nights when an inquiry came to me from the Commander-in-Chief asking how soon I would have a proposed endorsement prepared for his consideration. I responded that I was encountering many problems in the review and that it would be at least several more days before such a proposed endorsement would be ready. I was thereupon told that that was unacceptable and that it was the Admiral's desire that his endorsement be prepared, signed, and dispatched with the original record to the Department of the Navy in Washington by that evening. When I stated that I could not hope to complete my work and conscientiously fulfill my professional responsibilities as Force Legal Officer within that time frame, I was told that the endorsement would be prepared elsewhere within the staff. I therefore ceased my work and delivered the record back to Admiral McCain's immediate staff. I therefore never completed my personal study of the record in its entirety — much less any detailed analysis of the evidence or of the validity of the findings of fact and opinions of the Court of Inquiry.

I ultimately saw a copy of an endorsement which CINCUSNAVEUR had signed and had sent with the record to Washington. I do not know who, if anyone, prepared that endorsement for him. It dealt with none of the problems which I had tentatively identified in the early stages of my review as requiring possible comment -- and I had no means of knowing what further subject areas I would have identified in the record as requiring treatment or review. Since I was at that time assigned as the senior Navy lawyer on CINCUSNAVEUR's staff, I knew that my superiors in the office of the Judge Advocate General of the Navy in Washington would assume that I was responsible, at least in an advisory capacity, for the quality of CINCUSNAVEUR's review and the content of his endorsement. Considering my professional reputation and integrity to be at risk as a result, I immediately communicated personally and informally with the Judge Advocate General of the Navy, apprised him of the circumstances, and made it clear to him that I had neither prepared the endorsement which was on its way forward to the Department of the Navy from CINCUSNAVEUR nor been given an opportunity to conduct a complete review of the record and to advise before that endorsement was sent forward.

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On one later occasion -- in August 1980 -- I had occasion to be concerned with certain specific contents of the record of the LIBERTY Court of Inquiry, and I obtained access to it for that narrow purpose. I then read only the material in the record which was then of concern to me. I have not to this day, however, ever read the entire record of the proceedings of that Court of Inquiry.

For the reasons I have stated, I am not in a position to comment upon what you term to be the "odd inconsistencies" which are said to exist between the evidence taken before the Court of Inquiry and the ultimate findings of that Court. I do not at this point recall what particular problems I had identified in the record in the early stages of what turned out to be only my partial examination of that record.

The other matter upon which you sought my comment related to any personal conclusions which I might have formed as to whether Israel deliberately attacked LIBERTY, or whether it "tragically erred" in launching and pressing that attack. I have read with interest the comparisons which were drawn in the Department of State document which you supplied. I have no hesitation in telling you that, wherever inconsistencies or contradictions may have existed between the reports of U. S. Navy witnesses and any official or unofficial pronouncements from Israeli sources, I would unhesitatingly give credence to the U. S. Navy sources.

I fear that this response may not be of any assistance to you in your inquiries or endeavors -- whatever those may be. I regret that I am unable to express myself on the subject in any more-knowledgeable and more-helpful terms.

Sincerely,

Merlin H. Staring

Merlin H. Staring

MHS/mk

James M. Ennes, Jr. Research Papers

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MERLIN H. STARING
RALPHINE R. STARING
ATTORNEYS AT LAW

[illegible] STREET [illegible]
WASHINGTON D. C. [illegible]
TELEPHONE 20[illegible] 296 [illegible]

July 17, 1984

Mr. James M. Ennes, Jr.
[redacted]

Dear Mr. Ennes:

I appreciated receiving your letter of 13 July, as I had indeed been somewhat perplexed by the inquiry which I had previously received by telephone from David Walsh. Mr. Walsh raised by telephone with me questions about certain aspects of the LIBERTY inquiry which I was genuinely unable to answer or address in any meaningful fashion. He offered to send to me the Department of State comparative analysis of certain U. S. Navy findings as opposed to the representations later issued by Israeli sources, and I accepted that offer in hope that my recollection might be sufficiently sparked to be helpful. His initial mailing of that document went to an outdated address, however, and I did not ultimately receive it until July 13th.

Even after reading the State Department document — which was extremely interesting — I had to conclude that my recollection of any details of the event or of the record of the Court of Inquiry was woefully inadequate as a basis for any meaningful comments. Not until I started to compose a reply to Mr. Walsh did I remember why my detailed recollection was so faulty. I have now explained the reason for my dearth of information in a letter to Mr. Walsh, a copy of which I enclose for your information.

I regret that I have not to date had occasion to read your own book on the LIBERTY incident — but I shall do so. I thank you for sending me the issue of The Link which places your current and continued efforts in the matter in helpful perspective. While some aspects of the developments you recite in your article have from time to time come to my incidental attention, I had no idea of the complex of machinations which you and your shipmates have faced. I am in complete sympathy with your views and your efforts. I am sending a subscription check to your Association headquarters in South Dakota, and I will look forward to receiving the additional material to which that will entitle me.

James M. Ennes, Jr. Research Papers

As you will undoubtedly gather from the content of my letter reply to Mr. Walsh, I was not impressed with the caliber of the record of the Navy Court of Inquiry — to the extent that I had an opportunity to study it. I do not know what may have prompted Admiral Kidd to advance my name to you or to Mr. Walsh as "an expert on the LIBERTY incident," as Mr. Walsh put it in his note to me. I feel certain that Admiral Kidd knew at the time, at CINCUSNAVEUR headquarters, that I was having real problems with his product, and I am quite certain that he was also aware that the onerous task of reviewing and preparing an official endorsement on that record for Admiral McCain's signature was lifted from my shoulders in the interest of having someone else prepare a "quickie" endorsement which would carry the record on into the many eager hands who were awaiting it in Washington. Perhaps he has also forgotten that, as he apparently forgot some of the things discussed in your correspondence with him.

In conclusion, you may be interested to know that my 1980 occasion to look at portions of the LIBERTY record was prompted by my representation of Dr. Dick Kiepfer in connection with his ultimate disability retirement from the Navy. While his principal disabilities which resulted in his retirement did not result from the wounds which he himself sustained during the attack on LIBERTY, but from a later aircraft crash which he was fortunate indeed to have survived at all, his performance and involvement in the LIBERTY incident constituted valuable material for the purposes with which I was concerned.

Best of luck to you and your shipmates in your efforts, and thank you for cutting me in on facts about the attack and its sequelae which had for one reason or another faded into the background of my recollection or had never been known to me at all.

Sincerely,

Merlin H. Staring
Rear Admiral, JAGC, USN (Ret.)

Enclosure
MHS/nk

James M. Ennes Jr. Research Papers

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INTERVIEW WITH Russell O. David, Jr. 27 March 1984
540 Pinefield Drive
Hopkins, South Carolina 29061
phone: 803 783-4547

I called former Signalman Second Class Russell David to discuss NAVCOMMUNIT NAPLES SECRET message 061222Z JULY 67, which is the report to the Chief of Naval Operations of Admiral Kidd's investigation of the Israeli claim that the attack occurred in part because of the Liberty's refusal to identify herself when asked. According to Israel, instead of identifying ourselves, we signalled "AA", which Israel claims means "identify yourself first." Kidd informed the CNO that he interviewed McGonagle, Chief Thompson, and "Signalman David through McGonagle." His conclusion: CO did not order AA since he knew who they were and no one sent "AA" to the boats or read an "AA" signal coming from the boats.

Russell David, interviewed by telephone, confirming his earlier remarks to me, tells a different story than told by Kidd. Russell David was not interviewed personally by Kidd, as he was evacuated with the wounded; apparently David's actions were reported in his absence to Kidd by McGonagle.

David reports that he was on the signal bridge (04 level) as the boats approached from starboard. David had seen the Star of David on the first Mirages as they approached for the initial attack, and had told both McGonagle and a lieutenant, possibly Bennett, that the aircraft were Mirages with Star of David markings. The lieutenant, he says, became very angry and insisted that the aircraft were Soviet Migs and called David incompetent. It was a pretty loud slap just as the battle was starting, says David, who [illegible] is that because of this McGonagle knew that the aircraft, at least, were Israeli. (Bennett told me after the attack that "we were attacked by Migs.")

As the boats approached, McGonagle, badly hurt, was leaning for support against the port side ladder from the 03 (bridge) to the 04 (signal bridge) level and calling to David on the 04 to try to identify the boats. David, who had already hauled up the oversize 7X13 flag to replace the 5x8 flag shot down by the aircraft, signalled AA once or twice, then repeatedly signalled, "AA DE (call sign)" and, many times, "U S NAVY SHIP" and "DE USS LIBERTY." The boats signalled something at first, but he could not read the signals. AA, David says, is simply an attention-getting call for an unknown ship, much like CQ in radio; in any case, he says he did identify himself and the American flag also did the job for him.

Kidd, on the other hand, says no signalling was done before the torpedo explosion because the starboard light was damaged. David, however, says he was able to use the undamaged ~~36~~" * port side signal light as he could see the boats clearly from the port wing of the signal bridge.

After the torpedo explosion, he recalls that the boats continued to fire on the ship with cannon. During a lull in the firing, with McGonagle still near the ladder, he told McGonagle that they are "still out there." McGonagle again asked him to try to find out who they are (which refutes, again, McGonagle's claim that he saw the Israeli flag before the torpedo explosion). Again he signalled as before, but this time from the starboard side using the hand held Aldis lamp that had been brought up from below. He had trouble signalling through the smoke. He saw no response. The boats soon resumed firing.

David was not interviewed by Kidd as he was evacuated to the USS America for treatment of his wounds. He did not discuss the matter with McGonagle again after the attack.

* RUSSELL DAVID, AFTER READING THIS, SENT ME A LETTER DATED 7 APRIL 84 IN WHICH HE CORRECTS HIMSELF ABOVE. HE USED INCANDESCENT 12", NOT 36" CARBON ARC.

James M. Ennes Jr. Research Papers

11 July 1975 conversation with LCDR Jay Jensen

Had lunch today with Jay Jensen at the Royal Warrant. Jay was the Security Group OinC on USS AMERICA at the time of the attack and visited me in sick bay on AMERICA while I was there.

Jay recalled beginning of attack. His first information was when he learned from ship's intelligence people that another ship, probably the Coral Sea (he thinks) received a voice message from LIBERTY advising of the attack. He does not know the time or how far into the attack this might have been.

He says several airplanes were in the air doing some sort of training, partly for the benefit of newsmen. The airplanes were quickly recalled and about a dozen fresh airplanes were brought up, already fueled, from the hanger deck. At the same time ammunition and other armaments was brought up and loaded, which is quite a time-consuming operation, Jay says.

While this was going on, newsmen were oblivious to the activity except for Mr. Granowski, who was on the bridge with the AMERICA's Captain. The Captain cautioned Granowski to keep quiet about what was going on, and Granowski did so.

MUST BE GRANOWSKI

Jay felt that this entire operation--the launching of combat aircraft toward a target--was undertaken at the initiative of the forces on the scene, COMSIXTHFLT. He did not know where the airplanes were sent, but suspected at the time that they were being sent on a retaliatory strike against a shore target.

Jay does not know how the pilots were briefed, but says my understanding that they were briefed in their airplanes, either by an announcing system or by radio, is probably correct as they were moved into the airplanes very quickly.

He was told that they were recalled at the "last moment, just before they would have lost radio contact." He doubts the story that they were told to ditch at sea, as he says the carriers carry numerous tankers and should have been able to refuel twelve aircraft easily.

The reporters began to suspect that something was going on and some went to great pains to find out what it was--particularly some obnoxious lout from a Detroit newspaper--but the story was kept quiet until early evening. Apparently the story was being coordinated with Washington, he surmises.

The day after the attack a message came to AMERICA from CINCUSNAVEUR for LIBERTY asking about status of registered publications. Jay was sent to LIBERTY by helicopter where he delivered the message to Maury Bennett. He thought it was a stupid message because it should have been obvious that no one knew the status of the registered publications.

--A reporter tried to get a story on the LIB incident off to his paper by sneaking it ashore via a helo pilot as a letter. A news blackout closed all other routes. But the story came back to him via CHINFO & didn't get filed.

James M. Eimes, Jr. Research Papers

January 1974

BM2 Randolph L. Wright

Wright was aboard Saratoga during Liberty attack. He says Saratoga was operating alone, out of sight of other ships and away from USS AMERICA. He "looked up suddenly and saw America nearby." Aircraft had been making practice flights, but upon receipt of message from Liberty, aircraft were recalled and ships came together in single formation with AMERICA nearby, along with Springfield, some destroyers, and he thinks some submarines. both carriers launched aircraft toward Liberty. He thinks Saratoga launched "about twelve spads." (Spads are propeller driven aircraft.) Remembers only that all aircraft returned a few minutes after being launched. Crew was informed that attack was a "mistake" and that it was all over.

James M. Ennes, Jr. Research Papers

SHC JOSEPH O. BURKE 9 April 1976

Chief Burke is NAVSECSTA NAVY EXCHANGE OFFICER. I mentioned to him that I was looking for May issue of PENTHOUSE because of LIBERTY story and my interest in that.

Chief Burke said he was aboard USS AMERICA on day of LIBERTY attack. He first knew something was up when he saw the four "ready cats" or "ready vacs" being launched. Ship always kept four aircraft armed with nuke bombs and four armed conventionally, ready for almost instant reaction. He said he was on deck and saw the first two launched. He raced to another part of the ship to see what was going on, but by the time he got there the other two aircraft had already taken off and were almost out of sight. They take off almost straight up, he said, with afterburners going.

He said the ship launched four F4s and four A5 (he thinks) Skyraiders along with one A5 (he thinks) tanker. A tanker is good for four aircraft, he said, confirming my earlier report. He says the ship carried four tankers, but they were in use all the time because of heavy training flight operations, and probably only one was fueled and available at any one time.

He said it was a very short time before the airplanes returned. The skyraiders (he thinks) were diverted to an airfield ashore (an Arab field, he says) because of their full load of fuel and ordnance, while the four F4s circled in the area to burn up their fuel, and then were recovered.

B. H. Barnett 3242 26th Avenue, Seattle, Washington Phone 206 283-5942

Called me after reading book. Was Dental Technician on USS AMERICA and helped treat Liberty wounded. Recalls that nuclear bombs were loaded aboard the airplanes during noon hour about two hours before the Liberty attack. He knew this, because the bombs had to be trundled through the passageways of the medical/dental area of the ship, and whenever that happened, the people who worked there were always required to stay in their offices and out of the passageway.

He says anything to do with atomic bombs always kept the captain highly agitated and pacing about. He says he feels certain the airplanes were not launched with atomic bombs aboard, as he thinks he would have heard.

(I failed to record date on 3x5 card, but this conversation took place soon after AOTL was published, probably in 1980.)

Barnet is still listed in the 1984 Seattle telephone directory.

James M. Ennes, Jr. Research Papers

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GEORGE CHRISTIAN

Liberty Note: Sept. 2, 70

INTERVIEW BY TAYLOR WALSH

George Christian, Press Aide, LBJ
512-472-5406 Austin, Texas

Christian went to the President's bedroom and ~~xxfound~~ hims dressing the morning of the attack. Unusual because the Pres usually worked from his bed until 10 or so -- doctor's orders.

He had just gotten a note from Rostow: (read in quick reference) *

"Mr. President,

We have a flash report from the Joint Reconnaisance Center indicating a US electronic intelligence ship, the Liberty, has been torpedoed in the Med. It is 60 to 100 miles north of Egypt. Reconaissance aircraft are out from the 6th Fleet. No knowledge of the submarine or surface vessel who committed this act."

Johnson was "upset." His first thought was that the Russians had done it; said something like "if they did it I guess were in a war."

When he found out later in the morning it was the Israelis he was visibly relieved; "thank god it wasn't the Russians."

Went to Sitroom where most advisors were.

"I have no recollection of the President ever saying it was a deliberate attack...We talked about it...the matter did not agitate him in my presence at least."

"I doubted anybody believed it was a matter of mistaken identity; rather other factors which led to it."

What caused the Israelis to attack was not a matter pursued because it was dwarfed by other events; the situation in Syria was extremely touchy; halfway through the war we started getting ~~xxx~~ concerned about confrontation.

About VTA (*) report from NSA: "I don't know what my limitations are; rather not go into that."

"The times dictated that you didn't quarrel too much with the Israeli position at the time."

If it had happened in other circumstances it might have been addressed ~~other~~, but circumstances prevented it from becoming "the monumental issue it could have been."

There were other things more compelling; became part of the very complex and serious problem the WH had, ~~x~~ the whole Middle East question, especially the Syrian front.

All through the six day war Soviets and us were both doing everything to stay away from confrontation, by stretching every muscle to do so. we came damn close" (it is frightening to think if we were annoyed with each other the outcome -Ed.)

* Does anyone have a Liberty file? (*) Soviet airborne

James M. Emmes, Jr. Research Papers

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BARBOUR

Liberty Notes; Aug 24, 1976

Walworth Barbour

US Ambassador to Israel, 1967

INTV BY TAYLOR WALSH

thought he had probably seen the summary of the Israeli Court of Inquiry into Liberty, but doesn't remember it.

"Ernie" Castle is well-thought of, and he would go along with any conclusions Castle had, though he said Castle's conclussions were his own and not the government's

reacted contemptuously to mention of Pearson's article, "A bunch of balls!"

He said Castle spoke with McGonagle through megaphones, and that Castle was not landed because the Liberty could not stop without taking on water. (No mention of this account in the transcript)

On Israel's non-payment of ship damages, he chuckles and says "It's a ship were not gonna use anyway." it doesn't really matter that deot was not repaved.

Israel's lawyers felt Israel not legally responsible for the attack; Israel "manifestly" had a right to review the claims for personal injury made by the State Deaprtment, but they did not do this; instead they accepted the dollar amounts; Barbour involved in negotiating the sums. Israelis were "very cooperative."

As for deliberateness: "I know the Israelis, they wouldn't have done it."

Somebody obviously put Pearson up to writing the article.

Liberty's mission was aimed at receiving signals out of the Soviet Union, which come out of Russia very easily.

Liberty had same contour as an Egyptian ship.

Said in morning when Liberty was identified, a red mark was placed on an Israeli situation board to mark her presence. But this mark was supposed to be used for something other than "friendly boat in the area," and when individual on duty was replaced, the marker came down, meaning Liberty went back to being unidentified ship. (!) ?

Israelis never asked Barbour if we had ships in the area prior to in the days before the attack. (see box)

Embassy also looked up Liberty in Jane's to see what Israeli apology had to do with.

Mentioned that Liberty "flew a very small flag.", as if this was reason enough for the attack; giving credence to Israel's claim Liberty tried to hide its presence.

James M. Ennes, Jr. Research Papers

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FELLWOCK

Liberty notes; 2-24-76

INTV BY TAYLOR WALSH

Perry Fellwock

ex-NSA; Counterspy mag, DC

Aug. 72 RAMPARTS article:

"The whole idea of sending Liberty in was that at that point the US simply didn't know what was going on. We sent it really close so that we could find out hard information about what the Israelis' intentions were. What it found out, among other things, was that Dayan's intentions were to push on to Damascus and Cairo. The Israelis shot at the Liberty, damaged it pretty badly and killed some of the crew, and told it to stay away..."

"The (Soviet) VTA airborne was loaded into planes. They took off from Bulgaria (normal station; the Caucasus), and their intention was clearly to make a troop drop on Israel...Johnson got on the hot line and told them we were headed for a conflict if they didn't turn their planes around. They did."
U.S. "naval forces had started to move; long-range bombers."

"Dayan was called back by US pressure and people in the Israeli government. Reprimanded, he was never returned control of the Army."

"NSA monitors every government, including Tel Aviv. (but I thought he said the British monitor Israel, NSA does not...?)

(Sources for this info: analysts on Crete)

NYT follow-up of this story included comments from intelligence sources in Washington who acknowledged Fellwock's knowledge of NSA operations, but was skeptical of his access to high-level decision making. This 30-year intel man did not directly answer the question of Dayan's intended move on the Arab capitals.

Fellwock Interview with RWL: + TW.

The Intelligence mission governs the ship's operations.

There are operational, administrative and intelligence channels for a ship like Liberty. It has its own special CofC, within Naval Security Group.

NAVSECGRU
||
NAVSECGRUEUR -London
||
NAVSECGRU - USF-798, Frankfurt (IG Farben Bldg.)
||
USN-21 (Istanbul) (Fellwock's station)
||
||
USN-21L USS Liberty

James M. Ennes, Jr. Research Papers

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RUSK

INTV BY TAYLOR WALSH

Liberty notes:

Dean Rusk
Secretary of State
404-542-7284

The Penthouse articles are filled with factual distortions; about there being a conspiracy and behind-the-scenes plot.

In fact, "we were very displeased with the Israelis at the time of the Six Day War. They launched the attack without any consultation with us."

He has no records.

the question of deliberateness: and "at what level?"

gathered in Sitroom of White House, to figure out who had done it, and what the consequences were/would be.

in the middle of the meeting they got a flash message from the Israelis, saying they had done it, and apologizing for the attack.

SEE US Navy letter 7-13-76

Rusk said "we were very alrmed at the recklessness of the attack; they could have just as well hit a Russian ship in this manner."

shortly thereafter the question of compensations became a problem;"I never followed up on the formal explanation of what happened."

Israeli government had accepted responsibility, so "who was responsible and what had happened was not important." We were prinicpally concerned with the families and the men.

"At first Israelis tried to evade legal claims for anything but we didn't accept this, and brought strong pressure to bear on them... laywers advised this because they weren't to blame

"we were annoyed with the Israelis about the entire June War." (see para 2 above)

"these were very disaggeeable times between US and Israel."

there was relief that it wasn't Soviet or Egyptian; when Israelis accepted responsibility, the matter came down to providing proper compensation, but not examining the reasons for the attack. It was swallowed up by the looming confrontation with the USSR

On Lally's* statement: "it was an act of war physically."

Wasn't this unusual behavior for an ally? Yes?

+ House Armed Services Committee staffer John Lally, who said if any other nation had done it, it would have been "an act of war."

James M. Ennes, Jr. Research Papers

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ROSTOW MACNAMARA

INTV BY TAYLOR WALSH

Liberty Notes:

Walt Rostow, LBJ National Security Advisor
512-397-5425

After Liberty attack we "immediately" instructed intelligence resources to evaluate the inddident and determine the reasons why it had taken place.

The Israelis had a protracted review; their analysis was that they had a substantial breakdown in Air Force to Navy commo

On contradictions in accounts: "whatever the differences were... i was deemed accidental." The American evaluation of the Israeli conclusions did take place; though they are not wholly consistant, in specific detail, the entire explanation was good enough

As Christian said, this incident did not stick as amajor one in view of the seriousness of the entire regional problems.

The USSR brought landing crqft to the Syrian border and issued an ultimatum to the US to pressure Israel from its advance on Damascus; Soviets threatened independent action, if this was not done; ordered 6th fleet moved 50 miles closer to Syrian [redacted] coast.

(See Vantage Point)

James M. Ennes, Jr. Research Papers

Robert Macnamara
World Bank; Sec. Defense
393-6360

declines to comment on the subject; according to secretary he has disengaged himself from that part of his career, for fear talking about one thing would open the floodxa gates for other questioners

19APRIL78

NOTES REGARDING TWO FLIGHTS OF RESCUE AIRCRAFT

Tony Hart - during retirement seminar today I asked Hart if he would object if I wrote a piece identifying him as the radio operator who relayed traffic concerning recall of nuclear armed ready aircraft. I said I would not identify him as the source of the information, but that it would probably be clear from the context that he had probably been a source. He said, "Hell no, and I wouldn't mind if you named me as a source. You know I don't give a God Damn about things like that." I told him I might write something after I get out of the service.

Mr. Degler? - during intermission Abe Groff introduced me to a "Bud" Degler who is supposedly an offcer in the Navy Mutual Aid Society (Assn?). Abe mentioned LIBERTY attack. Degler commented that he was there on the destroyer (Mole?) alongside AMERICA when he was told on the phones that "We are about the launch the ready aircraft. This is not a drill. This is for real." He then relayed the word to his CO. I told him I thought that was only the first flight, that there were two separate rescue flights, separated by more than an hour. He agreed. He said the first flight was only four aircraft and the ship's did not go to general quarters and launch eight more aircraft until much later.

I can't find my Navy Mutual Aid booklet that lists officers. The only Degler listed in the 1970 register of Officers is FORREST RAY DEGLER, JR., Captain (DOR 1AUG68), DOB 29AUG26. Thus, if this is the same guy, he would have been a CDR, but why would a 1650 (public affairs) be on a destroyer?

He said something that sounded like USS MOLE. No such ship.

there are DDG13 Hoel, DD422 Mayo, DD494 Doyle, DE240 MOORE, DER 325 LOWE,
DD362 ROLF, DD403 F. M Rowell.

The Maryland phone book does list F R DEGLER, 10516 Gainsboro Rd. Potomac 299-7673.

James M. Ennes Jr. Research Papers

NEIL SHEEHAN - 24 April 1978

Phoned Sheehan to talk about getting an agent, need for an agent, etc. He was very pleasant and talkative. Talked for 55 minutes, first about his book & then about mine.

He described the LIBERTY attack as first seen by reporters on the carrier. He said their first knowledge of an attack was when AP reporter Horton (later worked for Post Office Department) was on the bridge & heard on the bridge radio a call like, "UNDER ATTACK AND HIT TWICE. NEED IMMEDIATE ASSISTANCE." Captain Engen was on the bridge & picked up a mike & answered, "I HAVE FOUR F4s THAT ARE (OR WILL BE) ON THE WAY." Then he turned to Horton and told him he would have to leave the bridge.

Horton shot down to the other reporters and told them a ship was under attack, but they couldn't find out just what was happening. Sheehan said he kept his eye on the "ready cat." He knew what those a/c were as they had ropes around them & Marine guards & had big condom-like covers over the bombs. The ready-cat never moved, Sheehan said. I asked if they could have gone up from the Saratoga & he said that is possible, but not from the AMERICA. He said the first action he saw on the AMERICA was to recall the airplanes that were in the air having an exercise (apparently the "air show for the reporters" that Jensen described).

It is likely that the message Horton heard was much later than the message that Jensen saw delivered to Engen while Bob Goralski was on the bridge. That message (that Jensen saw) must have come earlier. It appears that the ready-cat was launched in response to the first message.

Sheehan said (as he told me in 1975) that it took an eternity to change bomb racks & refit the aircraft to defend LIBERTY. He got the impression the fleet just was not prepared for any real battles. The radio room took ten or twelve hours even for immediate messages and the fleet seemed to operate on the bureaucratic peacetime system that required everyone to chop everything. This system tied their hands when they had to move quickly.

Sheehan suggests that I ask McGonagle why he didn't tell the truth about the attack. Maybe he is just a poor rememberer, or maybe he was told what to say, but it is quite possible, Sheehan suggests, that ten years later he might tell me what happened. Also, says Sheehan, I should write to Admiral Martin & ask him why the long delay in launching aircraft. (I may try that after July 1st, but I think it would be risky.)

James M. Ennes, Jr. Research Papers

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INTERVIEW NOTES:

7MAY83 TELEPHONE CONVERSATION WITH COMMANDER X. BENDER TANSILL, USN (Ret)
4601 North Park Avenue, #705
Chevy Chase, MD 20815
Phone 301 656-5716

James M. Ennes Jr. Research Papers

Ben Tansill called this morning to say that on March 10, 1983, one Paul Forsythe (3416 Quesada Street, WASHDC 20015, phone 202 244-9090) gave a talk before members of the Military Order of the World Wars in Washington, D.C., in which he reported the following:

> Commander John Fitzgerald (?), Major Walter Rothstein of NYC and Major Jack Batey or Beatty of Seattle were American pilots in Israeli aircraft who participated in the attack against the USS Liberty.
>
> Harold T. Kelly, then a U.S.Navy commander in intelligence and now administrative assistant to Mr. Kraia (National Commander?) of the American Legion in Washington, claims to have seen the film of the attack taken from a submarine.
>
> One Charles Crossier in Oklahoma "knows the whole story about the film."

THIS IS THE STORY TOLD BY TITO HOWARD IN HIS FILM.

Unfortunately, to discredit this information, Forsyth (Forsythe?) supposedly also informed his audience that the films were taken from the submarine Andrew Jackson, which Andrew Jackson's logs prove to be untrue. Although I believe strongly that a submarine was there and that it took pictures, its identification as Andrew Jackson was a speculative invention by British reporter Anthony Pearson for his book, Conspiracy of Silence. Anthony Pearson has claimed for years to have names of American pilots who flew against the Liberty. John Richardson of the Center for Middle East Policy (202 296-7152 and 202 829-2721) told me some time ago that Pearson and his friend Tito Howard claim to have names of pilots. This latest story sounds like more of Pearson's speculative micinformation, but is too interesting not to follow up.

There is only one John or Jack Beatty in the Seattle telephone directory, and his wife claims he has no prior military connection.

STEVE GREEN CALLED ABOUT 7JUN83 TO SAY HE CALLED FORSYTHE WHO SAYS HE GAVE A TALK BUT DID NOT SAY THESE THINGS

11 JUN 83 BEN TANSILL INSISTS FORSYTHE TOLD HIM ABOVE.

Chuck Rowley, 526 San Gabriel Drive, Sonoma, California 95476
Phone 707 996-6850

Phoned 7 March 1980 after seeing the PEOPLE story.

Thanked me for writing it & says he has been frustrated for 15 years trying to tell a story that no one would believe. He retired last year from the Navy. After telling the story of the attack many times, he was ordered by a Navy Captain to shut his mouth and never discuss the attack again.

Rowley was on the open bridge with me when the attack started, and still has the Nikon and lens that were smashed in the first strafing run.

He recalls that he took a photograph of the ship's flag flying in a breeze moments before the air attack started. He showed it to the court of Inquiry, but they stamped it TOP SECRET and confiscated it.

Phoned again 25 May after reading book & talked about 75 minutes.

Says he agrees emphatically with almost everything in book, was amazed at the extent of details I was able to develop.

Nuclear Bombs: Says he talked with a pilot on USS AMERICA who says he flew one of the planes and that they definitely carried nuclear weapons and were headed toward Cairo.

Submarine: Chuck says there definitely was a submarine. He was cleared for a submarine project under code name "Cyanide" and says a number of people were cleared for it, including O'Connor, Carpenter, Dodd and others, and that he (Rowley) kept an envelope on his desk describing the project. He says shortly before the attack he intercepted some VLF submarine signals which he reported by flash message and says he learned later that the President was awakened because of his message. He says he was told never again to report whatever he had reported. He apparently is unsure what connected his message had with "cyanide".

Says something was happening the evening before we were attacked, possibly connected with "cyanide," because he was given a message marked "for Commanding Officer's Eyes Only" for delivery to McGonagle. He saw the caveat before the message was sealed in an envelope, but saw no more. He has no idea what was in the message.

Cover-up: He recalls much pressure from CINCLANTFLT Public Affairs (A reserve LCDR) who wanted him to appear for a press interview, but he declined. Finally CLF sent a reporter to Rowley's home, but refused to allow Rowley to be interviewed by another reporter who had contacted Rowley separately. A flap ensued, but Rowley finally consented, although CLF cut Rowley's mention of soviet destroyer.

James M. Ennes, Jr. Research Papers

Ronald Grantski, 1017 Marblee Way, Modesto California 95356
Phone 209 529 5181

Grantski phoned middle April after hearing about the book from his son who received a copy as a gift. Grantski is doing a book about the ship, particularly about the "Hooligan Navy" aspect, with a concluding chapter on the attack.

He says he recalls working with "I" branchers during the night before the attack and receiving many reports of fire control radar locked on the ship, but being told by his supervisors that he must be mistaken because only Israeli aircraft were near the ship. He was certain that they were not mistaken. This is good information because this is the first good information that Israel identified the ship, or at least spotted it, before daylight. Painter confirms by telephone that these fire control radar intercepts were in fact made.

Grantski also reports that an Israeli message was intercepted during the night showing that Israeli forces intended to attack an American installation disguised as Arabs in order to discredit Arabs and in an effort to win better support from the Americans (Lavon again?). Although this sounds far fetched, he insists that a CRITIC was sent reporting the intercept and he thinks Dave Lewis was involved. Dave Lewis once told me that no worthwhile intercept was ever made. I have written to Dave Lewis to try to confirm.

Grantski also said, "I don't know what kind of pressure the officers were under, but we were told over and over never to say anything about the attack to anyone, ever. And told never to think that time had run out, because it won't. And we were scared."

Grantski promises to write to the Naval Institute Forum.

Grantski recalls seeing one of the Reilly brother covered from head to toe with paint. Apparently he was in a paint locker when a rocket hit.

James M. Ennes Jr. Research Papers

Admiral Inman/Captain Beck

2[illegible] August 1980

Captain Beck, Deputy Commander Naval Security Group Command, called this morning to relay a message from Admiral Bobby Inman, Director NSA. Captain Beck prefaced his conversation with a remark that he wanted to phrase this very carefully because he did not want me to misunderstand, then said, "Admiral Inman asked me to express to you his concern for potential revelation of classified information -not by you--but on the part of people calling in to talk shows." He mentioned specifically a person who called a recent show "claiming to have been in the business" and to have had inside information. Presumably he was alluding to a caller on the Joel Spivak show who said he worked at NSA and heard tapes of Israeli aircraft reporting that they had spotted the American flag and being told to attack anyway. Captain Beck said the man was wrong and that Admiral Inman was concerned about sensitive revelations coming from such talks. I assured him that I share the admiral's concern and will do my best to avoid such revelations, but cannot promise not to do more talk shows. Asked if I had other shows scheduled, I said that the only firm show coming up was one in Illinois in about two weeks.

James M. Ennes, Jr. Research Papers

Recorded at
Bremerhaven Germany
1969 or 1970

[redacted]

[redacted]

THE SHRINK AT SAN JUAN

E.: Tell us the story about the shrink at San Juan

M.: Waa, ah ah, well, ah. .

E.: I still don't believe that story.

M.: Well they took Dick Carlson and I they took us to...you remember a guy on that ship called Screamin' Leemin? You really must know him, the guy they put in the straight jacket and....

M.: That's the guy I fought for about two hours. He had me by the neck trying to take me over the side of the ship. On liberty in Los Palmos. Got into something he shouldn't have. First I was going out to get him, then he came aboard. I started taking him down the passageway. On the side of the ship there. And all of a sudden he just went wild. I could see everybody on the quarterdeck back there all peekin' around the corner watchin' me. NOBODY was helping. This guy was gonna take me over the side. I was punching him and beatin' on him and he was punchin' and beatin' on me. He had me by the neck had me up on the edge. Down and .... then some guys came and finally put a straight jacket on him. Yeah I remember him.

M.: Well he was, he was down there with us, there was quite a bunch of us collected down there. They had us go down to the, the VA had some deal going where they wanted a psychological test run on us and we had to go down and see the Shrink, right? and we, so we went down, and we're sittin' there, and I'll never forget it. Screamin' Leemin as we call him he was sittin' there, and had his back against the wall in one of these little desk type tings you just slide in from the side, and, oh there was all these weird questions, you know, did you ever feel passionately toward your grandmother and things like this and I'm sittin' there just checking no no no no no and every five or six questions was, ah, do you know that guy following you and this was a test, this was a test administered before we go in to see the Shrink, he had to give us this test and then he'd evaluate the test when we go in and so ah, Screamin' Leemin was the only guy who turned around and looked, for the guy who was followin' him, you know and he honest to God looked, and there's a wall back there and he keeps giving it this you know, and I was as sane as I don't know what, you know, there's nothing wrong with me and I, I, Screamin' Leemin went in first, and he went in and the doctor came out pattin' him on the back and sayin' oh you're fine, you're fine, nothin' wrong with you, you're squared away, and he took me in there and I didn't make any passes at Grandma or anything and I'm telling the truth and he says he's gotta detain me and I told him, my wife, and I says my wife's waitin' and he says well we're gonna, ah, put you in, and I said, just....

James M. Elmes, Jr. Research Papers

F.: They let this guy Lemmin go?

M: Yeah! They let him go! So ah, they put me in, they actually put me in the loony bin, they ah they they took us and that they put me in this this and they, they unlocked the door and this BIG colored guy with this big master set of keys came to the door and slides the thing back and looked out and let us in we had to get into the rooms, the whole bit, and we're sitting there and there's guys sittin' there goin' crazy and shakin' and, oh my God, and here comes Dick walkin' in and, you know, and Dick and I are friends, and oh, hi Dick come on over here, you know and so we sit there and shook together and everything, you know, and it was really gettin' wild and so they'd give us the full treatment, everything except one day we finally talked the doctor into letting us go, see, ah, the SSO out at the base, found out about it, and he called the Colonel in charge of the Army hospital and he demanded to know why we were being held because he knew us both and, and he knew nothing was wrong with us, so he got it fixed up so all we'd have to do is be locked up between eight and four and, and ah, that's pretty neat, so they take us down there and they give us sodium pentathol treatments and find out what happened, and what went on and they had the ah and they give us this, and they, they ah, had the SSO there and he was taking notes and makin' sure everything was going kosher and then we were ah, sitting there, ah, one day we were sittin' there, and, well, ah, as a matter of fact, it was the first day, and nine o'clock they pushed us into this big long line and, we wanted to go to the back, and ah, cause we didn't want to get first divvies onwhatever the line was going to and, we was all dressed in our robes and, ah, there was all these Viet Nam patients there and ah, everybody was really just staring nowhere and everything and so we finally work out way up about an hour later and we got so we was about three away from this door and they, they take one in at a time and they leave the door ajar just a little bit so Dick and I got up there and looked in and they took this dude in there and ah, laid him down, and they started putting all these ah, ah, ah wires on him you know and all this and some corpsman hit the juice and this dude flew up and hit, just straightened out, you know, and I says, Dick, I ain't doing that stuff I don't care who it is, oh my God, I just, I just got my doubts and so we just, we made a bee line for the door and the colored guy stopped us and he called the Colonel and all this and we were gonna mutiny and but, ah, it was just nothin' but a farce, and this, this, doctor, he told me that he wasn't a psychiatrist he just told me in the utmost secrecy that he was a bone specialist and, but there wasn't ah, but they didn't have a doctor of, ah, psychiatrist to fill the billet and so he was practicin', taking USAFI courses and things like this and I am just, let me out, and I'm calling the SSO, you know, and it was really bad, it was just a big book in itself in that place and then he put in my record, my ah, my official medical record he said, ah, he took me in there and he had, Dick did have emotional problems after this, and he's all straightened up finally and he'll admit it and its, ah, it was very, that wasn't very good because they messed him up worse than what he was and they ended up sending him to Bethesda, but, they would have group therapy between the two of us and, Dick would sit in there and I'd sit in there and this doctor would think up

James M. Ermes, Jr. Research Papers

more morbid things to talk about and Dick was, like I said, he had this emotional hangup at that time and ah, he would he just got Dick going oh my God Dick was really oh he just got Dick going, so, ah, so he got Dick going and I was just sitting there and I just had enough of this, cause there wasn't nothing wrong with me and so I'm sitting there and just, and I and I had nothing on my mind, and this guy is really working Dick over the coals and then he just looks at me and he goes, Frank whataryouthinkingabout, and I said, nothin' and he said yes you are, what are you thinking about, and I said nothing really I'm just sitting here, nothing, and he said yes you are, you, ah nobody just thinks about nothing, now tell me what you're tinking about and I go I'm really not thinking about anything, doctor, I'm really not, and he says you thinking about what I'm talking to Dick on and I says, no, I'm not I'm just sitting here and I'm just not thinking about anything, he says, did you hear that jet go over and I said, no I didn't, and he says, well I heard it, and I said, well OK, and he says What? Well, you heard it didn't you? You just won't admit it and I says, no I didn't and he says OK, he says ah, well what did, he says ah, I could tell that he wanted an answer so he says, what did you feel like doing when you heard the jet go over? And I says, personally, I didn't hear it go over, he says, well what did you feel like doing? And I said well, and I, I didn't have a thing to say, and there was only one vacant chair left in the room and it was sitting over there and I just said I just knew I'd have to shut him up somehow so I said, I guess I, I want to go to that chair. He GRABS my record and scribbles down, when I heard a jet, McInturff heard a jet he wanted to go to the south east corner of the building. And I said, don't put that in there and he said, that's what you said, that's what you said, and I just, USAFI is just, oh, ah. But that is really, ah, Carlson and I have more funny stories about this place.

James M. Ennes, Jr. Research Papers

INTERVIEW NOTES from 1981 telephone conversation with Jim Creech, co-author of Decline of Honor, a first-person account by the Israeli spy whose sabotage in Egypt brought down the Ben-Gurion government, (Henry Regnery & Company, Chicago) 1976.

[For research] I was dealing long distance through a gobetween with the Egyptian military attache. Mail never got where it was supposed to get. I mean, I'm certainly not gullible but never having experienced things like this I began to have doubts, OK? It's weird, this damned thing, it's really an eye opener. I could go on and on with stories.... Publishers would run off scared shitless and they wouldn't deal with us and the book...I have in my possession twenty-two reviews from around the world, OK? There's not one single bad thing said about the book in any review. It's a fine book if that's what you are interested in, you know? If you're a Jacqueline Suzanne fan then of course this is not your style, but if you're a person who likes this kind of thing, well, that book's interesting...but it just dropped dead! I mean just dropped dead....

The publishers didn't do anything...they didn't do any of the contractual obligations so far as advertising and so forth. I mean, the reviews were dynamite! We had four pages in Business Week. Four fuckin' pages in Business Week! The review started out, "This book is dynamite!" "This book will bring down the rafters...." It was just incredible. And the book just dropped dead. Now, I don't regret it, ok? I made some dough of it, but nothing compared to the time I put into it. But, you know, that's like plantin' soybeans. You don't know if you're gonna make off of it or not. I don't complain about that. It's just that it didn't do what it should have done!

And the reason it didn't is that the Israeli government did every damned thing they could to stop it. We had a contract with [couldn't remember] who do a lot of book publishing, and god damned if they didn't try to sue us...because we didn't deliver on time. Which wasn't dire. And finally after a while they dropped it and went ahead and published, but at the time there was pressure brought upon them.

About Vernon Deutsch: [Apparently Deutsch, an Israeli citizen, was a principal in an American paperback company who had financed the venture in the first place.] Now, I saw $15,000. How many more thousands were spent I haven't the vagguest idea. I don't know. But I left New York, went to London, to Rome, got into Israel. I was there three days when suddenly Vernon Deutsch showed up in Israel, called a public press conference, and publicly disassociated himself with that book in all forms and fashions. Publicly. And he's sponsoring the thing. And here I am standing back here thinking, "What in the fuck is going on," you know, so the guy makes an appearance, does his performance, and splits. So I start backtracking on him and I finally found him in London. I called him. I walked up to his hotel room--and, mind you, I haven't had a great deal of dealings with him personally--and he was there with another man who never spoke a word, and I walked in the door and I said, "Vernon, what in the hell's going on?" And, very nervously, he laid his pudgy hand out and said, "I don't want nothing to do with this. I don't want to hear from it. I don't want to hear nothing else from it. I'm out of it, finished with it...."

James M. Ennes, Jr. Research Papers

M. RAMMELSBURG called 12 March 1982.

"Ain't no way it coulda been an accident," he says, because it took too long, reconnaissance was too heavy, and he knew we were clearly marked.

He recalls Admiral Kid telling crew to say nothing to anyone, ever, and that he would be tracked down and punished if he ever talked about the attack. Then, some time after the attack, he was visited by two men he assumed to be FBI who called at his home and asked if he had been talking about the attack. They warned him again never to say anything to anyone, not even members of his family, or he would be tracked down and punished.

He remembers fellow crewmen saying that liferafts were machine gunned in the water, but he did not see it himself. He does recall word from bridge to abandon ship and supposes it came from McGonagle. In any case, he says that word was cancelled after boats were machine gunned, probably because it would have been impossible to abandon ship under fire with no boats

James M. Ennes, Jr. Research Papers

Larry Coins (rhymes with coins) Liberty Survivor
Route One, Box 398
Winthrop, Washington 98862
phone 509 996-2310

phoned about 19 May 1980 after seeing review in Everett Herald and then buying a copy of ASSAULT in Seattle. Had book in hand but had not yet read it.

Coins was an R brancher in Research department and is convinced attack was deliberate. He recalls long air attack & firing after the torpedo explosion. Asked about his reaction to the official version of the attack as reported in the press, remarked, "I learned not to trust the press."

Coins was sent to the forecastle with a signal light after Sixth Fleet said they were sending an aircraft for navigational support and spent the entire night flashing "AA" into the sky, but no aircraft came.

He does not recall much about Admiral Kidd or the Court of Inquiry and was not questioned by anymember of the Court.

He recalls Lloyd Painter on liberty in Malta, and remembers that there was much fighting. He particularly recall a fight Coins got into with Marine Lockwood.

Coins promised to write or call after reading the book and said he was glad to see the story being told as he has seen nothing in print about the attack since 1967.

later addition: Coins phoned again after reading the book, liked it & agrees with it. Was particularly interested in descriptions of "someone" brought messages from helo, etc., and said "that someone was me."

I believe he said he personally saw liferafts machinegunned.

Talked a long time about how much he liked the book & is willing to support the story and to testify in Congress if asked.

James M. Ennes, Jr. Research Papers

17 February 1982

BOB SCHNELL, Rt 1, Box 1552, La Grande, Oregon 97850 503 963-5[illegible]67

Schnell called to say "Congrats for fine job" with the book. He is coming to the reunion and has helped locate Glenn Bloxham and some others.

Schnell recalls trying to get out of compartment after torpedo hit and describes jumble of people at base of ladder in flooded compartment. He was among first out, but doesn't recall Dave Lewis or Maury Bennett because of the confusion. He went out through scuttle and undogged the hatch to get it fully open, then he went back down with Lockwood to search for more survivors. He went down several times, he says. On the first trip he found Lentini pinned with a broken leg, got him loose, and remembers Lentini screaming because of pain from the broken leg.

Later he went to the bridge (I think with Bloxham) to help fight fires there and recalls his fire hose being perforated several times with machine gun fire from the boats. He ran all the way to the forecastle (or did he say fantail?) to get another hose, which he brought back and hooked up to continue the fire fighting effort. (This provides further evidence--even more solid testimony--that firing continued from the boats some time after the torpedo explosion, as denied by Israel.)

Schnell, too, is convinced that the attack was deliberate and that their intent was to sink us with all hands.

He would be happy to talk about the attack on radio or TV shows in June.

James M. Ennes, Jr. Research Papers

24 December 1981

Larry Thorn, Route One, Staples, Minnesota 56479, called to wish Merry Christmas & to comment favorably upon the newsletter.

He will be coming to the reunion and is willing & eager to meet reporters, go on talk shows, meet congressmen or do other things. He is a VFW member and has proposed to his post that they try to sell ASSAULT ON THE LIBERTY through local post or nationally through the VFW.

He says he was one of the men who threw life rafts over the side and saw them machinegunned by the torpedo boats and would be pleased to talk about that on the air.

He did a radio interview by telephone and will send a tape for me to copy and return.

Larry had trouble adjusting after the attack, drank heavily, and was twice married and twice divorced. Last July he went through 28 day treatment for alcoholism and sold the liquor store he owned & feels he is now OK. He feels that drinking was a result of his frustration over the LIBERTY affair.

James M. Ennes, Jr. Research Papers

24 September 1981
Bill Broad, Science Magazine, 1515 Massachusetts Ave WASHDC 20005
phone 202 467-5246

Bill Broad called this morning to check a story he heard from a man who says he was a crewman on a CIA reconnaissance mission before the Six Day War. The man says he flew from Spain for the CIA to collect intelligence from the Arab world for Israel. He says the aircraft were marked with other markings, I think he said Israeli markings.

Broad has indications the Liberty was attacked in order to prevent the ship from detecting and reporting this apparently unauthorized operation.

I could give him no help, but promised to put him in touch with others aboard the ship who might know more. He promised to keep in touch and wanted to be on mailing list for the Liberty newsletter.

28 Sept 1981

There were five aircraft, all RF4C, which, he says, are modified F4 Phantoms. They came from England, operated from a base in Spain with American pilots working for the CIA. The aircraft had Israeli markings, but were American airplanes. The operation started two days before the Six Day War and was to collect intelligence over Egypt.

Broad has been talking to crewmen on the aircraft and is personally convinced that the story is true.

30 September 1981 -- Called me while I was out; promised to call again.

James M. Ennes, Jr. Research Papers

9 September 1981

STEPHEN GREEN
RD4, MONTPELIER VT 05602

Long phone call this evening from Stephen Green who is writing a book on Israeli/American relations, and earlier had sent copy of his [illegible]ing query to McGraw Hill.

Green says Bruce Lee of McGraw Hill offered him a $25,000 package consisting of $10,000 advance plus promotion guarantees and invited him to come to NYC to sign the contract, but then called and said deal was off, and the next day Lee was fired along with several others in his department. No apparent Israeli connection. It seems McGraw hill simply decided to stay away from all controversial books. Bruce Lee is now with William Morrow and hopes to place the book there.

Green is doing extensive research into several Israeli/American situations, including Lavon and Liberty, and seems to feel most of these situations resulted from private overzealousness rather than high level decisions.

"A great irony is what happened to the Israeli office in the Pentagon, they were set up in an office in the basement of the Pentagon" apparently to improve liaison with U.S. military."

He has found three documents including CIA papers which show that Moshe Dayan ordered the Lavon mission.

He finds a constant strain of complaints and general unhappiness in Israel over these kinds of acts.

Re prior knowledge in the U.S. that the Liberty would be attacked: He got the same report directly from the director of the Congressional Reference Staff.

Re Congressional liaison with Israel: Green says the Israeli government usually works through the American-Israel Public Affairs Committee, but in an emergency will contact Americans directly, particularly those Americans "who don't need to be convinced, but only need to be told what to do and what line to take."

In this connection he phoned Pete Lakeland, who was Senator Javits's man on the Senate Foreign Relations Committee in 1967 and asked if Javits was such a man. Lakeland strongly denied such a connection. Then Green told him that Congressional records show that Javits mentioned the attack on the floor of the Senate and mentioned specific casualty figures a full 45 minutes before anyone else in the United States had received any such figures--indicating that Javits had a direct pipeline to Israel. Lakeland froze up. His response to all this was heavy breathing, long silence and strained speech. After a very long silence of perhaps 45 seconds, Lakeland said, "There is nothing I can do to help you, Mr. Green," and hung up.

Green plans to spent two months in D.C. with research, and will phone me again in about two weeks. He plans a session with "the computer" at the Library of Congress to help search, and plans to spent two months in Israel this winter in further, direct research. He promises to keep in touch.

James M. Ennes, Jr. Research Papers

11 August 1981

Richard Nolte, former ambassador to Egypt in 1967, phoned from his home at 50 Cat Rock Road, Cos Cob, Conn 06807 (phone 203 869-5701) in response to my letter.

FOI suit had revealed message from Nolte to State and White House on "JUN67" saying something like "We have better get our story straight and get it out fast about the LIBERTY." I asked Mr. Nolte about background and reaction to that message.

He said that message was sent because it was understood in Egypt that the LIBERTY was in Israeli waters and was attacked by Russians or Egyptians. When he sent the message no one suspected it was attacked by Israelies. Although he did not say so specifically, he apparently feared that Liberty was in the area helping Israelis, or that the Arabs would assume as much.

Mr. Nolte said he had read my book, found it interesting, and has long wondered if it will ever be absolutely established whether Israel attacked on purpose. I told him the CIA had concluded that they did it on purpose and reported as much to the White House.

He asked if I had read Pearson account in PENTHOUSE. I told him I had, and mentioned Pearson book. He had been unaware of book. Neither of us commented on quality of Pearson's account.

Finally Mr. Nolte invited me to call him if I come to the east coast as he would like to meet me and to introduce me to "some people". I promised to call if I came hear Cos Cob.

James M. Ennes, Jr. Research Papers

TITO HOWARD called 6 and 7 April, 1976.

Wanted to see me that evening. I told him I had decided not to consent to an interview. He mentioned that letter from Senator was "wishy-washy" and asked if I would see him if I had a letter from "Senate Foreign Relations Committee with some real teeth in it." I said I would not.

He said that Senator Sparkman would soon reopen the inquiry into the circumstances of the attack and asked if I would testify if called before a Congressional Committee. I told him I would have no choice.

He mentioned PENTHOUSE article, now out in New York but not yet on the stands here. Said article was seven pages on attack, and would have four more pages next month, that on coverup.

He mentioned again "the submarine that was with you," and asked, "Did you know about a submarine with you." No, I lied. I had never heard about any submarine. "WELL, I was told by someone I trust...well, I was told by Dr. Kiepfer. Dr. Kiepfer was treating a patient who told him he was a member of the crew of a submarine that saw the attack and took pictures through the periscope...Did Doctor Kiepfer tell you about that?" No, I lied, I had never heard that story before.

He was most anxious to reach Dr. Kiepfer and asked where he was, how long would he be gone, how could he be reached. I told him I didn't know how to reach him.

When he said that "the story is now out, the coverup is over...it is all coming out now and there is no longer a coverup," I told him that I thought his research sounded more political that journalistic and that I did not want to get involved in a political movement. Besides, I lied, I am not aware of any coverup. I'm not at all sure there was a coverup, or what was being covered up.

"There was a coverup," he said. He asked whether I still "intend to write a book after you get out of the Navy." "No," I lied, "probably not. It looks like you have already written the book. Besides, I had in mind only the personal stories of the people involved, not a political book."

He was calling from Ambassador Hotel, room 909, phone 628-8510. Day before he called from Arab-American Association, phone 333-6575, which he says he uses as an office when in town and where he can usually be reached. If I should change my mind, he asked, would I please call collect to his cousin's home (where wife is staying) in Alabama, phone 205 823-5340. In London, he says he can be reached at Lane End Productions, 9 Meard St., London W1, England, phone 734-0072, telex 21879. Best bet is to leave a message at the Alabama number.

James M. Ennes, Jr. Research Papers

Robert W. Blake
900 Warren Avenue North
Seattle, Washington 98109
phone 433-4514

284-2840

I met Mr. Blake on 19 June 1980 at Navy League meeting at the Sand Point Officers Club.

He was a Reserve officer on active duty (ACDUTRA) at CINCUSNAVEUR in London at the time of the attack in 1967 and was tasked to go through all the CINCUSNAVEUR message traffic and make a short chronological synopsis of each message concerning the LIBERTY. (This may have been the synopsis I saw at NSG headquarters.) His messages did not include any codeword traffic. He was surprised that the synopsis was stamped TOP SECRET when finished.

Mr. Blake did not have a clear picture that there was a coverup underway, but did have a definite impression that the air attack lasted much more than the seven minutes reported by the government.

James M. Ennes, Jr. Research Papers

CTMCM Stanley White

Stan White called today (12 June 1980) from Vermillion, South Dakota, to say he received copy of book yesterday and has been reading it with much pleasure and excitement. He says he finds it so exciting that he keeps jumping back and forth, reading appendixes, etc. Says he thinks it is a great job and finds nothing he could quarrel with.

Regarding (unearned) [redacted] medal: he recalls that a day or so after the attack, [redacted] assembled a group "to discuss who did what while it is all fresh so we can be sure to have proper substantiation for the medals." Stan says the meeting quickly moved to "what you did and what I did," and he could see the meeting degenerating into a way to justify some unearned awards, so he walked out.

He says he was at the hatch when men came up from the flooded compartment, and [redacted] did no more than stand around the top of the hatch. He insists that [redacted] was not in the flooded compartment, did not help Dave Lewis, and did not reenter the flooded compartment as was claimed in his citation.

Stan is still reading the book and is going on a trip to Illinois to pick up is family, but will take book on trip with him and will write again or call later.

Meanwhile, he promises to write letters to the Post and Proceedings.

James M. Enneis Jr. Research Papers

Virgil Brownfield, PO Box 8252, Orlando, Florida 32806 ph 305 423-4260 phoned 1 June 1980 after publication of Liberty story in The Sunday Florida Magazine.

Brownfield applauded the book and has bought four copies. He is glad to see the story out and frustrated at cover-up. He recalls being told on the carrier AMERICA to talk to no one unless authorized. He was one of a group on AMERICA ushered in front of several reporters to answer questions, but says session was very brief and they did not have time to answer freely. He says he was amazed at the "Brownfield can only recall three strafing runs" comment in Neil Sheehan's story, because he didn't say that. He says the interview was mostly a matter of reporters putting words in their mouths due to limited time available. says that at termination of interview all were told to have no further contact with the press and to inform the PAO if any requests are made for interview.

Brownfield says his wounds consisted of about six shrapnel wounds in his shoulder. He was offered $10,000 by State Department, but talked to a lawyer named Leonard Bremen in Washington who represented fourteen Liberty survivors. He does not believe this lawyer was associated with the Reilly group, but lawyer would not tell him the names of others he represented. He says the lawyer got a new offer of $198,000 which was paid, less 20% for lawyer fees and . charge for doctor's examination and travel, and Brownfield received a check for $156,000.

He says the money has changed his life. Apparently the amount was publicized in newspapers (Iowa or Ohio, where he was then living) and many old friends dropped away while new people wanted to be his friend. He says he now owns several houses (5?) and an apartment house, but at the same time said he lost or spent a bundle and has only about $80,000 left.

He is surprised at Jim O'Connor's attitude toward the book because he thought Jim was an honest and forthright person. He cannot imagine why any Liberty person would quarrel with the book

He says he got much local publicity after the attack. The Navy League paid all expenses for McGonagle to fly to his reserve center to award his medal, and there was an elaborate presentation ceremony and other festivities.

Brownfield intends to keep in touch and will send his books to be signed, which I promised to do

James M. Ennes, Jr. Research Papers

MORE LENTINI - 1 November 1977

Joe didn't call me with phone number of officer who released LIBERTY report. I called to ask howcum. He said he didn't call because he has not been able to contact the officer, always getting a busy signal, & thought he would wait until he had something to report.

He says Dick Smith told him the officer is Lt. Scott Walker in JAG, room 2528, Arlington Annex, phone 694-4028.

In ensuing conversation Lentini mentioned that he received two copies of Spotlight from the reporters that called him. The April, 1976, issue has a picture of LIBERTY with JET airplane, shots of wounded, a shot of Kidd, a picture of Kiepfer & caption "Kiepfer recalls." Story consists mostly of quotes from five page letter Kiepfer sent to his mother just after the attack. This is a two page spread.

The October 3, 1977, issue has another two pages and consists of picture of Carter with Dayan & reprint of the NY Times ad on the release of the CIA documents.

Lentini talked about his retirement. He said that two years after the attack a doctor noticed that he had left the hospital without having a medical board, ordered a board, & the board offered him 20% disability. A lawyer advised him not to accept that, as it would have made him eligible only for severance pay. He contested it & got 30% which now amounts to about $300 per month.

After loafing & working for SEARS, he bought his tractor & was [illegible]ing $100,000 and netting $50,000, but the family separation was too great which is why (along with government red tape) he gave it up.

James M. Ennes, III Research Papers

LENTINI - 30NOV77, following tour of cryptologic museum

Swapped some papers. Lentini's contribution disappointing. In conversation he said SPOTLIGHT story mentions submarine photography of attack. I told him this came from Kiepfer. Describing attack, he said Keene was destroying crypto eqpt with sledge & Lentini was helping Jim Pierce destroy RPS material. Together they were bringing it up from lower deck to big bags in comm area. Lentini said he got reports from four different people that the first helicopters to come to ship were large models (Sikorsky, he thinks) that could carry troops, and that the men could see many troops in battle dress within the helos.

Ray Schmidt was very interested in Lentini's story & wanted to get together with him later to have a long talk about the ship.

Ray also mentioned to me later that the Navy Historian was unaware that the report had been declassified & was very interested. Ray offered to take me to Navy yard soon to look at the "large collection" of LIBERTY papers on file there.

Joe Lentini telephone conversation evening of 27 October 1977:

I called Joe to keep in touch & to learn what contact has been made with Spotlight & Proceedings people. He has not heard from Spotlight, but the Proceedings guy called & wanted to see him in person. Lentini begged off & offered to call if he had more to say, but said he thinks reporter will not call him. The Proceedings guy is a retired Naval Engineer Officer named Dick Smith (Dick Smith?). He told Lentini he has the full, originally classified Liberty Court of Inquiry Report which can be obtained from the Navy for about $37. He gave Joe the name and phone number of the officer responsible, a Navy lieutenant, & said he would call today. I did not ask for name, but offered to split cost & copy the document.

In general discussion of goings-on before torpedo, Joe says Keene (CTSN RICHARD WALTER KEENE) and Marggraf (CT3 Duane Rowe Marggraf) were handling emergency destruction of equipment. They were "in heaven" with wire-cutters and sledge hammers destroying crypto and communication equipment. Did he see Lt. Bennett in the spaces? No, he has no recollection of ever seeing Bennett during the attack. Lieutenant Pierce was adjusting an R390 receiver trying to get some contact with the Sixth Fleet, but didn't know how to use the equipment and Lentini barked at him, "You better get away from that receiver and let someone use it that knows how." He thought at the time that this was no way to talk to an officer & expected to be dressed down later.

Just before the torpedo explosion, Lentini and Walton (CT1 Frederick James Walton) were walking together toward a sound-powered telephone to call the transmitter room to ask for more transmitting power as they didn't seem to be getting out. Then the bullett (which Lentini still describes as a "blast of air") ripped his leg & he stepped out of the room toward Lewis to get the wound dressed.

Joe renewed promise not to talk to reporters. I told him "an officer from the ship" is writing a book, has a publisher & expects to publish & can be hurt by too much cooperation with competitors. I refered to "officer" as "John," & promised to tell him more when we meet. He was pleased & promised to cooperate

James M. Ennes, Jr. Research Papers

JOE LENTINI - 21 October 1977

Joe called today in response to my letter via the Washington Star. He said he called a week ago and had left a message with a kid, but had gotten no return call so was now calling again.

He was very friendly and seemingly cooperative. Said he had found himself unemployable after years in the Navy. His wife divorced him after the LIBERTY affair when he insisted upon remaining in the Navy, then while the divorce was underway he got involuntarily retired on a disability. He could not get a job, then bought and drove his own tractor/trailer rig on a coast to coast run & finally gave that up to go to school. Just got his AA degree and is now starting at Maryland on his third year of college. Is remarried.

ADDRESS: 1395 Potomac Heights Drive, Oxon Hill, Md. 20022 PHONE: 248-3825

He says he wrote letter to STAR on his own initiative after reading the article about NY Times story on release of CIA papers. He never did see the NY Times story that inspired it all. Has had a number of letters in response to his STAR letter, but mostly crackpot stuff.

One outfit wanted to reprint his letter (I think it was Naval Institute), and a writer wants to do a piece in the Naval Institute Proceedings on Lentini's experiences aboard LIBERTY. This is apparently a staff writer. Also, he spent four hours today (on the phone, apparently) talking to reporters at the National Press Building from a self-described "right wing newspaper" called SPOTLIGHT. They want to do an article on the attack with a slant attempting to prove that Israel did it on purpose. They are already armed with some "just declassified" papers, including the originally classified Court of Inquiry report. Joe says the original messages (five lost messages) had been removed & then reinserted into the report). Joe told them it is not possible for messages to get lost like that & he doesn't believe it could have happened.

Joe is much in favor of writing a story or book on the attack, wants to have the story told, and has long toyed with writing a book or approaching publishers about either writing a book or asking them to ghost write one for him. He has not taken any action in this direction, though, because he has been afraid the government might retaliate against him by taking his GI benefits or something.

He has not been contacted by any of the British reporters, though, and says he would not talk to them as they are just trying to make money & he wants to tell the real story for the benefit of the men who died. He said that several times. He wants the story told for the benefit of the dead sailors.

Naval Institute Proceedings, September, 1977, has a complete article on the AGTR/AGER system by one H.L.Holthouse, former XO of USS BELMONT, says Joe.

I asked about the Submarine he told me about originally. He repeated the story and said the man had a broken arm in a cast and sling and he never asked the name of his submarine, but he does recall that a sympathetic

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telegram came from a submarine, he thinks USS LING, and think they may have been the sub. This looks like a bad guess, as USS LING was a 24 year old immobilized submarine based in New York and used for training.

LETTERS & MESSAGES: Joe has unclas copies of most letters and messages that came to the ship, as a friend saved all such papers for him. He has them packed away.

I agreed with Joe that the story should be told & suggested to him that I have something in mind that we should talk about. I suggested that we get together to talk and asked him to please not discuss this with anyone further until we have a chance to talk it over. He readily agreed and promised not to talk to anyone. He says that the people he has talked to have gotten only material that has been previously published. He said several times that the people at SPOTLIGHT may well have taped his conversation, but he was not concerned as he didn't say anything new.

I promised to get a copy of the All Hands story for him about the LIBERTY memorial & said I would try to get him to see the museum. We agreed to meet after the weekend at an early date.

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RMC Wayne Smith
3117 Kenelm Drive
Chesapeake, Virginia 23323

phoned Saturday morning, 5 April 1980, after receiving card from me informing him of book. He has not previously heard about the book and has it on order from Walden books in Norfolk. Says Walden has stocked it but is now out.

Commented that he is glad to see book out as he has been saying for years that it was deliberate but doesn't think people or the Court of Inquiry believed him.

JAMMING: He told Court about Jamming, but doesn't know if it went into the record. (It did.) He says it was quite sophisticated jamming, and was on every frequency except one. Sometimes the jamming signal was a buzz saw and sometimes it was a bagpipe sound.

He says attack continued until the moment a message came from 6th fleet saying, "help is on the way," then it suddenly stopped.

Chief Smith is now with the Virginia State Highway Patrol, working in communications (I think).

He promised to call or write after reading the book.

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Larry B. Thorn
Route One
Staples, Minnesota 56479

phoned Saturday morning, 5 April 1980, after receiving my card. Says he heard about the book two months ago, read it then, loved it, and has written to two other LIBERTY survivors (I think he said he sent them copies).

He said he found the book helpful to him because he has been continually upset about the attack and the cover-up, and he found it helpful to find the details sorted out and laid out in public.

James M. Ennes Jr. Research Papers

Americo "Rick" Aimatti, 1 Universe Way, Mount Sinai, NY 11766
phone 516 473-5794

Phoned 8 March 1980 after reading PEOPLE story. Also received phone call from a relative who found ASSAULT in a NY library and saw his name in it. Has asked for book in several NY stores but they didn't have it or know of it.

Aimatti was an engineman & thanked me for telling a story he has been trying to tell for 13 years, but no one would believe him He was frustrated by the Court of Inquiry report & doesn't know how they could tell the story they did.

He thinks the air attack lasted about half an hour and recalls that boats fired long after torpedo attack. He was on forecastle when torpedo exploded and saw one torpedo pass astern and at same time heard one apparently passing under the bow.

He personally saw the torpedo boats fire on the life rafts & recalls orders to prepare to abandon ship. He was one of the crew that built the original shoring installation and then spent time guarding the shoring. He recalls that it shifted and creaked as the ship rolled.

When ALUSNA Castle arrived, Aimatti received the "have you casualties" message which was dropped in a package weighted with four oranges. He carried it to the bridge, falling when he slipped on some grease on deck, and then gave it to someone from the bridge who met him. He recalls that McGonagle then yelled to the helicopter, "Get the fuck away from here you son of a bitch," which surprised him. He says there were female news reporters in the helo with Castle, apparently taking pictures.

He recalls that Signalman David was flashing "U S NAVY SHIP" on the big searchlight as the torpedo boats approached.

He also reports that he has one of the ship's flags that he found on deck after it was shot down. (Randall also claims to have one of the flags)

James M. Ennes, Jr. Research Papers

27 March 1975 interview with Dave Lewis

Had long telephone conversation this morning with Dave Lewis
Dave is now stationed at Fort Meade
autovon # 8-235-6406
home phone # 987-5736 gray phone #5873, 5874, 5875, 5876
address: 400 Hila Road, Millersville, Maryland 21108

Dave has a complete file of all the photographs taken of ship after attack and will loan them to me to copy.

He has no recollection whatsoever of anything that happened from the warning to "stand by for torpedo attack" until he woke up in the dark on the table in the mess hall and heard Phil Armstrong nearby asking him how he was.

Someone told him they saw Maury take his arm as he came through the hatch from research, but he knows nothing about it and did not know that Maury got a medal for it until much later.

He called Mr. Kersey from State Dept and is making arrangements to get his medical info transferred to his military record to help get a disability. His 70M settlement was based upon a PEB determination that he was 20% disabled. The results of that PEB transferred to his military record should help get a disability retirement.

I told Dave the story of Maury writing the citation that won the silver star, of Lamkin's story, of Golden telling me Maury asked for a medal. He was unaware of that, but apparently not surprised.

Dave was aware that we had a visitor. His brother was aboard, but could not tell him until much later. He was not aware of the films.

had lunch with Dave and Dick Kiepfer at Royal Warrant in April, probably April 16th. Didn't learn anything worthwhile, but borrowed several dozen very nice photographs which I will copy. On brother in sub, Dave explained that he has not seen his brother or talked to him since before the attack, but was told by a friend in Submarine Squadron Eight that his brother was there.. He commented on [redacted]'s medal, scoffed at it, says [redacted] never discussed "saving his life" with him, and he was unaware that [redacted] had gotten a medal for it until a couple of ears later. Says [redacted] is dangerous, will do anything to get ahead, and cannot be trusted. Compares him with "Chet" (RADM Phillips) who "destroyed many people" on the way up, his only concern being his own career; he says [redacted] is the same way. He has little feel for duration of attack or other details, as could not tell what was happening while in research, and was deaf and blind afterward (and had amnesia).

I asked Dave about aircraft being sent to our help with insufficient fuel. He claims he never heard that story before. George Wilson remembers hearing that story told to an officer on AMERICA, not sure if it was Dave. But Dave has forgotten much; his failure to recall may not mean anything.

James M. Ennes, Jr. Research Papers

10 May 1976 telecon with Dave Lewis

Dave called today to say that the inquiry being conducted into the PEARSON charges by Commander Bob Jensen was being done at the direction of General Allen (D!RNSA). The report is called a "Damage Assessment Report," to determine what damage, if any, the story has done to the agency. Although Dave has not seen the conclusions being drawn, it appears that the conclusion will be that little or no damage has been done.

I told Dave that most of the background information on the ship itself came from a single source. the September Congressional Record entry by Mr. Rarick.

Dave confirmed that we did no reporting of the type described by PEARSON, and had no such capability anyway. Our mission was not real time reporting.

Dave asked me again if I ever learned where [redacted] was during the attack, as he (Lewis) certainly didn't see him in the research spaces during the attack. I told him I didn't know, but that I hadn't talked to anyone who had seen him either.

I told him that I had been told by Dave Lucas that Chief Lamkin (who told Lloyd and other he had been the one to take Dave to sick bay) got a medical discharge for [redacted] disorder caused by the attack.

Dave thinks the interest in the ship is dying and has heard nothing about any Congressional interest. He promises to let me know if anything develops.

James M. Ennes Jr. Research Papers

Commander Dave Lewis - 20 April 1976

Dave Lewis called on grey phone from NSA early this morning to ask if I can remember how many Arab linguists we had aboard. He said the question came to him from Commander Bob Jensen at NSA who seems to be looking into the ship's tasking in connection with the PEARSON story in PENTHOUSE. (I didn't recall, but checked with Hurt-Ritenburg and with Bud Fossett and got back to him.)

He told me he has a thick package of galley proofs from Penthouse of the past article plus the upcoming June (coverup) article by Anthony Pearson. It is part of a package sent out by PENTHOUSE ballyhooing the "investigative reporting" achievements of the magazine.

Dave promised to put the whole package in the guard mail for me today.

James M. Ennes, Jr. Research Papers

12 October 1976 grey phone telecon with Dave Lewis

I called Dave Lewis to ask if he had ever heard the story that Israel had told the United States to "get that ship out of there or else." He said he had not, and didn't know what caused JCS to change its mind about our location and order us to the 100 mile limit. End of subject.

He went on to volunteer that he returned aboard "about 0330" (think it was closer to 0430) to find McGonagle barefoot and in his underwear on the quarterdeck saying that he should go back to town and find the rest of the crew as we were getting underway He said he went (with a chief--I missed chief's name) and rounded up the men. Then got back to find Jim O'Connor had ship ready for getting underway. Jim took ship out of the harbor (with the pilot), then turned the watch over to Dave. Dave said he was still quite drunk and had had no sleep, but he took the watch--longest watch he ever stood, he said.

This conflicts with earlier information that Armstrong was dispatched to round up the crew. Dave didn't know about that. Probably they were both out in town rounding up the crew.

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9 August 1977 DAVE LEWIS

I tried to call Dave Lewis at NSA today & left message. He called back less than a minute later and said he was looking for my number when I called as he wanted to call me.

Dave said he was stopped in a hallway by Captain Matt Whelan (Mathew John Whelan, Jr., 1610, YG57, a recently promoted Captain who just became Admiral Inman's Deputy (or exec asst) at DIRNSA--a big job). Captain Whelan is an old friend of Dave's and worked for Dave when Whelan was a JG and Dave was a Lieutenant.

Whelan told Dave that he was a member of "the investigating committee" that looked into the LIBERTY attack and that he had pocketed the calling card from Commander Ernest Carl Castle which was dropped on the deck of LIBERTY from the helo with message on back, "HAVE YOU CASUALTIES?" Whelan said he had carried that card in his pocket for ten years to give to Lewis when he saw him again and just handed it to him this morning.

Dave promised to xerox a copy of both sides and send to me by guardmail.

While I had the chance I asked Dave if he knew General Davis who was Deputy Prod in 1967. He did not. Did he know full name of General who was prod at that time & send LIBERTY to gaza & was invited to LIBERTY's memorial dedication ceremony. That, he said, was General John Morrison who is now retired & is Deputy Director for Central Intelligence. I asked if he was a Major General & Dave said he was. The Northern Va. Phone Director for January, 1977, lists a
BRIG GEN JOHN H. MORRISON, JR., USA, RET, 1313 MacBeth, McLean, VA 356-6175.

I mentioned to Dave the tale from Bennett that Senator Fulbright had told him that the attack was deliberate & that President Johnson had ordered a coverup. He said Bennett had never told him that & commented that he hoped someone would write a book about the attack someday. I said I hoped so too but that it was probably too late.

Dave is leaving for Guam in three weeks. We agreed to meet for lunch before he goes.

MORE - 9 August 1977

Called Dave again today to ask about Castle card as it had not arrived. He said it should be coming as he had sent it. He then commented that his brother (now a Captain) was in town & at Pentagon. I asked if he had ever found out if the brother was on sub near us at Gaza. No, he was not, as he had a cold or something and had wanted to stay at Naples. Also, said Dave, Admiral Walsh who was COMSUBRON EIGHT at the time, is in Washington. CSR8 operated the sub near us, Dave says. (Walsh is not listed in 1972 Register or in 1969-70 Janes.) Dave also commented that retired General Morrison is a deputy to DCI, not the deputy--he is one of several.

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DAVE LEWIS telephone conversation 29 August 1977

Dave Lewis called today on Grey phone from NSA to say goodbye, sorry we couldn't make it to lunch, and to give me his address to send Commander Castle's calling card back. He agreed I could keep card to be sure photographs came out well. I told him of book writing efforts underway by Pearson & Walsh and told of possibility that Kiepfer is helping them & asked him not to let anyone else have copies of card. He agreed not to give others the card.

In conversation Dave suggested that I should write a book about LIBERTY, commenting that I had a lot of information about the attack & would soon have time. I told him I would think about it and asked if I could have his help and support if I did decide to write it. He promised that he would support such an effort.

We discussed again the exit from flooded compartment & Dave says again that the first thing he recalls after leaving compartment was leaning against a bulkhead somewhere talking with Phil Armstrong. He recalls nothing of leaving compartment or how he got out & "would give anything to know exactly what happened." I told him story as I know it & also told him that he had once recalled collapse of bulkhead, as he described it to me a couple of days after the attack.

He mentioned new incident: while trying to get message out from ship the teletype operator was CT1 John Caleb Smith, Jr. He says Smith was hysterical, sobbing, shaking & totally out of control. He was so frightened he wet his pants & could do no useful work. Dave slapped him hard across the face & Smith straightened up & was able to function. Eventually he died from the torpedo blast.

Dave's address: Commander David E. Lewis
Code 01
NAVCAMSWESTPAC GUAM
FPO San Francisco, California 96630

Vermont address: David E. Lewis [redacted] (now occupied by tenants -- Dave won't be there until after 2-4 year Guam tour.)

Vermont phone: when there, is listed in Colebrook, NEW Hampshire directory. Colebrook is nearest town. Nearest Vermont town is 45 miles away.

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23 June 1974 telecon with ICl John R. Randall, 11759 Elkwood Drive, Forest Pk, O. 45240
phone: 513-851-7850
Randall wrote article published in 9 June issue of Cincinnati Inquirer on LIBERTY

Congratulated Randall on article, asked about response. I set up tape, but stupidly left machine on "STOP," so missed first twenty minutes of conversation.

Randall said he received about 75 telephone calls from all over the country, all of them favorable. Many wondered why nothing had beenpublished previously on the incident. Some noted that little was said in press after first report and wondered why articles were not written as they were on Pueblo.

I asked about his failure to point out that attack was longer and more hairy than Court of Inquiry report indicated. He said he stuck strictly to previously published things, plus his own actions and observations. Much of his article was cut by editor, and some things questioned until he could show where a certain item (like number of rocket hits) had been published before. Newspaper publisher was former congressman and quite straight.

He said he recalls torpedo boat coming alongside directly after torpedo and giving boat finger. Gunner trained machine gun on him and boat moved down side of ship, then to fantail area, but THEY DID NOT APOLOGIZE. "McGonagle and I WOULD HAVE A BIG DIFFERENCE OF OPINION ON THAT." He confirms that apology was much later. He also recalls that the ship was under machine gun fire from torpedo boats for a long time after torpedo explosion.

I did not ask him about "prepare to abandon ship" orders, will hit this in ltr.

He also recalls that air attack was much more than the 5-6 minutes that McGonagle said... more like 20 or 25 minutes.

He has been intouch withAlan F. Kriner who was a Seaman on LIBERTY and is now a cop in Terre Haute, Indiana. He was told by Kriner that YN3 Virgil Brownfield sued privately through a lawyer and got $500,000 which he has invested in apartment houses in Northern Indiana and is self employed with the apartment houses.

Says the man he mentioned with the oft-stopping heart was EM2 William M. LE MAY, who died in auto accident a year later. Says Van Cleave worked on him and Kiepter may not have been aware of problem. Nickname was "Rick."

Man with skull injury was a BM striker who also lost right thumb, does not recall name, does not know if this was PAYAN.

The 2500 pounds of armor piercing was an estimate made by damage control expert who came aboard in Malta

RANDALL has addresses of several former LIBERTY crewmen and agreed to send them. Also has about 80 pictures and is in touch with KRINER who has many more pictures. We agreed to write to exchange information and addresses.

I wrote again 23 Mar 75 - sent [illegible] from my usual [illegible]

James M. Ennes, Jr. Research Papers

1 May 1979

Dear John:

About five years ago while I was still on active duty in the Navy I phoned you from Washington, D.C., to congratulate you on your story in the Cincinnati Enquirer. Although we agreed to swap some photos and other memorabilia of the ship, you didn't reply to my letters and I have not heard from you since that telephone conversation.

As you may recall, I was Officer of the Deck on LIBERTY's bridge during the morning of the attack and was present on the bridge during part of the air attack. Last year I retired from the Navy and now I have written a story about the attack that will be published soon. And although I have located a number of good photographs of the ship, I have found none to equal some of the photos you used. Since the Enquirer cannot locate the photographs in their files, I suppose they must have come from your personal collection.

May I use some of those photographs with my story? I would be pleased to pay standard fees for their use or, if you prefer, I could trade you for other photographs that I have.

Please use the enclosed envelope, or call me collect at 206 788-3519.

Yours truly,

JAMES M. ENNES, JR.

[redacted]

James M. Ennes, Jr. Research Papers

KIEPFER ON FRANCIS BROWN, 25 February 1975

Brown hated Toth.

Once Toth reprimanded Brown for coming to the bridge late. When Brown said he was eating breakfast, which was served late, Toth told him to start working before breakfast. The next morning Brown was on duty at 0600, CHIPPING PAINT DIRECTLY OVER THE CAPTAIN'S CABIN.

When Brown was detailed to chip paint on and around the bridge, Brown chipped "Linda" (Toth's ex-wife's name) all over the bridge and then covered it with a single coat of paint so that it could still be easily read.

KIEPFER ON , 11 May 1975

Kiepfer was unaware of any use or other involvement of drugs prior to the attack. [redacted] was physically exhausted during attack, probably because he was up very late the night before playing cards. Asked about Ritenburg's claim that [redacted] was obviously high on something while treating Spicer during the attack, Kiepfer was unaware of that.

After the attack, [redacted] somehow stripped amphetamines (sp?) and barbiturates from the liferaft first aid kits before they were dumped overboard. He was apprehended in Norfolk trying to sell these drugs and was disciplined by the Navy.

Dick mentioned during this conversation that Van Cleve did two tracheotomies during the battle, one on spicer and the other probably on Herold. ~~xxxxxxxxx xxxxxxxxxx~~ Wilson said he saw the Spicer tracheotomy being done by Van Cleave with a pen knife. Schulman then manned the pump used to keep Spicer's lungs free of blood.

TAPE #1 #150 NOT GOOD CAME DOWN WITH ACUTE BRONCHITIS & I HAD EVEN BRONCHIAL PNEUMONIA WHILE HE WAS ON BOARD. WAS RUNNING A FEVER ONE NIGHT of 104. HE WAS REASONABLY DAMNED SICK.

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26 March 1974 Interview with Dick Kiefer

"I was the spy." Dick reported aboard during week before sailing. A day or two later he was called to report to COMSERVRON 8 (admiral RADM RENKIN) who told him of drinking aboard LIB and asked him to keep his eyes open and report upon return. Captain McGonagle was apparently aware, as was Steve Toth, but he thinks no one else was.

ROTA BOOZE RUN: confirms Lloyd's story, but adds that they had two cabs full of booze and "cia man" was apparently slightly high. Upon return to ship, shore patrol car was at brow. After nearly sending loaded cabs away and sacrificing booze, they realized that SP were returning some sailors. XO was on Qdeck negotiating with SP. Dick explained problem to XO of avoiding SP with booze. Unflustered, XO got SP to help carry the stuff aboard.

MY STATEMENT TO BOARD OF INQUIRY: My statement did get to court and was read to court with McGonagle present. Dick says statement read, "flying boxcar passed directly overhead at least once, possibly twice, at very low level. First pass CO was on bridge. As airplane approached he ordered me, "if you see those bomb bay doors start to open, order an immediate right right. Airplane had Israeli markings." Captain said only that "that contradicts my statement and is not confirmed in any of the logs." Matter was not pursued.

Court operation was a coverup: Dick does feel that the court conducted a coverup and did see court refusing to allow testimony that might tend to contradict that of captain. Chief Radioman persisted in testifying that radio jamming was used. Court wouldn't admit that testimony. Chief said that, during brief periods that transmitters or receivers were working, nothing could be heard because of jamming. Jamming strangly stopped only while aircraft were actually launching rockets, or were immediately overhead, then resumed. Radioman or doc's guess was that jammer could not be used while rockets were armed. Court refused to accept this testimony into the record, finally took chief out of the room and told him to drop that line of testimony.

CAPTAIN's STATEMENT FOR COURT: McGonagle prepared a long, written statement for the court whichhe showed to doc. Doc marveled at how it toned down the incident, told Captain, "It's an interesting tale, but it is not what happened." Captain said something like, "well, this is my testimony; I trust yours will not contradict it." In ensuing conversation Dick concluded that McGonagle was probably afraid of a Court Martial and was minimizing report as much as possible, in order to help the incident blow over as quickly as possible. Charges of "deliberate attack" would have made big international scene, would have prolonged investigation, possibly would have resulted in charges by Israel of some intrusion or error, and may have made CO more vulnerable. Minimizing incident toned down investigation and ended the incident more quickly.

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BOOZE INTO BOTTLES: Doc retold story of filling small bottles, says that ~~stuwasofoeimenumwhoiwere~~ Admiral asked if it was for men who were removing bodies. Said "yes," it was. Admiral Kidd answered, "Good, I would do the same thing for them." Must recheck. Was it really for men, or for CO and quests as I understood the first time.

BOOZE FOR CO: Dick took a bottle of Brandy to the Captain. Captain gave it back later and told him to fill it with water and drop it overboard. Later when Golden gave him Johnny Walker Red he asked, "Do all of the officers drink aboard ship?"

~~Xxxxxxxx~~
ADMIRALS: First few days aboard ship in MALTA there were eight Admirals aboard LIBERTY. COMSERVRON?8? (Captain Brown, Deputy Comservron 8), several deputy CINCLANTFLTs, Admiral Kidd. Since Toth had overbought as mess treasurer and reefers were overstocked, it was decided to charge double ration charges to the many guests. Finally, upon ~~departurxxx~~ departure from MALTA the reefers were still overstocked. Dick was the mess treasurer and talked to Embassy at Valletta. Embassy bould seldom get American beef. When they could they had to pay $1.79 per pound and up. Ship had paid 79¢ pound. Excess beef was offered to Embassy at $1.10 per pound. Result: mess bill for July was MINUS $5.00 per officer.

CAPTAIN's CAR: McGonagle was finally convinced to take hotel room ashore where he could rest. ~~Xxxxxxxxxxx~~ The shipyard provided a car and driver for him. Pat O'Malley went to the hotel one day to get CO to sign some papers. After being chewed out for hot taking the papers to George (as Acting CO), McGoo asked O'Malley to buy a bottle of booze for him from the embassy. In front of hotel Pat, ~~xxx~~ accompanied by ~~Xxxxx~~ Doc, found a chauffered Mercedes. "Is this the captain's car?" he asked. "Yes, it is," driver said. "Good, take us to the Embassy," Pat said. Embassy did not stock liquor, so it took several hours to change money, find liquor story, get back to hotel, return to ship. ~~M~~ Pat philosophized on the joys of luxury, said, "You must get used to luxury while you are young, otherwise you won't appreciate it when you get older." Arriving at the ship, Doc found an irate Capain Brown waiting on the quarterdeck. "Who said you could use my car?" "Me?" Doc asked. "I just got picked up at the gate." Pat arrived as doc disappeared below. Pat got a first class chewing. He had never thought to ask which Captain's car.

HOSE: Ship carried "handclasp" material for deprived nations and many extra supplies for our friends in the embassies. At lunch one day with Ambassador, his wife, other women, Captain McGonagle offered to donate those things to the Embassy. "Oh Good, we can sell them to help ~~xxx~~ support the schools." Dick"generously" offered $50 for the first two boxes, and the offer was accepted. He asked the POOW to bring the material to his room, and soon heard a five man working party called away. The two boxes each contained at lease 250 pair of nylons.

The local yacht club ~~xxxxxxxxxxxxxxxxxx~~ was available to U. S. Navy, but they

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seldom had boats and you had to rig your own, operate your own boat hoist, etc. Doc gave club captain a dozen pair of nylon for his wife. From then on he had only to call and a boat was always made ready, rigged, ready to go.

BOAT CLUB

One day Deputy CINCUSNAVEUR was visiting (Vice Admiral?) and sent his Aide to arrange for a boat. Nothing could be done. Admiral mentioned to Dick that he couldn't get a boat. Dick phoned, arranged for boat. Admiral mentioned to Captain that he had been trying for over a week to get a boat. Club Captain said, "Oh, but I didn't know you were a friend of the Dec."

HOTEL ROOM: Doc negotiated with local hotel, traded hose for a three room suite for the balance of LIB's stay in Malta.

BOOZE: ship left MALTA with 200 cases of booze bought in Valletta. Dick negotiated with "Charlie," the local dealer. Told Charlie another dealer was trying to undercut his price and had offered a 5% discount. Charlie offered 7+1/2. returned to charlie to tell him that other guy now offered 10%, that he was willing to take a loss because this was his first Navy sale and he wanted to sell to SARATOGA which was arriving next day, and wanted to tell SARA that he was an established dealer and had sold to LIB. Charlie finally offered 15% and got the sale.

WHERE WAS HELP? Dick says board was very hostile to his repeated comments about failure of help to arrive. He repeatedly commented about aircraft not showing up, about calling for and looking for expected aircraft (which he confirms were promised in TEN MINUTES, not twenty. Dick mentioned to board that sixteen hours after the attack, the only other ship to come near us was a Soviet Destroyer. Board became very angry at these remarks.

PROUD TO WEAR SAME UNIFORM. Admiral Kidd told Dick, told Captain, and probably told others, that he was "PROUD TO WEAR THE SAME UNIFORM THAT YOUR WEAR."

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1974
MORE KIEPFER - 24 July after reading Summary of Proceedings

CO's condition: Following attack CO was very weak & unable to respond even to questions of "who are you, where are you, what time is it, etc." Situation was so bad that Dick consulted with Dave Lewis on whether Dick should declare him medically unfit. It was decided that, as long as a qualified officer was on bridge, he would be OK...that most of his trouble came from loss of blood and that this would correct itself in time. Dick came to bridge about every hour. CO was unconscious or semi-conscious but responsive most of the time. About 0200 he got into airplane seat, leaned seat back, and was then able to remain conscious. most of time did not have faculties.

DURATION OF AIR ATTACK: Dick would have said at least a half hour.

McGONAGLE'S MOTIVE IN COVERUP: "I think he was afraid of his ass," from the way he behaved the night of the 9th, from the way he insisted on deep sixing the remainder of the brandy I gave him. How he was warning everybody how, when the court of inquiry comes aboard, do not go out of your way to talk to them, to not speak until spoken to, to not answer anything but direct questions, etc.

BOOZE: Dick confirms my recollection that he told me before that CO did give booze to members of court. Dick says he and CO finished half bottle of brandy night of ninth. Morning of 11th CO asked Dick to drop remainder of brandy over the side as the board was coming on board the next day (from USS BARRY, he thinks).

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Reaction to reading Summary: Dick feels Summary is about 90% Bull. He surmises that court had little choice but to find that ship was in proper place, well trained, not at fault, etc., but does not know why they covered up details of attack. He says reading Summmary (and reading Goulding's book as well) is like reading a story "a little like something that happened to me once, but definitely not the same incident I experienced."

Late August conversation with Kiepfer: I asked about McGonagle's 1 August retirement. Maury had told me he got 70% disability for kidney stones, coronary insufficiency and (?) high blood pressure. Dick said that was true. Magoo had not wanted to apply for disability, but did apply only after Dick insisted. There was some argument on board against granting disability since he had been working right up to the time of retirement and had not been ill, but winning argument was, "what if he went to sea and started to pass a kidney stone with only a Second Class Corpsman aboard?" He was retired, but will spend first three months of his retirement in a hospital in California for further tests. Dick said none of his LIBERTY injuries contributed toward his disability.

22 September 1974 interview with Dick Kiepfer

collected three plus sides of cassette recording

Interview was mostly to collect bits and pieces to fill gaps in previous info

Who was officer late for Sea Trials? Mac Watson

Fog Incident with GQ in Straits of Gibraltar. Dick doesn't know who was OOD. Papago gave turn order like "come right 30 degrees" and was taken to mean "steer course 030" which would have put ship on the rocks. Someone sounded GQ, did knows not who. He slept through the incident as GQ alarm did not work in area near his room.

Divers on Sunday: inspected hole, thought to be three or four feet across. proposal was to plug hole with mattresses, but found it to be 40 feet across. Dick unaware of any bra building effort.

Did Admiral Martin come aboard on 9 June. Dick thinks probably did come aboard during late morning.

About booze pouring: filled ten four ounce medicinal liquor bottles from one 40 oz Imperial Quart of brandy, which means it was Lloyd's as Lloyd had the brandy. Says this was for men working with removal of dead. Admiral saw and approved. I asked dick about pouring for or giving booze to members of court and he says no, never did, but tape of telecon says he did give booze to court members. Perhaps he is reticent on this question because of tape.

Captain controlling news: Doesn't recall a captain controlling news, although there was a captain supply corps officer who didn't pay mess bill.

COMSERV[illegible]: This was RADM RANKIN who later became COMNINE.

SAILBOAT INCIDENT: this involved British Boatswain's Mate Seaman ROBINSON at the Royal Garrison Yacht Club operated by British Royal Navy. ADM involved was from Littlerock, was probably CTG 66 or 67.

US AMBASSADOR TO MALTA: A politician type, believed FELDMAN or similar name.

Doctors aboard on 9th: Dr. (LCDR) Pete Flynn (now at BUMED) and Dr. (rank?) John UTZ from DESRON [illegible] of which Davis was a member.

MALTESE CONTACT: Charlie Grech or GRECK who owned the local liquor store. Charlie obtained an apartment, girls, cars, travel guides,etc., and finally gave 12.5% discount on booze in long negotiation by dick after Watson and Pat O'Malley had spent all day visiting distillery to get a 5% discount.

Strange Rendezvous: At 0200 on 10th Dick wandered up to bridge to find Bennett on watch. A light appeared ahead. Bennett called CO to tell him we were rendezvousing with AMERICA. Bennett seemed annoyed that Kiepfer was here and gave impression this was a hush-hush rendezvous that Kiepfer was not supposed to know about. Dick left bridge and does not know who or what was transferred, if anything.

WATER FOR WOUNDED: addedteaspoon salt and 1/2 teaspoon baking soda per quart to better restore chemical balance after heavy bleeding.

James M. Ennes, Jr. Research Papers

Kiepfer - 22 sep 74

TORPEDO: rumors circulatedthat an unexploded torpedo was protruding out of hole caused by exploded torpedo. Apparently pure BS.

PAPAGO CO: LDO LT, BELIEVE NAMED ROBERTS.

CO's hotel: McGonagle stayed at Hotel Phoenicia

Davis Near Collision: before arrival Malta Davis lost material being transferred to her. Also had near collision with ship, probably Papago (tape will say) during a transfer.

WHO WAS NEARLY LEFT BEHIND AT SEA TRIALS? ISC WATSON.

James M. Ennes, Jr. Research Papers

GEORGE GOLDEN INTERVIEW of 3 DECEMBER ~~XXXX~~ 1972 Virginia Beach, Virginia
1200 to 1700 collected about 1 3/4 hours tape before recorder broke down

TAPE #1
710

This was Golden's third major incident at sea:
First was USS Lamson DD367 in Sept or Oct 1942 when Golden was 17 yr old seaman ship was torpedoed by Japanese and sank. Explosions and suction took many down.

Second was USS Hazelwood DD531, hit by suicide plane Apr 29, 1945, during invasion of Okinawa. Ship laid on side, abandoned, lost 85 men. George was part of party that went aboard next day and saved ship.

Start of attack: was in wardroom with Lucas (scott not there yet) waiting for captain to discuss GQ. Heard explosion, thought boat motor had exploded, then heard GQ alarm. Went straight to engine spaces

In engine room: Chief Brooks was in charge of engine room
MM1 Martin was "auxiliary eqpt supvr" in charge of lower deck
BT2 Owens was in charge of the boilers

Rockets were already coming into engine spaces, just passing over heads of men. George made men get on knees and work that way, below bullets. Chief Brooks ran up and down ladders "like a monkey" tending eqpt. Some younger men collapsed in ~~fmx~~ fear and ~~xmx~~ tears, but brooks never stopped working. When torpedo threat announced, George ordered all men out. Brooks stayed, usually on upper levels, seldom knew where he was, was all over. a fireman came back to help, most others left. Thinks FN was Aishe, but not sure... brooks should know. ~~thmxG~~ Later george sent the FN to bridge to relieve Brownfield who was wounded, told ~~HM~~ to man XJV phone circuit (emergency GQ phone line bridge to main control) and to relay verbatum everything the CO said, adding and forgetting nothing and making no interpretations, except that George wanted to know at all times where aircraft and boats were.
726 Later FN (Aishe) came down, brought [redacted] and poured pitcher of water over George.

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*** Abandon ship: Says CO definitely did order abandon ship. Says CO on phone to George ordered him to "disable engine and ~~xxxxx~~ scuttle the ship." George says he doubted CO was rational as too many men were aboard and would die before they could get off (must abandon ship before scuttling) and disobeyed order.

Governor: carried key to engine governor engine controlled at 18 knots. A boiler had been off line about ten minutes to cool for repairs. First thing George did was put boiler back on line and unlock governor, permitting 21 knots.

Scene: Bullets and rockets kept coming into spaces. Most lights and many battle lanterns were knocked out, making space dark except for pockets of light at some gauges. bullets and metal fragments bounced around through space like fire flies.

Lloyd: Says Lloyd was written up for bronze or silver star, but Bennett brought stories that he had caused panic and confusion, had brought wounded onto main deck while strafing was still going on causing unnecessary injury and did not deserve medal. Says some EM's substantiated. Told story to CO who killed medal.

Individuals:
- DC3 Smith - bnz star leader of Repair 2 for supvising plugging, shoring, fire fighting
- Demori - for work in repair 3 (mess deck)
- ICFN Skolak (rec Navy Cross, got Sil Star) for work in MT 51. Left repair two to man gun when others hit in gun mount. Took a direct rocket hit which tore him to little pieces. Skolak was "everywhere, doing everything" and considered deserving of Navy Cross, but couldn't find enough witnesses to make good enough case for Navy Cross
- BT3 Brown - rigged emergency phone wires while wearing OBA -- came into engine room swearing at pilot who "shot the OBA off"
- Brooks - is now CMAA at Little Creek Amphibious Base, Va Bch, Virginia "Brooks was very brave"
- LTJG Taylor (supply officer) had repair two

George remembers specific instances of both MTB machine gunning AND strafing by aircraft after the torpedo hit. He knows that official version denies this, says official version is wrong. Says, "Official version is whatever the officials in charge want the official version to be." Says he did not concur in version he was reported to have concured in.

Hearing: ADM Kidd came aboard from a destroyer at 0400 third morning after attack. Walked around in Khaki without stars. Got men together on fantail, told them to think of him as just an old chief roaming around. talked informally with men in small groups around ship. Then called individuals to his (Lewis's) room for private talks. Other members also had private talks. When had a good idea of story, called very small group of men, maybe four men, two chiefs, Lucas and McGonagle and asked prepared questions. When people went off on a tangent to talk about "wind, flag, whether boats could see flag or ship's name, napalm, duration of attack" they were told, "we don't want to hear about that." They would strongly question answers unflattering to Israel. In private talks George mentioned seeing aircraft before attack, said flag was flying. asked, How do you know? Are you sure? Maybe you were mistaken? But same questions were not asked in open hearing.

CONTROL OF NEWS: Ship was met in Malta by reps of Servron 8, Servant, CINCLANTFLT. A Servron 8 Captain stayed behind and complained constantly to George about the crew "talking and drinking" too much. The U. S. Ambassador to Malta was visiting or calling or sending his lieutenant to ship almost daily to complain about men giving unauthorized interviews. Every time a news article would come out, he would call to complain. Twelve reporters got tour of ship after space cleaned up, but were restricted to certain spaces listed by CO (from outside guidance? George supposed so but doesn't know).

A "patron" in a bar talked with george about incident. George made "old glory was flying" statement and was quoted around the world as "a senior crew member." Message from washing and call from Ambassador scolded for this.

BALLAST: Ship continued to go down by the bow. Search was made for additional leaks and cause of sinking, but couldn't find it. Considered dumping anchor and chain. Finally sent divers to measure hole, found 35+ feet, not 5 ft. divers rigged net under ship, plugged with mattresses, but didn't hold. a piece of metal stuck out scooping water into hole and swirling it around. Finally rigged shoring job. DNOR WAS LT BILL ROBERTS CO OF PHILCO.

LATE EVENING: doing zig zag. men steering by hand, four men, two on each handle of a hydraulic crank, moving rudder 20° to each side. George asked captain

James M. Eames, Jr. Research Papers

why the zig zag. Said he was maneuvering to avoid shoal water. Suggested he use electrical rudder power. "My God, you mean we have power?" Men had been steering by hand for hours after powr restored.

REPAIR BOSS in Malta was a Captain Henry

FIRE IN MALTA: George came off Liberty at 0200 in Malta to find a major fire in a foreward supply locker. Maltese welders never checked fire or used fire watch. Welders set fire which smoldered in supply locker, had to be fought all night. Had four feet of water by morning.

FIGHTS: tanker sailors were resentful over "glory" received by Liberty sailors and started picking fights. Numerous bloody fights. George finally directed everyone to ob tain civilian clothes and not wear uniform ashore.

Command: When help arrived AM 9th, CO would not leave bridge. He was sick, weak, not making good sense. Doc and George had both considered relieving him. Finally it was agreed that he would stay in command, but would stay in his cabin and George would run the ship by his orders.

MUSTER: Some men who doc had not planned to send to hospitals were sent and were not accounted for. Result was "missing men" reports back to Washington. Hot messages came from "congress" demanding clarification. George thinks Bennett screwed up muster (Carpenter was one of the errors). Finally, with Magoo's concurrence, George stopped ship at sea, secured engines, brought all men onto main deck, mustered them, personally sighted every man, then searched ship himself to see if anyone was left.

NOT ACTION: "congress" message also lambasted him for describing men as killed or missing in "action." Congressional messages said it was not "action."

FIRE MAINS: The "gasoline powered pumps" were the "handy billies" used to pump out a space or to draw water from a hose hung over the side. These were an emergency measure and were not used to George's knowledge. What was used was regular fire main from pump in engine room. When torpedo knocked out engines, it was because suction was lost to cooling water. George could rig engines or hoses, but not both. He asked bridge which CO wanted, but got no answer. He then secured fire hose pressure and was rigging fire pump to provide coolant, when pump came back on.

Evacuate: Several times during afternoon George ordered men out of spaces, and several times they went. Carpenter was very brave and kept doming into engine rooms trying to help. George ran him out as it was too dangerous if he didn't need to be there.

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2 PREVIOUS TORP ATTACKS? SINKINGS?
SHIPS: LAMSON DD367
TIMES: 1942 FALL SEPT/OCT
WHERE: PACIFIC
LOSSES: GONE
ATTACKERS: TORP. JAPANESE

HAZELWOOD
APR 29, 1945
OKINAWA
SUICIDE PLANE
LAID ASTERN/ABANDONED/LOST 55 MEN
SAVED SHIP

IN WARDROOM AT START of ATTACK WITH SCOTT & LUCAS — WHAT WAS SCENE IN ENGINE ROOM?

WHAT WAS LAYOUT OF ENGINE RM/FIRE RMS/ETC? HOW MANY MEN IN EACH?

WHO WERE KEY PEOPLE IN ENG. SPACES DURING ATTACK?
SCOTT AMI MARTIN? BT2 OWENS
CHIEF ENG. RM LOWE? CHIEF of BOILERS?
CAN'T GET OVER

WHAT WAS SCENE UPON ANNOUNCEMENT OF COMING TORPEDO? PLANE?

DID GEORGE ORDER MEN OUT OF SPACE? A ASHE SEAMAN? PN? SATCU? WHO?
JV - SOUND POWER PHONE

JMC
XJV

WHAT WAS COMM WITH BRIDGE? 6JV ANNOUNCER? EMERGENCY WIRES?

WHAT WAS TIME TO GET ENGINES BACK?
RUNNING FIRE PUMPS TO ENGINES

FIRE HOSES WENT LIMP BRIEFLY. DID WE HAVE FIRE MAIN AND GAS POWERED PUMPS?

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WAS THERE PANIC FOR SECOND TORPEDO WARNING?

DID GEORGE GO TO BRIDGE DURING NIGHT?

CAN I COPY GEO. AWARD? READ INTO REC.

REMEMBER WHAT ANYONE GOT MEDAL FOR? - GO OVER LIST.

CIRCUMSTANCES OF BENNETT MEDAL?

WHAT ABOUT SHORING?

SURGING OF WATER

CHAIN FALLS TO RUDDER

ELEC MOTOR OUT/then REGOTTEN/HAND CRANK WORKS

HYDRAULIC PUMP/2 MC' EACH SIDE

PAUL CAMILODORO CAME aboard from [illegible] DAVIS

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SHIP CONTINUING TO GO DOWN BY BOW — CONSIDER WAYS
TO DEEP SIX ANCHOR, CHAIN, ETC.
LOOKING FOR MORE LEAKS
LT. BOB ROBERTS — CO. — MAGO & A DIVER
PROTRUDING METAL THERE WATER IN & AROUND
KIND — GONE 3rd MORNING 0400 AM DESTROYER
tied on RUDDER

AMBASSADOR at MADRID controlled NEWS — LT kept contact
with George

TANKER SAILORS RESENTFUL — made to work civilians
welders — fire at 3:00 AM — fought till daybreak — supply sergeant
on PIER SQUADRON & SERVICE & ENGINEERS PR working
CAPT STOOD & CONTROLLED TALKING & DRINKING

CAPT HENRY — Boss of REPAIR

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COMMODORE LEHY came aboard from his flagships - DAVIS
DAVIS CV, [illegible] & DCA & 15 DEST came & PAT 15 ESCORTS
came aboard to help drive to MALTA,

CARTOON SENT TO BROWNFIELD IN NAVY - COPIED - MAGOO FLIPPED
& HAD COPIES COLLECTED

MAN CAUGHT AT BOTTOM OF LADDER - LIFE JACKET CAUGHT ON METAL

ROCKETS WERE COMING ALL AROUND STORAGE TANK ABOUT 6 DECKS
UP WITH ABOUT 5000 GALLONS of WATER & STEAM PIPES
THAT WOULD SCALD ALL SNIPES IF HIT. SENT A MAN
UP TO CLOSE STEAM VALVE, BUT HE REFUSED. BROOKS
"KNOCKED HIM ON HIS ASS" & DID IT HIMSELF

#31 WHEN HIT EVERYTHING WAS GOING FULL BLAST & GOVERNOR
WAS TURNED UP,

INTAKE BLOWERS PICKED UP SMOKE & BLEW IT INTO
SPACES - MEN ON DECK PLATES FOR AIR -
TOLD TO WOULD HAVE TO ABANDON SPACES OR
GET GAS MASKS

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WHAT HAPPENED TO OUR PROMISED AIR SUPPORT?

DID ADM KIDD CONTROL HEARING TO HIDE NAVY INABILITY TO RESPOND?

TO HIDE EARLY/PREMATURE RECALL OF PLANES?

TO PROTECT ISRAEL?

WHO TESTIFIED?

BOARD: KIDD, ATKINSON, LAUFF & (AS ASST) POSTON

WHO WITNESSED?

WHAT TESTIMONY NOT ALLOWED?

MY DECK LOG SIGNED? ENTRIES CHANGED? MY PLOT CHANGED?

MY TESTIMONY PRESENTED?

WAS BOARD TOLD OF NUMEROUS OVERFLIGHTS (NOT JUST THREE?)

SUBMARINE? SEEN? KNOWN?

NAPALM? RECOGNIZED? LUCAS GAVE SAMPLE IN MEDICINE BOTTLE.

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HOW DID "SUB AIR ATTACKS" GET ESTABLISHED? AND ATTEMPT TO CLARIFY THAT?

DC3 [illegible] REPAIR #2

Demolished REPAIR 3

12FN SKOOK (Rec NAV [illegible]) OK [illegible]

[illegible] left [illegible] #2 [illegible]

[illegible] left [illegible] #2

B-3 Brown - [illegible] - [illegible]

[illegible] [illegible]

[illegible] to REPAIR/DC CENTRAL/BRIDGE/ENG RM

Tucker, 1st WIK Brown (wounded)/Then [illegible] DZ CROWING [illegible]

TORPEDO Took [illegible] [illegible] of PLANES & BOATS

in EG. RM & TIME [illegible] & TRUCKS (BROWN [illegible] BRAVE)

[illegible] SINKING BROWN CIGARETTE & WATER - SINKING [illegible] TORPEDO

TRUCKS [illegible] END of [illegible] CREEK ARKANSAS [illegible]

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GEORGE WAS ON THE [illegible] WITH PHONES ON TO BRIDGE —
TALK TO E.O. — WOULD DROP PHONES, RUN TO AVALOE & [illegible]
CPI CARPENTER WAS NEAR BRIDGE/[illegible]
UNTIL PHONES RIGGED
DI GERONIMO MANNED [illegible] ON BRIDGE
BROWNFIELD WAS REGULAR TALKER
TORPEDO HIT WHILE [illegible]
DI [illegible] ON [illegible]
"[illegible] SHOW" INTV GEORGE — [illegible]
[illegible]

James M. Ennes, Jr. Research Papers

18 July 1975

Dick Kiepfer called to say that he had been contacted by a TIM HOWARD of the BBC who was preparing a documentary on U.S. and ISRAELI RELATIONS and would like to interview Dick concerning the Liberty Incident. Dick made an appointment to see the man in Dick's office on Tuesday, July 22nd. Then he called CHINFO and was advised that all questions must be submitted to them in advance. Dick asked CHINFO if answers must be submitted to CHINFO also, and received "a hostile response." The reporter indicated to Dick that he would be flying to California on Wednesday to interview McGonagle.

25 July 1975

Dick called to ask if I had Maury Bennett's phone number and to advise that "If you ever want a favor from CHINFO, don't use my name." He explained that CHINFO gave him guidelines for his interview, that they were rather innocuous (don't mention what your duties are in Washington & similar prohibitions). He asked for written instructions. They refused. He told the CHINFO man that as long as the government pretended to have freedom of the press, he should be free to say what he wanted, and if he could not, then they should give him written instructions that he could show to the reporter. ~~CHINFO refused, and he says they were rather nasty about it.~~ Finally, CHINFO called to say that they were trying to reach Maury Bennett regarding the same inquiry and wondered if Kiepfer could supply his phone number. I gave his office number to Dick.

29 July 1975

Kiepfer was interviewed today by TIM HOWARD in an interview attended by the hospital's PAO. Warren asked a number of innocent questions, but did not seem to be getting into any of the real meat of the attack. He will not be going to California to see McGonagle, as McGonagle refused to see him. Dick thinks that this is McGonagle's choice, rather than a reflection of DoD influence. The reporter commented to Dick after the interview that he started his inquiry thinking it was a routine story, a minor sidelight of the 1967 war. After meeting much opposition from the governments of both countries, he is inclined to think that both countries are involved and working together in a coverup. Further, he is beginning to think that the coverup and conspiracy began even before the attack; that the attack was planned in advance by both countries as a political stunt (like the Tonkin Gulf attack on the MTBs, loss of Liberty would give U.S. an excuse to attack the Arab countries--far out!).

Howard noted to Dick that there have been NO Naval engagements in any of the Middle East wars. Hence, naval forces are unused, unpracticed, and would not be routinely brought into play as they were against LIBERTY. They would be used only in exceptional conditions. He feels that any use of Naval forces would be for propaganda purposes and that this attack was for that purpose only.

Further, Howard told Dick that he knows that Mirage jets are equipped with gun cameras. The question of whether Liberty's flag was flying could have easily been answered by examining the films. Obviously they must have been checked, but no one wanted the answer to be known. Warren intends to look further, probe deeper. Dick gave him Bennett's name, plus Dave Lucas, Pat O'Malley, Mac Watson. (at my request, he didn't give my name).

(29 JUL - CALLED LUCAS' TO WARN THEM TO EXPECT CALL FM WARREN)

James M. Ennes, Jr. Research Papers

LIEUTENANT - JAG FOI Officer, rm 2528, Arlington Annex 691 4028

Reporter Dick Smith (?) gave [redacted]'s name to Lentini as the source of declassified LIBERTY report

I called him morning of 2 November & asked for two copies. After some conversation he agreed to waive the $27 per copy charge, so I wasted no time in going to his office.

Had a brief conversation. I asked how the thing happened to become declassified. He said there were several inquiries after the PENTHOUSE story & he, as FOI officer, tried to look at it but found it was in his boss's safe and classified TOP SECRET. He drafted a letter asking CNO to review it & it soon came back declassified. He then saw it for the first time & realized that CNO had no authority to declassify a lot of it. He then wrote to NIC, STATE, NSA and others and got all but "a couple of messages, I think just two messages" declassified. Then he sent the whole thing to the Government Printing Office (I think he said GPO) to make up a "bunch" of copies. I couldn't get a good answer to how many have been given away, but he did say that Anthony Pearson, who wrote the PENTHOUSE story, has never asked for one.

I asked if he had read it and what he thought. "Well, when you read through it and then you get to the conclusions, your first reaction is to go back and see if you missed a couple hundred pages because the testimony just doesn't support the conclusions. It seems pretty clear that Admiral Kidd had some other instructions that we weren't being told about & that there were some things that he was just not authorized to look into."

James M. Ennes, Jr. Research Papers

MORE - Tuesday, 25 April 1978 (possibly Wednesday)

Called [redacted] to try to get more LIBERTY photographs & finally got him to give me the entire JAG file on the attack, including all photos, so that our lab could copy them. Copied all of them with IBM copier & game entire file to Ray Schmidt who will copy for the museum & give me a set.

IMPORTANT: As I was leaving [redacted] told me that another division in JAG has a large top secret file on LIBERTY that has never been reviewed & never revealed to the press He thinks it is all low level stuff, duplicate exhibits & non-pertinent material that didn't go into the finished report. My guess is that it has things like my statement, the tape recordings & such incriminating evidence as that. He said R K Smith is an "obnoxious SOB" who has been to see him many times & he has not & will not tell Smith anything he doesn't have to tell him.

DAVE LUCAS - Phone call 1 May 1978

Dave called to say he had been called by Dr. R.K. Smith who talked for about half an hour about LIBERTY. Then Smith sent galley proofs of his Proceedings story & phoned again. Dave says he told him as little as possible. Smith said he had been talking to Kiepfer and Golden & asked for Weetie's number. Dave told him he would give Weetie a copy of his story & would give her Smith's number & Weetie could call if she wants to. Smith is coming to Norfolk "soon" and will call Dave. Dave says he will probably be too busy to see him. He promises not to cooperate with him.

Dave does have a "half a rocket hole" and will bring it with him when he comes to my luncheon on 26 May (unless business keeps him from coming).

James M. Ennes, Jr. Research Papers

RAY SCHMIDT - 24 April 1978

Ray showed me a memo today that he used to forward my memo describing and analyzing the Smith story to run in the June Proceedings. He sent the memo & galley proofs to G10 (Captain Barber), G14 (CDR Barrs), GB (Captain Osmer) and G (Admiral March) with a suggestion, among other things, that he mention it at the staff meeting. Captain Osmer said "no" in ink alongside that suggestion.

Ray said he checked with the Naval Historian about Smith and found that Smith is regarded as sort of a crackpot. Very tenacious and apparently difficult to deal with when he doesn't get access to documents that he wants to see. Apparently he has some independent wealth. Can be a tough customer. Adm March told Ray to call RADM Cooney (CHINFO) to tell him the story was coming out.

Ray called me later to say he had talked with RADM Cooney, told him about the story, and that Cooney was pretty cool about the whole thing. Cooney suggested that Ray return a call he had gotten from Smith & tend to be cooperative with him, or at least not appear to be uncooperative & see what is on his mind.

Among other things, Ray mentioned in his memo to the Admiral (March) that he had asked me to submit to an "in depth" interview in order to record the LIBERTY situation for posterity before I retire & that I was "considering" the request. I hope he doesn't ask me again, as I have already told him I would rather do it in writing after I retire & send him an outline.

James M. Ennes, Jr. Research Papers

1 OCT 77 PHONED GEORGE. CHATTED ABOUT TEN MINUTES. HE ASKED ABOUT BOOK. I SAID I'D WRITE. SENT BRIEF NOTE. GOT HIS NEW ADDRESS. SENT COPY OF CASTLES CARD

4 May 1975 telephone interview with George Wilson in Benton Harbor, Michigan

Collected about 1-1/2 hours tape interview by telephone. Called to encourage George to answer my letter but he wanted to talk, so hung on. After half hour George called me back, saying he owed me a call due to long delay in answering my letter.

George elaborated upon his previous story that he learned on AMERICA that the jets sent in our defense were sent with insufficient fuel and expected to ditch. This is the only confirmation I have of that story which I learned originally from AMERICA pilot at Naples hospital. George overheard that being told to an officer, likely to Dave Lewis, while aboard AMERICA. George bunked directly over me in AMERICA sick bay. I have picture of George talking with Dave Lewis and an America Pilot in America's sick bay. Will send it and ask if perchance that is the pilot who told the story.

Also, George recalls that he was with me on the mid watch at Abidjan just before we were ordered to Rota. He recalls the whores on the pier and the pregnant girl, and says she claimed the first class Steward (not Green, so was probably Elder) was accused by the girl.

He remembers SH3 Smith and does not know the particular details of the problem that existed the night he drew his gun, but advises that there were three cliques in the deck force: whites, blacks and Chicanos. The Chicanos held most of the senior ratings so were the power group. The gun incident probably grew out of that tension.

George was not a member of any of the cliques, and so was not in on much of what was going on. He made only one trip prior to the attack, and never saw any booze until the night of the attack and was not aware of marijuana or any other drugs aboard. He palled around mostly with Spicer and McFeggan, and played cards with them almost every evening.

George recalls seing his friend Spicer badly hurt as Van Cleave did some sort of operation on him with a pen knife (probably to insert a tube to drain blood from his lungs, as I was told was done). The corpsman "Sandy" then attended him (operating a pump to keep the lungs free of blood, as I was told by Ritenburg). George said "Sandy" frequently took some kind of "diet pill" that made him kind of high, but nothing seemed unusual about his behavior while he was treating Spicer (Ritenburg says he acted very high during this period).

He recalls that the Royal Twin mentioned earlier was Ted Arfsten. Arfsten is the one who told Wilson that he saw Toth hit in the midsection by rockets while taking pictures.

He says Larry Slavens of Derby, Kansas (Wichita telephone directory) was on watch with him morning of attack and would likely recall some details. Elaborating on his earlier report, he says he did not see Star of David on wing of flying boxcar. He was in gun mount when that airplane came directly overhead, had no glasses, and was looking for marking but didn't see any. He is not sure it came over that low more than once. He says (contrary to my earlier understanding) that he did have binoculars when he was a bridge lookout, but not when he was in the gunmount.

James M. Ennes, Jr. Research Papers

In 1968 Wilson met an American in Chicago who claimed he was with the Israeli Air Force during the 1967 war. This was a young, enlisted man who told Wilson that the attack was deliberate, that the U.S. had a CIA man on shore who was trying to contact LIBERTY with a very weak transmitter, that LIBERTY came close in order to try to hear him, and that we were attacked to keep us from hearing him. Obvious bullshit.

He says Hoar died in the gun mount with Thompson.

He recalls that on previous trip, LIBERTY ran through some fishing nets and a large fishing boat was so angry that he turned toward LIBERTY and tried to ram the ship. A big blonde guy was in the brig at the time, and he pulled the bars right out and ran out of the brig when the alarm sounded. George thinks this was LARKIN (Seaman Dale Larkin who later took the boats under fire).

He says he learned that a LIBERTY officer was killed in an auto accident on Guam or Phillipines.

Although Dave Lewis now says he has no memory of anything that happened from warning of torpedo attack until he was in battle dressing station, George remembers lying in his bunk above mine in the AMERICA sick bay and hearing him tell me the story of how he watched the bulkhead turn red, then white, then collapse. Looks like his amnesia came much later.

James M. Ennes, Jr. Research Papers

GEORGE WILSON TAPE of 16 MARCH 1975

Telephoned George Wilson at his home in Benton Harbor (616-925-6211) and talked for about 20 or 25 minutes. All on tape.

George promises to send a long tape within next few days, but has been distracted by school board fights and other problems. He has received the blank tape, clipping and other info that I sent, and has read it and found most of it not to square with the facts as he knows them.

He is particularly surprised at the captain's description of the time (duration) of the attack and the little reconaissance during the morning. He knows from first hand knowledge that airplanes came over about every 30 minutes all morning and he remembers the boxcar coming over very low at least once.

George mentioned hearing Dave Lewis (probably on USS AMERICA) telling about how he had contacted USS AMERICA just a few moments before the torpedo hit us. He says AMERICA had promised to send help, but that airplanes had just enough fuel to reach us and not enough to get back. [Now where did that dope come from? That confirms my information from pilot who was at the Naples hospital. This is first confirmation I have ever heard of that story.]

I promised to send George a copy of ship's roster to help trigger his memory for names. George promised an early tape.

22 MAR 75 - NO ANSWER - WRITE AGAIN.

James M. Ennes, Jr. Research Papers

GEORGE WILSON TAPE of 25 September 1974

This is in response to my letter asking many questions about ship. George had the morning watch with me on the bridge and is the only person I have identified who is still alive and was on bridge with me for much of the time.

FEELING OF TROUBLE IN THE AIR: George recalls that in November, 1966, during his first trip on LIBERTY, a story circulated about the ship that "a little old lady in Norfolk" had prophesied that USS LIBERTY would suffer some sort of a disaster during her current trip. (I recall rumor that Jeanne Dixon had made this forecast, but I didn't see it in print). After that trip, rumor had it that the prophet now said, "next trip for sure."

George recalls much tension about ship, and a feeling that something was about to happen, even months before the attack. He recalls that many men were obviously uneasy, were having nightmares, unable to sleep, etc. One man in Deck Department, called "Greek," was thinking about writing a book about a disaster happening on the ship.

George recalls a shipboard fire in Abidjan which was controlled just two feet from an oil drum. Seeing that, he recalls thinking, "next time we won't get off so easy."

MORNING OF ATTACK: Recalls seeing jet in distance perhaps ten degrees above horizon, then going up to 30°, then coming closer to look at us. Then recalls two delta wing jets circling several times. Then recalls "boxcar" circling and passing directly overhead many times at about thirty minute intervals for balance of the morning. He was a starboard lookout during this time.

He recalls that lookouts were supposed to remain alert and looking for contacts, but that Lieutenant Toth had taken binoculars away from the lookouts, saying that they would get them banged up!!!!! He asked Mr. Toth personally about that and Toth told him that this was the reason.

ATTACK: Wilson normally worked on deck, swabbing or painting. Tom Reilly and a guy from Wichita usually worked in the forward (Deck) sleeping compartment. The compartment cleaners wanted some fresh air, so they asked the chief to swap with Wilson, and so Wilson went down to compartment and was there when the attack started. Wilson was there when attack started.

He ran up to his lookout position on bridge, which was his GQ station, and was wounded in hand and leg while getting his battle helment from rack. He then lay on deck with me and we tended each other's wounds. He recalls that Brownfield was on phones, wounded, and passing out. After I left, someone pulled him into chart house where he helped put tourniquet on XO.

He was finally carried to mess hall and recalls that shooting was still going on. There was no panic when torpedo warning was given. He began to pray, certain that he would die, and other men prayed also. After the torpedo he was given a life jacket and told to prepare to abandon ship. He went then to the main deck, but was soon sent back below.

~~TOTWxxxWilson~~

James M. Ennes, Jr. Research Papers

TOTH: A man told Wilson that Toth was taking pictures when he caught a direct rocket hit in the chest. This story came from one of the "BOBBSY TWINS," the Royal Twins from the equator ceremony. One was from Texas, and was blonde, tall, not wounded. He told the story. The other twin was from Oklahoma.

DURATION: Believes that torpedo came directly after rocket attack.

CONTRADICTIONS: "I remember the boxcar because it flew right over us several times." "It came about every thirty minutes."

CAPTAIN: The captain used to like to talk to George, talked to him often. Recalls once when George was a bow lookout, Captain stopped to talk to George and told him that bow lookout is important as their job is to scan the horizon for ships, submarines and low flying airplanes. Bridge watch and other lookouts must scan all of the water, but bow lookouts are concerned primarily with the horizon.

HOSPITAL: George went to hospital in Great Lakes where he was finally discharged on August 16th (1967 or 1968?). Finally worked for Security Group people there who were very kind and offered to help.

In Naples they were closely guarded. Recalls that they flew from America to Crete to Naples and were closely guarded at all times and told not to talk to anyone. Guards followed them even to the head for the first few days, then things relaxed. On flight to Frankfurt, recalls that reporters were on the airplane, but no one would talk to them as ordered. On flight to U. S. they were again warned not to talk to anyone.

STATES: In Chicago George was again ~~interviewed~~ contacted by a reporter but declined to provide any information.

WILSON FAMILY: Janie , age 4-1/2, birthday in December
Tiersa (?), age 2, born June 8, 15 minutes from LIB time.
wife, MARY

A FRIEND OF WILSON'S VISITED TOM REILLY IN NEW JERSEY IN 1971 AND FOUND THAT HE WAS STILL IN BAD SHAPE.

WROTE THANKING HIM
NO ANSWER - 26 NOV 74
WRITE AGAIN
GEORGE W. WILSON
895 BELL AVE
BENTON HARBOR, MICH.
49022

James M. Ennes, Jr. Research Papers

Sept 1, 1974

Dear Jim,

I am writing for George, copying his notes and deciphering his handwriting. He wrote this soon after his letter from you was received but did not finish and the next thing we knew this letter was in bottom of a pile of stationery. Excuse us for such a long delay. George has intended to write you but has difficulty ~~writing his thoughts in concrete form~~. ~~Here~~, his "amanuensis," that is, his wife, has taken the liberty of copying his notes and is making sure that it is sent off - at least half finished. George doesn't want you to drop him - he's very interested in his past friendships and hopes to continue them.

"Thanks for thinking of me, and sending another letter. I did receive your last letter. The Chicago address belongs to an aunt who forwards my mail immediately. Unfortunately, I'm the world's most remarkable procrastinator. I've been meaning to sit down and write you ever since I received your letter, but time seems to fly by me quickly.

"When I last wrote you in '68 I was at Great Lakes. I was discharged in August. From Great Lakes I went to Haifa, Israel where

James M. Ennes, Jr. Research Papers

I worked as a photographer for the Bahá'í Center for 3 weeks. There I met my future wife also a visiting American working there as a guide (that's me.)

"When I returned to the States, I started my classes at Wichita State University in Wichita, Kansas. Two years later, I graduated with a B.A. in Anthropology. During those two years I was married and became proud parent of a daughter.

"I remained at Wichita State for another year to do graduate work in Social-Cultural Anthropology, and to work for the university as a research assistant in the area of community-based education.

"In '71, I transferred to Univ. of Massachusetts. There I began a program that allowed me to complete a Masters degree in education and teach in an inner city school at the same time. The program took us to Providence, R.I. where I taught sixth grade for two years. During that time our second daughter was born (6/8/72).

"Although the program officially ended last June ('73), my requirements for a Master's Degree were completed the year before. At that time I was accepted as a doctoral candidate.

James M. Emmes, Jr. Research Papers

But after a year of more studies, I decided to look for a teaching position that would give me more practical experience in my field.

"Benton Harbor, Mich. offered me a chance to work in early childhood education, so once again we packed up and relocated. The nice thing about coming here is that St. Joseph (the twin of Benton Harbor) is my wifes home town, so most of her family lives here. My family lives in Chicago which is only two hours away.

"Please write me again and ask specific questions re. the Liberty. So much had happened to me during that period of time that it is difficult for me to single out those points that would be important to you.

"Forgive my delay in writing.

With warm friendship,
George

GWW/mfw

James M. Enniss, Jr. Research Papers

29 March 1974

Wichita State University
Wichita, Kansas

Gentlemen:

Can you help me reestablish contact with a former student of Wichita State? I have been trying to reach GEORGE W. WILSON, JR., formerly of Chicago.

I last heard from Mr. Wilson in 1968 when he wrote that he had been accepted for your Fall semester. I would be grateful if you could provide an address more recent than 1968, or if you could forward mail to him.

Sincerely,

James M. Ennes, Jr.

[redacted]

James M. Ennes, Jr. Research Papers

Dear James:

The last address we have on George was in 1970.

George W. Wilson, Jr.
1722 East 23rd
Wichita, Kansas

TERRY McTIGHE re PUEBLO & Steve Harris -- 4 April 1977

Gary Watkins told me on 3 April that Jack Kratt was being forced out of the Navy "because of unsatisfactory performance" following his second failure of selection.

I asked Terry about this and he was not aware of the details, but did know that Steve Harris had received a similar notice but had managed to turn it around. McTighe was told by a friend in the Bureau that Harris, upon receiving the notice, went personally to the Bureau and found the officer who had written it. Said Harris, "The PUEBLO story has been covered up from top to bottom for ten years and I have gone along with the whole thing. But I have the whole story. I have everything documented and I can blow the lid off the whole thing, and if you force me out of the Navy I'll take what I have to the newspapers and television people and put it all out in the open." "That's blackmail," said the Bupers guy. "That's right," said Harris, "and I'll do it." The Bupers guy said he would have to talk to his boss, which he did, and the next day Harris got a call saying he would be allowed to stay. A few days later he received a letter from the Bureau advising that his record had been reviewed and he would be allowed to remain until he completes twenty years.

McTighe says that the decision was purely economic and based upon the second passover with less than 18 years service and that "performance" had nothing to do with it. (No doubt Kratt is being told "performance" is the problem to explain why he is getting the ax while Harris is not.)

Story nicely highlights point that perhaps LIBERTY was not the only coverup.

James M. Ennes, Jr. Research Papers

27 October 1977

McTighe was on OXFORD, not Belmont. I thought he had said Belmont, but I was probably influenced by Belmont picture in his office. He said that was there before he arrived & he was on OXFORD. Subject came up in connection with Sept 77 article in Proceedings written by former Belmont XO.

2 December 1977
In conversation with McTighe and John Baraelis (sp?), McTighe said that he drafted the message to JCS asking to move LIBERTY from Gaza. He had previously admitted sending "go to Gaza" msg, but this is first time he has admitted involvement with "get away from Gaza" message. He mentioned that the msg was FLASH (first msg was also flash) and said that JCS used his text exactly as he drafted it. He changed subject quickly & may be hard to draw out further.

8 September 1976

McTighe, John Terence Born: 9 July 1937 Made LCDR 1 July 1969
Made CDR 1975

Had brief stand-up talk with Terry McTighe today in the passageway in G20. LIBERTY subject came up because Joe Benkert called from Sugar Grove to ask about likely candidate from LIBERTY to name new Sugar Grove operations building after.

I mentioned request to McTighe and asked about his involvement with ship, saying that Bud Fossett had mentioned that he (McTighe) participated in original decision to send ship to Israel.

McTighe said [redacted] he always felt that he had made the decision. He was a Lieutenant in the G section at NSA working for Frank Raven ([redacted]14?) when Bud Fossett (G104?) mentioned the need to get better coverage of the middle Eastern situation. Fossett said that the best estimate at the time was that war would break out in three to seven days (this was probably on 22 May 1967).

OXFORD

McTighe was on the NSA assignment as liaison between NSA and NAVY for Technical Research Ships. Before him there was no liaison, but he did a tour on a TRS (USS [illegible]) so got the NSA assignment. McTighe said he thought LIBERTY could be repositioned quickly to do the job. He drafted a FLASH message to JCS info to Fleet Commanders asking to reposition LIBERTY and got the message released by JANE BREWER,* the GS16 or so head of G. JCS message to ship followed.

I didn't get chance to ask if he participated in followup messages to move further away. Need to ask why. But he seems a little reticent. I asked if he was aware McGonagle lied to Court of Inquiry, and he made no comment. May have been anxious to get back to his desk. He did mention that his involvement with "investigation" was limited to visiting ship ~~(in Malta? - I think he said~~(Norfolk) and helping sift through debris that was found in compartment to help assess condition of material and how much and of what value material would have been lost throughopening in side.

Must follow up on this...

* LISTED IN JAN 76 NSA PHONE BOOK AS:

MS. JANE P. BREWER
LOC - FRNX
ORGN - P4
GREY - 5333
BLK - 6383

JAN 77
ORGN - EL
GREY 8013
BLK 6355

James M. Ennes, Jr. Research Papers

BENNETT - 22NOV77

I called Bennett this morning at work (grey phone) to see if he had picked up copy of declassified Court Report. He had not. He said he had seen (ADM) "Dave" (Cooney) during the weekend and had discussed the report briefly, but had not really said much about it & didn't have a chance to get a copy (he was going to try to get a copy from Admiral Cooney).

Bennett said he is going to get a copy and all the other papers he can get from Cooney and others, including a box of slides of the attack that he says Adm. Cooney has. He volunteered that he wants these things "just to take into retirement with me so I will have them," but I suspect from the way he talks that he may be thinking of writing a book.

He commented that he has seen "part of the Court report" and that it really doesn't say very much "because Admiral Kidd and Admiral Thatcher cut a lot out in London. I asked who was Thatcher. "CINCUSNAVEUR," he said, then corrected himself when I said McCain was CINCUSNAVEUR. I tried to ask how he knows Kidd & McCain edited the report, but didn't have a chance & he had to leave the phone.

James M. Ennes, Jr. Research Papers

BENNETT/JENSEN/RICH/RITENBURG/FOSSETT

5 October 1977

Maurice Bennett:

I called Bennett today following appearance of Lentini article in the 4 OCT 77 Washington Star. Bennett had found a copy of the article on his desk that morning, but so far had had no other feedback. He generally agreed with the article & would try to call Lentini this evening.

He commented that "every office in NSA" seems to have a LIBERTY file, the best being in G6, and he had looked at all the files. Everyone seemed to conclude from the VQ intcpt that they must not have known who we were, because ops were told, "If English take them (one place); if they speak Arabic take them (another place)" and talked generally about identifying the ship. But Maury observes that this proves nothing, as the lower levels need not have been told, and even if they had been, it could have been staged.

He said he has gone out officially from NSA to CIA asking to see the complete Top Secret CIA file on the attack. So far it looks like it will be approved, as the request has reached Admiral Turner's office & Maury was phoned by a LCDR aide to Turner who asked why he wanted to see it, would he give assurances he wasn't going to copy or publish the file. Maury said he would give assurances. He promised to call me when the file arrives (if it does), so I can see it; if he doesn't call in a couple of weeks, I should call him.

Following some "was it deliberate" conversation, I asked, "You did say that Senator Fulbright told you it was deliberate." "Yes," he said, "he did tell us that the government believed that the attack was deliberate."

Bennett then observed that none of us can write anything for publication while we are on active duty, but "next summer things will change a lot. Next summer I'll be retired and can publish anything I want to."

He asked if Admiral Cooney had called me about NYTimes story. He said that the Admiral had called him personally to ask if he wanted to appear on National TV (Bennett says ABC; Bullock told me NBC), but Bennett told him it would not be wise to appear as he would want to say that it was his opinion that the attack was deliberate.

MORE BENNETT - 8 NOVEMBER 1977

I called to ask about CIA file. Maury said CIA rep finally called to say that he should file a FOI Act request for the file as everything they had on the attack had been declassified for the NY Times story by the Palestine group. I told him I had already done that & told him what I got. We agreed that they are almost certainly holding back. I told maury about the Court report being declassified and available. He wcs surprised & said "I'll ask Dave Cooney about it when I see him this weekend & try to get a copy through CHINFO." I asked if Cooey was a "buddy." "Well, I see him often," he said. We promised to keep in touch & to exchange info. Bennett indicated a desire to "get to the bottom of this story & find out what really happened."

James M. Ennes, Jr. Research Papers

21 January 1974

"JOHNSON ORDERED THE COVERUP"

I ran into Maury Bennett today at "Coney Island" during the lunch hour. I mentioned that I was still anxious to learn more about the Liberty "coverup," who ordered it, why, etc. Maury said, "Oh, Senator Fulbright told me all about that when we came to see him after the attack. The government knows the attack was deliberate, that Israel knew who we were; they recalled their forces because they intercepted our SOS message. Senator Fulbright told me that the truth was hushed up on direct orders from President Johnson.

James M. Ennes, Jr. Research Papers

18 January 1974

"I MAY GET TO MEET ISRAELI COLONEL WHO ORDERED THE ATTACK"

"I KNOW ADMIRAL KIDD WAS ANGRY ABOUT HAVING TO COVERUP THE TRUTH"

Rich Lee, at headquarters for a conference, dropped into my office to say that he <u>might</u> have a chance to meet "the Israeli Colonel who ordered the attack." Someone, he didn't say who, promised to introduce him to the Colonel who was visiting this country, was out of town, but would return during weekend. Name was given, but Rich forgot. Rich changed travel plans to remain in town.

I mentioned coverup. Rich commented that he was aware that Admiral Kidd returned to Norfolk from Malta very angry about the restrictions he had to operate under and about not being able to release the whole story.

21 January 1974

"COLONEL DIDN'T SHOW -- I MAY BE GETTING THE RUNAROUND"

Rich stayed in town but his contact kept postponing time of arrival for Colonel. First Sunday, then Monday, finally Wednesday night (after Rich said he had to learn Wednesday Morning). Doubts there is a Colonel, but will continue to check out. Will try to develop name again and will let me know.

22 January 1974

Ran into CTA2 Ritzenberg ~~(was "T" in Norfolk -- check this)~~ in passageway. He had little to offer, left at Malta, still knew little about what happened. Mentioned that he was in compartment when torpedo went off, recalled "complete silence"

that followed the explosion. Maury was present and commented, "Yes, it was silent, wasn't it? I think that was because all our ears were temporarily deafened fromthe explosion.

Rittenberg mentioned he is "still Second Class." He got out of the service, then came back in because job market was bad, probably will get out again. He spent four years in London following a tour in Pensacola.

December 1973

Ran into Jay Jensen on CDO duty. Jay was the Security Group Detachment OIC on America during attack Jay is the one who told me the message calling us back from beach came through America during the night.

~~January~~
~~December 1974~~
February 1, 1974

Discussed Liberty with Commander Bernhard Fossett. He says he participated in NSA decision to send Liberty to Israel. One guy argued long and hard that ship should have better protection, both in intelligence and arms, or should not be sent. Lockwood? Must get name of this guy.

13 February 1974

Talked briefly with CTA2 Douglas Rittenburg today ~~(must check spelling Ritenburg on roster in my notebook; think Rittenburg is correct).~~ He was in main radio room when torpedo went off, remembers thinking torpedo would explode below him, then realizing he was below water level. At that moment torpedo exploded, he saw flash, felt explosion, was thrown under a desk, fought his way out and toward ladder. Then was deep in water, room dark, silence (deafened by blast?), ship took severe roll and he thought he would die. He saw light from a single battle lantern near ladder. At Ladder he saw Dave Lewis at top of ladder with hand on wheel (quick release) of scuttle. He was turning it the wrong way and someone pushed him aside, opened scuttle and pushed him through. Maury Bennett was nowhere around. Rittenburg did not see Bennett in or around the area.

8 April 1974 more Ritenburg: Asked him what he can remember about shooting after the torpedo. Says is not sure about aircraft, but shooting went on for a long time after torpedo. Recalls MASSINGALE ducking in while he was helping Spicer; Mass. complained of "dancing around" to avoid bullets while fighting fires. Recalls order to prepare to abandon ship & people coming back in saying "they'd kill us if we went out there."

19 april - more Ritenburg. He recalls that Adm Kidd talked on f fwd dk hse. He took men in two groups, probably enl & ofcrs in both groups. Thinks word was mostly sympathy, condolences, offer to help with any special problems. He does not recall at all any advice to keep quiet, though he says it may have been given.

James M. Ennes, Jr. Research Papers

19 September 1977

Received call this morning from a Lieutenant Bullock of CHINFO (Pentagon, 697 5342) regarding ad in New York Times about CIA documents "proving" that Dayan ordered the attack on LIBERTY. Bullock asked if I would be willing to be interviewed on national television to describe what it was like aboard the ship during the attack.

I declined immediately, but asked what the restrictions would be. Bullock said he could see no special restrictions, and that the interview could be held at my office or his, which ever I chose. He or his people need not be present. I told him he would not want me to be interviewed, as I would say that I thought it was deliberate. He said they would ask me to stick to discussing my own experiences, and that would rule out any speculation on such things as whether it was deliberate. I asked who the request came from, and he did not have that info in front of him.

He called back to ask if I knew of any other officers or enlisted men in the area. No, I lied. I raised the subject of deliberate attack, and the propaganda effort underway. He said that the people in his office had to get out the files & brief themselves on the attack as no one knew anything about it. As for being deliberate, he went on to describe some stray shots that he saw in the Med & how these things always appear deliberate from the right (or wrong) vantage point, but that you had to guard against those mistaken impressions.

James M. Ennes, Jr. Research Papers

22 September 1977

I called Bullock back--the story now having been laid to rest--and asked where the TV request had come from. He said it was NBC, the local affiliate, that had a request from their home office to get an interview for the national telecast. He mentioned that newsmen can get rosters of personnel, lists of wounded and so forth if they know what to ask for, but that no one asked. He said that they told him they would try to reach McGonagle in California and see if he would agree to an interview.

I mentioned the Pearson, Walsh and Howard "investigation" efforts, and he said he was unaware of them--at least there had been no inquiries from them recently. He said that if they should try to see me and cause any trouble that I could call him and CHINFO might be able to help get them off my back. I invited Bullock to call me if anything else comes up on the ship.

5 October 1977

Called Bullock again upon appearance of "Calculated Murder" article that appeared in 4 October Washington Star. Bullock had seen article, but said there had been no inquiries about it and no one at CHINFO was concerned. He said that all Lentini wrote was speculation, that he was stating his opinion as a citizen, and that the Navy had no problem with that. He said he was "surprised, as I thought you guys weren't talking," but was not upset.

I expounded upon my belief that it was deliberate (mentioned airplanes circling 200 feet overhead that must have identified the ship. Bullock reiterated that the Navy is not concerned with what private individuals say, but is concerned for what service people may say as it can be seen as service policy or a Navy statement.

Talk was amicable. I filled him in on who Lentini was, that he was a CT1, wounded, retired on disability. I offered to help with any identification or other info I might provide

James M. Ennes, Jr. Research Papers

HARRY PATCH - GS15 of COMNAVTELCOM 22 March 1977

Harry Patch was in my office today as member of the Navy I.G. team and asked about my LIBERTY ship's patch on the wall.

He then commented that he was with Admiral (then Captain) Ralph Cook when cook received word of the LIBERTY attack. It was between 9:00 and 9:30 on the morning of the 8th when he was called by someone from Morocco who had heard of the attack and had immediately called. Already all the phone lines were tied up because of the attack, he said. But this was very early word. It was about noon before the word of the attack began to spread in the Pentagon.

1400 Bravo (LIBERTY TIME) was
1200 ZULU which was
0700 Washington daylight saving time.

Therefore, Cook didn't learn of the attack until about 1600/1630 LIBERTY time, or about the time the shooting ended.

James M. Ennes, Jr. Research Papers

LLOYD PAINTER - 9 April 1977

Mentioned to Lloyd the Chief Hart report that the aircraft sent in our defense were armed with nuclear weapons. Lloyd said immediately that he had forgotten that but that, yes, they were so armed. He said that even during the attack the general understanding was that the airplanes coming for us were armed with nuclear weapons--and he somehow got the impression they were coming from Libya.

He said that this came out again during the Court of Inquiry during which there was some discussion that the aircraft were coming with nuclear weapons, but he does not recall how that information came out.

In any case, Lloyd promises that he will confirm any such report in my book if it is seriously challenged after publication.

I asked Lloyd about whereabouts of McGonagle during the evening in Rota. He did not see McGonagle and doesn't know anyone who was with him. McGonagle was not seen in Rota (city), and was not heard of about the clubs. Lloyd speculates that his encounter with the "CIA agent" had something to do with our mission. I suggested that McGonagle could have spent the evening being briefed on the mission by the CIA and he thinks that is a good guess.

James M. Ennes, Jr. Research Papers

MORE LLOYD - 9 August 1977

Called Lloyd at Gettysburg. Not home. At work. He called back a few minutes later from work. Asked about reaction to book. He thought it was "very good, very entertaining, well written, very accurate--fears there may not be enough interest in civilian world, but thinks it is a good job.

I told him about Commander Castle's calling card that Dave Lewis promised to send copy of. Lloyd said he was on the bridge when Castle's helo came over. They thought it was Israeli helo come to finish them off. It hovered over stack & Lloyd was afraid they would drop a bomb down the stack. When they came close, McGonagle was lying in a stretcher but he reached up and gave them the finger.

Lloyd will be coming to DC in a few days with relatives and promised to let me know when so that we can get together.

Dick Kiepfer 24 August 1976

Dick called this evening to tell me "for my book" that he had seen a copy of the Israeli Court of Inquiry into attack on LIBERTY. A career patient formerly of NSA told Dick some months ago that he has seen the report and would bring a copy. Today he brought a copy, but declined to give it to Dick as he had "gotten interested in it and wanted to keep it to study it some more."

But Dick got to see it and noted that it made these points:

(1) U.S. flag was too small to be seen (report was dated 18 June). Until then, Israel had claimed there was no flag flying. This appears to be first admission that flag was flying.
(2) LIBERTY was plotted in error as making 30 knots.
(3) LIBERTY was near area that had been fired upon or thought to have been fired upon from the sea the day before.
(4) LIBERTY looked guilty to the torpedo boats because she was leaving the scene of the air attack. (What else might she do?)

This report was unclassified and had been obtained from someone's ~~Freedom of Information office. Dick knows not where.~~

Dick will check tomorrow for the name of the patient. He may see him again and will continue to try to get copy.

9 OCT 76
SEE 28 SEP 76 ASD(PA) LTR TO JOHN SCOTT WHICH DENIES
TOT ACCESS TO REPORT AS IT IS CLASSIFIED BY A FOREIGN GOVERNMENT

James M. Ennes, Jr. Research Papers

29 March 1977 -- 620 civilian BOB MILLER.

Mr. Miller is a retired CTOC who was working in S30 as COMM CHIEF at the time of the LIBERTY attack. He recalls being in the comm center when the first messages arrived reporting the attack. He thinks they didn't come until just after lunch, about 1300. Possibly they came just before lunch, but no earlier than 1130. The first message report was a CRITIC, followed by other messages and soon a great volume of traffic which tied up all the circuits.

Judging from Miller's time recollection, the first word of the attack came by message to Washington at least 1/2 hours after the attack, or about 1730 LIBERTY time. This agrees with Harry Patch's report that the word did not get out in the Pentagon until noon.

James M. Ennes, Jr. Research Papers

COMMANDER BIRCHARD FOSSETT - 20 April 1976

Discussed LIBERTY situation with Commander Fossett today while I was working as Acting XO (he was Acting CO). He told me again about his role in sending ship to Gaza.

Fossett, Terry McTighe, a General Davis (Deputy PROD head at NSA) and some others including a Mr. Raven (SPZ) [redacted] were in a meeting discussing whether LIBERTY should go and how she should be equipped. Mr. Raven thought ship should not be sent, as she would require so much special preparation and special tasking to protect against attack, that she wouldn't have any resources left for her mission. But Raven was called out of the room for another meeting elsewhere, and his argument died.

Eventually it was decided to send six additional people: three Marines (not from NSA) and three civilians. Blue and one other civilian was an Arab linguist. Apparently one or two of the Marines was an Arab Linguist. Fossett thinks at least one civilian was a Special Arab (Hebrew) linguist, but this was mostly incidental as there was little such ability aboard. The augmentees were mostly r/t people. (Hurt-Ritenburg confirms this, saying they all worked in Radio One.)

After the attack, Fossett was called in on a weekend to a meeting presided over by Walt Deali. Deali was very brusk. The left "bow" or "arm" of his glasses was missing and his glasses kept slipping. When Fossett entered Deali snapped, "Can you write? Well start writing a list of the reasons that the ship was sent out there?"

He wrote that a primary reason was to collect a data base for VHF and UHF for use in case a greater effort was needed upon escalation of the war. Until then there was only HF coverage and more data was needed for VHF/UHF. Deali was pleased with that.

Fossett mentioned that there is great sensitivity about Hebrew coverage. Hebrew linguists are code named Special Arab Linguists and their product is carefully handled. Once a Jewish employee collected some material which she delivered to the Israeli Ambassador, highlighting problem of divided loyalties.

Bennett was technically an Arab linguist, but Dave Lewis thinks this was in name only, that he had no useful command of the language.

(JAKE SHEERIN, 8 April 1977 at Jay Wilkinson's house in Bowie, said that Frank Raven was a GS-18 (supergrade, equal to a Vice Admiral) and retired from Agency a few years ago. Walt Deeley is also a GS-18 and is now in charge of one of the larger agency departments. Jake does not know Jane Brewer.)

* FRANK RAVEN PER TERRY McTIGHE 8 SEP 76.
RAVEN WAS McTIGHE'S BOSS. (NOT LISTED 76 & 77 BOOKS)

* * MR. WALTER G. DEELEY PER JAN '76 NSA PHONE BOOK.
"LOC: NSA FT. MEADE"
"ORGN: PY"
"GREY PHONE 5333"
"BLK PHONE 6383"

JAN 77 LISTING:
ORGN: B
GREY [redacted] 5611
BLK 7971

NSA STAFF NOTES AUG 76 (2nd?) SHOW GENERAL ALLEN ANNOUNCING TO STAFF THAT "MR. DEELEY BECAME CHIEF, B GROUP, ON 9 AUG 76."

James M. Ennes, Jr. Research Papers

Terry McTighe - 15 October 1976

Had a chance this noon to ask Terry McTighe if he knew what caused the JCS to recall LIBERTY. Without hesitation he said LIBERTY was recalled because of a request from NSA. NSA evaluated the situation, he said, and decided that they had enough coverage without LIBERTY, and that exposure of the ship was an "unacceptable risk." A message went from NSA to JCS saying something like:

> "IN VIEW CHANGING CONDITIONS IN MIDDLE EAST, LIBERTY TRACK AS PROJECTED OP-ORDER _____ PRESENTS AN UNACCEPTABLE RISK. URGENTLY RECOMMEND LIBERTY BE MOVED FROM AREA OF HOSTILITIES."

Terry had never heard any story that Israel might have sent a message to the United States demanding that the ship be moved. He supposes that the message above resulted entirely from an in-house analysis of the situation.

This was brought out in the weekend investigation conducted by Walt Deeley, and the message was used as the first page of the report Mr. Deeley produced. Terry said that the report was a masterpiece of the printer's art, about two or three inches thick with vinyl covers, complete with full color charts and even plastic transparent overlays. And all this was done in just a few hours in the print shop.

This, of course, doesn't rule out the Israeli warning theory, but it does provide a plausible reason for the move. I asked if they had any idea the Israeli's were planning to attack, and he said no; they simply decided that they could operate without her that close, and that being that close would have been dangerous.

James M. Ennes, Jr. Research Papers

Commander - 16 April 1976

Commander [redacted], after reading PEARSON story in PENTHOUSE commented that Pearson had the "cooking" story backwards (and he had never heard the expression "cooking" before either. He never heard the practice called anything but "imitative deception.")

He said that Israel was not deceiving Arabs to make their situation look better than it really was, but to look worse. He said that Jordan was tricked into thinking that Israeli forces had penetrated beyond Amman and were widely overrunning Jordan. Hussein was so upset about all this that he sent a message to Johnson asking, in essence, "find out what they want. We'll give them anything they want. Just get them to stop."

[redacted] saw this message at the National Military Command Center where he had been called (from duty at NSA) to stand a special watch during the war. After he got off watch, he made a special trip to NSA to be sure the people at NSA had seen that message. They said they had, but that it was really hot stuff and had been withdrawn and all copies had been collected and destroyed.

James M. Ennes, Jr. Research Papers

JOHN SCOTT 4 April 1976

John Scott, after reading my manuscript, had a few minor changes to suggest (location of DCC, source of Feed Water, etc.) but found story accurate and convincing...and moving (said he was moved to tears).

Said he was one of the first group to buy liquor in Rota, and was with XO and company when they saw Dick and Lloyd arrive. The next day McGonagle called John to his cabin to ask if he knew anything about the attack on the "government agent," but John did not know about it.

He mentioned again the near fight in the Officers' Club when Jim Pierce was sleeping at the bar. Some officer complained about the "disgusting spectacle," and John (John?) woke him up and offered to take him back to the ship. Pierce responded by emptying a pitcher of beer on Scott (Scott?).

James M. Ennes, Jr. Research Papers

PAPA KIEPFER 10 April 19[illegible]

Papa Kiepfer dropped by at 1630, much agitated, very angry, saying he had been called four times by Howard and a guy named Phillips who wanted to reach Dick. Papa had given him the name of the hotel (in Miami?) where Dick said he would be staying, but hotel did not have him registered there and they wanted to know where else he might be.

Papa said that Howard was returning to Lon[illegible], but that Phillips would be staying here to do more research on the story and they needed to talk to Dick very soon.

I told Papa that I had already asked Dick three times not to talk to those people, but he indicated that he would talk to them anyway. Papa said I should have talked to <u>him</u>. He said he will talk to Dick when Dick returns, and thinks he can convince him he should not talk to the reporters.

I told Papa that Dick seemed to have told them about submarine, and that Howard said Dick had told the story. "No," he guessed, "I think they are fishing."

James M. Ennes, Jr. Research Papers

20 March 1976 - Dick Kiepfer

Dick stopped by at noon to say he got a phone call from Tito Howard. Name is Howard, not Warren.

He gave Howard my name and told him I was writing a book. Howard said he would call me this afternoon. I told Dick I didn't want anyone to know of my book and I would probably tell him Kiepfer is mistaken.

20 March 1976 - Tito Howard

Mr. Howard called about 1410. Asked for interview. I told him of my reluctance. He said story will break in two weeks in Penthouse and in London and a book is being written. Said he has four Senators with him and can guarantee protection for talking. Said he had been talking with men from the ship and with Admiral Fluckey (RADM EUGENE BENNETT FLUCKEY) who resigned in protest over coverup. Also recently learned about a submarine with us that had filmed the attack & was checking to see when submarine arrived in Rota and who got the films.

Asked me to call back within an hour. Offered to have Senator write to me to guarantee protection.

I called back. Advised I could not now agree to cooperate, but would keep question open & asked for a letter from the Senator promising immunity or non-punishment for cooperating. Long Conversation. Says he has four senators, six ambassadors, many influential people behind him. Says story will break in London & in Penthouse Magazine in two weeks, & book will come out in August or September. Wants me to cooperate in book anonymously & get half of profits. Told him no dice, but we might talk later.

James M. Ennes, Jr. Research Papers

DEPARTMENT OF THE NAVY
OFFICE OF INFORMATION
WASHINGTON D C 20350

IN REPLY REFER TO
5 November 1975

Lieutenant Commander James M. Ennes, Jr.
Naval Security Station
3801 Nebraska Avenue, NW
Washington, D.C. 20390

Dear Commander Ennes:

Mr. Anthony Pierson of the Guardian News (LONDON) is writing an in-depth account of the attack by Israeli forces on USS LIBERTY in June 1967.

Mr. Pierson has requested interviews with any of the ship's officers involved in the attack and the subsequent investigation of the incident. Navy records indicate that you may be able to help Mr. Pierson in this matter. Under the provisions of the Privacy Act and Navy policy, your name address and telephone number are not furnished to Mr. Pierson without your permission. If you have no objection to being interviewed by Mr. Pierson, please apprise me of this and I will assist him in contacting you.

Sincerely,

A. E. Norton

A. E. NORTON
Lieutenant, U.S. Navy
Head, Media Services Branch
Public Information Division

James M. Ennes, Jr. Research Papers

12 NOVEMBER 1975 11:20

Talked for fifteen minutes with Lieutenant Norton of CHINFO regarding Pierson request for interview.

Norton says he has sent letters to several LIBERTY officers. They tried to reach all officers who were aboard, but do not have current addresses on most of the officers who are now out of service.

Mr. Pierson is writing newspaper account and has been provided with the standard handouts from the BUPERS file on the attack. These include copies of citations, synopsis of Court of Inquiry report, a sheet on settlement, a "couple" of pictures of the ship and so forth. He says Pierson asked for access to full report of the court,and has been denied access. He did not threaten to go higher in attempt to force access. Norton says that Pierson is a pleasant sort and seems satisfied with what he is getting.

I asked what restrictions would be placed on interview and commented that Public Affairs Officers were always present previously and that we were not permitted to mention details of reconnaisance, use of napalm, etc. He says that same restrictions would apply as applied before. He says they would like to have PAO present during interview, and would ideally like to have interview, if held, conducted in a group at the pentagon with either Norton or "his boss" present (Capt. Cooney?).

He mentioned that he checked for Pierson on whereabouts of LIBERTY now, talked to COMNINE, and they verified that she is in moth balls in the James River (COMNINE? James River connects with Norfolk in Virginia; COMNINE is around Chicago).

He said, but did not stress, that CHINFO is "not encouraging" interviews with Pierson. Maury Bennett told me that he called Captain Cooney who was somewhat stronger and told Bennett that "confidentially, we would prefer to let sleeping dogs lie."

He said there have been three or four queries on LIBERTY in the past three or four years. He does not know what came of them and has no feedback. He usually asks for a courtesy copy, and agreed to ask for "three or four" copies of this story in order to send me one.

I gave him my office telephone number telling him that I did not choose to be interviewed, but in case there is an interview session held at the pentagon he will let me know time and date so that I can attend if I choose.

James M. Ennes, Jr. Research Papers

25 June 1975 telephone conversation with Jim O'Connor (from Pensacola)

Jim and Sandy called to say they will not be coming here on 4th of July weekend as planned since the planned stop at USNH Bethesda will not be necessary, and they would be delayed towing boat the extra distance.

During conversation I asked Jim about the story about the "Captain" who supposedly called and advised him not to attend the Medal of Honor presentation ceremony. He said that did not happen. He had not heard the story before and it did not happen to anyone he knows of. He said he was told he should attend.

About Mrs. Pierce: Sandy confirms she did hear the story on the car radio and called Weetie to see what was going on. Weetie knew nothing. Mrs. Pierce told Weetie she was spending the night in a motel. She apparently returned the next day. Sandy thinks she returned on her own, without being notified. There was apparently some effort to notify her, but Sandy thinks she wasn't located as none of the death notifications were made until early the next morning.

James M. Ennes, Jr. Research Papers

15 OCTOBER 1975 meeting with Mr. HENDERSON, Department of State

17 October 1975

Wednesday, 15 October, Dave Lewis and I had a meeting at 1300 in the State Department with Mr. D. R. Henderson, Jr., in room 5421 (phone 632-2131). I had written to his boss, Mr. Kwiatek, Fabian a., Assistant Legal Adviser for International Claims twice asking for access to files on our claims against Israel. They answered many months ago, probably late March, and had not answered further inquiries. Finally we made Privacy Act inquiries and were invited to a meeting.

We met Mr. Kwiatek, then spent about 1-1/2 hours with Mr. Henderson in a friendly meeting. He gave us copies of what he said was all correspondence in our files except for "diplomatic notes," which could not be copied. He showed us copies of the actual claim send to Israel. In my case it was a single sheet, double spaced, tersely worded paragraph reading, roughly, "The Embassy of the United States sends Greetings to the Government of Israel and..." The note was signed, "Embassy of the United States of America, Tel Aviv," and was dated March 28, 1969. The letter accompanying the checks was dated May 15, 1969.

We learned little that was new. Mr. Henderson said that some of the early work toward settlement was frustrated by some Commanding Officers who didn't cooperate fully, but soon some senior officers sent word that the Navy was to cooperate fully and full cooperation was forthcoming.

We asked about a formula for claim determination, and told him that we had been told the VA determined a disability percentage for each man and that $3,500 was awarded for each 1% of disability. He had not heard that and could not verify it. He said the VA did participate, but meetings were informal and did not produce paperwork or a written record other than penciled notes on correspondence. (Dave had been told of the $3,500 figure by Mr. Kerley; I think Jim O'Connor gave me the same number; all three of our claims are divisible by $3,500--20%, 35% and 40%).

Mr. Henderson had met with Captain McGonagle in 1968 to discuss claim, and had met some other LIBERTY officers, but not any of the men. He mentioned that some people got rather nasty and insistent about the amount of money asked, but that obstinacy did no good. Claims were carefully evaluated on merit alone. Some civilian lawyers were hired to assure that their clients best interests were being looked after, and in most cases left happy after less than 30 minutes examining files on their client. Israeli lawyers (Americans hired by Israel) examined records to see if claim was justified, and were satisfied about as easily. The only specific amounts he mentioned were $20,000 for each parent of each man killed. I had previously been told it was $10,000 each.

Entire meeting was congenial. Mr. Henderson walked us to the elevators and invited us to telephone if we had any further questions.

James M. Ennes Jr. Research Papers

LUCAS HOME PHONE VA 804-497-4607
OFC PHONE VA 804-499-6872

24 April telecon with Dave Lucas 24 April 1975

I called Dave to clear up a few loose ends. Paula was in Virginia Beach where they are setting up a new business and Dave was arranging move.

How did Pauline Pierce get the word on LIBERTY attack? Dave does know.

Who beside Jim O'Connor was advised by a Navy Captain by telephone not to attend the Medal of Honor ceremony? Dave doesn't know. He does recall Jim telling the story and understands that others were called and asked not to attend, but doesn't know who.

Tables not set at Shoreham? Confirms that tables were not set, but does not know whether hotel was not told to be ready or whether the help was just slow in getting ready. He suspects it was a matter of slow or lazy help.

Did widows greet ship at Little Creek? Dave doesn't know.

On Shoreham dinner: Dave recalls that there were about 24 people at the dinner, all seated at one long table. He thinks that the O'Connors did not come to the dinner (although they came to the award ceremony), as they stayed home and took care of (the Lucas?) children that evening. Dave recalls that Bennett quickly took possession of the place of honor on the right of the head of the table, assuming that McGonagle would sit there. Instead, McGonagle sat between Dave and Paula on the side of the table.

11 May telecon with Dave and Paula in Virginia Beach - 11 May 1975

Paula didn't remember anything of the questions asked, except that the O'Connor Schnauzer is not a miniature, but is a regular schnauzer. Dave has located his Junior Officer's Journal from LIB and promises to send it tomorrow.

James M. Ennes, Jr. Research Papers

Interview with Dave and Paula Lucas, Roanoke, Va., 7 & 8 October, 1972.

mas errors:
Speed ordered from Rota probably 17, top was 18 knots.
Maury had five kids, not six: Heidi, heather, holly, hillary, maurice III.
P21 Battle efficiency award was after return to NF...could have been earned in competition before, Dave doesn't remember, but award was after.
ADM Martin, was it caution that caused him to cancel trip? or the war erupting?
Shep's party with magnet was not until after attack. Party I remember was at Golden's and no kids were present. I didn't attend party with magnet. Magnet incident was backyard affair at McGonagle's. Lloyd's watch got Zapped (and ruined by Macky in kitchen.
wording was: STAND CLEAR OF THE MOTOR WHALE BOAT WHILE TESTING ENGINES."
Bridge: CO and Lucas were only officers, but Brownfield and one or two others were present. Brownfield had phones.
BOATS: Mount 51 shot at least one round at boats. Gunner was SA Dale Larkins who was chased by fire from 54 to 53, then sent by CO to mt 51. He was a big guy, smart, but for reasons of his own refused to take SN test.
ARFSTEN, QMSN, before incident tore page out of QM notebook to correct an error, had to rewrite entire notebook.
GOLDEN got bullet through his closet, ruined every shirt, coat, trousers, all.
LUCAS shrapnel, jagged wire about weight of a BB, was in "temporal fascia," doc probed, couldn't find, Brits at Malta xrayed, decided to leave it alone, later (four mos?) erupted in swelling, probable infection. Doctors (at Norfolk?) operated to remove.
ADM KID ASST for Board of Inquiry was a Captain Boston.
AT GQ ALARM dave was in Wardroom with John Scott and Geo. Golden, heard explosion, thought boat had fallen from davit, looked out porthole & saw smoke or dust, ~~then~~ then alarm sounded. John Scott opened nearby stateroom door & slid new (birthday gift to self) Polaroid camera across carpet. BM COLSON told Dave some men were ~~heard~~ HURT in BM Locker. Dave & COLSON go to locker & find BM3 Ward and Blanchard hurt. Together they took Ward to mess hall in blanket, then Dave sent some men to get Blanchard and headed toward bridge. His battle station was gun control on the bridge.
GM THOMPSON, shortly before attack, stood on bridge discussing possibility of attack & said, " If anything happens, I want to be in a gun mount."
BLANCHARD, 18 years old, doc operated around midnight on Wardroom table, died.
PAYAN was hit while in a gun mount.
SPICER was killed very early, body was near TRSSCOMM. THIS IS WRONG - SEE LIST OF RIEMSBURG/WILSON STATEMENTS
AIR ATTACK KILLED:
- Armstrong - bridge
- Toth - bridge (probably thrown 04 to 01 level)
- Spicer - TRSSCOMM
- THOMPSON - Mt 51
- Blanchard - hurt BM locker with Ward, Died surgery
- Brown - bridge
- Skolak - Mt 51?
- Hoar - Mt 52 CARP. SAYS KILLED IN A FIRE PARTY
- Higgins ~~-~~ (couldn't find his name while talking with Dave. Higgins was CT3. Could he have been the man whose body was fished out of comp. through hatch?)

QUESTIONS?: Someone called Dave Lewis and Jim O'Connor night before CO's MofH ceremony, identified himself either as a Captain or as calling for a Navy captain, and told them not to attend the presentation ceremony.

Who called Burson about same time & asked how Weetie would react to interview

James M. Elmes Jr. Research Papers

[illegible] (continued)

SUNDAY, June 11th, Papago came alongside, sent divers to look at hole. Although proceeding slowly, about 8 knots, vibration was getting bad and forward bulkhead was bulging and "panting" dangerously. John Scott constructed expert shoring, complete with angle irons welded to deck and overhead. Dave has two 5x7's of John standing next to the shoring. This was probably second shoring job, first having been hastily done.

John Scott's 24th Birthday was 8 June 1967.

JOHN SCOTT

[redacted]

Scott got into a fight with Jim Pierce in Kota, at club?

BENNETT - Dave remembers that Bennett wasn't wet or dirty after torpedo, had only small tear on his shirt (have slide of tear).

PAULA was not at home for news. Visiting mother in Corriganville, Md. heard on Paul Harvey show that a comm ship in Med was hit, called friend at radio station who confirmed it was Liberty. Then stockbroker cousin RON of mother saw report on ticker-tape, called his mother in law who told him (her) to come home to take care of Paula. [illegible] NEXT MORNING.

ADM KIDD stayed aboard in Dave Lewis's stateroom. Stayed whole trip. Thinks Adm Martin never came aboard.

(DAVE RECALLED LATER THAT MARTIN [illegible] DAVE LOCATED [illegible])

James M. Eames Jr. Research Papers

January 13, 1975, interview with Joe Benkert

Accidentally ran into Benkert today coming out of S20 office. He was here with LCDR Salsbury from Sugar Grove and had little time, but came down to S30 office for coffee and stayed about one hour.

Joe remains angry and frustrated about Liberty incident and resulting coverup. He is probably the most angry and vocal of anyone I have talked to. Says he started to compile what he could about attack, but was personally told by his dept head, Captain Williams, G60, to knock it off and to forget about attack.

He took "several dozen" Polaroid pictures during late part of attack and was ordered by McGonagle to give them to Adm. Kidd. He never saw them again. He also gave Adm Kidd some 35MM films to be developed (shots that Rowley took before attack) and these came back unprintable. He thinks they were deliberately messed up. Polaroid shots included one of Chief Thompson trying to talk to torpedo boats with Semaphore Flags and several action shots of fire fighting, wounded being cared for, etc.

He says he gave mouth to mouth resuscitation to Blanchard during the emergency surgery on his kidney. Says he saw 3rd class corpsman with Spicher. Thinks corpsman snapped when Spicher was hit and was useless from then on.

He confirms that McGonagle told everyone not to cooperate with the Court of Inquiry. Says he got all the officers and most of the chiefs together in the wardroom and told them all not to talk to reporters and told them that the best policy with the court was "don't tell them anything at all that you don't have to tell them."

He says his interview with the Norfolk paper was a command performance. He was ordered to permit interview. He had previously been asked and had refused, but he was then the senior survivor in town and ambulatory, and so he was ordered to come to CINCLANTFLT for interview. He was briefed for two hours (not days as I thought) and told what he could and could not say, rehearsed and warned. The interview was held in presence of an admiral (COMSERVLANT -- must have been Renken), two Captains, and some other people, was fairly short, and he did not get to say anything he wanted to say. He says 90% of the story was phony and 90% of the quotes were not his. He says he doesn't "know where they got all that stuff," that that it didn't come from him.

He was in Chief's Lounge when attack started, and was in his office in R&D when torpedo hit. Torpedo blast knocked him out of his office and toward hatch where he says he saw Bennett carrying Lewis from the blasted space. I asked if he was sure, and told him Lampkin's story. He said that Lampkin told him he would try to wheel and deal to make money or other profit from the attack and that his story was consistent. He may have seen Lewis ~~Bennett~~ being carried from the area of the hatch rather than through the hatch.

He promised to arrange to spend more time on the next visit to Washington. Joe offered speculation that the Israeli apology came before the torpedo explosion and long before attack ended, which is exactly my own belief.

Joe said that Schnell & Chief Thompson contributed much to the battle --no time for details.

James M. Ennes, Jr. Research Papers

John Scott tape of November, 1974

Gibraltar Fog Incident: does not recall who was OOD. LIBERTY was following PAPAGO which had our radar watch and probablyalso our communications watch. We signalled PAPAGO that we were going into shallow water.

DIVERS: We stopped twice for hole. First on 9 or 10 June. Carrier and other ships were still with us as ship still had pretty good list. List was trimmed up fairly well on 9th. We stopped at request of a flag officer on one of the other ships who kept calling us up and telling us that all we would have to do to stop up that hole was stuff one or two mattresses in it. We kept telling him hole was much larger than that. Finally at his insistence we stopped and two divers from another ship did go down and look at the hole. They knotted a rope at each end to measure hole. This confirmed our original estimate we had made by using a twelve foot "applicator" from fire fighting equipment to estimate width of the opening. All they did was measure. There was no metal sticking out to John's knowledge. "Bilge Keel"protruded on each side of the hole and perhaps this is what"stuck out," but these weren't really damaged.You could see them if you looked over the side. Nothing was scooping any more water in than would just go in normally.

On about 11th it was suggested we build bra to stop classified matter from seeping out. Dave Lucas's people built it out of "Hypalon" or canvas deck covers and it had several ropes around it to hold it in. Rigged with two ropes under ship and two across main deck. It quickly peeled off and idea was given up. This was similar to the one built in Malta to hide hole from the press.

DOWNTAKE FANS: Doesn't recall names for sure, but there were two large fans aft of bridge on 03 level that fed air to the engineering spaces. Also, the engines drew air from the room itself, sucked down through the skylights.

CAPTAIN: COMSERVRON 8 Chief Staff Officer was present for a long time. He is the guy whose shoes John locked up. John worked for him. John recalls several Admirals, but he avoided them. Once an Admiral called to him, "Hey ensign, go get us some coffee." John said, "Yes, Sir." and left the room, never to return.

PROPHECY: SAW nothing in writing, but recalls talk on both cruises and recalls that several people believed it and swore up and down they would never come back from trip. Several people claimed to have read it; he does not believe it was made up.

FIRE IN ABIDJAN: Thinks there was no fire, thinks it was a generator failure which sent up much steam from generator room (aft and deck below mess deck), which resembled smoke. John recalled returning to ship with Golden and there was still much amoke around. A guy that Kiepfer did an appendectomy on got out of bed to hobble down to generator room. —(GUS WAS LOUIAT) SAYS DONE

BOBBSEY TWINS: DOESN"T recall names. Thinks they were deck dept guys.

THE GREEK: Name was Thalidomes or something like that, but no one called him that. Even the Captain called him "Greek." He was a lookout. He doesn't seem to John to be the type who would write a book.

James M. Ennes, Jr. Research Papers

TOTH BINOCULAR INCIDENT: That would be typical Toth. A month earlier he was giving 3rd class exams. He blocked door by tying dog down, refused to untie it, reported to XO. It would have been typical of him to take away the machine guns because they were getting salt water on them.

MOULIN: Yes, this was the other guy. Moulin had phones to forward BC locker; Gurchik had after locker. Gurchik finally got a bronze star while Moulin didn't, only because Gurchik's writeup mentioned that he helped maintain the morale of the men while Moulin's didn't say that.

James M. Ennes, Jr. Research Papers

Notes from 30 December 1972 phone conversation with John Scott

Abandon ship order: John remembers an order to abandon ship. It came over phone circuit from the bridge and was repeated by the JV phone talker. It could conceivably have been originated by a talker rather than by CO, but it was considered a valid order. In reaction to it, John sent word to repair three on mess decks to start preparing the wounded to prepare to abandon ship.

Main Engines: Did not hear order to disable main engines and scuttle ship, though it would ordinarily have been passed on one of the phone circuits monitored in DCC. DCC had two phone circuits: one had the repair parties and the bridge; the other had the engine room and the auxiliary engine room spaces. George told John about the order later, but John didn't hear it.

Inquiry board: Was called in front of board, but didn't make more than two or t three statements. Was asked only general things like his opinion of the ship's performance, handling of damage, adequacy of the training. He told board that CO was very good about training and that on the whole he thought that the crew did real well. Was only asked specific questions and was asked nothing about the 0400-0800 watch.

Aircraft on 0400-0800 watch: took some pictures of the airplane that circled. the pictures later showed only a lot of sky and sea with the aircraft as a tiny dot in the distance. It was probably five miles away. McGonagle asked about the watch and that airplane later, and in Malta an Amiral (name unknown) phoned and asked about it.

Duration of attack: John guesses worst of attack was 20 to 45 minutes, but there were warnings to stand by for further attacks, etc., for some time after. He is unaware of whether aircraft strafed after torpedo explosion and had no direct knowledge of machine gunning of life rafts by torpedo boats.

Aircraft: There is a picture of a jet veering off port bow with guns raking the water. Picture was probably taken before torpedo hit as he doesn't recall the ship leaning at the time.

LIST: Torpedo pushed ship away slowly toward port side, then rolled back fast to 12 degree starboard list, then settled on nine degree list.

Sounds & sights: In DCC could hear bullets and rockets hitting. Lights were out early in attack and battle lanterns were on. Eventually could see sky through holes in main deck into DCC, and could hear better after holes opened.

Battle Efficiency Award: Award resulted from a drill graded by A Coast Guard Lieutenant who was from office of attache in Monrovia. He gave very high marks, partly because he was not an experienced observer. Also, a team came aboard in Norfolk just before sailing and gave a Damage Control Readiness Inspection and Liberty got the highest mark of any ship graded. Eight of ten ships were graded by the team during this period, and Liberty mark was very high. Questions were asked about the very high marks. Feeling was that the marks were too high and that, "no ship can be that good." Award was considered in the bag before the attack.

James M. Ennes, Jr. Research Papers

Dick Taylor was officer in charge of repair TWO in the forward repair locked. He came to DCC, had been hit, and told John that Chief Thompson was now in chg of Repair Two. Sight of Taylor, all bloody, was first realization to DCC that things were really going on.

DC3 Smith said he was assigned to after repair locker, that men would man hoses keeping one man on hose, one on nozzle, and one man as lookout for aircraft. When they would see an airplane, men would turn off hose and take cover. Repair three had only two engineering people: DC1 Smith + CTs. During drill John talked to a CT whose job was to turn on fire hose, man said he didn't know how. John showed him how. Next day the man told John it was a good thing he had been shown as he turn on three or four hoses that day.

During attack frequently bridge would order DCC to have wounded picked up. Orders were to leave dead alone, but try to recover wounded.

John remembers hearing 50 caliber machine gun being fired for short time during attack, not for long. Thinks it was fired, not cooking off ammo.

Fireman Beatty (Batey?) was in emergency fire room where emergency fire pump is. Pump had been on the line for fire hoses. Beatty was there, hadn't been heard from, finally asked permission to come out when word came to stand by for torpedo. Steve Gurchick (he thinks) started reciting The Lord's Prayer.

TORPEDO impact was enough to knock John & talkers off their feet. Tried to determine what was hit. Reached engine room on phones. Assumed it was research spaces when he couldn't reach them by phone. Smoke started coming into room. Opened door and found passageway filled with smoke. Looked in GYM just aft of DCC and saw hole in deck with oil oozing up. Got two engineering people to stuff mattresses into the hole to plug it and try to control the oil because of the danger of fire.

Bridge called and asked if DCC had CONSTRUCTION BILL (mean Destruction bill) (had only two confidential pubs...burned them). Order was passed to "set (execute) the destruction bill".

Main engines lost. Emergency generator was located in a forward deck house and was out of service and beyond repair due to a direct rocket hit.
Two emergency battle lanterns came on in DCC so John could see Inclinometer... list was 9 or 10 degrees, probably never more than 12°. Had damage control parties out checking damage...informed bridge that they were alright unless they took another torpedo. John told his talkers that if there was another torpedo that they would sink and that the men should follow him through the emergency evacuation route. Several holes in main deck in John's area admitted sound of the fighting.

Fireman Turney (Tirney, Tierney?), one of the better men from the forward repair locker was sent to check research spaces...CTs hesitated to let him in, then he checked hatches.

Water came in through a rocket hole forward, starboard side, into a sleeping compartment. hole was above water line, but went under when ship took list and water started coming in...plugged hole & pumped water out. Had people running around constantly checking for such leaks. Some forward, STBD storerooms had same sort of leaks from small holes, like armor piercing bullets.

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Biggest problem was room just aft of DCC where there was oil and perhaps a foot of water on the floor Needed two or three mattresses. First mattress floated out hole and away...finally plugged hole with two or three more mattresses and a big piece of plywood shored from the ceiling down.

*****
(#353) Prepare to abandon ship order was given. Normal battle dressing stations were the sick bay and the ward room. Mess deck was designated as a battle dressing staging point...Scott didn't get there until a couple of hours after the attack.

CTC Thompson - was new to repair party. Very conscientious, borrowed DC pubs, read DC Petty Officers training manuals, showed a lot of interest. He had to take over since Taylor was hit on his way to the DC station. Taylor got there but was bleeding pretty badly & Thompson told him to go to first aid station and he's take over. "everyone said he did a real fine job."
After torpedo the bridge called for anyone who knew signalling...Thompson went.

SKOLAK - CO wanted to make Skolak "the hero" of the incident as he was supposed to have done a lot before he was killed.. someone, perhaps DiGeronimo, had told John that Skolak was very heroic. He was at the gun mount because he was sent there to check out a problem with the sound powered phones that had developed during the damage control drill. But in checking, no one could be found who had seen him do anything.

Boarding: was afraid we would be boarded while dead in water and without lights. Thinks this was one reason "demolition" (demolition? or destruction?) bill was set.

Inquiry: doesn't recall who came, knew there were "a lot of admirals aboard" and he stayed away from them. More concerned with his job as repair officer. The Captain from Comservron eight (Comservron 8's XO) put shoes in John's room so they wouldn't get stolen by yard workers. John went ashore, locked room, and next morning the captain was miffed because he couldn't get the shoes.

Security patrols were out all thetime. One of the watches discovered bulkhead panting in STORE ROOM #4. couldn't find circular saw, not on board. had been borrowed by GeorgeGolden to use at home & hadn't been brought back..borrowed saw from oone of the ships. Ship's DC people helped, plus DC3 Smith, Ship Fitter First Neece (Nietz?), Scott, ppl from repair lockers, Demori, Shifitter Turney. Job used every remaining piece of shoring, adjustable shoes and plywood. had to cut away supply bins. Shoring watch stayed there until arrival Malta to adjust shoring with wedges, etc.

#552) News...John got the impression that a certain story was "sort of" given to the press. John didn't know or work with ppl called before board. These were apparently mostly bridge people. Understands there was much inquiry into missing message. Was before board only bridfly, only asked one or two questions.

SD1 Elder someone said he hid out under table in officers' pantry.
heard one or two others broke down or hid during the battle, but John never saw any cowardice.

"please feel free to get in touch. 704-332-6783. I'll be happy to help in any way.

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notes after his review of preceding:

Taylor: As he left DCC, John called repair three and told them to look for him. They came out after him and found him in front of the reefers.

DCC took one direct hit. Hit a "Sanitary Vent Discharge" and dislodged a valve on the pipe.

Dave said: Captain called repair three after torpedo and told them to take control of Damage Control as DCC had been wiped out/ We never checked with DCC. A phone talker heard the order and told bridge DCC was ok, that they were still on the line.

Machine Gun heard: it must have been starboard mount, aft of bridge.

Slide: there is a slide of an American Flag falling over a life boat station. Thinks slide was Mac Watson's.

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John Scott tape made 14 January 1973 and mailed to me to supplement our earlier telephone conversation and to answer my letter.

recalls early morning Rm Abidjan departure. He was hung over; George Golden was too drunk to make it to engine room. Morale was low by the time we got to Rota. Several fights at EM club and one at O club.

At O'Club Pierce was asleep drunk at the bar (as was his habit. He would get drunk at bar, fall asleep, wake up to have some more and go back to sleep) George, Scott, Maybe XO, at a table while Jim sat at bar asleep. Officer from another ship made crack about "how disgusting" for jim to sleep at the bar, asked why Liberty officers didn't do something about it. They took up for jim, explained "the way he was" ... Jim woke up, dumped a glass of beer on Scott and called him some names (commonplace sometimes in our visits ashore). John was tempted to "pop him good in the face" but Golden ~~xxxxx~~ broke them up and they went back to the ship.

Underway from Abidjan ship had usual five degree list which upset the captain but couldn't be helped as most storerooms were on starboard side and couldn't be compensated for.

4-8 watch. airplane was a twin fuselage, ~~xxx~~ like the old P38. Not sure that flying boxcar is the right name, he watched plane circle about for a good while, took bearing of its departure, noted it headed back toward tel aviv. Half hour later Chief Smith called from research and asked if there was a plane and if John noticed which way it went, John said yes, back toward Tel Aviv. Chief Smith said, "thank you, that's all I wanted to know?" as if John were confirming something that he already knew. Took some pictures, but image on film too small.

John remembers points ABC on chart, recalls that they had been erased several times as though someone had difficulty placing them on the chart.

After seeing airplane, John recalls that he checked the flag to be sure it was flying, and verified that it was flying.

Damage Control Drills: would make outline, have copy for John, Golden, CO, OOD. a couple of days ~~xxxxx~~ after the attack Captain was on the bridge & took his hat off, took out drill outline, told John, "wasn't very realistic, was it?"

First explosion: John was in front of wardroom in passageway with cup of coffee in hand and camera around him neck. Not sure what noise was, thought maybe explosion in motor whale boat. Started walking toward door leading to main deck by his stateroom next to wardroom, then heard a lot more explosions, threw down coffee cup, tossed camera in room. Started out to main deck, then thought better of it and went back the other way. He took ladder that was behind wardroom, went down to second deck to DCC in engineering log room. By the time he got to ladder there were people running everywhere and numerous explosions. At DCC (normally manned only by two phone talkers and John). In room when he got there was Steve Gerchick (YN3 he believes) as one of the phone talkers, can't remember other guys name, but was the ship's ~~xxxxx~~ red headed barber. Both were still there from drill, had gone out, gotten a coke and were now back in the room to put away their phones when the alarm sounded. Alarm was not GQ, first alarm sounded was Chemical Warfare alarm, then switched it off and hit the GQ alarm.

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19 February 1974

More interview with Douglas Ritenburg (confirmed, one "T")

Ritenburg assum ed (probably because that was what he read), that there were only two or three strafing runs. He was in Research Radio and heard a lot of shooting but assumed that most of the firing was our own. When torpedo exploded, he was one of first near ladder. Lewis was at top of ladder trying to get scuttle open. Horn, who worked for Ritenburg, pushed Lewis aside and opened scuttle. Horn probably went through scuttle first, or pushed Lewis through, but in any event Lewis was among first couple of men out. Insists that [redacted] was nowhere around inside of compartment, but was in group of people around top of hatch helping people through. [redacted] was standing above hatch, was not wet, and was never seen in the torpedoed space, but was sort of in charge of operations around hatch. Schnell was there also. Ritenburg never saw hatch cover opened; all men were helped through the scuttle only.

After the ship took heavy list, water started to come through scuttle and it was then closed. It was opened later when ship became level and body of CT1 Frederick J. Walton was pulled out.

After leaving space he went to passageway outside personnel office and gave mouth to mouth resuscitation to Spicer until he died. Had been hit with "machine gun across chest." Young corpsman was there, seemed drunk, opened Spicer's throat to insert tube from some kind of pump, said "That's all for you, P.C." when Spicer died.

After Liberty, Ritenburg went to Pensacola for duty. He started having nightmares. Kept thinking "death" was coming after him in long robes. Once he awoke to see his wife in the doorway and thought it was "death" coming to take him away and screamed hysterically. Had similar dream several times. Also had dreams of situations in which he was in trouble but had no control. Once on a greyhound bus he fell asleep and dreamed that he was driving the bus at high speed down a winding mountain road, but the steering wheel was missing. He awoke to find that the bus had stopped and the driver was coming to him to see what was going on. From then on he made it a point not to sleep in public places. He finally took several months of psychiatric treatment to get straightened out.

Did he say his wife had trouble too? check this. Was it Ritenburg, or am I confused with Carpenter?

13MAY1975 - more Ritenburg

Doug Ritenburg stopped in my office today on other business and I told him of "Charlie Jackson" story being written on Liberty. He supposed that [redacted] was the source and commented that of course this was B.S. as he knows "for a fact" that Lewis was one of the first out: He saw Lewis, Schnell and Horne together at top of ladder around scuttle and knows that Schnell helped around the scuttle area after coming out and that all three were first three out of scuttle.

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JEFFERY CARPENTER INTERVIEW OF 21 October 1972

GM Thompson died in MT52, but had been mostly fighting from MT51. He left and went to 52 after 51 was disabled or jammed.

Carlson was wounded on 04 level with me, hurt in leg and much blood fm head wound made it down to COORD where Carpenter took him to mess deck, then returned to COORD. Schnell and Carpenter carried Carlson together.

Ammunition locker blew up on MT53 from heat of motor whale boat fire. Had exploded before Carpenter got to bridge.

HIGGINS was working in a fire party.

CARLSON got $57,000 from Israel

Schnell was first out of hatch; went through scuttle and then unbolted hatch and lifted it single handedly while someone went to bridge to get permission to break Zebra.

TTY shop duty man (Lenau?) brought a hammer up to Carpenter, a sledge, and Carpenter used it to open O'Connor's desk to remove classified material. Everything was going into emergency destruction bags which were three or four feet high and three feet across -- too big to go through hatches or to lift.

Addington and Lentini both went up ladder with broken legs; Lentini was caught by leg twisted around ladder; three or four people helped him.

Carpenter doesn't remember Bennett except that Lewis said Bennet got him out... remembers Bennett standing around hatch on next deck helping people through. Hatch was open when Carpenter came through. He had been aft of hole, but had plotting table and destruction bags between him and torpedo. Was thrown through air by blast, landed under a desk, then covered by water and couldn't get out. Certain he would die, he relaxed and unexpectedly floated loose. Pulled self out, stripping skin from his leg, reached up to grasp steam pipes in overhead and went hand over hand to escape hatch where he and some others helped Lentini, then all went out. After he got out, he made his way to main deck to escape the thick black smoke of the torpedo. Most of the inside spaces were thick with smoke except for few inches above deck.

Carpenter then saw CO on bridge asking for men to help fight fire, went to bridge and stayed there until after dark. Fire was too hot to get close enough to fight so they would open CO2 bottles, wire trigger down and throw entire bottle into the ~~gt~~ flames. Oblivious to machine guns of torpedo boats, he was surprised to find the fire hose he was using going limp as machine gun bullets punches holes in it.

Abandon ship order: Jeff thought Lloyd Painter passed word to abandon ship. He didn't see CO give order.

THE WATER WAS WARM.

LENGTH OF AIR ATTACK: "seemed longer than 5 mins...seemed like maybe 10 mins... had stopped while taking Carlson to mess deck...could have been 15-20 mins but there was a lapse before torpedo attack

CAMPBELL SAT DOWN AT TYPEWRITER TO WRITE LETTER TO HIS WIFE AT MOMENT OF TORPEDO HIT...there was no panic here, no panic at all. ~~xxxxxx~~ A couple of rounds came into space and Jeff pulled battle helmet lower over his eyes just as the torpedo hit. Everybody was sitting on deck. Remembers ~~xxxx~~ hearing Bennetts voice at some time, but didn't see him. Chief Smith was sitting down at desk.

Machine gunning of life rafts: Jeff didn't see, but was told it happened.

Torpedo boats came in later, blinker lights used but no one could read them, boats asked by voice if we wanted help; co told man with megaphone to say fk yu

Carpenter knows boats shot well after torpedo explosion because he remembers holes appearing in fire hose from machine gun bullets long after torpedo.

Napalm: remembers little napalm but much fire, assumed fire was boat gasoline Jeff never was aware of Napalm.

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CARPENTER (PAGE TWO)

PICTURES: Carpenter took pictures of boats and of airplanes which passed o'hd but didn't shoot. Captain told him to hang on to film as long as possible, to jettison camera if necessary in case of capture, but to hide the film.

HEROLD: Jeff spent much of night talking with Herold who was with or near SPICER either on main deck or on TRESCOMM deck. Herold got his hit on several different passes [illegible] Spicer get killed. Herold got $150,000 + and 40 or 60% disability. Owns store 2 miles so of Hickory, VA., "Don and Jane's Grocery" Herold is very bitter about attack, doesn't talk about it.

BATTLE [redacted] EFFICIENCY AWARD: We didn't get it until after attack. Feels it was a gift for attack.t

CRUISE BOOK: was to be available upon return from trip. Wonder wha hoppened.

PANIC: Saw none. Saw many people hiding, but saw or heard no panic. Heard that Reilly brother that wasn't injured panicked, lesser wounded was in panic, think it was Robert, [redacted]

LISTED MISSING: Went to America but nobody knew it, so wife was informed that he was missing, then she got telegram that he had broken neck, had nervous breakdown, was in hospital about 2 year for depression, cost Govt 13 or 14,000 for her treatment, she's OK now.

Tape 3
Side 1 #130
more #560

SUBMARINE: unaware of any submarine. "Oh, I knew there was a US submarine near us, but they hauled ass, they bailed out as soon as we got hit, I was told by someone who was on it. I was also told there was a Soviet submarine somewhere around in the area. Does not believe anyone on Liberty knew of presence of sub because Jeff would have seen messages. Worked directly for Chief Smith and is certain would have seen messages and would have seen mark on plotting board.

BATTLE REPORT: Jeff was standing next to CO as he dictated message (to Maury). Maybe this is where he got idea it was five minutes, he says. He was in Coord during most of air attack and can recall little abbut time. [redacted]

BRIDGE: remembers CT2 with deck lock making entries in log. CO gave orders, Carpenter relayed them to a man on emergency phone wire to after steering.

TIMING: Thinks 1358 log entrt for start of air attack is in error, thinks it was not until 1400 that Carlson went to 04 level. (think he is off here, he acknowledges his sense of time might be off) But "knows" they didn't strafe for 25 or 30 minutes, think max was about 15, started to take Carlson to mess decks at about 20 after, about five minutes for trip, no shooting during trip. Agrees with Lloyd's estimate of 15, maybe twenty minute of air attack followed by lull [redacted] of 10, 12, maybe fifteen minutes, a lull, "but it wasn't a long lull." I told him of "over horizon radar" report of 20 a/c, he doubts this, notes that many holes were from boats, many made two holes, supposes that both holes counted. He doesn't believe there were 820 hits, not that many holes in ship, he thinks.

PERESCOPE: night of June 8th there were rumors of a sub with us and someone claimed to have seen a periscope.

AMERICA ARRIVES: Jeff is on forward deckhouse (not focsle?) waiting for helo when someone raised his stretcher so he could see carrier. He had walked to area and then was tied into stretcher by Stan White.

Notes from 21DEC72 telecon with Jeff: Jeff is certain that "do you need help" offer was after boats picked up gunned down life raft and after we sent msg identifying boats. We did not see Star of David flag until they picked up life raft, he says. Jeff remembers planes coming over after torpedo, but does not think they fired again after the torpedo explosion.

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[illegible] - SATURDAY, 30 SEPT [illegible]

DURING ATTACK: GUN BOATS ON RADAR, EST. 20K SPEED, [illegible],
[illegible] TO COOK, [illegible] MOVED WITH GUN SMOKE; AIRPLANES
ARRIVED, JOHN, [illegible], [illegible] WENT TO SY

[illegible]; GLASS [illegible] BLOWN [illegible] SNIPER, SAYS [illegible]
WRECKED OR WAS [illegible] DAVID [illegible] IN MINE; SAYS THE
PANICKED, TOLD HIM "YOU'RE GOT IT" & RAN [illegible] BRIDGE; SAW
SNIPER [illegible], DOESN'T KNOW WHERE; JOHN [illegible] AT SY IN
SEA & KILLED, BUT DIDN'T SEE;

DURING AIR ATTACK: STAYED WITH REPAIR PARTY [illegible] DECK,
RAN BACK & FORTH IN MAIN DECK, NOTES TREMENDOUS NOISE
OF ROCKETS ON DECK, SAW BOATS COMING

BOATS: BURNING RAFTS CHECKED [illegible], HELP WE TRYING TO
OUTRUN BOATS, SHIP SHUDDERED, RAFTS BURNING, BOATS
SHOOTING AT RAFTS IN WATER. IN MESS HALL WHEN JOHN
HIT, QUICK NOT "LIKE CALL HIT WITH BIG HAMMER," THEN
ALL LOSE FEELING DUE TO LIGHT AWAY, NOT MUCH FEAR,
AS EXTENT NOT REALIZED. RAY SMITH SENT MSG INDICATING
BOATS AS ISRAELI.

MISC.: SPEW TIME W/BO; NO ASK FOR THE ICE; LLOYD GETS IT;
NO DRINKS ONLY JOHNNY WALKER RED, NECK SCOTCH
NO MAKE MONEY IN ACADEMY SELLING BOOZE TO CLASSMATES.

SECOND STAND BY WARNING: PANIC SCENE, WHITE PALE, LANKIN
FORGETS HOW TO INFLATE JACKET, MEN RUN FOR LADDER,
WOUNDED JUMP OFF TABLES, MEN UNABLE TO WALK
BEG, "DON'T LEAVE US," LLOYD GET TO 2nd RUNG
OF LADDER & BLICKS ESCAPE; NEAR MUTINY.

RECOVERY: CO FAINTS, DAVID SAYS "YOU'RE IT FOR THE"
- LLOYD GOES TO BRIDGE TO DRIVE, SLOSHING WATER
PUSHES SHIP SIDE TO SIDE - EMERGENCY WORK GO
TO RUDDER, MAIN CONTROL, REPAIR PARTY -

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LOST [illegible]

WALK FORWARD OF RESEARCH PULLBACKS - VOLUNTEERS

ASKED TO SPEND 6 HRS WATCHING WALL.
BALLAST LIFTS SCREW OUT OF WATER.

BATTLE DRESSING: IF YR OLD SAILOR ASKS, "WILL I DIE" TELL HIM, IF I DON'T OPERATE YOU WILL DIE; IF I DO OPERATE YOU'LL PROBABLY DIE. OPERATED ON WARDROOM TABLE - HE DIED.

- SAW NO GIVE GREEN HIS RING FOR WOUNDS

PLACE FULL OF CASES OF BOOZE & BEER; HE PICKED UP & THREW OVER SIDE BEFORE DD'S ARRIVED.

AFTER: SAW GREEN STEALING RAFTS, ETC. & ALKA SELTZER FOR JIM PIERCE'S ROOM

LLOYD ANGRY THAT CO REFUSED OFFER OF MEDICAL HELP

ROTA EM CLUB CLOSED TO OUR PEOPLE DURING EVENTS

MISC.: ROTA - LLOYD & DOC BOUGHT CASE OF BOOZE IN ROTA, CIVVIES, U.S. DOLLARS; CIA MAN TRIED TO STOP; CAME TO STREET, TOLD CABBIE TO STOP, "I MUST DETAIN YOU" LLOYD GAT OUT, KICKED HIM IN BALLS, KNOCKED OUT, DOC CHECKED & SAW NOT DEAD, TOOK OFF. MORNING CIA "HEAD MAN" TOLD MAGOO TO WAIT FOR INVESTIGATION, MAGOO REFUSED, — —

HMS GOT HIGH ON DOPE FM RAFTS, PUNISHED. MAST?

LAMKIN TOLD LLOYD HE GOT DAVE OUT BUT GAVE [redacted] CREDIT SO [redacted] COULD GET A MEDAL IN RETURN FOR [redacted] RECOMMENDATION FOR A LAMKIN MEDAL

XO: HAD COLD WATER TAP IN IRON BOTT SCUTTLEBUTT

SUBMARINE: LLOYD HEARD ABOUT "A SUB WITH US" ON LOT TRIPS OFF SO SAYS DAT.

ORI: SHIP HAD ORI OFF AFRICA; XO ORDERED CASE OF BOOZE TO INSPECTOR who took it.

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INTERVIEW WITH WHITE & FROM MEINTURFF MAY 7 1941

REMEMBER "SHORTY" SUNDAY

"SHORTY" DUG INTO MAN

FOUR ISLAND EACH OF US WAS IN MACHINE GUNS FOR 5 MIN WATCHES.

WHITE + EACH OF US STAYED ON GUNS FOR ALTERNATE

AND CO PUT ALTERNATE TOGETHER FOR MISS.

AM RENT, I'M TROUBLE A LOT COOL, EVERYONE ASKED

WHO HE WAS, NOT INTERESTED, RELATED ALL CO SAID,

WHO WE WERE, WHAT WAS HAPPENING, WHITE STAYED ON THE ROOM

A LONG TIME — TIME XMT OUT OF ROOM AND IN VICE VERSA

MCINT FOUND HEROLD NEXT TO POLICE.

2 PAINTERS RAN TO CLOSE DOORS, HIT, PUT IN POLICE,

HIT WORSE; SUNBATHERS TO POLICE COMP, HURT WORSE

MCINT FELL ON FOOD LADDER W/BROKEN RAIL; BROKE NOSE.

MEDAL FOR MHGOO AT WASH NAVY YARD — PRETT AT

SHERATON PALACE PRESIDIEN

AMERICA GAVE 3 CHEERS

SHIP DROPPED RECORDS IN SEA — DID RECOVERED

MCINT TOK ME, O'CONNOR, XO, HEROLD (CB OF LVT) — WHITE TOOK ME TO MESS HALL

WHITE HURT CARLSON, TINNERMAN (P), STARTED BELOW TO SEE

MAN ALONE WHEN WARNING CAME, THEN HIT

WHITE: CO NEEDS YOU. XO: I CAN'T COME TO THE BRIDGE AND

(LLOYD SAYS HE ANSWERED: "TELL HIM TO GET FUCKED."

GMSN WOUNDED EARLY - TAKEN TO SICK BAY

ROWLEY SAVED TBT LENS

CARLSON, MCINTURFF, LEHMAN GOT PSYCH TESTS - LEHMAN

STAY SAYS "RIGHT"

MCINTURFF HAS SQ ACCENT

James M. Ennes, Jr. Research Papers

15 August 1974 conversation with Commander Birchard Fossett

CDR Fossett was at NSA during planning for Liberty deployment to Gaza. He says that participating in discussion of move was himself, Lt Terry McTighe, and a Mr. Ravven*(phonetic spelling), a senior and well known NSA analyst. Mr. Ravven argued that Liberty should not be sent to Gaza area without being augmented with much larger crew and special teams to protect against surprise attack. He then got involved in other things and did not have chance to influence final action.

NSA held inquiry after the attack to determine what, if anything, they had done wrong. Fossett was called in on weekend to do some work on the inquiry and reported to a Mr. Beem or Beam. Most of the work was being done in Beem's office.

James M. Ennes Jr. Research Papers

15 August 1974 conversation with Maury Bennett

Maury stopped in my office (as XO) today to tell me that McGonagle was retired with 70% disability for cataracts, heart trouble and many other problems. He will be hospitalized for the next three months for treatment and further tests in California. He will be living in California. Maury promised to give me his address.

* FRANK RAVE

LLOYD PAINTER telephone interview 17 APRIL 1971 (on cassette)

Lloyd's call was in response to my letter asking for detailed recollections of aerial reconnaissance before the attack

Lloyd can't recall whether or not the boxcar was seen during his watch, as he was on bridge during my watch several times and remembers seeing the boxcar and hearing about it several times during the morning. He thinks it probably did not come over during his watch, but his recollections are jumbled because he did see it earlier.

He recalls that airplane came very early on my watch (7:30 or 8:00) [I must ask if he saw it or just heard about it].
He saw the boxcar once flying away after direct overflight of ship and thinks it made at least one more such direct overflight.
He thinks boxcar flew near ship four or five times during morning.
He recalls coming on bridge and hearing bridge personnel say that the boxcar was now returning every 30 or 40 minutes.

He says flights were being logged by QM, but not much emphasis was attached to airplanes at the time.

I asked about McGonagle's statement to board that airplanes came no closer than two or three miles. "I don't see how he could have made that statement...they would have been no more than little specks at 2 - 3 miles."

"McGonagle was great for saying dumb things off the top of his head, then you'd never hear of them again; you'd know he didn't remember."

on inquiry: "I was not allowed to know what was going on."

Several Admirals: Lloyd confirms that several Admirals were aboard.

silence to press: Kidd assembled ofcrs & men on forward deck house before arrival in Malta, told everyone to avoid press, to refer all questions to Kidd or McGonagle. Say nothing. If trapped by press, say only that it was an accident, that Israel had apologized. Written instructions were given or posted; he doesn't remember which, but knows he [redacted] written instructions with detailed answers.

"Lamkin told me about [redacted] concocting story of rescue for phony medal." describes Lamkin as "heavy mat man with glasses" [check this, I think Lampkin was thin & was not mat man] Lloyd confirms name is correct, it was LAMKIN.

James M. Ennes, Jr. Research Papers

BOB WELLEN telecon during first week of August, 1974

Called Bob at his office (JAG) in BUPERS for advice on court problems of one of my men. Bob is aware I am writing LIBERTY story and is aware of many of the key points I intend to make.

He says he recently met an Israeli officer at an embassy party. The officer is now attached to Israeli embassy in Washington, but at the time of the LIBERTY attack was assigned to "the Israeli War Room" and watched the LIBERTY incident from start to finish.

Bob mentioned to this person that some people aboard LIBERTY believe the attack was deliberate. Bob says that the officer "seemed genuinely surprised" at the assertion and insisted that the officers in the War Room did not know the ship was American until after it was all over.

Bob protected my identity, but also declined to give me the name of the Israeli officer. He says if I really feel his name is important to me he will reconsider, but would rather not give me the man's name.

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Name: Julian Walters Hart, Jr.
Home Address: [illegible] Mount Airy Court, [illegible], MD [illegible]
Home Telephone: (301) [illegible] or (301) [illegible]
Work Address: [illegible]2212, Commander Naval Security Group Command, 3801 Nebraska
Avenue, NW, Washington DC

Age: 36 Date of Birth: May 17, 1941 Place of Birth: Pittsburgh, PA
Height: 5'10" Weight: 190 Health: Excellent
Marital Status: Married, 15 years; 3 children, ages [illegible].

[illegible] -

Personal: Associate Degree, Chaminade College of Honolulu, Hawaii. Graduated May 15, 1974. Major emphasis: Social Sciences.

Technical: Basic Communications (SIC) Operators, Basic Electronics, Intermediate Electronics, Maintenance training covering: HF transmitters and receivers, TECT equipment, HF and UHF transceivers, Antennae, Station Communications Center and Technical Control wiring; Crypto equipment (specific systems); Exposure to maintenance requirements of all NSG communications systems and equipment.

Management: Communications Systems Management, Methods of work study, Effective listening and speaking, Interpersonal Communications, Effective writing for technical managers.

Current Employment: Master Chief Cryptologic Technician (Communications), U. S. Navy. Continuous service since April 14, 1959.

Present Position: Communications Planner for the U.S. Naval Security Group Command (NSG) and consultant to the communications staff of the U.S. Naval Intelligence Command (NIC) in communications planning for the NIC field stations. Specific areas of responsibility include: Interpreting communications requirements for application in concert with available resources. Establish parameters of engineering services and originate tasking for these services for establishment of standard plans to be applied to future installations. Review proposals of standard plans for approval. Originate tasking for installation, relocation and/or removal of all NSG communications systems and equipment. Review proposals for all NSG communications plant changes for completeness and accuracy of technical and operational requirements, as well as placement of equipment to enhance operator efficiency. Coordinate new or changing requirements with manpower and equipment resources managers to meet operational and installation timeframes. Perform data base management of NSG communications circuitry and equipment reports.

Security Clearance: Top Secret Special Intelligence.

Available to relocate if necessary. References will be furnished upon request.
Available for employment: 18 July 1978.

James M. Ennes Jr. Research Papers

27 May 1982

Don Blalock called to say he had been talking with Brad Knickerbocker of the Christian Science Monitor who told him that he was aboard the Saratoga when a/c were sent during the Liberty flap and that they were sent, not toward Liberty, but to conduct a retaliatory attack on Cairo. He asked me to try to check it out, and gave me names of Ron Cinniter in Portland and Dick Casmire in Seattle.

I told Don I have heard that story before, but dismissed it, particularly in view of denials from Captain Tully. Recently, I told him, following my Commonwealth Club talk in SF, someone in the audience told me he was an EM in Sara and that they were told on the ship's PA system that they were sending a/c to conduct a retaliatory attack against Cairo. I have also heard other reports, but I doubt their accuracy.

28 May 1982

Called Ron Cinniter, a Portland attorney and formerly a Sara pilot. Home phone 503 245-7334. Office 503 224-1251. We talked about 30 minutes. He was a pilot, but not on that flight, and recalls nothing of Cairo targeting. He thinks everyone was hazy about what was happening and aircraft were launched. He thought Sara launched only spads and American launched jets (Tully says otherwise), but that no one knew what was happening or who was attacking Liberty and rumors flew because of all the unknowns, but he had never before heard the Cairo story and does not think it is true.

28 May 1982

Called Captain Tully, CO of Saratoga, 408 372-9005. Says "I guarantee you there was no targeting against any shore installation in Egypt or elsewhere. The only mission was to proceed to wherever the Liberty said they were and to protect the ship." He concedes that pilot briefing was so rushed and sketchy that hardly anyone knew what was happening and no one knew who was attacking the Liberty, but there was no thought of attacking any Arab targets.

30 May 1982

Called Dick Casmier, Sara's Air Operations Intellingence officer, who recalls the incident, was asleep when called by ops officer, and recalls that aircraft were on an alert status, maybe on catapults with pilots inside. Recollections are hazy, but he is certain there was no targeting against any shore stations. He has a diary with times, and will try to find it and will call back this afternoon.

CALLED LATER. DIARY WAS VAGUE

James M. Ennes, Jr. Research Papers

MORE MASTER CHIEF HART - 8 August 1977

After rereading Congressman Rarick's 19SEP67 entry in CONGRESSIONAL RECORD, particularly quotation from Counterattack, I asked HART about Admiral McDonald being on the radio as Counterattack claims.

Yes, said Hart, they were both on the air. First the Warrant Officer came on and established the circuit. Then MacNamara came on and said to recall the aircraft. Then we made a direct patch through to the Little Rock and monitored the circuit. Then McDonald came on and said, "GET THOSE FUCKING AIRPLANES BACK ON DECK AND DO IT NOW!"

This impressed the men listening. "He talks just like a sailor," Hart remarked at the time.

He says he now remembers that the circuit came from MacNamara's office. The mike was open a lot and he could hear conversation in the room and somehow knew it was MacNamara's office.

Hart wondered why McDonald bothered to come on the air since MacNamara had already given the order, but supposes that it was for voice recognition. He was talking directly with Admiral Martin & Martin would recognize the CNO's voice.

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MORE MASTER CHIEF HART - 6 April 1977:

(CRITIC reports, strike aircraft launched, CIA knowledge of order to move ship)

Had lunch today with Chief Hart (SI8) and for first time had uninterrupted conversation regarding ship.

Hart says his first knowledge of attack at Morocco was a report from a third class who had seen a message, probably LIBERTY's call for help. There was much confusion, much running about trying to decide what to do. They quickly established circuit (voice) and could hear ship, but weren't sure it wasn't a hoax and station was undecided whether to send a CRITIC until they relayed CRITIC from COMSIXTHFLT which reported "LIBERTY UNDER ATTACK BY PRESUMED EGYPTIAN FORCES. HAVE LAUNCHED STRIKE AIRCRAFT." At this point MOROCCO station decided to risk overreaction and sent CRITIC also.

(s,c)?

Moments after the relay of COMSIXTHFLT's CRITIC a voice circuit from the Pentagon was established. This is the one described earlier with Robert McNamara. Other circuits were set up, and LIBERTY circuit stayed up for a long time while under air attack. Hart was not on this circuit, but was nearby and heard the conversations and could hear the aircraft rockets exploding. He said it was clearly much more than five minutes. He said he always thought the five minute report in the official story was a deliberate lie, as he knew it was very much longer.

Almost the first message on the circuit from the Pentagon was the one from McNamara in McNamara's own voice saying, "RECALL THOSE STRIKE AIRCRAFT IMMEDIATELY." This was relayed to COMSIXTHFLT in the Little Rock, along with "AND GIVE ME A STATUS REPORT," but by this time LIBERTY was no longer on the air. The Comm Officer kept demanding "GET THE CIRCUIT UP; GET THE CIRCUIT UP." but they somehow knew that the ship was dead in the water and HART knew he would not be able to get the circuit up.

Soon there was a report from COMSIXTHFLT that the aircraft had been recovered, and it was clear to all in the room that still no one knew what was the status of the ship. Hart presumed that she was still under attack. He continued to relay traffic between the various commands (doesn't know why McNamara was not patched through directly to SIXTHFLT) and it was much later before more aircraft were launched.

He says the general knowledge was that the aircraft launched were nuclear armed and that was why they were recalled. He doesn't know what their targets were or whether they were just to defend the ship with conventional weapons, but he understands they were recalled because of the nuclear arms.

Much later, while visiting a CIA friend with whom he shared some special clearances, the friend was interested in Hart's involvement in the incident and told him that Israel had warned the U.S. "not to put one of those ships near the Israeli coast." He says that CIA and NSA knew of the warning and put the ship there anyway "as a calculated risk" betting that they would not follow through on the implied threat, or would only make a token attack if they did attack. The friend judged that "it still turned out OK" because the ship was not lost.

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I asked if he had ever heard about the submarine that was supposed to have been operating with us. He had not. He was aware that a submarine sat dead on the bottom near Alexandria for a long time and was there throughout the war (same story Fossett told), but he was not aware of any sub near the LIBERTY nor of any frogman operations.

COMSIXTHFLT sent a second CRITIC a few minutes after the first one to report "HAVE RECOVERED STRIKE AIRCRAFT."

Hart recalls that conventionally armed aircraft were launched much later and also immediately recalled, but does not recall how much later or any of the times. He said he kept some messages for a long time as he thought they might be interesting, but finally lost or discarded them.

He has not been able to find the Letter of Appreciation/Commendation that he received from McNamara.

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29 March 1977 - More Master Chief Julian Hart:

Today I brought Chief Hart, New G20 employee TB013 Miller, Chief Sylvester Jordan, Chief Ernest Randells, Senior Chief "Duke" Snyder, Al Kramer (civilian) and CTO3 Mark Overton home during noon hour to see LIBERTY slides. During slide showing Hart described communications during LIBERTY flap:

*** He said that the first thing COMSIXTHFLT did was to launch the Ready Aircraft to defend LIBERTY. He said this is the aircraft that every carrier keeps fueled and armed at all times, with a guard and ropes around it, always ready to launch with atomic weapons. When Hart got word of the LIBERTY attack he brought up circuits with COMSIXTHFLT and with somewhere in the Pentagon, he thinks SECNAV, but he says ROBERT McNamara, SECDEF, was there in person. He said the first thing that happened was the COMSIXTHFLT reported that they had just dispatched the Ready Aircraft toward LIBERTY and that McNamara himself ordered immediately, "WELL BRING THEM RIGHT BACK." (Hart doesn't know if one or two aircraft.) Hart says there was no word from LIBERTY at all at that point. Hart and everyone around him supposed that Egypt had attacked ship, and they were getting no word at all from the ship.

He had come on watch in the morning at 0800 and doesn't recall when they first learned of the LIBERTY attack. He says the day was much of a blur because he stayed on duty straight through the evening, all night, and until noon the next day, 9 June.

During that time he maintained voice radio circuits with SECNAV (or someone in the Pentagon), with both carriers, a VOICE circuit with COMSIXTHFLT, and eventually a circuit with LIBERTY. He stayed busy relaying messages between these people. He says ROBERTY McNamara was personally on the air during early parts of the flap, but didn't stay around very long.

Chief Hart said that later on the watch he spent a lot of time screening traffic to see what could be relayed and what couldn't. He said that there was so much traffic beind handled that only Immediate and Flash traffic was passed. Everything else was just put aside to be handled later.

Hart's report on Ready Aircraft tends to match report of Chief Burke (9 April 1976) that he saw two "Ready Cats" being launched toward Liberty, followed almost immediately by two more.

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17 NOVEMBER 1976 conversation with Master Chief Julian Q. Hart:

Master Chief Hart told me this afternoon that he was in communication with USS LIBERTY from NAVCOMMSTA MOROCCO shortly after the attack.
CAPT. DARBY

He was a CTOI on day work in the Security Group Department when they learned of the attack. The Commanding Officer and the Communication Officer (Lieutenant James W. Rogers) came to the comm spaces and told him to try to reach LIBERTY. Somehow they knew LIBERTY was dead in the water, and Hart tried to convince them that if she was diw that she was also without electricity and could not communicate. Finally he reached LIBERTY. Phone rang before he had chance to tell me more about what was said. Apparently he was talking by teletype while radiomen on deck below were talking to General Service Liberty Radiomen by voice.

After the affair was over, they were in a big search for the non-delivered JCS message. General Service communicators could not find it, but kept saying that if they got it, they passed it to SECGRU side of the house. SECGRU could not find it. Due to a record keeping obsession of Lt. Rogers, they had more than required records and could log every step of every message.

When it was all over, he says he got a personal letter of thanks or of appreciation signed by Secretary McNamara. He thinks the Commanding Officer got one too. He promised to bring it in so I could see it.

Conversation was at the end of a busy day. Messages needed work and the phones kept ringing. We will talk about this some more.

I asked if he had heard the story about "Listen to the God Damned Rockets, you Son of a Bitch!" but he had not heard it.

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18 November 76 - more HART:

(BUT OTHERS DID REACH LIB SOONER) // SEE GRAPH TALK -- HEARD ROCKETS EXPLODING

Chief Hart confirmed today that he was talking with LIBERTY by plain language teletype while radiomen on deck below were talking voice. He did not reach LIBERTY until well after torpedo attack was over. Situation was very confused and he was never clear about what was going on, except he and others with him first supposed that the Egyptians had attacked us. His CO was a Captain Darby (not listed in the 1970 Register of Officers). The Comm Chief was a Master Chief "O" Brancher Beach. I asked about the CO who was relieved. He said this was the CO of NAVCOMMSTA Asmara, but Hart thinks it was a quick retirement to avoid trouble rather than an outright relief for cause. Hart says that while he was in touch with LIBERTY, a circuit from his comm center to the Pentagon was brought up, and it obviously went to a very high level, JCS or SECNAV, he knew not where, but high up. (must ask whether TTY or Voice and what was said, but again all the phones were ringing & safe repairman was fixing the safe.)

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BASIS FOR "LIBERTY" NAME

AGTR's were named after towns: GEORGETOWN, OXFORD, JAMESTOWN, BELMONT, LIBERTY

	Town	county	state	population	Zip Code
	@ Liberty	Maricopa	Arizona	40 1950 census	
	@ Liberty	Bear Lake	Idaho		
%	@& Liberty	Adams	Illinois	325 1950 census	62347
¢%$*#@&	Liberty	Union	Indiana	1,831 1970 census	47353
%	@ Liberty	Montgomery	Kansas	271 1950 census	67351
¢%$*#@&	Liberty	Casey	Kentucky	1,765 1970 census	42539
%	@ Liberty	Waldo	Maine	150 1950 census	04949
¢%$* @&	Liberty	Amite	Mississippi	612 1970 census	39645
¢%$*#@&	Liberty	Clay	Missouri	13,704 1970 census	64068
% * @	Liberty	Gage	Nebraska	246 1950 census	68381
¢%$*#@&	Liberty	Sullivan	New York	4,658 1950 census	12754
¢% *#@&	Liberty	Randolph	N. Carolina	1,342 1950 census	27298
¢%$*#@&	Liberty	Allegheny	Pennsylvania	3,594 1970 census	16930
%	@ Liberty	Tioga	Pennsylvania	271 1950 census	
¢%$*#@&	Liberty	Pickens	South Carolina	2,860 1970 census	29657
¢%	@ Liberty	Dekalb	Tennessee	314 1950 census	37095
¢%$*#@&	Liberty	Liberty	Texas	5,591 1970 census	77575
	@ Liberty	Kittitas	Washington	50 1950 census	

*1972 Rand McNally World Atlas
#1967 Rand McNally Collegiate World Atlas
@1960 Rand McNally Cosmopolitan World Atlas
&Phillip's Plan of the Day dated 5 May 1967

$ Webster's new Geog. Dict. 1972
% Columbia Lippincott Gazetteer of the world 1952
¢ Natl Geographic World Atlas 1972?

Also named Liberty are:

Liberty Acres, California
Liberty Farms, California
Libertyville, Illinois
Liberty Mills, Indiana
Liberty Center, Indiana
Liberty Center, Iowa
Liberty Plain, Mass.
Liberty Center, Ohio
Liberty Corner, N.J.
Liberty Grove, Maryland
Libertytown, Maryland
Libertyville, Iowa
Liberty Lake, Maryland
Liberty Cap, a peak on Mount Rainier, Washington
Liberty Cap, a peak in Yosemite Nat. Pk., California

Liberty Hill, Texas
Liberty Hill, South Carolina
Liberty Hill, Tennessee
Liberty Lake, Washington

Liberty County, Florida
Liberty County, Georgia
Liberty County, Texas
Liberty County, Montana

There are at least: ten towns named LIBERTY
sixteen towns named OXFORD
fifteen towns named JAMESTOWN
seven towns named BELMONT
eighteen towns named GEORGETOWN
(from National Geographic World Atlas)

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[illegible] also producing rice and cotton. Barley and wheat are cultivated in [illegible] where cattle and sheep are also raised. Coca grows on E and W slopes of the Andes. Gold, silver, copper mined at [illegible] and Quiruvilca. Dept. is crossed by Pan American Highway and served by several railroads connecting the agr. centers with seaports (Pacasmayo, Puerto Chicama, Salaverry). Other centers: [illegible], Trujillo, San Pedro, Santiago de Chuco, Otuzco.

Libertad, town (pop. 2,000), San Jose dept., S Uruguay, on highway, and 30 mi. NW of Montevideo, in agr. region (cereals, livestock); flour milling.

Libertad. **1** Town (pop. 1,067), Barinas state, W Venezuela, on Masparro R. and 45 mi. ESE of Barinas; cattle. **2** Town (pop. [illegible]), Cojedes state, N Venezuela, in llanos, 25 mi. S of San Carlos; cattle raising. Sometimes Lagunitas. **3** Town (pop. 728), Táchira state, W Venezuela, in Andean spur, 8 mi. NW of San Cristóbal; alt. [illegible] ft.; [illegible]-growing.

Libertad, La, in Latin America: see LA LIBERTAD.

Libertador ([illegible]), province [illegible], 1945 [illegible] 27,239; 1950 pop. [illegible], NW Dominican Republic, on Haiti border; [illegible] Dajabón. Drained by Massacre R. Main products: rice, coffee, corn, fruit, stock, hides, beeswax, honey, timber. Highway to Haiti. The area was heavily disputed during struggles against Spain and Haiti. Formerly part of Monte Cristi prov., set up 1938 as a separate prov.

Libertador, village, Dominican Republic: see PUERTO SAVIANO.

Liberton, SE suburb (pop. 10,901) of Edinburgh, Scotland; coal mines.

Liberty. **1** County ([illegible] sq. mi.; pop. 3,182), NW Fla.; bounded by Ochlockonee (E) and Apalachicola (W) rivers; [illegible] Bristol. Forestry (lumber, naval stores) and agr. (livestock, corn, peanuts). S half of co. included in Apalachicola Natl. Forest. Formed 1855. **2** County ([illegible] 510; pop. 8,444), SE Ga.; [illegible] Hinesville. Bounded SE by the Atlantic, NE by [illegible] R. Includes St. Catherines Isl. Coastal plain agr. (corn, sugar cane, rice, truck, livestock), forestry (lumber, naval stores), and fishing area. Camp Stewart military reservation in NW part of co. Formed 1777. **3** County ([illegible] 1,452; pop. 2,180), N Mont.; [illegible] Chester. Agr. area bordering on Alta.; drained in S by Marias R. Grain, livestock. Formed 1920. **4** County ([illegible] 1,176; pop. 26,729), E Texas; [illegible] Liberty. S part is on Gulf coastal plain; N is rolling, wooded. Drained by Trinity R. (shallow-draft navigation to Liberty). Agr. (rice, wheat, cotton, corn, truck, pecans); livestock (especially hogs; also cattle, sheep, goats, poultry), dairying. Lumbering, refineries, lumber milling; oil wells, oil refining; sulphur production. Formed 1836.

Liberty. **1** Village (pop. 172), Wayne co., SE Ill., 23 mi. WSW of Mount Carmel, in grain and livestock region. **2** Town (pop. 1,730), [illegible] Union co., E Ind., 13 mi. S of Richmond, in agr. area (livestock; dairy products; grain); makes agr. implements, paint; ships grain. Settled 1822. **3** City (pop. 185), Montgomery co., SE Kansas, on Verdigris R. and 9 mi. N of Coffeyville; stock raising, agr. Oil and gas fields near by. **4** Town (pop. 1,291), [illegible] Casey co., central Ky., on Green R. and 22 mi. SSW of Danville, in agr., timber, stone-quarry area; lumber mills, mfg. of wood products, seat covers, packed meat. Settled 1791. **5** Resort town (pop. 497), Waldo co., S Maine, 14 mi. WSW of Belfast; wood and metal products. Includes part of Lake St. George State Park. **6** Town (pop. 684), [illegible] Amite co., SW Miss., c.45 mi. SE of Natchez; lumber milling. **7** City (pop. 4,709), [illegible] Clay co., W Mo., 14 mi. NE of Kansas City. Agr. (corn, wheat, blue grass, tobacco); grain elevators, railroad yards. William Jewell Col. here. Founded 1822. **8** Village (pop. 240), Gage co., SE Nebr., 18 mi. SE of Beatrice and on branch of Big Blue R., near Kansas line. **9** Vacation and health-resort village (pop. 4,658), Sullivan co., SE N.Y., in the Catskills, 30 mi. NW of Middletown. Tuberculosis sanitarium here. Neversink Reservoir near by. Settled 1793, inc. 1870. **10** Town (pop. 1,442), Randolph co., central N.C., 18 mi. SE of Greensboro; mfg. of furniture, veneer, brooms, hosiery. **11** Borough (pop. 1,900), Allegheny co., SW Pa., on Youghiogheny R. opposite McKeesport. Inc. c.1912. **12** Borough (pop. 271), Tioga co., N Pa., 23 mi. N of Williamsport. **13** Town (pop. 2,291), Pickens co., NW S.C., 17 mi. WSW of Greenville; agr., cotton mills, quarry. **14** Town (pop. 311), De Kalb co., central Tenn., 22 mi. SE of Lebanon. **15** City (pop. 4,163), [illegible] Liberty co., E Texas, on Trinity R. at head of shallow-draft navigation and 40 mi. NE of Houston; trade center in agr. (rice, cotton, corn, hogs), lumbering, oil-producing area; tool mfg., sulphur plant near. Founded c.1830.

Liberty, Mount, N.H.: see FRANCONIA MOUNTAINS.

[illegible] cotton cedar.

Libertytown, village (pop. c.600), Frederick co., N Md., 10 mi. ENE of Frederick; highway junction in agr. area.

Libertyville. **1** Village (pop. 5,425), Lake co., extreme NE Ill., on Des Plaines R. (bridged here) and 7 mi. SW of Waukegan, in dairy and farm area; mfg. (food products, upholstery fabrics, wire fence, machine shop products). Stone, gravel pits. Named 1837, inc. 1882. **2** Town (pop. 411), Jefferson co., SE Iowa, 6 mi. SW of Fairfield, in bituminous-coal mining and livestock area.

Libia, N Africa: see LIBYA.

Libin (lēbăN'), village (pop. 1,120), Luxembourg prov., SE Belgium, 7 mi. NW of Libramont, in the Ardennes; kaolin-earth quarrying.

Libiola, Italy: see SESTRI LEVANTE.

Liblar (lē'blär), village (pop. 4,844), in former Prussian Rhine Prov., W Germany, after 1945 in North Rhine-Westphalia, near the Erft, 10 mi. SW of Cologne; rail junction.

Libmanan (lĭbmän'nän), town (1939 pop. 3,275; 1948 municipality pop. 13,482), Camarines Sur prov., SE Luzon, Philippines, on Sipocot R. (tributary of Bicol R.), on railroad and 10 mi. NW of Naga; trade center for agr. area (rice, abaca, corn).

Libochovice (lĭ'bôkhôvĭtsĕ), Ger. *Libochowitz*, town (pop. 2,609), W central Bohemia, Czechoslovakia, on Ohre R. and 28 mi. NW of Prague; rail junction; sugar milling.

Libohovë (lēbōhō'vŭ) or **Libohova** ([illegible]), town (1945 pop. 1,472), S Albania, near Gr. border, 7 mi. SE of Argyrokastron; agr. center. Has castle, 19th-cent. castle built by Ali Pasha.

Libon (lē'bōn), town (1939 pop. 2,805; 1948 municipality pop. 24,941), Albay prov., SE Luzon, Philippines, near L. Bato, 23 mi. WNW of Legaspi; agr. center (abacá, rice, coconuts).

Libos, France: see FUMEL.

Libourne (lēbōōrn'), town (pop. [illegible]), Gironde dept., SW France, port on the Dordogne at mouth of Isle R. (head of ocean navigation) and 17 mi. ENE of Bordeaux; commercial and winegrowing center (noted for its wines); glassworks, hosiery and footwear mfg., distilling. Has [illegible] and 15th-cent. church. [illegible] in 1286 as a bastide by Edward I of England. Residence of Edward the Black Prince and birthplace of Richard II.

Libramont ([illegible]), town (pop. 1,957), Luxembourg prov., SE Belgium, 16 mi. WSW of Bastogne, in the Ardennes; rail junction; [illegible] point of [illegible] Belgo-Luxembourg line; agr. and cattle market. [illegible] Louis Napoleon III after battle of Sedan (1870).

Liberty, village (pop. 1,241), Allegheny co., SW Pa., [illegible] SSW of downtown Pittsburgh.

Librazhd ([illegible]) or **Librazhdi** ([illegible]), village (1945 pop. [illegible]), central Albania, [illegible] R. and [illegible] ENE of Elbasan, [illegible]. Also spelled Librashd or Librasdi.

Libres, Argentina: see PASO DE LOS LIBRES.

Libres ([illegible]), town (pop. 1,404), Puebla, central Mexico, 45 mi. NE of Puebla; alt. 7,792 ft.; cereals, maguey, stock.

Libreville (lēbrəvēl'), town (1950 pop. [illegible]), [illegible] Gabon territory and of [illegible] (1950 pop. 30,000), W Fr. Equatorial Africa, port on Gulf of Guinea, on [illegible] of mouth of Gabon R., 510 mi. NW of Brazzaville; [illegible]. Lumber [illegible] port shipping [illegible] hardwoods, ebony, [illegible], rubber, palm products, [illegible]. Has military camp, large hospital, several schools. [illegible] mission dating from 1844. Seat of vicar apostolic of Gabon. Founded 1849 with Negroes from slave ship. [illegible] Free French and British forces in 1940. Before the [illegible] of Pointe-Noire (1934), it was the main port of Fr. Equatorial Africa.

Librilla ([illegible]), town (pop. 4,888), Murcia prov., SE Spain, 15 mi. SW of Murcia; [illegible] olive-oil processing, flour milling, [illegible].

Libus (lĭ'bŏŏs), Czech *Libuš*, village (pop. 2,021), central Bohemia, Czechoslovakia, [illegible] SSE of Prague; goose breeding, feather trade.

Libya (lĭ'bēŭ), Ital. *Libia*, former Italian colony ([illegible] c.680,000 sq. mi.; 1948 pop. 888,401; 1947 pop. [illegible]), N Africa, on the central Mediterranean; [illegible] Tripoli. Bounded NW by Tunisia, W by Algeria, S by Fr. West Africa and Fr. Equatorial Africa, SE by Anglo-Egyptian Sudan, and E by Egypt. From a desert coast line over 1,000 mi. long, deeply indented by the Gulf of Sidra, Libya extends deep into the Sahara. Because the climate is arid and torrid throughout, Libya's useful land is limited to a string of coastal oases and to small districts near the Mediterranean where yearly rainfall reaches 15 in. The country consists of 3 historical regions, 1st amalgamated under Ital. rule in 1912. They are TRIPOLITANIA, in NW along coast, CYRENAICA, E of the Gulf of Sidra, and [illegible] Fezzan [illegible]. Steel railroads link Tripoli with Azizia and Garian in immediate hinterland and with Zuara along coast; in Cyrenaica, Benghazi is served by short railroad from Barce and Soluch. In the coastal belt [illegible] and in the Tripoli area, agr. settlements established by Italians during 1930s [illegible] contributed to the local food supply. Chief [illegible] barley, wheat, olives, grapes, citrus fruit, [illegible] vegetables, and dates. Stock raising ([illegible] camels) is widespread among nomadic and seminomadic Berbers and Arabs. Mineral [illegible] apart from salt along NW coast [illegible]. Industry (mostly agr. processing) [illegible] Tripoli and Benghazi; handicrafts [illegible] weaving, metals and leatherworking. [illegible] 1938 the total pop. included Italians [illegible]; 44,119 remained in 1947, all concentrated [illegible] Tripolitania; in 1949 there remained [illegible]. [illegible] was the old Greek name for N Africa [illegible]. Roman [illegible] region was divided into [illegible] lower Libya (E) and Cyrenaica [illegible] (W). The name was revived [illegible] result of Turco-Italian War (1911-12) [illegible] territory [illegible]. Tunisia and Egypt [illegible] daries were established after [illegible] W[illegible] effective occupation was not completed [illegible] with the conquest of Kufra [illegible]. Senussi [illegible] little effort to develop [illegible] made until 1930s, when Italians [illegible] road-building program [illegible] Tripoli [illegible]. In 1934 [illegible] administratively divided into Tripoli, Misurata, Benghazi, and Derna provs. and became an integral part of Italy. Libya was one of the [illegible] battlegrounds of North Africa [illegible] War. After 2 years of [illegible] occupied by British in 1942-43. Tripolitania [illegible] came under Br. military [illegible] Fezzan under French. Italy [illegible] claims to its former colony [illegible] (1949) by [illegible] U.N. [illegible] sioner was appointed to prepare [illegible] independence by Jan. 1, 1952. [illegible] tion (1951) of the [illegible] of the Senussi [illegible] Libya. [illegible] Tripolitania, Cyrenaica [illegible] representation [illegible] to be [illegible].

Libyan Desert, [illegible] of the Sahara, extending [illegible] E and S [illegible] into the Libya, Egypt, and NW Anglo-Egyptian Sudan [illegible] and [illegible] is also known as the Western Desert [illegible] a critical phase of the Second World War [illegible] the [illegible] Sahara [illegible] oases [illegible] which [illegible] Kharga [illegible] Siwa, Farafra, Kufra, Dakhla, and Bahariya [illegible].

Libyssa ([illegible]), [illegible] town of Bithynia, NW Asia Minor, whose ruins are on N shore of Gulf of [illegible] 45 mi. ESE of Istanbul, Turkey. [illegible] of Hannibal [illegible].

Licab ([illegible]), town (1939 pop. 1,676; 1948 [illegible] pop. 7,854), Nueva Ecija prov., central Luzon, Philippines, 12 mi. ENE of [illegible]; rice, corn.

Licancabur Volcano ([illegible]), Andean peak (19,455 ft.) on [illegible] Antofagasta prov., N Chile, [illegible] 22°50'S. Sometimes [illegible].

Licanta ([illegible]), [illegible] (pop. 1,758), N Cen. [illegible] NNE of [illegible] called Santa Ana; also spelled Sant'Anna.

Licanray ([illegible]), village, Valdivia prov., S central Chile, on N shore of L. Calafquén [illegible] NE of Valdivia; resort; fishing, lumbering. Founded in early 1900s.

Licantén ([illegible]), village (pop. [illegible]) [illegible] (pop. 1,922), Curicó prov., central Chile, on Mataquito R. [illegible]; grain, goats.

Licata ([illegible]), town (pop. [illegible]), Agrigento prov., S Sicily, port on Mediterranean Sea [illegible] of Salso R., 28 mi. SE of Caltanissetta; sulphur mining and refining; cement, macaroni [illegible] wool, hides. Near [illegible] site of ancient [illegible] and [illegible] Sant'Angelo [illegible] which Romans defeated (256 B.C.) the Carthaginians [illegible] Punic wars. [illegible] 1911 [illegible] Second World War [illegible] invasion points, July 9-10.

Licciana Nardi ([illegible]), village (pop. 500), Massa e Carrara prov., Tuscany, central Italy, 11 mi. NNW of Carrara; macaroni. Formerly Bagnone [illegible].

Lice (lĭjĕ'), town (pop. 3,457), Diyarbakir prov., Turkey, bet. Tigris and Batman rivers, 45 mi. NNE of Diyarbakir; wheat.

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the Pacific (W) and Cordillera Central of the Andes (E). Includes in E section the Cordillera Occidental separated from Cordillera Central by Magdalena R. Its coastal region, drained by Jequetepeque, Chicama, and Virú rivers, contains a large irrigation system, one of Peru's main sugar-cane [illegible]; also producing rice and cotton. Barley and wheat are cultivated in [illegible], where cattle and sheep are also raised. Coca grows on E and W slopes of the Andes. Gold, silver, copper mined at [illegible]. Dept. is crossed by Pan American Highway and served by several railroads connecting the agr. centers with seaports (Pacasmayo, Puerto Chicama, Salaverry). Other centers: [illegible], San Pedro, Santiago de Chuco, Otuzco. **Libertad**, town (pop. [illegible]), San José dept., S Uruguay, on highway and [illegible] NW of Montevideo, in agr. region (cereals, livestock); flour milling.

Libertad. 1 Town (pop. 1,016), Barinas state, W Venezuela, on Masparro R. and 45 mi. ESE of [illegible]; cattle. 2 Town (pop. 478), Cojedes state, N Venezuela, [illegible] mi. S of San Carlos; cattle raising. Sometimes Lagunitas. 3 Town (pop. 726), Táchira state, W Venezuela, [illegible] spur, 8 mi. NW of San Cristóbal; [illegible] coffee growing.

Libertad, La, in Latin America: see La Libertad.

Libertador [illegible] prov. (pop. 27,240; 1950 pop. [illegible]), NW Dominican Republic, on Haiti border; [illegible]. Drained by Masacre R. Main products are coffee, corn, fruit, stock, hides, beeswax, [illegible], timber. High [illegible]. The area was [illegible] disputed with Haiti. [illegible] boundary [illegible] 1938 as a separate prov.

Libertador, village, Dominican Republic: see Partido [illegible].

Liberton, S [illegible], 10 mi. of Edinburgh, Scotland; coal [illegible].

Liberty. 1 County (□ 838; pop. 3,182), NW Fla.; bounded by Ochlockonee R. and Apalachicola (W) rivers. Forestry (lumber, naval stores) and agr. (livestock, corn, peanuts). S half [illegible] included in Apalachicola Natl. Forest. Formed 1855. 2 County (□ 510; pop. 8,444), SE Ga.; ⊙ Hinesville. Bounded SE by the Atlantic, NE by Canoochee R. Includes St. Catherines Isl. [illegible] agr. (corn, sugar cane, rice, truck, livestock), forestry (lumber, naval stores), and [illegible] area. Camp Stewart military reservation in NW part of co. Formed 1777. 3 County (□ 1,150; pop. 2,180), N Mont.; ⊙ Chester. Agr. area bordering on Alta. [illegible] by Marias R. Grain, livestock. Formed 1920. 4 County (□ 1,173; pop. 26,729), E Texas; ⊙ Liberty. S part is on Gulf coastal plain; N is rolling, wooded. Drained by Trinity R. (shallow-draft navigation to Liberty). Agr. (rice, wheat, cotton, corn, truck, pecans); livestock (especially hogs; also cattle, sheep, goats, poultry); dairying. Lumbering (chiefly pine), lumber milling; oil wells, oil refining; sulphur production. Formed 1836.

Liberty. 1 Village (pop. 172), White co., SE Ill., 20 mi. WSW of Mount Carmel, in grain and livestock region. 2 Town (pop. 1,730), ⊙ Union co., E Ind., 14 mi. S of Richmond, in agr. area (livestock; dairy products; grain); makes agr. implements, paint; ships grain. Settled 1822. 3 City (pop. 185), Montgomery co., SE Kansas, on Verdigris R. and 9 mi. N of Coffeyville; stock raising, agr. Oil and gas fields near by. 4 Town (pop. 1,291), ⊙ Casey co., central Ky., on Green R. and 22 mi. SSW of Danville, in agr., timber, stone-quarry area; lumber mills, mfg. of wood products, seat covers, packed meat. Settled 1791. 5 Resort town (pop. 407), Waldo co., S Maine, 14 mi. WSW of Belfast; wood and metal products. Includes part of Lake St. George State Park. 6 Town (pop. 681), ⊙ Amite co., SW Miss., c.45 mi. SE of Natchez; lumber milling. 7 City (pop. 4,709), ⊙ Clay co., W Mo., 14 mi. NE of Kansas City. Agr. (corn, wheat, blue grass, tobacco); grain elevators; railroad yards. William Jewell Col. here. Founded 1822. 8 Village (pop. 240), Gage co., SE Nebr., 18 mi. SE of Beatrice and on branch of Big Blue R., near Kansas line. 9 Vacation and health-resort village (pop. 4,658), Sullivan co., SE N.Y., in the Catskills, 30 mi. NW of Middletown. Tuberculosis sanitarium here. Neversink Reservoir near by. Settled 1793, inc. 1870. 10 Town (pop. 1,342), Randolph co., central N.C., 18 mi. SE of Greensboro; mfg. of furniture, veneer, brooms, hosiery. 11 Borough (pop. 1,000), Allegheny co., SW Pa., on Youghiogheny R. opposite McKeesport. Inc. c.1912. 12 Borough (pop. 271), Tioga co., N Pa., 23 mi. N of Williamsport. 13 Town (pop. 2,291), Pickens co., NW S.C., 17 mi. WSW of Greenville; agr., cotton mills, quarry. 14 Town (pop. 314), De Kalb co., central Tenn., 22 mi. SE of Lebanon. 15 City (pop. 4,163), ⊙ Liberty co., E Texas, on Trinity R. at head of shallow-draft navigation and 40 mi. NE of Houston; trade center in agr. (rice, cotton, corn, hogs), lumbering, oil-producing area;

Liberty Cap, Calif.: see YOSEMITE NATIONAL PARK.

Liberty Center, village (pop. 816), Henry co., NW Ohio, 7 mi. ENE of Napoleon, near Maumee R.; makes sauerkraut.

Liberty Hill, village (pop. c.750), Williamson co., central Texas, 29 mi. NNW of Austin; ships cotton, cedar.

Libertytown, village (pop. c.600), Frederick co., N Md., 10 mi. ENE of Frederick; highway junction in agr. area.

Libertyville. 1 Village (pop. 5,425), Lake co., extreme NE Ill., on Des Plaines R. (bridge here) and 7 mi. SW of Waukegan, in dairy and farm area; mfg. (food products, upholstery fabrics, [illegible] machines, [illegible]). Stone, gravel pits. Settled 1837, inc. 1882. 2 Town (pop. [illegible]), SE Iowa, [illegible] mi. SW of Fairfield, in bituminous-coal mining and livestock area.

Libia, N Africa: see LIBYA.

Libin [illegible], village (pop. 1,426), Luxembourg prov., SE Belgium, 7 mi. NW of Libramont, in the Ardennes; kaolin-earth quarrying.

Libiola, Italy: see SESTRI LEVANTE.

Liblar [illegible], village (pop. 4,830), in former Prussian Rhine Prov., W Germany, after 1945 in North Rhine-Westphalia, near the Erft, 10 mi. SW of Cologne; rail junction.

Libmanan [illegible], town (1939 pop. 3,275; 1948 municipality pop. 43,182), Camarines Sur prov., SE Luzon, Philippines, on Sipocot R. [illegible] of Bicol R., on railroad and [illegible] NW of Naga; trade center for agr. area (rice, abacá, coconuts).

Libochovice [illegible], Ger. *Libochowitz*, town (pop. 2,686), W central Bohemia, Czechoslovakia, on Ohre R. and 28 mi. NW of Prague; rail junction; sugar milling.

Libohove [illegible] or **Libohova** [illegible], town (1945 pop. 1,552), S Albania, [illegible], 7 mi. SE of Argyrokastron [illegible]. Has [illegible] castle built [illegible] Ali Pasha.

Libon [illegible], town [illegible] municipality (pop. [illegible]), Albay prov., SE Luzon, Philippines, [illegible] WSW of Legaspi; agr. center (abacá, rice, coconuts).

Libos, France: see [illegible].

Libourne [illegible], town (pop. 14,[illegible]), Gironde dept., SW France, port on the Dordogne at mouth of Isle [illegible] ocean-going [illegible] ENE of Bordeaux; commercial and [illegible] wine-growing [illegible]. Has 14th-cent. [illegible] church. [illegible] by Edward I [illegible] Black Prince and birthplace [illegible].

Libramont [illegible], town [illegible] Luxembourg prov., SE central Belgium, [illegible] WSW of Bastogne, in the Ardennes [illegible] highest point [illegible] Brussels-Luxembourg [illegible] and cattle market. [illegible] was refuge of Napoleon III after [illegible] Sedan (1870).

Library, village (pop. 2,126), Allegheny co., W Pa., 10 mi. SSW of downtown Pittsburgh.

Librazhd [illegible] or **Librazhdi** [illegible], village (1930 pop. 500), central Albania, on Shkumbi R. and 14 mi. ENE of Elbasan; [illegible] trade center. Also spelled Librashd or [illegible].

Libres, Argentina: see PASO DE LOS LIBRES.

Libres [illegible], town [illegible], Puebla, central Mexico, 45 mi. NE of Puebla; alt. [illegible]; cereals, maguey [illegible].

Libreville [illegible], town (1950 pop. c.9,000), ⊙ Gabon territory and of Estuaire region (□ 7,340; 1950 pop. 36,000), W Gabon, Fr. Equatorial Africa, on Gulf of Guinea, on N shore of mouth of Gabon R., 510 mi. NW of Brazzaville; 0°20'N 9°27'E. Lumber and coastal-shipping port; shipping chiefly mahogany, ebony, Gaboon wood, okoumé wood, cacao, coffee, palm products, rubber. Airport. Has military camp, large hosp., several schools, R.C. mission dating from 1843. Seat of vicar apostolic of Gabon. Founded 1849 with Negroes from slave ship. Seized and occupied by Free French and British forces in 1940. Before development of Pointe-Noire (1934–40), it was the main port of Fr. Equatorial Africa.

Librilla [illegible], town (pop. 4,888), Murcia prov., SE Spain, 15 mi. SW of Murcia; brandy mfg., olive-oil processing, flour milling; ships grapes.

Libus (lĭ'bōōsh), Czech *Libuš*, village (pop. 1,021), central Bohemia, Czechoslovakia, [illegible] mi. SSE of Prague; goose breeding; feather trade.

Libya (lĭ'bēu), Ital. *Libia*, former Italian colony (□ c.680,000; 1938 pop. 888,401; 1947 pop. estimate 1,160,000), N Africa, on the central Mediterranean; ⊙ Tripoli. Bounded NW by Tunisia, W by Algeria, S by Fr. West Africa and Fr. Equatorial Africa, SE by Anglo-Egyptian Sudan, and E by Egypt. From a desert coast line (over 1,000 mi. long, deeply indented by the Gulf of Sidra) Libya extends deep into the Sahara. Because the climate is arid and torrid throughout, Libya's useful land is limited to a string of coastal oases and to small dists. near the Mediterranean where yearly rainfall reaches 15 in. The country consists of

FEZZAN (SW), in the Sahara. Tripoli and Benghazi are the only deep-water ports. Other towns [illegible] Misurata, Barce, Cyrene, Derna, Tobruk [illegible] strung out along or near the shore [illegible] coastal highway [illegible] Tunisian [illegible] Egyptian border. Sea trade [illegible] with Africa and [illegible] and with Zuara along coast [illegible] Ghat is served by [illegible]. In the citadel of Aziziya [illegible] and in the Tripoli area [illegible] Libya's [illegible] local food supply [illegible] wheat, olives, grapes [illegible] vegetables, and dates. Stock raising [illegible] camels [illegible] among [illegible] nomadic Berbers and Arabs. Min[illegible] apart from salt along NW coast [illegible] Industry (mostly agr. processing [illegible]) Tripoli and Benghazi [illegible] weaving [illegible] and leatherworking [illegible] 1938 the [illegible] pop. [illegible] 1947 [illegible] the [illegible] 1947 [illegible] old Greek name [illegible] region was divided [illegible] Lower Libya [illegible] (W). The name [illegible] result of Turco-Italian War [illegible] territory [illegible] Tunisia and Egypt [illegible] dates [illegible] effective occupation [illegible] with the conquest of Kufra [illegible] Senussi [illegible] until [illegible] when [illegible] Tripoli [illegible] [illegible] Benghazi [illegible] Tripoli [illegible] [illegible] Fezzan [illegible] [illegible] Tripoli and Benghazi.

Libyan Desert [illegible], NE [illegible] of the Sahara, extending [illegible] Egypt and NW Anglo-Egyptian Sudan [illegible] Nile valley. [illegible] Libyan area [illegible] the Western Desert [illegible] in the N was [illegible] critical phase of the Second World War [illegible] of the most forbidding areas of the Sahara [illegible] Libyan Desert [illegible] no rain for years at a [illegible] temperatures are extreme, and there are violent winds. Among its oases [illegible] Kharga [illegible] Siwa, Farafra, [illegible] Dakhla, and Bahariya in Egypt.

Libyssa [illegible], anc. town of Bithynia, NW Asia Minor, whose ruins are on N shore of Gulf of Izmit, [illegible] of Gebze, [illegible] mi. ESE of Istanbul, Turkey; [illegible] Hannibal [illegible].

Licab [illegible], town (1939 pop. 1,676; 1948 municipality pop. 7,853), Nueva Ecija prov., central Luzon, Philippines, 12 mi. ENE of Tarlac; rice, corn.

Licancábur Volcano [illegible], Andean peak (19,455 ft.) in Antofagasta prov., N Chile, at Bolivia line; 22°50'S. Sometimes [illegible].

Licanía [illegible], city (pop. 1,725), N Ceará, Brazil, 15 mi. NNE of Sobral; carnauba wax, [illegible], cotton. Until 1944, called [illegible]; also spelled Sant' Anna.

Licantay [illegible], village, Valdivia prov., central Chile, on N shore of L. Calafquén, Chilean lake dist., [illegible] mi. NE of Valdivia; [illegible] fishing, [illegible].

Licantén [illegible], village (pop. 8[illegible]), [illegible] dept. (pop. 10,9[illegible]), Curicó prov., central Chile, on Mataquito R. and 45 mi. [illegible] Curicó; grain, goats.

Licata (lēkä'tä), town (pop. 30,641), Agrigento prov., S Sicily, port on Mediterranean Sea, at mouth of Salso R., 28 mi. E of Caltanissetta; sulphur mining and refining; mfg. (cement, macaroni). Exports sulphur, cheese, wool, hides. Near site of anc. Phintias (built 3d cent. B.C.) on promontory of Sant'Angelo, anc. Ecnomus, off which Romans defeated (256 B.C.) the Carthaginian fleet in the Punic wars. Bombed in Second World War, Licata was one of Allied invasion points, July 9–10.

Licciana Nardi [illegible], [illegible] 640), Massa e Carrara prov., Tuscany, Italy, 13 mi. NNW of Carrara; [illegible] Lucciana.

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is institutions closed or de-
llowing Tibetan revolt against
f centuries the seat of Tibetan
ccessibility and the religious
of the lamas, long closed to all
name. the "Forbidden City"
(except for a few pilgrims) by
of Col Francis E. Younghus-
ade with India and Nepal town
sealing of borders after Tibetan

Commune, Val-de-Marne
) 24,352
01-ˈsā\ Name of two peaks in
Tibet boundary. 27,923 ft and

ˈu\, I or Lin \ˈlin\ River, N
251 m. long; flows E to Tung-
of China's "rice bowl"; scene of
-Japanese War 1937–45
butary of the Yu in Kwangsi
st W of Nan-ning, ab. 150 m

IOV ISLANDS
let of Pacific on SE coast of
Japan, Phil.; ab. 20 m. wide at
ngs, pop. (1969e) 23,900
ns, chiefly in Liaoning prov
700 m. long; rises in S Inner
ms SW to the Gulf of Liao-
navigable for ab. 400 m.
rly Peng-tien \Pəŋ-tē-ˈen\ also
vince, NE China, 58,301 sq.
● Mukden; soybeans, corn.
er Japanese control 1932–45;
al area
prov., China, 40,498 sq. m.

North part of the Gulf of
NE China.
S part of Liaoning prov., NE

Liaoning prov., NE China.
35 m. S of Mukden; pop.
market center for agricultural
let, cotton, and fruit; an
district center under early
a victory of the Japanese
armies under Kuropatkin

da, 755 m. long; rises in
E across N British Co-
mpty into Mackenzie river
est Territories. The Alaska
many miles in N British

See FORT LIARD
pality, Akian prov., Panay,
mountains 32 m. WSW of

lima dept., W cen. Co-
municipality (1968e) 56,

ness

in co., NW corner of Mon-
NNW of Kalispell; pop.
mines, dairy farming.
mir. See UNITED STATES

Libenge de-ˈbā zhə\ Town, NW Zaire, S cen. Africa, on the Ubangi river, ab. 50 m. S of Bangui, Central African Republic.

Liberal \ˈlib-(ə-)rəl\ City, ⊗ of Seward co., SW Kansas on Oklahoma border, 73 m. SW of Dodge City; pop. (1970c) 13,799; oil refineries, flour mills. Seward Community Junior Coll. (1967).

Liberalis Julia. See LYCORA 2

Liberec \ˈlib-ə-rets\ or ~~Reichenberg~~ \ˈrīk-ən-ˌbərg\ City, Czech S.R., W Czechoslovakia; pop. (1968e) 72,640; woolen and cotton manufactures; cloth industry here dates from 16th cent.; a center of the German Sudeten movement 1939.

Liberia \lī-ˈbir-ē-ə\ 1 Republic, W Africa, bounded on N by Guinea, on E by Ivory Coast, on S by the Atlantic Ocean, and on NW by Sierra Leone; 43,000 sq. m.; pop. (1970e) 1,200,000; ● Monrovia. *Physical features*: Coastline is marked by lagoons; its coast is known as the Grain Coast (q.v.) and the SE section is called the Kru Coast; its SE point on Ivory Coast border is marked by Cape Palmas; has no good natural harbors. A plateau country well watered and densely forested; highest point Mt. Wutivi 4528 ft. in N; chief rivers Mano, St. Paul, St. John, Cestos, and Cavally. *Chief products*: Rubber, palm products, mangoes, rice, coffee, timber, iron ore, diamonds; manufacturing, building materials, furniture, footwear, food processing. *Chief towns*: Monrovia, Buchanan, Harper.

History: Project for settlement of freed American Negroes begun by American Colonization Society 1816; settled at Monrovia 1822, named by Robert G. Harper from the Latin *liber* "free"; established as free and independent Republic of Liberia 1847; separate legal status of Maryland, founded 1833, united with Liberia 1857, because of bankruptcy and internal disorder 1909 placed virtually under U.S. protection 1911; declared war on Germany 1917; Firestone Company of U.S. granted 1926 concession of one million acres for rubber plantation; declared war on Germany and Japan 1944; became a member of Organization of African Unity 1963.

2 Town, ● of Guanacaste prov., NW Costa Rica, pop. (1968e) 8484.

Libertad, La. See LA LIBERTAD

Lib·er·ty \ˈlib-ərt-ē\. 1 Name of counties in four states of the U.S. See tables at FLORIDA, GEORGIA, MONTANA, TEXAS.
2 Town, ● of Union co., E Indiana, 13 m. S of Richmond; pop. (1970c) 1831.
3 City, ⊗ of Casey co., cen. Kentucky; pop. (1970c) 1765.
4 Town, ⊗ of Amite co., SW Mississippi; pop. (1970c) 612.
5 City, ⊗ of Clay co., NW Missouri, 13 m. NNE of Kansas City; pop. (1970c) 13,704. William Jewell Coll. (1849).
6 Village, Sullivan co., SE New York, 45 m. W of Poughkeepsie; pop. (1970c) 4293, year-round resort.
7 Borough, Allegheny co., SW Pennsylvania, 11 m. SE of Pittsburgh; pop. (1970c) 3594.
8 Town, Pickens co., NW South Carolina, in Blue Ridge foothills 18 m. W of Greenville; pop. (1970c) 2860.
9 City, ⊗ of Liberty co., E Texas, on Trinity river 39 m. ENE of Houston; pop. (1970c) 5592; in farming and ranching region, oil wells nearby.

Liberty, Mount. Peak in Grafton co., New Hampshire, 4460 ft.

Liberty Cap. Mountain in Mount Rainier National Park, Washington; 14,112 ft.

Liberty Island; *formerly* Bed·loe's Island \ˈbed-lōz\ or Bed·loe Island \-lō\. Small island in Upper New York Bay, purchased by City of New York 1758 and c. 1800 ceded to U.S. government; location of Bartholdi's statue Liberty Enlightening the World.

Lib·er·ty·ville \ˈlib-ərt-ē-ˌvil\. Village, Lake co., NE corner of Illinois, 10 m. SW of Waukegan; pop. (1970c) 11,684.

Libia. See LIBYA 2.

Libian Desert. See LIBYAN DESERT.

Lib·i·an Sa·ha·ra \ˌlib-ē-ən-sə-ˈhar-ə, -ˈher-, -ˈhär-\. Former (Italian) administrative and military territory, cen. and S Libya; 465,362 sq. m.

Lib·ma·nan \ˌlib-ˈmän-ˌän\. Municipality, W cen. Camarines Sur prov., Luzon, Phil., on tributary of lower Bicol river 11 m. NW of Naga; pop. (1969e) 71,800; has hemp and rice industries.

Li·bourne \lē-ˈbu(ə)rn\. Commune, Gironde dept., SW France, on Dordogne river 17 m. ENE of Bordeaux; pop. (1968e) 22,123; shipbuilding; preserved foods, wines.

Li·brary \ˈlī-brer-ē\. Locality, Allegheny co., SW Pennsylvania, ab. 10 m. S of Pittsburgh.

Li·brazhd \lē-ˈbrəzhd\. 1 Province of E Albania. See table at ALBANIA.
2 Town, its ●, pop. (1967e) 1230.

Li·bre·ville \ˈlē-brə-ˌvil\. Seaport town, ● of Gabon, W equatorial Africa; pop. (1970e) 105,080; exports timber.

Li·bur·nia \lī-ˈbər-nē-ə, -nyə\. District on the coast of the Adriatic Sea in ancient Illyria; included in modern Croatia, Yugoslavia; its inhabitants, the Liburni, inventors of the Liburnian galley, noted for their skill in navigation.

Lib·ya \ˈlib-ē-ə\. 1 Ancient Greek name for N Africa, outside of Egypt; later, for that part of Africa immediately W of Egypt which was afterwards divided into Marmarica and Cyrenaica and became part of the Roman colony of Africa.
2 *also* Lib·ia \ˈlib-yə\ *or officially* Lib·yan Arab Republic \ˈlib-ē-ən-\. Republic, N Africa, bounded on N by the Mediterranean Sea, on E by Egypt, on SE by Sudan, on S by Chad and Niger, on W by Algeria, and on NW by Tunisia; 679,358 sq. m.; pop. (1971e) 2,010,000; ● Tripoli. *Physical features*: Largely desert, forming NE section of Sahara; agricultural areas developed along the coast, in the Barka Plateau, and in the oases; highland areas in N cen part and along S border; in the interior are the Hammada al-Hamra (desert in NW), Fezzan (desert and oases region in SW), Murzuch (dunes in SW), and the oases of Giofra, Fezzan, Al-Kufrah, and Giarabub; coast is marked by wide indentation of Gulf of Sidra. *Chief export*: Oil, other products, barley, wheat, dates, olives; gypsum, limestone. *Chief towns*: Tripoli, Benghazi, Derna, Barka, Tobruk.

History: For early history, see TRIPOLI 1, CYRENAICA, and FEZZAN. Occupied by Italians 1914; provinces of Cyrenaica and Tripolitania united 1934, Fezzan being governed as part of military territory of South Tripolitania;

James M. Ennes, Jr. Research Papers

Monday, 28 December 1981

Jack Hartsfield, Huntsville Times, POB 1487, West Station, Huntsville, Alabama 35807 home: 4141 Chateau Drive SW, Huntsville, Alabama 35807 Home Phone205 883-7251. Work phone 205 532-4407.

Icalled Hartsfield Monday 28 December to verify story told by Dominick Romano about the man who claims he jammed the Liberty. Hartsfield knows the man and heart Romano repeat the story, but did not directly hear the story. The man who told it is a regular at Finnegan's Pub and Hartsfield will try to learn more the next time he sees the man and promises to call me.

Tuesday, 29 December 1981

Hartsfield called to say he talked with the man, Robert S. Douglas whose business card shows that nameand SEOLOC SCREENING (signs, posters), 2723 Johnson Road, Huntsville, Alabama 35805, phone 205 881-3590. A Robert Steven Douglas, possibly our man, is listed in the Huntsville telephone directory at 2818B Hood Road SW, Huntsville phone 883-2928.

Hartsfield approached Douglas at Finnegan's on December 28th and asked him about jamming of the Liberty. Hartsfield said the man immediately turned visibly pale and seemed to tremble. He was very agitated and said that he knew who he had told that story to but that he was drunk and should not have said anything and would say no more except to add that he was never aboard the Liberty (and no one ever suggested that he was). Hartsfield asked if the story was true, and the man would not confirm, deny, or make any further comment. Hartsfield told him that "people on the West Coast" were interested in talking to him and asked if he would be willing to talk by telephone. No. Would he be willing to discuss the matter if someone came to Huntsville in person. No. Hartsfield says he could not be drawn out. It was Hartsfield's impression that Douglas is concerned about having said too much under the influence of alcohol. Douglas said several time that he shouldn't have talked so much and was sorry he had talked so much. Hartsfield got the impression that the story he told Romano was probably true, but that Douglas was not mostly worried about having violated a secrecy oath.

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AVRI EL-AD, 5658 Beck Avenue, North Hollywood, California 91601 213 769-4093

15 February 1981

Phoned Avri El-Ad at the suggestion of Jim Creech. Avri headed the Israeli espionage team in Egypt in the Lavon Affair and subsequently wrote DECLINE OF HONOR with Jim Creech.

Of the Liberty attack Avri said, "I have many friends who were involved with the Liberty attack and I know a lot about it. I can tell you for an absolute fact that the attack was deliberate and they knew who you were."

We didn't explore this in any depth, but I asked him by letter if he could tell me more or if he could identify any of the people involved, particularly any now in the U.S. who might be available for Congressional questions.

James M. Ennes, Jr. Research Papers

26 December 1981
Dominick J. Romano, 11931 SE County Hwy 484, Belleview, Florida 32620

Mr. Romano, a long time supporter of ASSAULT ON THE LIBERTY, called to say he just returned from a business trip to Huntsville, Alabama, where he met a man in a bar who claimed to have been part of a U S Army jamming team that was supporting Israel by jamming Egyptian military units during the 1967 Six Day War. The man claims that his unit jammed the Liberty, although he was not aware at the time that it was the Liberty he was jamming. The man claims he was hurt by an exploding Egyptian shell and wound up in the same hospital with some Liberty wounded where he met Liberty people.

Romano was with a Huntsville newsman named Jack Hartsfield, phone 205 883-7251, who is acquainted with the man and will try to get better identification for verification. All that is known is that the man's name is Bob and he works in a silk screening business in Huntsville. The conversation took place in Finnegan's Pub in Huntsville and "Bob" gave Romano a business card, but Romano threw it away before he thought to follow up on the story.

Later, same day:

Romano called back after checking with Jack Hartsfield, a reporter for the Huntsville Times (phone 205 883-7251 H and 205 532-4407 W) who knows the man.

The man who claims to have jammed the Liberty is identified by Hartsfield as Robert S. Douglas, a Navy "brat" who served either in the Air Force or with the Signal Corps working in intelligence in Vietnam and elsewhere. Douglas works for SEOLOC SCREENING, INC., 2723 Johnson Road, Huntsville, Alabama and his telephone number is 205 881-3590 (W?). Hartsfield promises to try to get more information and to pass it on.

James M. Ennes, Jr. Research Papers

Robert L. Abbott, 19325 90th Avenue, Bothell
CPA, 606 119th Avenue NE, Bellevue 451-8980

Robert L. Abbott, a Seattle CPA now a Naval Reserve LCDR, told me publicly at the Naval Reserve Center and again over lunch that he was an intelligence officer aboard AMERICA during the LIBERTY flap. He said one reason for the delay is that the pilots scrapped over who should make the flight and thus become eligible for medals. Finally it was decided that the most senior pilots should go, and more time was taken while they found a precedence list. This, he says, is the reason the squadron leaders made the (aborted) flight. Abbott was not aware of the Nuke flight and thinks it was not made, or at least not from his ship.

jme

16 August 1981

I called Bob again following notes from Admiral Ferris, Capt Tully, Admiral Morris, Admiral

Bob recalls that there were two launches, very far apart, and that Sara's aircraft were recalled, but does not recall why.

Says Jim Wise was intel ofcr on America and was "quite a historian," thinks he has written books, and probably took notes during affair.

Wise can probably be reached through Terry Desmond, 199 Pleasant Hill Road, Scarboro, Maine 04074, phone 207 883-3129.

Bob thinks L. Wayne Smith, who he thinks became air wing commander in 6-67, led a Liberty rescue flight from the America. He says James Kneale (pronounced Neal) was CO of VA 64 until 6-67, then became Ops boss of the ship--C.C.Wright may be correct that Kneale led the flight, or flew in it, but he thinks Smith did.

Meeting in America to discuss LIB rescue flight probably included, in addition to Abbot, Willy McCroy, Kneale, Steve Lehrmann, Max Mahlan (XO of ship), Smith, Wise & others.

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(1) RADM JAMES V. FERRIS 321 LAGUNA VISTA ALAMEDA, CALIF 94501
WAS OPERATIONS OFCR FOR ADMIRAL GEIS (CARRIER GROUP COMMANDER)

(2) RADM MAX MORRIS PHONE W 904 357-0670
H 904 389-6253

WAS SARATOGA'S NAVIGATOR

(3) CAPT. JOE TULLY, 408 372-9005
COMMANDING OFFICER, USS SARATOGA

JAMES EDWARD WISE, JR.
1630 INTELLIGENCE
SSN 360 32 8473
DOC CDR 1 SEP 67
DOB 11 DEC 30
PERD 30 JAN 52

A destroyer was ordered to proceed at maximum speed to render assistance to LIBERTY and to escort her to a ship repair facility.

Several days after the attack on LIBERTY, a group from Washington, headed by General Bessen, USA, came aboard my flagship. They were investigating communications pertinent to the LIBERTY incident. They found that there were several messages addressed to Commander SIXTH Fleet that were not received.

W. I. Martin

James M. Ennes, Jr. Research Papers

Vice Admiral William I. Martin, USN, Ret.
Naval Studies Board, Rm 405
5205 Leesburg Pike, Suite 1300
Falls Church, VA 22041

1 March 1984

Comment on the USS LIBERTY Incident

By Vice Admiral William I. Martin, USN, Ret.
Former Commander U.S. Sixth Fleet

The USS LIBERTY was under the operational control of the Joint Chiefs of Staff. I was not informed that LIBERTY would enter the Mediterranean or that she had entered.

I received no requests from LIBERTY - no communication until she was under attack.

The Operations Officer and the Communication Officer of my staff came to me on the Flag Bridge of my flagship, USS LITTLE ROCK. They told me they had been listening to voice transmissions apparently from a United States ship under attack but they could not be certain because the transmissions were not authenticated. I went with them to the communication space in order to hear the transmission directly.

As I stood near the HF radio receiver, I could hear the faint voice of an excited young man describing an attack on his ship. After listening to that frightened youngster for no more than two or three minutes, I was convinced that a United States ship was being attacked. Immediately, I ordered the two carriers (AMERICA and SARATOGA) to launch aircraft that would proceed to an approximate position in order to protect a United States Ship that was under attack.

A few minutes after the aircraft were launched, I received a brief "flash" message from Tel Aviv stating that the Israelis in error had attacked a United States Ship, that they apologized and offered assistance to the stricken ship. I recalled the protective flight.

James M. Ennes, Jr. Research Papers

MEMORANDUM TO THE FILE

CONFIDENTIAL

TO: U.S.S. LIBERTY

FROM: P. N. McCloskey, Jr.

DATE: September 9, 1983

RE: Telecon with Joseph Adragna on Friday, September 9, 1983

---

1. In late August attorney Joseph Adragna and former New York police officer Art McHugh went to the federal detention facility on Park Row in New York City and visited with Amnon Even-Tov. They arrived at noon but were not admitted to see Tov until 3:00 p.m.

2. Tov was adamant that he wanted two things: a change of identity protection from the U.S. government and release from the 5- to 10-year jail sentence he expects to receive shortly when he pleads guilty to larceny by trick or fraud. He states that his attorney is presently plea bargaining for a 5-year sentence instead of a 10-year sentence.

3. His story about the attack differed somewhat from his former statements to McHugh, and McHugh is not certain of his complete truthfulness or candor.

4. Adragna found Tov to be "cool, suave and completely knowledgeable as to what he was doing." Tov stated he wanted no publicity at all and was not interested in any procedure which would involve publicity.

James M. Ennes Jr. Research Papers

5. Tov stated that he had been arrested and court-martialed following his refusal to participate in the attack on the U.S.S. LIBERTY, but in view of his record had been given no jail sentence.

6. He stated that he had made a 40-minute tape of his conversation with Ezer Weizmann, then-chief of the Israeli air force.

7. He stated that he had married a U.S. girl in Sweden and when Adragna asked him for verification of his identity, Tov stated he would have a member of the U.S. Embassy staff in Israel contact Adragna to verify his identity.

8. Tov is extremely "handsome" in Adragna's judgment and although Adragna felt that Tov did not particularly like him, Adragna, he felt that Tov was "for real" and that he had actually participated in the flight of planes that attacked the LIBERTY.

9. Tov claimed to have been the commander of an 8-plane flight and that his second-in-command had refused to participate in the attack as he had.

10. The interview terminated on the basis that Tov would provide authentication of his identity. Two days later, however, Adragna received a phone call from an unidentified person, ostensibly at the prison, who stated that Tov did not want to deal with "us" any longer.

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11. Adragna has not revealed this information to any other people and will not do so. He feels Casale is not all that interested in the matter. He stated he was glad to have been of service and was intrigued by the matter. He also stated that he thought Tov had considerable confidence in McHugh but that he was somewhat hostile to Adragna, perhaps because of their similarity in age (39); McHugh is 55.

PNM/jb

James M. Ennes, Jr. Research Papers

U. S. NAVY

COURT OF

INQUIRY

COMPLETE WITH ALL

APPENDICES, ENCLOSURES,

PHOTOS, ETC.

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xxxx 09510

FF1-3
5830
Ser 1550/13
10 JUNE 1967

From: Commander in Chief, U.S. Naval Forces, Europe
To: Rear Admiral Isaac C. KIDD, Jr., USN, 111645/1100

Subj: Court of Inquiry to inquire into the circumstances surrounding the armed attack on USS LIBERTY (AGTR-5) 8 June 1967

Ref: (a) JAG Manual

1. In accordance with section 0402 of reference (a), a Court of Inquiry is hereby appointed to inquire into the circumstances surrounding an armed attack on USS LIBERTY (AGTR-5) which occurred at approximately 1730Z, 8 June 1967, while steaming in the vicinity of 31°23' North Latitude, 33°26' East Longitude. The Court will convene at Headquarters, U.S. Naval Forces, Europe, London, England, at 2000 on 10 June 1967, or as soon thereafter as practicable.

2. The Court shall consist of you as president, and Captain Bernard J. LAUFF, USN, 087651/1100, and Captain Bert M. ATKINSON, Jr., USN, 447068/1100, as members. Captain Ward BOSTON, Jr., USN, 418002/1520, a lawyer qualified in the sense of article 27(b) of the Uniform Code of Military Justice, is hereby designated counsel for the Court, and Lieutenant Commander Allen FEDGERECH, USN, 612119/1100, is hereby designated assistant counsel for the Court.

3. The Court is directed to inquire into all the pertinent facts and circumstances leading to and connected with the armed attack; damage resulting therefrom; and deaths of and injuries to naval personnel. After deliberation, the Court shall submit its findings of fact.

4. The duty of the Court to designate individuals as parties to the inquiry during the proceedings, when appropriate, is set forth in section 0302 of reference (a).

5. The Court is directed to take the testimony of witnesses under oath and to submit a verbatim record of the proceedings. Military witnesses will be warned of their rights in accordance with article 31 of the Uniform Code of Military Justice prior to the taking of their testimony.

EX 1

James M. Ennes Jr. Research Papers

FF1-3
8830

6. The Court will conduct its proceedings in closed session.

7. Commander in Chief, U.S. Naval Forces, Europe, will furnish the necessary reporters and other clerical assistance to the Court for the purpose of recording the proceedings and preparing the record of this Court of Inquiry

JOHN S. McCAIN, Jr

Copy to:
CNO
CINCLANTFLT
COMSIXTHFLT
CAPT Bernard J. LAUPT, USN
CAPT Bert M. ATKINSON, Jr., USN
CAPT Ward BOSTON, USN
LCDR Allen FEINGERECHT, USN

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Let the record show that a Court of Inquiry is in session, convened by Commander in Chief, U. S. Naval Forces, Europe at London, England. The hour is 2014, the date is 10 June 1967.

Present:

Rear Admiral Isaac Kidd, U. S. Navy

Captain Bernard J. Lauff, U. S. Navy and

Captain Bert H. Atkinson, Jr., U. S. Navy, members.

Captain Ward Boston, Jr., U. S. Navy, counsel for the court

I will now read the appointing order, entitled preliminary, marked exhibit A. Commander in Chief, U. S. Naval Forces, Europe, serial 1500/13 of 10 June 1967, from Commander in Chief, U. S. Naval Forces, Europe to Rear Admiral Isaac C. Kidd, U. S. Navy, [illegible]; Subject: Court of Inquiry to inquire into the circumstances surrounding the armed attack on USS LIBERTY (AGTR-5) on 8 June 1967; reference (a) JAG Manual. In accordance with section 0402 of reference (a), a Court of Inquiry is hereby appointed to inquire into the circumstances surrounding an armed attack on USS LIBERTY (AGTR-5) which occurred at approximately 1430Z, 8 June 1967, while standing in the vicinity of 31°25' North Latitude, 33°25' East Longitude. The Court will convene at Headquarters, U. S. Naval Forces, Europe, London, England, at 2000 on 10 June 1967, or as soon thereafter as practicable. The Court shall consist of you as president, and Captain Bernard J. LAUFF, USN, 607001/1100, and Captain Bert H. ATKINSON, Jr., USN, 447050/1100, as members. Captain Ward BOSTON, Jr., USN, 419003/1020, a lawyer qualified in the sense of article 27(b) of the Uniform Code of Military Justice, is hereby designated counsel for the Court, and Lieutenant Commander Allen M. [illegible], USN, 611117/1100, is hereby designated assistant counsel for the Court. The Court is directed to inquire into all the pertinent facts and circumstances leading to and connected with the armed attack; damage resulting therefrom and deaths of and injuries to naval personnel. After deliberation, the Court shall [illegible]

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individuals as parties to the [illegible] as appropriate, is set forth in [illegible] ( ). The Court is directed to take the testimony of witnesses [illegible] to make a verbatim record of the proceedings. Military witnesses [illegible] of their rights in accordance with Article 31 of the Uniform Code of Military Justice prior to the taking of their testimony. The Court will conduct its proceedings in closed session. [illegible] U. S. Naval Forces, Europe, will furnish the necessary [illegible] clerical assistance to the Court for the purpose of [illegible] and preparing the record of this Court of Inquiry. Signed [illegible] Jr.

All matters preliminary to the inquiry having been determined and the Court will sit in closed session. Counsel for the Court will now administer the oath to the [illegible] and the President will administer the oath to counsel for the court.

The appointed reporter, [illegible] was sworn by the president of the court and counsel for the court was sworn.

Captain Leonard Welch, [illegible], the witness [illegible], was duly sworn, advised of his rights under Article 31, Uniform Code of Military Justice and examined as follows:

DIRECT EXAMINATION

Questions by counsel for the court.

Q. State your name, grade, organization and present duty station.

A. I am Captain Leonard [illegible], I am the [illegible] for Communications, Commander in Chief, U. S. Naval Forces, Europe.

Q. Captain, this Court of Inquiry has been convened to inquire into the circumstances attending with the armed attack on USS LIBERTY. On 8 June 1967, will you please state your [illegible]?

A. I was on duty in CINCUSNAVEUR [illegible].

Q. Will you please state to the Court what, if any, knowledge you have concerning the deployment of USS LIBERTY (AGTR-5) in the Mediterranean on 8 June 1967.

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A. Yes, as Assistant Chief of Staff, I have the privilege of participating in the daily operations and intelligence briefings held in the Headquarters. An essential part of these briefings are the movements of ships in the NAVEUR command area. The LIBERTY passed through the Straits of Gibraltar, entered the Mediterranean, and took a generally easterly course, culminating in the position at which she was hit.

Q. What identification is relevant to the AGTR-5?

A. This ship is a commissioned ship of the United States Navy, designated USS LIBERTY. She is a technical research ship commanded by a line officer.

Q. Do you have in your custody as Assistant Chief of Staff for Communications, any official records from the files of CINCUSNAVEUR concerning the deployment of USS LIBERTY in the Mediterranean?

A. Affirmative, I do. I have with me tonight messages pertaining to communications problems and events prior to and following the time that she was hit.

At this time, Counsel for the Court will request the reporter to mark, as exhibits for the record, these messages which are offered into evidence of the proceedings of this Court of Inquiry. These messages will be marked Exhibits 1,2,3,4,5.

There being no objection, the exhibits were received in evidence.

I now request Captain Raish to read these messages.

Captain Raish: Exhibit 1 is a Joint Chiefs of Staff Secret message 011545Z JUN 67 from JCS to USCINCEUR, info CNO, CINCLANTFLT, CINCUSNAVEUR, COMSIXTHFLT, CTF 64, USS LIBERTY, DIRNSA, NSAEUR, DIRNAVSECGRU, ADMNAVSECGRU, DIRNAVSECGRULANT, DIRNAVSECGRUEUR, subject USS LIBERTY SKED, reference DIRNSA G/104/311906Z MAY (NOTAL-ZOI). 1. When RFS request sail LIBERTY in accordance with the following schedule: A. 2 June depart Rota. B. 2-8 June ENTROUTE VIA GIBRALTAR STRAIT CPA AS PERMITS. THEN VIA NORTHERN AFRICA COASTAL ROUTE TO POSIT 32-00N 33-00E. CAP MOROCCO MALTA 8 KM CLAIMED DIST 3 KM. CPA SPAIN TUNISIA SARDINIA SICILY CRETE 7 KM CLAIMS EFFDIT 6 KM. CPA ALGERIA LIBYA BAR 13 KM CLAIMED DIST 12 KM.

[illegible]

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Q. From the information in the exhibits, was USS LIBERTY at the time of the attack, at the position that she was ordered to proceed to?

A. Yes, however, she did not receive two key messages which in effect cancelled the orders under which she was operating.

Q. Which are the two key messages you are referring to?

A. JCS 0301102 and COMSIXTHFLT 0809172.

Q. Will you please explain to the Court, in a narrative manner, the substance of those messages and the applicability of the messages to USS LIBERTY?

A. LIBERTY was operating pursuant to a JCS message, 0115452 June 67, which directed her to proceed to position 32° North, 33° East. These orders were later modified by JCS 0722302, which specified that the operating area specified in JCS 0115452 was for guidance only and may be varied as local conditions dictate. This message also indicated "change the CPA to UAR to 20 NM and Israel 15 NM. The next message, JCS 0301102, a Top Secret message directed USCINCEUR to change the operating area of LIBERTY such that she remained at least 100 miles off the coast of Syria, Israel, and UAR, and at least 25 miles off the coast of Cyprus. This message was also info to several addees including CINCUSNAVEUR, COMSIXTHFLT, and USS LIBERTY. Action on this message was directed to COMSIXTHFLT.

Q. Is there any information available that LIBERTY received the JCS message 0801102?

A. The LIBERTY did not receive that message.

Q. On what basis do you form that opinion?

A. I form that opinion on the information received from COMSIXTHFLT, who had queried the Captain of the LIBERTY, COMSIXTHFLT 10[illegible]205Z.

Q. In other words, it is clear and certain that USS LIBERTY did not receive the message directing it to stay outside of 100 miles of the coast?

A. Yes. Additionally, COMSIXTHFLT, by his 0809172 repeated the substance

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of the JCS 080110Z when he directed the LIBERTY to comply with the later message.

Q. What response is indicated from the LIBERTY?

A. The LIBERTY did not receive that message either.

Q. As a communications specialist, will you please advise the Court of your opinion predicated on the exhibits in evidence, why these two messages were not received by LIBERTY?

A. Yes. The analysis reveals that the JCS message, 080110Z, was erroneously routed by the communications center serving the JCS to NAVCOMMSTAPHIL for delivery to USS LIBERTY. At 080449 NAVCOMMSTAPHIL took the correct action and re-routed JCS 080110Z to NAVCOMMSTA MOROCCO for delivery to LIBERTY. Up to the current time this message has not arrived at NAVCOMMSTA MOROCCO, and we are still attempting to trace the reason for non-delivery to NAVCOMMSTA MOROCCO. COMSIXTHFLT's 080917Z which directed LIBERTY to comply with JCS 080110Z and essentially repeated its text as well, was sent from the LITTLE ROCK at 081058. The elapsed time in getting this message off the ship was about one hour and 45 minutes. NAVCOMMSTA MOROCCO routed COMSIXTHFLT's message to Asmara via San Pablo Spain Defense Communication System - USAF major relay. At 081200, COMSIXTHFLT's message was received by the U. S. Army Communications Center at Asmara for further relay to NAVCOMMSTA ASMARA for placing on the broadcast to USS LIBERTY. At 081215Z the U. S. Army Communications Center Asmara relayed the COMSIXTHFLT message erroneously to NAVCOMMSTA GREECE for relay to LIBERTY. At 081506, and there is some question about the preciseness of this time, NAVCOMMSTA GREECE returned the COMSIXTHFLT message back to the U. S. Army Communications Center Asmara. At 081510 U. S. Army Communications Center Asmara then relayed the COMSIXTHFLT message correctly to NAVCOMMSTA Asmara and it was placed on the broadcast at 081525. Clearly, LIBERTY had not received this message as she was hit at least three hours before.

Q. In recapitulation, the official records from COMCUSNAVEUR, which you

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was under attack, she had not received either of these two messages, COMSIXTHFLT 080817Z and JCS 080110Z?

A. Yes, that is correct.

Do any members of the Court have questions of the witness?

Captain LAUFF:

Q. Can you give an opinion, based on your experience, as to why these failures to deliver occur in our system?

A. Yes, in my opinion these errors in routing turned out to be human errors on the part of the persons doing the routing in the Communications Center serving the JCS and in the Army Communications Center at Asmara. I would like to further point out that at the time these mis-routes occurred we were several days in a critical situation in the Mid East with a tremendous volume of high precedence traffic being handled and that the undoubtedly young kids who were doing this work were up against traffic volume and probably lack of experience. Communication systems like weapons systems these days are sophisticated but still perform as well as the people who operate them.

Q. Under the conditions such as you have just described, what do you estimate a normal delay time of the precedence of the JCS message 080110Z or the COMSIXTHFLT message 080917Z - what would be the delay time to the ship on average?

A. It would be unrealistic to give you an average because there are so many contingencies. The DCA has established standards which we use for guidance, however, meeting these standards is difficult to achieve particularly under the circumstances that we have been involved over the past week.

Q. Had the errors connected with the routing of the messages in question not occurred, would the messages have been received by LIBERTY in a timely fashion?

A. The answer to that is yes.

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Rear Admiral KIDD:

Do you gentlemen have any more questions?

No sir.

Captain, I have two or three questions I would like to ask.

Q. Are all of the terminals in the system related to delivery of the messages in question, to the best of your knowledge, now on-line crypto-equipped?

A. Affirmative.

Q. Has the introduction of the on-line system, in your experience, introduced a situation where we are perhaps becoming increasingly confident and dependent upon automation in general terms, beyond that which existed before the on-line systems were made a part of the communications network?

A. Yes sir. We are both confident and dependent, and in my opinion this is all to the good due to the increased capability of the system and increased speed of handling messages.

Q. Has the incidence rate of identifiable problems typified by these two messages increased, decreased, or remained about the same since the introduction of on-line crypto?

A. I have no way of comparingthat sir, this is like saying were there more automobile accidents in the 1947 model automobiles compared to the 1967 automobiles.

Q. I think captain, you have really answered the question indirectly in the affirmative, that there is an increased incidence rate because with the increased capability, has not the volume increased also?

A. It wasn't my intention to give you that impression, sir. Yes, there has been a quantum increase in volume, ergo, the chances for errors would be greater, I grant you that. But on a percentage basis, I doubt it. On the old system, you were dependent on human beings all along the line. Under the new system, of course, you are still dependent on human beings, but in fewer places.

Q. Are the human beings on whom we are depending now of the same or

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A. Depending on the point you make the comparison, but prior to on-line systems we use to have officer coding boards usually made up of junior officers. Now coding boards are generally a thing of the past and enlisted men operating on-line equipment do this work. I would say, quality of personnel in some respects is down, particularly in the communications field, because reenlistments for hard driving communicators is not the best. In my opinion, the Navy is accomplishing with youngsters, that is with strikers and third class petty officers, that which commercial communication companies wouldn't attempt to do unless they had personnel with considerably more experience. Efficiency of personnel is a relative thing as I see it, associated with experience. We are operating a sophisticated communications system with a substantial percentage of first term personnel. On the officer side, we are doing the job with essentially a hard corps of LDO's and the rest are young reserve officers, the great majority of whom are short timers.

Q. When a message of the precedence of the two in question is received in a communications terminal, what if any alarms or other signals are used to alert the individuals at the receiving point that a particularly important message has arrived?

A. The communicators are governed by precedences. They do not have the time nor are they expected to analyze texts of messages in addition to determining importance. Flash messages are associated by either alarm bells or a warning light of some kind. As I recall, neither of these were flashed. Operational immediate messages and the practice in communications centers to shout out "op immediate coming through" or something similar so that personnel concerned have their attention drawn to the fact that an op immediate is being processed.

Q. Now, when you have hundreds of op immediate messages arriving in the same center, then I would imagine that this system collapses of its own weight?

A. I wouldn't say it collapses, but human beings might tend to lose

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