



Just The Facts

Class: Andromeda-class attack cargo ship
 Type: C2-S-B1
 Displacement: 13,910 long tons
 14,130 fully loaded
 Length: 459' 3" (139.98 m) length overall
 435' (132.59m) at the waterline
 Beam: 63' (19m)
 Draft: 26'4" (8.03m)
 Propulsion: 1 x Steam Turbine
 Speed: 16.5 Knots
 Boats & Landing Craft Carried:
 8 x LCMs
 1 x LCO(L)
 15 x LCVPs
 Capacity: 4,450 long tons deadweight
 Complement: 368
 Armament: 1 x 5"(1230mm)/38 caliber
 Dual purpose gun mount
 4 x twin 40mm (1.6in) mounts
 16 x 20 mm (0.79 in) mounts

YANCEY MEMORIES

Coordinator Message



First off my apology for the lateness of the first newsletter of 2017 but there is a legitimate reason as explained below.

The new format for the newsletter is obvious and you may wonder why the change after more than 20 years. We learned in late December that Premier Reunion Service, formerly Military Locator and Reunion Service, suddenly went out of business. Although we did not use their services for our last three reunions we did rely on them to publish and distribute our newsletter. After learning this, and because I have zero experience doing newsletters, I reached out to Yancey shipmates for assistance. I am happy to say that Ric Nicastro, who went to the Defense Information School (Journalism) after leaving the Yancey, promptly volunteered. With Ric's help we hope to keep publishing the Yancey newsletters for years to come.

The newsletter will only be as good as the stories and articles in it so please think back and send us some of your memorable moments on the Yancey. Another idea is to tell us what you did after you left the Yancey. You can email them to me or by US mail.

We now know the USS Yancey 2017 reunion will be In Harrisburg, Pennsylvania. The dates of the reunion will be Thursday September 28th through Sunday October 1st and the banquet will again be on Sunday as it has the past two years. There is no hotel or itinerary information at this point but once available I will publish it on the Yancey website. As always you can contact me by phone or email with any questions or concerns.

Also due to high printing and mailing costs, as well as the manual labor involved, I will not be sending registration and itinerary information out this year. I will send postcard notification that the information is available and instructions on how to obtain it and register. So save the dates and expect a postcard from me this Summer.

I hope everyone has a great Spring and Summer and I look forward to seeing many of you in Harrisburg in September.

George Clifton - clifs@ameritech.net

Inside this issue

Yancey History Part 1	2
Yancey In Antarctica	2
USS Liberty	3
Mr. Roberts	3
The World Is Our Beachhead.....	4
First Look Reunion 2017	4

Special points of interest

- New Look
- Reunion 2017
- Yancey on Ice
- Yancey Seaman Article's
- Yancey in the Movies
- Re-up your membership

DID YOU KNOW



Yancey in the Antarctic: Operation Highjump

WIKIPEDIA: THE USS YANCEY part one

USS Yancey (AKA-93/LKA-93) was an Andromeda-class attack cargo ship built by the Moore Dry Dock Company of Oakland, California for the United States Navy during World War II. The ship was named in honor of Yancey County, North Carolina.

Yancey's keel was laid in May 1944, and the ship was launched in July, and commissioned in October. The ship operated in the Pacific during the war and was a participant in the amphibious landings at Iwo Jima in February 1945 and Okinawa in April.

After Japan's surrender in August, Yancey was in Tokyo Bay during the signing of the Japanese Instrument of Surrender on 2 September. The ship made voyages delivering troops for the occupation of Japan before returning to the United States in January 1946. After spending most of the next year on the east coast, Yancey was ordered back into the Pacific in November, and took part in Operation Highjump, a Navy expedition to Antarctica in January 1947; Yancey Glacier was named in the ship's honor.

There's a Glacier in the Antarctic named in the ships honor "Yancey Glacier."

Yancey Glacier

[80°14'S 158°30'E / 80.233°S 158.500°E](#) / [-80.233; 158.500](#) Coordinates: [80°14'S 158°30'E / 80.233°S 158.500°E](#) / [-80.233; 158.500](#)) is a precipitous glacier in Britannia Range, flowing east from the vicinity of Mount McClintock and then southeastward to enter Byrd Glacier just west of (USS) Sennet Glacier. Named by Advisory Committee on Antarctic Names (US-ACAN) in association with nearby Byrd Glacier for the USS *Yancey*, attack cargo ship (Central Group of Task Force 68) of U.S. Navy Operation Highjump, 1946–47, led by Admiral Richard Evelyn Byrd.

OPERATION Highjump

Officially titled *The United States Navy Antarctic Developments Program, 1946–1947*, was a United States Navy .

Operation Highjump's primary mission was to establish the Antarctic research base Little America IV.

The Media

The documentary about the expedition *The Secret Land* was filmed entirely by military photographers (both USN and US Army) and narrated by actors Robert Taylor, Robert Montgomery, and Van Heflin.^[11] It features Chief of Naval Operations Fleet Admiral Chester W. Nimitz in a scene where he is discussing Operation Highjump with admirals Byrd and Cruzen. The film has re-enacted scenes of critical events, such as shipboard damage control and Admiral Byrd throwing items out of an airplane to lighten it to avoid crashing into a mountain. It won the 1948 Academy Award for Best Documentary Feature. You can view the film on YouTube search: [THE SECRET LAND –OPERATION HIGH JUMP](#)

And then there is this:

In the fictional Area 51 books, the operation was referenced as a cover for retrieving buried alien ships at the North Pole.

A Russian made documentary claims that the units of Operation Highjump were attacked by flying saucers, operated by a secret Nazi base on Antarctica, constructed before and during WWII through various Nazi expeditions (including those of the Swabenland).

CREW NOTES

A SAD 50th ANNIVERSARY FOR THE USS LIBERTY GTR-5



By: John J. Karlis EM3
jjkarlis@verizon.net

On May 23rd 1967 the USS Yancey AKA-93 returned to her homeport of Norfolk, Virginia after being deployed on a six month Mediterranean cruise. Sixteen days later on June 8th 1967 on a bright sunny afternoon at approximately 1400 tragedy struck a US Naval Ship. While in international waters off the coast of Egypt the USS Liberty was under aircraft attack for two hours. The Liberty also took a torpedo hit on the starboard side causing a ten degree list. Being an unarmed intelligence communications vessel the Liberty was unable to defend herself. Radio calls for help were made to the sixth fleet ships, however the flotilla of US ships were five hundred miles away near the island of Crete. The Liberty, badly damaged, was able to leave the area under her own power and was escorted by several destroyers and a cruiser to Malta. At this time the toll of human tragedy was taken; 34 personnel dead and 172 wounded. The wounded were taken aboard the aircraft carrier USS America and tended to in the carriers hospital. After one month in Malta under repair and being made seaworthy the Liberty was towed to Norfolk. She was damaged so badly that she was decommissioned in June 1968 sold for scrap in 1973.

Who could be responsible for this attack? The attacking aircraft were from Israel who claimed this was a case of mistaken identity. They claimed that the Liberty was similar to an Egyptian ship. At the time of the attack Israel and Egypt were at war which started on June 5th. When interviewed years later personnel from the Liberty stated this attack was a cover up of the highest magnitude. President Lyndon Banes Johnson accepted Israel's apology for the attack. This attack could have resulted in the United States being drawn into this war. An aircraft with a nuclear warhead was dispatched from a US carrier in route to Cairo, however this aircraft was recalled by President Johnson. At first the US believed Egypt attacked the Liberty. Many of the younger generation have no knowledge of this tragedy on our naval personnel. Yes this is a very sad anniversary of those who sacrificed their lives while serving our country.



USS LIBERTY GTR-5

FROM THE YANCEY HISTORIAN



By: Ken Groom
kdg345@comcast.net

I was reading a magazine article about the start of WW2 when the Japanese had subs off of the coast of San Francisco. They torpedoed a lumber ship that stayed afloat due to the lumber. The merchant ship had a captain and the first officer on board. The first officer was Alex Kusebauch. I always knew that Alexander Kusebauch, the captain of the Yancey in 1953 had been a merchant marine. From my point of view he was like the captain of the movie "Mr. Roberts". Several of my shipmates had the same view.



**A Newsletter Exclusively for
Former USS Yancy (AKA-93)
Sailors & their Families**

Our Webpage:

www.USSYANCEY.com

Publisher:

Former Crew Members of the USS
Yancey AKA-93

Editor:

George Clifton
clifs@ameritech.net
708-425-8531

Staff:

Ric Nicastro
ric@iawards.com
858-695-8343

THE WORLD IS OUR BEACHHEAD

We are Sad to Report the Passing of:

Jerry Goforth
YN3 (1961-1953)
Deceased 10/28/2016

Bob (Juice) Krok
QMSN (1963-1965)
Deceased 12/5/2016

Welcome Aboard our Newest Yancey Alumni, Shipmate:

Frank Wiseman
QM2 (1962-1963)
955 Yankee Way SW
Corydon, IN 47112

FIRST LOOK—THE 2017 USS YANCEY (AKA93) REUNION

