

September 7, 2006

Sworn Declaration of Glenn Roger Oliphant

I, Glenn Roger Oliphant, do swear under penalty of perjury that the following statement is true, complete, and based entirely upon my personal knowledge.

Address: 1266 Doe Circle, White Bear Lake, MN 55110

The following statements are from my personal observation beginning on June 8th, 1967. I was an electronics technician with a radar designation serving on the USS Liberty. During the morning I observed an observation plane that we called a "flying boxcar" over fly the Liberty at a very low altitude and persons near me said it was an Israeli plane. On another occasion late morning another plane of that type made a similar fly over of the ship that I observed and the comment was made again that it was an Israeli observation plane.

After lunch I was on the 02 level on the ship and I observed black smoke rising on the shore near the town of El Arish. Around 1300 in the afternoon a general quarter's drill was held and we were cautioned to be alert to anything unusual happening in the area. After the drill, I went to the mess decks to have a cup of coffee with some friends.

Approximately 1400 hours a large explosion was heard and felt in the mess decks and several other explosions followed rather quickly. Then the general quarters alarm sounded. I proceeded to the radio transmitter room as that was my general quarters station. When arriving in the transmitter radio I received a call from radio central asking me to give them the HI-COM transmitter. I noticed that the transmitter was being used by the research spaces and I told radio central that. Several minutes passed and during this time I heard a buzz saw type sound coming from the radio receiver in the room. The buzz saw type sound blocked out all other sounds I could hear on the receiver. I then continued to get requests from radio central to give them a transmitter.

I then tried to start up another radio on the HI-COM circuit and when I tried to tune the antenna to that circuit the antennas I tried seemed to be shorted out or not working. Then the research spaces quit using the original transmitter and I tried hooking that up to another antenna with no success. After about ten minutes I was able to tune an antenna to the first transmitter and we were able to get a signal out. All during this time explosions were going off and other loud sounds were making it difficult to hear. A rocket had glanced off the deck above the transmitter room and exploded and made my ears ring.

I concentrated on the messages being transmitted and continued to observe loud noises outside the compartment. I heard the Sixth fleet, from the radio receiver in the transmitter room, finally accept our identification and then after some time tell us that "help was on the way", and that gave me a real sense of relief that the Sixth Fleet was sending aircraft to us that could stop the attacks on our ship.

Then there was a lull and no more loud sounds but I heard the ship starting to make fast turns on the propeller. Within a few minutes I heard an announcement from the speaker that said, "Stand by for torpedo attack, starboard side". Then there was another lull for several minutes and then a very loud noise and then a huge explosion and the ship rose up on the starboard side and it knocked me back to the outside wall of the compartment and I fell down and ended up sitting on the floor. Then the ship started sinking to starboard and it kept sinking and sinking and I thought we might turn over. At some point it stopped and then came back up slightly and settled down. The next thing I remember was the lights going out and the emergency lights coming on and the announcement of "prepare to abandon ship. There was another individual in the compartment with me and we went to the port exterior door and tried to undo the dogs on the door. We finally got all the dogs released but because the hatch was very heavy, it was very difficult to get the hatch open. When I finally got on deck on the port side, I looked forward to the rack that held my life raft and discovered that all of the rafts and even the rack itself had burned up. Several of us huddled on the port side as we could hear loud explosions on the starboard side of the ship. After several minutes a friend came to me and said a co-worker, Barry Timmerman, had been wounded and was asking for me. I proceeded forward and then went to the starboard side just aft of the superstructure and found my co-worker had a hole in his arm made by shell fragments. I helped several wounded come up to the main deck from down below and then turned my attention to Barry Timmerman. While I was talking to him, suddenly shells and shrapnel started flying around those wounded who had come up from the mess decks. I was told the torpedo boats were shooting at us. The order was given to return to our spaces so I crawled back to the transmitter room. I discovered that we had no electricity so after several minutes I went back onto the deck on the port side. I then walked aft to an antenna and discovered that the antenna base had a hole in it. While standing there I observed three inflated life rafts floating behind the ship at a range of 100 to 150 yards. Then suddenly, tiny splashes appeared around the rafts and then they deflated. Within minutes a torpedo boat appeared and stopped by the rafts. I observed someone pick up one of the rafts and put it in the torpedo boat. Then after several minutes the torpedo boat started up and started approaching the ship off the port side. I was observing this and noticed a sailor manning a machine gun and he was pointing it right at me. I quickly lay down on the deck and crawled over to a chock hole and looked and he was still pointing the machine gun at me. I retreated and lay down for several minutes and I heard the torpedo boat start up and proceed along the port side. I looked at the torpedo boat when it was going by and observed a small flag with the Star of David on it and I knew it was an Israeli boat.

I stayed in this area for some time and then noticed two attack helicopters approaching the ship. One of the helicopters came fairly close to the port side and I noticed there were several armed soldiers in the helicopter and a door gunner. I heard the order over the intercom to "prepare to repel boarders". The helicopter slowly proceeded along the port side of the ship and even paused near the deck house on the port side. About that time electricity was being restored on the ship and I started working again to get a transmitter set up to transmit.

Once communications was established and we had set up a table for the radiomen to use in the transmitter room, approximately one hour, I went outside on the port side and observed another helicopter approach the ship. I was told that it was the consulate from Israel that wanted to land on the ship. I observed the Captain wave the helicopter off.

I then proceeded to the pilot house to see if the radar was working and the other equipment in there. I discovered that the radar had been damaged and was inoperable. I saw that the Captain had been seriously injured on his leg but he continued to give orders. He asked me to check the sonar depth finder to make sure we didn't run aground. I started it up and gave him depth readings every few minutes. He then asked me to get the Loran working so we could take some bearings. The lead at the base of the Loran antenna had been shot off so I asked Terri Halbardier, a coworker, to repair that. After some time he got that repaired and I got the Loran working but the Captain didn't want to get out of his chair to look at the plotting we were making and he decided to use the stars to steer the ship by. I continued to give him occasional readings from the sonar until we got to deeper water. We did have to stop one time and back up as the depth got to shallow, less than ten fathoms. During the night I went to the mess decks to visit Barry Timmerman and observe the wounded. It was a horrific sight I have never forgotten. I talked to several persons and discovered that one of my good friends, Phillippe Tiedtke

was in the area where the torpedo exploded and was probably dead, I found that very difficult for me. Towards morning while I was still in the pilot house the word was passed that two Sixth fleet destroyers were approaching the ship and would be at the ship around 0600 hours. It was a good feeling that they were there but I had a real hollow feeling thinking where were they when we needed them. The USS Davis approached the ship and then tied up along side. Then several persons from the Davis came aboard. The radioman came up to me and asked me how come we were this close to the Eastern Mediterranean when we were given orders to be 100 miles off the coast. I told him that I am sure we must not have gotten those orders or we would have been, he just looked at me like he couldn't believe we hadn't gotten the message.

After the wounded were taken off the ship and the ship was examined by help from the Sixth fleet we started proceeding towards Malta. For six long days we slept on the main deck for fear the ship might sink. On the way to Malta Admiral Kidd came aboard the ship and tried to consul many of the crew. As we approached Malta the Admiral told the crew that we were not to discuss the attack with anyone and any communications to the press would be taken care of by the Navy. Every morning at muster in Malta the crew was told not to discuss the attack with anyone. When I questioned the acting executive officer about that he said we would be punished if we talked to anyone about the attack. Then after six weeks in Malta the ship sailed for the US.

If called upon to testify to any of the foregoing, I am competent to do so on the basis of my personal knowledge.

Dated:

Signed: