

FOR YOU TO
CORRECT AND
RETURN TO

ME

ok - thanks.
George

TELEPHONE INTERVIEW OF GEORGE GOLDEN (IN NORFOLK, VA.)
AND A JAY CRISTOL (IN MIAMI, FL.) ON 11 MARCH, 1991

J-Hello George, this is Jay Cristol

G-Yes, how you doing?

J-Fine thanks, I am glad we could finally get together. I am sorry it isn't in person, but I sure appreciate that you give me a little time. I have a whole pile full of information on you, so if you don't mind, I would like to ask you a few questions. Did you see the Thames television program that you were on?

G-Yes

J-On that, they just start out about 35 seconds into the program and use you for about 80 words.

G-Yeah, they really cut the devil out of us. We spent 3 days up there on filming and I think there was just a little bit on it.

*FILMING WAS IN DC (GEORGETOWN)
MY WIFE SIT IN ON THE FILMING - DON'T THINK THEY LIKED THAT*

J-I got the script here. They start out by saying: "I heard the word passed over the PA system: 'Stand clear of the whale boat while testing the engine.' At the same time there was a big explosion. The first thought that came ~~in~~ ^{to} my mind was that one of our engineers had blow up the boat ~~and the~~ ^{WHICH IS THE REASON} lifeboat. I jumped up to run to the door to see if anybody was hurt, but as I got up, I glanced back and the whole couch was riddled with holes," -and that seems to be it, as far as Thames was concerned. I've also got your testimony from the Court of Inquiry. The question I want to ask you there was: At that court, do you remember, was everyone present when you testified? *NO - EVERYONE THAT HAD ANYTHING TO DO WITH THE COURT OF INQUIRY WAS HAND-PICKED EARLIER.*

G-No

J-Was Admiral Kidd there?

G-Yes

J-Do you remember if there was a navy lawyer named Wade Boston?

G-Yes, ^{ONE} the captains on the Court

J-Were there anyone else aboard besides Admiral Kidd?

G-I remember there was a couple of captains that came with Kidd. Specifically which ones was there OR if all of them, I don't remember that. - *ADDITIONAL PEOPLE BOARDED THE SHIP UPON ARRIVAL IN PORT*

J-O.K. In any even, in your testimony, you said on p.63:"I dozed off approximately 25 minutes or so. Later I woke up and saw a plane circling again coming from the port beam crossing the ship." And at that time you noticed a small amount of smoke coming on the Stack and also the flag was flying. Council for the Court, I guess that's Wade Boston said: "Was it extended?" and you said: "Yes Sir, there was a slight breeze blowing." My question is, normally I think if a flag gets extended straight out at about 15 knots, was it straight out? *ALMOST - ENOUGH THAT IT COULD BE IDENTIFIED AS AN AMERICAN FLAG.*

G-Almost, I think we had estimated that there was about 12 knots from what information from Ennes and someone else that was up on the bridge.

J-I see. Did you see any of the planes that made the runs?

G-No, because I was in the ward room. We had just finished a practice general quarters. *I SAW NONE OF THE ATTACKING PLANES - ONLY THOSE DURING THEIR FLY-OVERS EARLIER*

J-Later on when the torpedo boats came in, did you see any of them?

G-No

J-Then you were down below, I presume.

G-That's when I headed ~~for~~ down below. We headed for the whale boat and there were more explosions beside just the whale boats and I was unaware of exactly what that was. The holes in the couch were from armor shells because when I got to the door, the word was being passed and the alarm was going off: "All hands to battle stations, the ship is under attack." And they also said - under attack by unknown sources.

J-When was it as soon as you found out it was attacking?

G-That I found out it was attacking?

J-Yeah

G-When that word was passed.

J-But I mean, when did you find out that it was the Israelis?

G-A long time after it was over with. When it was over with, I heard that it was Israelis that were attacking

by boat, torpedo boat and planes. But all during the attack, we had no idea because the information I was getting down from the bridge and from the lookout was that they were not marked. They could not be identified, and we did not know who they were.

J-Where were you about 4:40 the next morning? According to the deck log of Liberty, before you made contact with the Massey and the Davis, you were passed by a Russian ship. I was wondering if you saw it.

G-No I did not.

J-They have identified it only by a name, the Proletrsk, but you didn't see it?

G-No I didn't

J-I presume you've read Ennes's book.

G-No

J-It's a funny thing in the book that disturbs me as a naval officer, and I discussed it with Admiral Moorer and he shared my thoughts. This was a book about the attack on the Liberty and Ennes goes to great lengths in the book to talk about Commander Armstrong's drinking.

G-I said I hadn't read it. I read a few pages in it when it first came out and I carried it with me on many trips to the West Coast and Guam and Hawaii, and all over, but I've never sat down and read the whole thing.

J-As far as I can make out, Armstrong never had a problem, nothing formal was ever filed against him. He gave his life for his country and whether he drank or not, didn't seem to have anything to do with this story.

G-It had nothing to do with it and that is what really gripes us and a couple of things we have talked about numerous times that he put in it. When he came to my home and he sat down and was collecting information, going back a few years, he assured me that nothing about his drinking, because it did not affect his duties or anything like that. I never did see the man drunk aboard ship, but I knew he drank. But I was concerned because his family with all of his kids, and my wife and my three children were close together and I could just imagine what that was doing to them.

J-It's got nothing to do with this story. Let me ask you another question: Do you know where Captain Mc Gonagle is? Can he be reached? I know he's never spoke to

anybody, but I know that since I have tried a lot of places, but I thought I could just get an address for him. *TEL NO. (619) 325-9159*

G-He moved from Santa Barbara to Palms Springs Arizona, a resort, ~~and~~ his wife was not in good health - the last that I have heard. He attended a reunion up in Grafton Milwaukee, but she didn't show up. She has to have an *OXYGEN* bottles with her all the time. He mentioned to us then that he was coming out of his shell to ^{BE} part of the Liberty Veterans Association. After the dedication of the library, my wife and I rode back, ^{WITH HIM} he had a rental car, instead of going back by bus to the hotel, we rode with him. Him and same as Phil Armstrong, Captain Mc Gonagle was a family man and loved cooking out in his backyard and he is ^{WAS} always having the officers ^{AND WIVES} over for cookouts on weekends.

I think our reunion is coming up this June in Washington. It's going to bring him out of his closet completely, based on things that he had said. I used to go see him out at Santa Barbara. I go out to the West Coast sometimes for business and we go to have dinner together or we have dinner at his home. He disliked the book. He wants nothing to do with it or with Ennes. He was really upset towards Ennes because some of the things he put in there. Armstrong is one of them; about the drinking. So he might have had the thumb put down on him a little bit after the incident. He got the Congressional Medal honor, he got captain, other guys, afraid to say anything, or had been told not to say anything, so they didn't. I clearly thought Mc Gonagle was doing the same thing for quite a few years. A time up in Milwaukee was the only time that he was his old self. He used to chatter about things, and I know with the reunion coming up on the 9th and 10th of June this year, I feel that I am going to make him open up and talk to our troops.

J-That will be interesting indeed. Ennes mentions a petty officer named Smith, who he says heard the Israelis on the radio. Would you know who that would be?

G-No we have four or five Smiths.

J-I notice that. I had my notes on it and I seemed to have misplaced that.

G-As a matter of fact, I just left one of the Smith's house about an hour ago to get back to the house. He just returned from there. Lieutenant Commander on the ship back then, and he is making up his resume, and I was

trying to get him to ^{get} another company ^{for it} that I know that could use his experience and background; but I know it wasn't him.

J-Well, the reason that I am asking this question is this - Ennes says that Smith heard the Israelis talking on the radio. According to the information that I have been able to develop, the only language speakers on the ship were Arabic speakers. I was wondering whether: Do you know whether there were any Hebrew speakers aboard? *Yes*

G-Yes there was because we stopped, we left Abidjan, Ivory Coast and went into Rota, we picked up 6 linguists.

J-But the 6 linguists that you got in Rota were reported to be Arabic.

G-Two of them spoke Hebrew.

J-There were two Hebrew speakers. Maybe that may be one of the Smiths.

G-Some of that could have counted also for the fact that Lieutenant Bennett brought some information and gave it to me. He said they had taped it, concerning the planning of the attack and I gave that to a member of Admiral Martin's staff the next morning and nothing came out of that. I wish I was in a position to make a copy of it for myself.

J-Would that have been in English or Hebrew?

G-Well Ennes did not speak Hebrew, so either some of it was in English and Hebrew or it was in Hebrew and one of the linguists translated it to him; but it was concerning the attack because they had so much tape recording equipment in the security space it was unbelievable. I am ~~not~~ sure you could pick up anything coming from many directions. Seeing the equipment and all that, I am sure that Bennett knew what he was talking about because he was one of the security officers.

J-In other words, Bennett was a spook rather than a ship's officer.

G-Yes

J-Do you have any idea where he is?

G-He lives in California in L.A., but I don't have his address.

J-That's a very interesting item to follow-up on. Let me

tell you, I think it may be practical to run through some of my notes in my outline on you, which I have gathered from various sources and let's see if you can verify or correct any mistakes. This primarily from Ennes. Ennes says you were a Smoky Mountain Jew.

G-That came from joking from one of the officers one day, because I am from Tennessee and they were kidding and we were headed towards Israel and somebody said: "Well here's that Smoky Mountain Jew boy, it's time we get to Israel." I guess he got it from one of the other officers - because my wife asked me about that and my three daughters. I guess they all read it. I do have some Jewish blood in me and that could have come from the statement too.

J-I see, but you mentioned the other night about being a deacon in your church, that's why that thing popped right out at me. You were born in 1925, so you would have been 42, so you are 66 today?

G-I was 65 last August. I will be 66 this coming August.

J-O.K. 65 in August '90. They say you were a Mustang and served on DD's in World War II.

G-Yes

J-Where did you go to school George?

G-Vocational ^{HIGH} school in ^{CHATTAHOOGA} Chatanooga, Tennessee and then some navy schools, then UCLA for metallurgist under Henry J. Kaiser. His plant out in Los Angeles then that's when I got my commission was after I spent a couple years of college. I applied for advanced training in being a machinery repairman - that was right up my alley so I wanted to be a metallurgist. Then after I completed that I left. They sent me to Hawaii. They were having a lot of problems with the wheels on the airplanes, they were overheating on their landing and I got involved in some work on straightening those things out. My F.O. asked me how come I didn't apply for a commission and I beat around the bush and they said: "We better start putting you up for it." I said no. The first thing I knew, I had an exam. It was a seven hour exam and about three hours later, I am outside. My division officer said: "Was it that hard?" and I said: "Not really." "So what did you quit for?" I said: "I did not, I finished it." "In less than three hours?" I just completed school, besides UCLA I was taking night courses and algebra, trig and geometry to get myself back up so I can keep up with my day classes. So I did take the exam. It was so easy I just breezed right through

it. I ~~only~~ came back to the States from Hawaii to recruiting duty and reading the Sunday paper ^{I don't recall that} and I'd made ensign and that's how I found out I had made it and I called my boss and he said: "No chief, if you get a commission, I'll tell you." He called back a couple hours later and he said: "Mr. Golden, not chief, would you go to Memphis Tennessee and get yourself a/ ensign uniform and you and your wife be up here Saturday so I could swear you in as ^{ENSIGN} a natural Tennessean?" - that was the starting of it.

J-That's great. At the time in '67 when you were a lieutenant, what was your final rank in the navy?

G-Lieutenant Commander. I had to retire because of the law that I was commissioned under, ^{which} stated that I had attained 30 years of service, I must retire within 90 days from that. I retired in September 72, I was being eligible for commander and I found out I would have made it in October. I wrote a letter in June to the secretary of the navy and agreed to stay 2 more years and go to sea on whatever ship they want to put me on, so that I could get the other half stripe but he wrote a nice letter back, it did state that within 90 days after obtaining 30 years of service, I had to retire because of the law that I ^{was} commissioned under.

J-I see. In Ennes's book, he is a little bit vague. He says, I think it's you and a group of other people were recommended for the navy commendation medal or the silver star, so I couldn't tell which one you got. Did you get the silver star?

G-Yes

J-I kind of figured you should have. It seems to me that between you were supplying the power and Mc Gonagle conning that that's what saved the Liberty, but in any event, my guess was right on that one. Ennes mentions a contact with a submarine, do you know anything about that?

G-Only hearsay. A Russian submarine.

J-He thinks its a Russian because there is also hearsay that it was a U.S. submarine, but it was on such a secret mission we couldn't talk about it.

G-Well I heard it was Russian, I've heard it was American, but most I have heard was a Russian submarine, so I don't know that to be fact.

J-According to his book, you were in the wardroom with

Ensign Lucas awaiting for a meeting with the CO when the attack began.

G-Yes, five days a week the CO gave us permission to hold damage control drills for 1 hour. We did that everyday without fail, 5 days a week and after the hour drill, we always met over the drills and we usually assign a couple of chief officers to observe the fire fighting and damage control and so on, and we will critique the whole thing and try to improve ourselves, see where the mistakes were made. ~~And~~ myself and the DCA had arrived in the wardroom just ahead of the rest of them and of course ~~they~~ ^{we} were sitting there waiting for the captain and then that's just when it all started.

J-Was your recollection 2 o'clock for the first attack?

G-That's about right because we went to GQ at 1 o'clock. Usually it lasted 1 hour and could of been right a 2 or a few minutes after.

J-During that period between 1 and 2, did you see any of the explosions on shore?

G-Yes, because we were close enough that you could see the planes over there, off of El Arish and the smoke. Just before we had General Quarters, I observed some of that going on.

J-The ship's underway log says 2 o'clock, sorry, the ship's deck log says 14:00 hours. But there is a handwritten underway log and it lists the attack at 13:58, I mean, I don't think it makes a lot of difference, 13:58 or 14:00, but I was wondering why I would assume they would have, and made the deck log from the underway log. Yet for some reason, it's changed by 2 minutes. The times I have found in the various literature range from 13:58 to 14:05. Whether it was one or the other, it doesn't change what happened. I am trying to pursue every little detail and made a time line.

G-I would have leaned closer to 2 or just a few minutes after 2, because the captain would give me a full hour.

J-Well those are the various times different people have come up with, but the two official logs go 14:00 and 13:58. I don't have the signature on the guy who did the handwritten log. This is a pencil log, this comes from the record of the Court of Inquiry and they didn't save the underway log at the Navalist Article Center, they only saved the deck log. So if you go by them, its's 14:00 but if you go all sources, it raises this one little question which doesn't mean a lot.

I got a bunch of stuff that you signed, some of it the deck logs and various other logs for the period. I don't know if you have any other interest in it, if you like, I can send you copies.

G-I would appreciate that because since that happened, I haven't seen some of it, you know it's a little vague now. That night the captain lost so much blood, I'd pretty much taken over the ship, with the X.O. killed and of course after we got into port, they put him in the hospital.

J-The you became acting CO.

G-Yes and I guess a lot of the troops were bitter because I didn't get the Navy Cross and him the Congressional Medal of Honor out of it. I guess sometimes it's better to get wounded, if you don't die, you don't have to have all the worries to go through but even been wounded. Well wounded or not, it didn't slow me down that much.

J-What was your wound?

G-Leg, arm and right shoulder.

J-There is a place in here which says that you were knocked off a ladder by a rocket.

G-Yes, when I left the wardroom to go outside to check on the whale boat, and when the GQ alarm was going, the wardroom door, I went right across the passageway, opened the door that went into the ventilator and it went down into the engine room and rockets were coming through from the planes. I guess when they were coming down at an angle and firing them and it knocked ^{ME} the 2 decks down to the throttle control station and then my right arm, the elbow, I guess I got about 3-3½" long about 2" wide was badly burned and my hands, arm, back, and a bullet grazed my right leg and the bullet was from the engine room where the bullets were coming through the side of the ship from the torpedo boats.

J-Do you recall whether there was an order to disable engines and abandon ship?

G-I got the word from the C.O., to prepare to scuttle the ~~scuttle the~~ ship and I understand that they were putting the life rafts over and the torpedo boats were shooting the rafts up and people were hollering down to the engine room, - what was going on top side. I was told that the captain lost quite a bit of blood. They were not sure if

he really meant what he was saying. I sent my own person up to the bridge and ran a personal communications to them to where I could get first hand ^{info} from one of my own people ^{about} what was happening. If the captain still had his full knowledge of where he could make decisions because I told him that we were in shallow water and I didn't get anything back for a while and I got another order to prepare to scuttle the ship, and by that time, we had managed to get some power and we could move the ship, so I suggested to him that we move the ship out toward deeper water because it was pretty shallow where we were at. He said nothing else about scuttling the ship. We had people in the steering room hand steering because I remember distinctly a little later, asking about shifting to power steering ^{and} after steering, the guys back there were wearing ^{him} ~~him~~ out, because he was still trying to zigzag the ship some even with the damage and we already taken the list on the ship and compartments had flooded. He said: "Well we got to ^{power} ~~power~~ it." But I said: "But we have power." Its been reported to the bridge, and he says: "O.K." Then there was a hesitation and finally I said: "Captain can we shift power to keep from wearing the ^{guys} ~~guys~~ back out ^{there} because we were having to take the men from the fire fighting to relieve those, it's just too much on them and finally he said: "Go ahead, do what you gotta do." So we went ahead and shifted to electrical power to keep from killing the guys that were down in the hole and I think that they were scared to death too, because it was almost dogged down, four of them that were back there in the steering plus a telephone operator.

After it was over with, the shooting stopped. It was a hesitation and I could come out of the engine room onto the mess deck and I ran up real quick and every table had someone ^{on} ~~on~~ it and mattresses all over the floor with ^{wounded} people on the mattresses and the doctor was just going from one to ^{the other} ~~one~~ trying to take care of everybody, and then I heard that the torpedo boats were coming back in. I ran ~~out~~ back down to the engine room and I knew from World War II, losing 2 destroyers that ^{the} ~~old~~ ship wasn't going to take another torpedo. Luckily it didn't ~~turn~~ ^{turn} it came back in shooting the ship up, and turned ^{around} ~~around~~. Then I got word from the bridge that they were positioning themselves for another torpedo attack which never did happen.

J-They didn't have any more torpedos. Actually they had one.

G-My understanding, yes, that's right, that's all they would have had left.

J-They fired five.

G-But they fired five, that one would have done it. Later that evening, we have a heck of a decision to make. All of our fire pumps were electric and to get the ship under way, the bilge pump instead of putting it on the fire main, I had to put it on the main condenser to cool the engines so that we could get the ship under way. So consequently, the fires were burning and as soon as we could get it up far enough to shift it, let the ship just sit there, since the torpedo boats had left, it looked like it was a safe thing to do because it was later on before we got fire pumps on the line - Electrical ones where we could continue fighting the fire. So that was an all night process of keeping close tabs on the list on the ship and the ship was going down by the bow. So many rockets had been cut, all the electrical power for different places and getting all the electricity secured to those, to keep from killing a bunch of people. It was a full night.

J-I bet it was. Tell me something - Ennes says that you got angry and spilled something to a reported named Colin Frost which originated a story out of Malta. Is that accurate?

G-Yes, it's part of the inquiry. To back up just a little bit, when Admiral Kidd came on board, I met him on the deck in the wee hours of the morning and escorted him to the room we had fixed up for him, and I guess it was Boston. The next day we had fixed him up for that, (not the next day) but in Malta, it seemed that they were interested in talking to the rest of the people instead of talking to the officers. As far as trying to get the straight information from the Board of Inquiry. I was surprised he even called me in for a few minutes. He asked me: "Mr Chief Engineer, what do you recommend we do?" and I says: "Secure for the day," and he says: "What do you want to do?" and I said: "I want to take all my officers over and see just how much I can get them, *break*" and he says: "That sounds like a damn good idea, why don't you do that?" That's what I did. I took every damn one of them over and just let them drink to their heart's content and get them back to the ship. One thing that you have to keep in mind is that Ennes was only on that ship for a month, so he did not know the people or the working of the people. So everything that he has, was a lot of it was hearsay, or, going to individuals, and later years as he was building up to write the book, cause he came down from Washington one Sunday afternoon and spent the whole afternoon with me. So he didn't really have a good feel for the ship or for the people.

J-Ennes says on p.167 that there was a cover-up. What's your feeling about that?

That was based on the information I received from Bennett concerning the tape that I mentioned to you before which I was told by him that everything had been planned and they had most of it on tape, and the conversation between Tel Aviv and the planes and the torpedo boats. And yet all of that going on, and you go back if you've seen some of [from Thames T.V. corporation], that interviewed the people over in Israel and they said they knew nothing about it, that it was an American ship that they knew nothing about it being called off, and they continued the attack between the airforce, and the navy, and the people in the war room in Tel Aviv, seem to be a foul up. The statement that I had made and the fact that I went around and counted for the Board of Inquiry personally though, all the rocket hits, 851 of them, to go on the record then, that what I was talking about as a cover-up.

J-You say 851 rocket hits, are you sure they were rockets as opposed to 30 mm shells?

G-Some of them were 30 mm shells because I think that Admiral Kidd said that really couldn't be and we checked that, and then he asked people in Washington - How many planes would it take to fire that many rounds and their answer was 15 or more. Israel said they only had "X" ^{2 or 3} number of planes out there and nothing like that and yet our people in Washington say it would take 15 or more planes to carry enough ammunition - I mean those rockets and so on, to have done that damage.

J-Most of the Israelis claim that they were 30mm canon shells rather than rockets, but they had a special fuse on them that was designed to penetrate armour and they made a heck of a hole through metal. I can see an aircraft doesn't carry that many rockets, but of course, when the 30 mm starts going, they pump out a lot of rounds, but it's not in agreement as far as Israel is concerned. In other words, there are some people that think that they had some rockets, and other think they were only 30 mm.

G-I know there was a lot of 20 mm fire and a lot of, for instance, down in the engine room, the armour piercing the 50 calibre and so on. My state room for example, took 3 direct hits and each of those holes were about 9" in diameter. There were many holes that were created from the torpedo boats off the starboard side.

J-That must have been the 20 mm because I think that's what they carry.

G-Yeah. Some of the equipment we actually found, as a matter of fact, right there next to the purple heart I got, is one of them came in through the hull of the ship

and to my right leg and it stopped right there at the floor plate and I picked it up and I put it in my pocket. I picked it up. It was red hot. There were 3 different size holes in my state room: on the starboard side forward on the corner so it could be hit from planes coming in from the front, from the bow and also from the torpedo boat off the starboard side. There were 3 huge holes, some were regular armour piercing shells because my clothes closet set toward ship and the number of bullets that came through there went through everything I had, because of the way it was situated. There were 2 small sizes of holes besides the 2 rocket sized holes 9" diameter they had come through.

J-Did anybody ever tell you or order you to cover up anything?

G-I was told to keep my mouth shut and I figured that I was in hot water the next day.

J-Who told you that?

G-Kidd

J-Do you have any idea of what he meant? I mean, there was some legitimate security interest about what the Liberty was, and what it's capabilities were, and there was some news there and you always get into that problem of what is legitimate should be kept for security reasons and what should be disclosed. I'm interested in any evidence of a cover-up, but I mean that was just: Keep your mouth shut, or did he give you guidance?

G-To discuss anything, the planes or damage or anything of that nature. That day he took the crew and told them the same thing and you probably know later, that crew was dispersed all over the place. They were pretty much separated from each other.

J-I have a picture. It came out of a publication that the Associated Press put out right after the War and with your permission, when I send you the other stuff. I got to send it to you. It show them helping a wounded sailor when he wounded his left leg. I guess they probably got him on America by then. I was wondering whether you can figure who he is. Just put his name down for me and send it back for me. I would appreciate it, so I could identify one more person.

G-Yes we really had some problem there. The next morning when the task force arrived. Of course, the Davis arrived the commodore gave me all kinds of help that I wanted. He got me aside and asked me whether I was ready

to take over command ^{of} the ship. He felt that the captain had lost too much blood and he should go ahead and relieve him, and I told him I didn't want to see that and because it would ^{break} the man's heart after ^{what} he had gone through, and then take him off. I told him we had a good doctor and he says: "Well, let him ^{stay} in his room and keep him there, and you will see that, and he left him on until we got into Malta and that is when they took him off there. ^{to the base hospital.}

That morning when they were taking the wounded and dead of the ship, we lost track of where our people were at. I was asked, I think it was by Admiral Martin, for an accurate account of the people killed, wounded and those still aboard ship, and those that had left the ship. Helicopters took some off. Some of them left by foot ^{motor} launches that came over from the carrier, about noon when it arrived. I had given a firm report and within the short period of time, we had received a message back that my report was inaccurate. I stopped the ship. It was at night and I stopped it dead in the water and left a man down in the engine room, and I got everybody topside and I did a head count myself and made a report and it was still wrong. What it was was myself I hadn't counted for. That sounds silly, but when you are making sure you got everybody and you overlook yourself, but I got it squared away. It turned out to be a little joke for a while.

J-I can't thank you enough for taking the time to talk to me. With your permission, I will send you this package of stuff which might be of interest to you; copies of logs and so on, that you signed, which I have been able to locate and also after I write up my notes based on my conversation with you. I'll send them to you, if you are willing to take the time to look at them and if I made any mistakes in what I have written up, you can correct it and send it back so that whatever I do is accurate.

G-I would appreciate that. I certainly will. I would want to see things accurate as they possibly can be.

J-Did you do any other investigation on your own relative to the Israeli side of it and what happened? or your information comes from other people?

G-No, it all came from other people.

J-Hopefully you'll let me talk to you again after you see what I've written up. It will take me a little while, but I will get it to you with this stuff, and then maybe we could chat for another few minutes and you can correct any mistakes I made, and that's normally the way I like to proceed. Sometimes when you are writing, you don't

get every word or something, you change the meaning of something.

G-I would be happy to. It sounds like what you need to do is come to our reunion in June.

J-Well, I've though about that. I may well consider that. I've been getting your newsletter. In fact, I have every one of them. I've been keeping track of what's going on, but I think a lot of people have done research on this in the U.S. but I think that I am the only one that has also done research in Israel. I made 2 trips to London to meet with the Thames people and I have made 6 trips to Israel and I got the Israeli Navy to take me out to the approximate site and on the last trip, I got to fly by air out the same route that Commander Castle the naval attache took when he came out to look for the Liberty, you remember, and ~~through~~^{EW} the orange down with the card in it? So I've been there by air and by sea. It seems to me that the research that I'm more interested in, is there, for example, because those are the people and the sources of the stuff rather than the people that were on the ship. I don't think that there is much doubt as to what happened there, but the issue is whether or not they did it intentionally or by mistake and the source of that information is Israel, not here. That's why I've been going from person to person and digging wherever I could there.

G-You've really taken some time into this project.

J-Well it turns out to be a very interesting thing and I enjoyed it. Being a Naval Officer myself and ~~was~~^{was} Naval Aviator, it was something I had some insight into. I am gathering everything together and hopefully I will be able to start writing something on it in the next few months. I will keep you advised, but you'll be hearing from me in probably a few weeks.

G-O.K.

J-I can't thank you enough for taking the time and showing me the courtesy to spending so much time with me.

G-You're quite welcome, you have a good day.

J-Thank you, you too sir, bye.