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THE WHITE HOUSE

WASHINGTON

June 28, 1976

MEMORANDUM FOR ROBERT ORBEN

VIA: GWEN ANDERSON

FROM: CHARLES MC CALL

SUBJECT: PRE-ADVANCE REPORT ON THE PRESIDENT'S
ADDRESS AT THE NATIONAL ARCHIVES

Attached is some background information regarding the speech the President will make on July 2, 1976 at the National Archives.

TAB A The Event and the Site

TAB B Statement by President Truman dedicating
the Shrine for the Declaration, Constitution,
and Bill of Rights, December 15, 1952.

THE WHITE HOUSE

WASHINGTON

June 28, 1976

MEMORANDUM FOR BOB ORBEN

VIA: GWEN ANDERSON

FROM: CHARLES MC CALL

SUBJECT: NATIONAL ARCHIVES ADDENDUM

Since the pre-advance visit to the National Archives, the arrangements have been changed so that the principal speakers will make their addresses inside the building.

A

THE EVENT

At 9:00pm on Friday, July 2, 1976, the two-hundredth anniversary of the adoption of the Lee Resolution for independence by twelve of the thirteen colonies represented at the Continental Congress, the President will participate in a ceremony at the National Archives along with the Vice President, the Speaker of the U.S. House of Representatives, and the Chief Justice of the U.S. Supreme Court.

The event grew out of a suggestion by Professor Martin Diamond, a member of ARBA's National Advisory Council. As he saw it, there would be an Assemblage of the Republic composed of the President, representatives of the other two branches of the national government, representatives of the states and of local governments, and representatives of the institutions which compose the private sector of our national life. Thus the participants would demonstrate the unity which is sometimes masked by the separation of powers and the division of powers. There, the nation's leaders would pay appropriate tribute to the great documents which express our national treasure -- the Declaration of Independence and the Constitution.

Of Diamond's proposal, the ideas involving the national government remain. The ceremony, which will last approximately one hour, will begin with the arrival of the principals by car at the South steps to the Archives. Mounting the steps between an honor guard in Revolutionary War Uniforms, the Speaker, Chief Justice and President will each speak for approximately five minutes. The Speaker's comments will focus on the Bill of Rights, the Chief Justice's will deal primarily with the Constitution as adopted by the Convention of 1787, and the President, who will speak last, will center his remarks on the Declaration of Independence. At the conclusion of his address, the President will lead the dignitaries inside to view the historic documents. Hopefully, the entire ceremony will be broadcast live by the three television networks. If not, it will be recorded for selective use later in the day.

The Press and honored guests will occupy sections on the steps of the building, and the public will be accommodated on the Mall and along Constitution Avenue.

THE SITE

The National Archives Building, designed by John Russel Pope, faces Constitution Avenue. Begun in 1933, it was designed to house and display the Declaration of Independence and the Constitution, and has done so since December 13, 1952 when they were removed there from the Library of Congress. The building is an imposing one. After climbing the staircase and passing through a pillared porch, one enters a marble, semicircular shrine in which the bronze and marble cases holding the great documents occupy the focal point. Twenty-six other cases, thirteen to each side, form a semicircle in which are displayed other priceless documents which relate to the founding of the Nation.

While the Archives is a shrine to the ideas contained in these great documents, it is also a valued research center for scholars concerned with our national political life. Focusing on the records of our national life beginning in 1774, the collection contains and displays documents up to and including Richard Nixon's Presidential resignation. (It should be noted that the Archives is not a resource for the study of colonial life or that of earlier periods). Thus the President will be visiting a center which links us to artifacts of our past and to ideas which guided our forebearers and will guide our descendants.

B

347 Address at the National Archives Dedicating the New Shrine for the Declaration of Independence, the Constitution, and the Bill of Rights. December 15, 1952

Mr. Chief Justice of the United States, Mr. Larson, the Librarian of Congress, the Archivist:

We are assembled here on this Bill of Rights Day to do honor to the three great documents which, together, constitute the charter of our form of government.

The Declaration of Independence, the Constitution, and the Bill of Rights are now assembled in one place for display and safekeeping. Here, so far as is humanly possible, they will be protected from disaster and from the ravages of time.

I am glad that the Bill of Rights is at last to be exhibited side by side with the Constitution. These two original documents have been separated far too long. In my opinion the Bill of Rights is the most important part of the Constitution of the United States—the only document in the world that protects the citizen against his Government.

We venerate these documents not because they are old, not because they are valuable historical relics, but because they still have meaning for us. It is 161 years today since the Bill of Rights was ratified. But it is still pointing the way to greater freedom and greater opportunities for human happiness. So long as we govern our Nation by the letter and the spirit of the Bill of Rights, we can be sure that our Nation will grow in strength and wisdom and freedom.

Everyone who holds office in the Federal Government or in the government of one of our States takes an oath to support the Constitution of the United States. I have taken such an oath many times, including two times when I took the special oath required of the President of the United States.

This oath we take has a deep significance. Its simple words compress a lot of our history and a lot of our philosophy of govern-

ment into one small space. In many countries men swear to be loyal to their king, or to their nation. Here we promise to uphold and defend a great document.

This is because the document sets forth our idea of government. And beyond this, with the Declaration of Independence, it expresses our idea of man. We believe that man should be free. And these documents establish a system under which man can be free and set up a framework to protect and expand that freedom.

The longer I live, the more I am impressed by the significance of our simple official oath to uphold and defend the Constitution. Perhaps it takes a lifetime of experience to understand how much the Constitution means to our national life.

You can read about the Constitution and you can study it in books, but the Constitution is not merely a matter of words. The Constitution is a living force—it is a growing thing.

The Constitution belongs to no one group of people and to no single branch of the Government. We acknowledge our judges as the interpreters of the Constitution, but our executive branch and our legislative branch alike operate within its framework and must apply it and its principles in all they do.

The Constitution expresses an idea that belongs to the people—the idea of the free man. What this idea means may vary from time to time. There was a time when people believed that the Constitution meant that men could not be prevented from exploiting child labor or paying sweatshop wages.

We no longer believe these things. We have discovered that the Constitution does not prevent us from correcting social injustice, or advancing the general welfare. The idea of freedom which is embodied in these

great documents has overcome all attempts to turn them into a rigid set of rules to suppress freedom.

As we look toward the future, we must be sure that what we honor and venerate in these documents is not their words alone, but the ideas of liberty which they express.

We are engaged here today in a symbolic act. We are enshrining these documents for future ages. But unless we keep alive in our hearts the true meaning of these documents, what we are doing here could prove to be of little value.

We have treated the documents themselves with the utmost respect. We have used every device that modern science has invented to protect and preserve them. From their glass cases we have excluded everything that might harm them, even the air itself. This magnificent hall has been constructed to exhibit them, and the vault beneath, that we have built to protect them, is as safe from destruction as anything that the wit of modern man can devise. All this is an honorable effort, based upon reverence for the great past, and our generation can take just pride in it.

But we must face the fact that all this pomp and circumstance could be the exact opposite of what we intend. This ceremony could be no more than a magnificent burial. If the Constitution and the Declaration of Independence were enshrined in the Archives Building, but nowhere else, they would be dead, and this place would be only a stately tomb.

The Constitution and the Declaration of Independence can live only as long as they are enshrined in our hearts and minds. If they are not so enshrined, they would be no better than mummies in their glass cases, and they could in time become idols whose worship would be a grim mockery of the true faith. Only as these documents are reflected in the thoughts and acts of Americans can they remain symbols of a power that can move the world.

That power is our faith in human liberty. That faith is immortal, but it is not invin-

cible. It has sometimes been abandoned, it has been betrayed, it has been beaten to earth again and again, and although it has never been killed, it has been reduced to impotence for centuries at a time. It is far older than our Republic. The motto on our Liberty Bell, "Proclaim liberty throughout all the land unto all the inhabitants thereof," is from the book of Leviticus, which is supposed to have been written nearly 1,500 years before Christ. In the 35 centuries since that date, the love of liberty has never died, but liberty itself has been lost again and again.

We find it hard to believe that liberty could ever be lost in this country. But it can be lost, and it will be, if the time ever comes when these documents are regarded not as the supreme expression of our profound belief, but merely as curiosities in glass cases.

Today, the ideals which these three documents express are having to struggle for survival throughout the world. When we sealed the Declaration and the Constitution in the Library of Congress, almost a year and a half ago, I had something to say about the threat of totalitarianism and communism. That threat still menaces freedom. The struggle against communism is just as crucial, just as demanding, as it was then.

We are uniting the strength of free men against this threat. We are resisting Communist aggression and we will continue to resist the Communist threat with all our will and with all our strength.

But the idea of freedom is in danger from others as well as the Communists. There are some who hate communism, but, who, at the same time, are unwilling to acknowledge the ideals of the Constitution as the supreme law of the land. They are the people who believe it is too dangerous to proclaim liberty throughout all the land to all its inhabitants. What these people really believe is that the Preamble ought to be changed from "We, the people" to read, "Some of us—some of the people of the United States, but not including those we disapprove of or disagree with—do ordain and establish this

Constitution."

Whether they are enclosing of the original sealed off from turning it into old Pharaoh or are giving aid democracy.

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But I do

Constitution."

Whether they know it or not, these people are enclosing the spirit as well as the letter of the original Constitution in a glass case, sealed off from the living nation. They are turning it into a mummy, as dead as some old Pharaoh of Egypt, and in doing that they are giving aid and comfort to the enemies of democracy.

The first article of the Bill of Rights provides that Congress shall make no law respecting freedom of worship or abridging freedom of opinion. There are some among us who seem to feel that this provision goes too far, even for the purpose of preventing tyranny over the mind of man. Of course, there are dangers in religious freedom and freedom of opinion. But to deny these rights is worse than dangerous, it is absolutely fatal to liberty. The external threat to liberty should not drive us into suppressing liberty at home. Those who want the Government to regulate matters of the mind and spirit are like men who are so afraid of being murdered that they commit suicide to avoid assassination.

All freedom-loving nations, not the United States alone, are facing a stern challenge from the Communist tyranny. In the circumstances, alarm is justified. The man who isn't alarmed simply doesn't understand the situation—or he is crazy. But alarm is one thing, and hysteria is another. Hysteria impels people to destroy the very thing they are struggling to preserve.

Invasion and conquest by Communist armies would be a horror beyond our capacity to imagine. But invasion and conquest by Communist ideas of right and wrong would be just as bad.

For us to embrace the methods and morals of communism in order to defeat Communist aggression would be a moral disaster worse than any physical catastrophe. If that should come to pass, then the Constitution and the Declaration would be utterly dead and what we are doing today would be the gloomiest burial in the history of the world.

But I do not believe it is going to come to

pass. On the contrary, I believe that this ceremony here today marks a new dedication to the ideals of liberty.

Since 1789 we have learned much about controlling the physical world around us. In 1789 they had nothing to compare with our modern methods of preserving priceless documents. They did not know how to place these sheets under conditions that, left undisturbed, may keep them intact and legible for a thousand years.

Perhaps our progress in learning the art of government has been less spectacular, but I, for one, believe that it has been no less certain. I believe the great experiment that we call the United States of America has taught much to mankind. We know more than our forefathers did about the maintenance of popular liberty. Hence it should be easier, not harder, for us to preserve the spirit of the Republic, not in a marble shrine, but in human hearts. We have the knowledge. The question is, have we the will to apply that knowledge?

Whether we will preserve and extend popular liberty is a very serious question, but, after all, it is a very old question. The men who signed the Declaration faced it. So did those who wrote the Constitution. But each succeeding generation has faced it, and so far each succeeding generation has answered it in the affirmative. I am sure that our generation will give the same affirmative answer.

So I confidently predict that what we are doing today is placing before the eyes of many generations to come the symbols of a living faith. And, like the sight of the flag "in the dawn's early light," the sight of these symbols will lift up their hearts, so they will go out of this building helped and strengthened and inspired.

NOTE: The President spoke at 10:30 a.m. in the Exhibition Hall at the National Archives. In his opening remarks he referred to Fred M. Vinson, Chief Justice of the United States, Jess Larson, Administrator of General Services, Luther Harris Evans, Librarian of Congress, and Wayne C. Grover, Archivist of the United States.

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

June 28, 1976

MEMORANDUM FOR BOB ORBEN

VIA: GWEN ANDERSON *GA*

FROM: MAUREEN W. BROWN *mwb*

RE: International Naval Review and Operation Sail '76 July 4, 1976
New York City (USS Forrestal Boarding)

Attached is the Pre-Advance Report and background for
the President's visit to Operation Sail '76 in New York City on July 4, 1976.

TAB A - EVENT AND SCHEDULE

TAB B- DESCRIPTION OF TALL SHIPS/PARTICIPATING SHIPS

TAB C - HISTORICAL BACKGROUND

TAB D - LIST OF SHIPS TO BE SENT FOR OTHER COUNTRIES

TAB E - BICENTENNIAL BELL RINGING

TAB F - LETTER FROM PRESIDENT

TAB G - BACKGROUND INFO ON STATUE OF LIBERTY

TAB H - BACKGROUND INFO ON ELLIS ISLAND

On Independence Day, the New York Harbor will be host to the largest assemblage of squareriggers ever seen in this hemisphere. More than 200 sailing ships will gather from all over the world to join in a unique marine parade honoring the 200th anniversary of the Independence of the United States. At least sixteen of the ships in this colorful "parade of sail" will be classic three and fourmasted windjammers, each more than 200 feet in length.

The event in New York Harbor will begin at 11:00 a. m. The Parade of sail will require some three hours from the time the fleet's leader the U. S. Coast Guard "Eagle", passes under the Verrazano Bridge until the last ship passes up the Hudson River to the George Washington Bridge which will mark the end of the processional route.

The parade of sail will be composed of three squadron the first involves the 16 Tall Ships and the vessels that will accompany

The Second and third squadron will include the 60 Navy ships from 30 countries taking part in the International Naval Review organized by the U. S. Navy plus assorted accompanying vessels.

The International Naval Review, is the fourth to be held in United States waters (SEE TAB C for historical background) This year's review is a Bicentennial salute to America's maritime hertiage and is expected to be the greatest gathering of world navies in history. In addition to the ships from approximately 30 countries some 10 additional nations will send observer delegations. (SEE TAB D for list of ships to be sent from other countries)

On the day of the event each ship will "full dress" hoisting a rainbow of flags and pennants from bow to stern, and will render a special gun salute to the Senior U. S. Official present on the USS Wainwright as he reviews the Naval Vessels as well as the tall sailings gathered for OPSail. Due to the President's schedule he will be unable to act as the Senior Official. Vice President Rockefeller will act as the Senior Official assisted by Secretary Kissinger.

Well over 7 million spectators ashore and more than 6000 small craft are expected to turn out for this event while additional millions will watch the extensive television coverage being planned.

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Harry C. Allendorfer, Jr. Captain, USN(Ret) 634-1742

Ed Stafford (Bicentennial Bell Ringing) 634-1737

EVENT July 4, 1976

1:45 P. M.

-The President will arrive aboard the USS Forrestal where a brief ceremony will be held involving the ringing of the Bicentennial Bell. Exactly at 2:00 P. M. the President will ring the bell on the Forrestal which will signal by satellite the ringing of the Liberty Bell in Philadelphia, Pa. (SEE TAB E)

-Approximately 3000 VIP's will be aboard the USS Forrestal (guest list not completed)

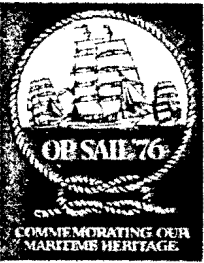
-After the bell ringing ceremony the President will depart USS Forrestal by helicopter to the USS Nashville to view the passing of the Tail Ships from Operation Sail.

-Enroute to the USS Nashville the President's helicopter will circle the Statue of Liberty (SEE TAB G) and Ellis Island (SEE TAB H on Ellis Island background) followed by an overflight of the Parade of Ships.

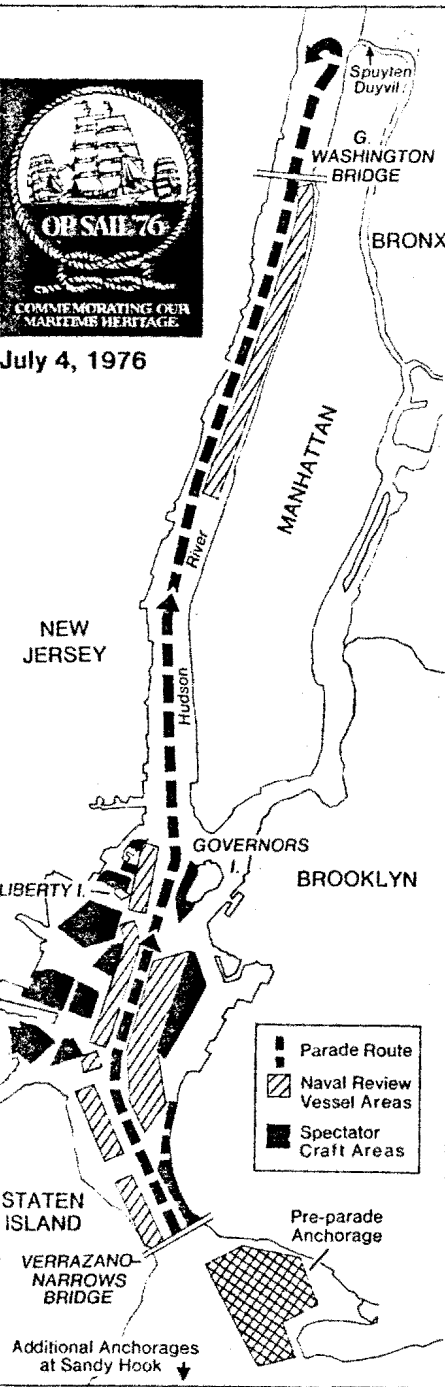
-Arrival on USS Nashville at 3:00 P. M.

-The President will be escorted to the viewing section by the Commanding Officer of the USS Nashville. He will remain aboard for approximately 25 minutes before departing for Newark Airport for the flight back to Washington.

Operation Sail 1976



July 4, 1976



Schedule of Events

- May 2—May 10:** Tall Ships race from Plymouth, England to Canary Islands
- May 23—June 10:** Tall Ships race from Canary Islands to Bermuda
- June 16—19:** Program of activities for officers and crews in Bermuda
- June 20:** Start Tall Ships race from Bermuda to Newport, RI
- June 25:** Arrival of Tall Ships in Newport
- June 28—30:** Inshore regatta and prizes awarded at Newport under the auspices of the American Sail Training Association and the Sail Training Association of Great Britain
- July 1:** Departure of Tall Ships for Montauk and Block Island • Tall Ships proceed outside of Long Island • Rest of Fleet (masts under 125 ft.) through the "Race" into Long Island Sound
- July 2:** Vintage Vessels in Harbors in Westchester, Connecticut, and Long Island (NOTE: Contact local yacht clubs, harbor masters, or US Coast Guard officials for locations.)
- July 3:**
- 8:00 AM—Arrival of International Naval Review Fleet of modern naval vessels in ceremonial column at Verrazano Bridge
 - 12 NOON—International Naval Review Fleet at anchorages throughout 18 miles of the Upper Bay and Hudson River anchorages
 - 1:00 PM—Rendezvous of Operation Sail Fleet at Throgs Neck Bridge
 - 1—5:00 PM—Passage of Operation Sail Fleet through Hell Gate and East River
 - 5:00 PM—Tall Ships at anchor off Sandy Hook, NJ, and Gravesend Bay, Brooklyn
- July 4:** 11:00 AM—5:00 PM—Operation Sail Vessels parade from Verrazano Bridge up the Hudson to Spuyten Duyvil Bridge
- As the parade concludes, sailing vessels proceed to assigned berths
- July 5:** Sailing Vessels and Naval Ships open to the public at berthings as follows (visiting hours will be announced in the press):
- | | |
|---------------|---|
| MANHATTAN | South Street Seaport—Tall Ships including USCGS EAGLE, CHRISTIAN RADICH, DANMARK, and SIR WINSTON CHURCHILL |
| | Pier 40—US and foreign naval vessels |
| | Piers 84, 86, 88, 92 and 97—Tall Ships, vintage vessels and US and foreign naval vessels |
| NEW JERSEY | Pier "C" Hoboken—US naval vessels • Military Ocean Terminal, Bayonne—US naval vessels |
| STATEN ISLAND | Piers 19 and 21—US naval vessels |
| BROOKLYN | Pier 1—US naval vessels |
- Sail Training Cadets—guests at receptions held by their nationality committees throughout the New York and New Jersey areas
- July 6:** All vessels open to the public
- 12 NOON: Ticker Tape parade from Battery Park to City Hall for cadets and naval personnel
 - 1:00 PM: Mayor's reception at City Hall
 - 2—5:00 PM: Open House for cadets at South Street Seaport Museum
- Sail Training Cadets—guests at receptions held by their nationality committees throughout the New York and New Jersey areas
- July 7:** Some ships begin departure to other ports • Remaining vessels open to the public (Watch newspapers for sailing schedule.)
- Sail Training Cadets—guests at receptions held by their nationality committees throughout the New York and New Jersey areas
- July 8:** Sailing vessels depart from New York Harbor



Ships of Class "A"

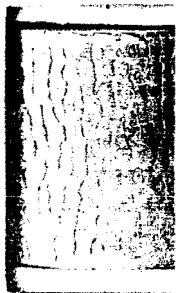
AMERIGO VESPUCCI	(331 ft. Full rigged ship)	Italy
CHRISTIAN RADICH	(241 ft. Full rigged ship)	Norway
DANMARK	(253 ft. Full rigged ship)	Denmark
DAR POMORZA	(299 ft. Full rigged ship)	Poland
EAGLE	(294 ft. Bark)	USA
ESMERALDA	(371 ft. Barkentine)	Chile
GAZELA PRIMEIRO	(178 ft. Barkentine)	USA
GLORIA	(249 ft. Bark)	Colombia
GORCH FOCK	(293 ft. Bark)	Fed. Rep./Germany
JUAN SEBASTIAN DE EL CANO	(350 ft. Topsail Schooner)	Spain
KRUZENSHTERN	(375 ft. Four masted Bark)	USSR
LIBERTAD	(338 ft. Full rigged ship)	Argentina
MIRCEA	(269 ft. Bark)	Romania
NIPPON MARU	(318 ft. Bark)	Japan
SAGRES II	(293 ft. Bark)	Portugal
TOVARISTSCH	(270 ft. Bark)	USSR

Ships of Class "B"

AMERICA	(105 ft. Schooner)	USA
AMISTAD	(130 ft. Schooner)	USA
ARTEMIS	(150 ft. Schooner)	France
BARBA NEGRA	(110 ft. Barkentine)	Canada
BEL ESPOIR II	(125 ft. Schooner)	France
BILL OF RIGHTS	(141 ft. Schooner)	USA
BLUENOSE II	(143 ft. Schooner)	Canada
CHALLENGER	(160 ft. Schooner)	USA
CLEARWATER	(106 ft. Sloop)	USA
ENCHANTRESS	(130 ft. Brigantine)	USA
EENDRACHT	(107 ft. Schooner)	Netherlands
ERAWAN	(150 ft. Barkentine)	Panama
ERG	(110 ft. Brig)	USA
EYE OF WIND	(125 ft. Brigantine)	Great Britain
GLADAN	(129 ft. Schooner)	Sweden
PIONEER	(102 ft. Schooner)	USA
PROVIDENCE	(110 ft. Sloop)	USA
RACHEL AND EBENEZER	(102 ft. Topsail)	USA
REGINA MARIS	(150 ft. Barkentine)	USA
ROSE	(170 ft. Full rigged ship)	USA
ROSEWAY	(130 ft. Schooner)	USA
SIR WINSTON CHURCHILL	(153 ft. Topsail)	Great Britain
TE VEGA	(156 ft. Schooner)	Fed. Rep./Germany
TIKI	(105 ft. Schooner)	USA
TOPAZ	(115 ft. Schooner)	New Zealand
UNICORN	(129 ft. Brig)	USA
WESTWARD	(124 ft. Schooner)	USA
ZAWISAZA CZARNY	(141 ft. Schooner)	Poland
ZEW MORRZA	(105 ft. Schooner)	Poland

And... a fleet of 100 other sailing ships representing the naval and maritime history of the world. There are schooners, brigs, ketches, brigantines, yawls, cutters, sloops, and catboats, as well as a Spanish Galleon, a Chinese Junk, and a Viking ship.

From... Antigua, the British Virgin Islands, Canada, Cayman Island, England, France, Iceland, Ireland, Mexico, The Netherlands, New Zealand, Panama, Poland, Portugal, Sweden, and Switzerland.



Operational Sail-
International
Naval Review



July 4, 1976



USS MT. WHITNEY
(helo platform)

USS WAINWRIGHT
(initial position)

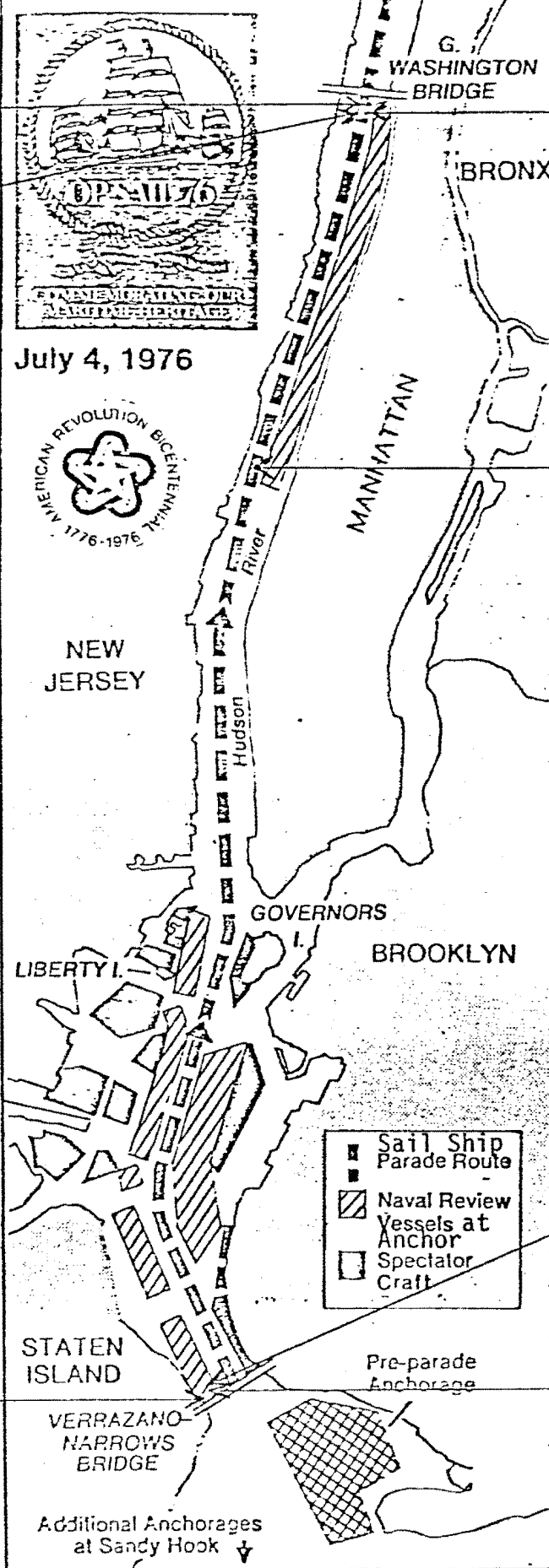
WAINWRIGHT underway be
1:00 p.m. and 1:30 p.m.
8 knots or 10 knots
(could start at 1106)

Leading ship in Sail P.
here at 1:30 p.m.

Leading ship in Sail P.
here at 11:00 p.m. at
(Parade takes 2½ hrs.
(1.5 knots flood current)

WAINWRIGHT here between
2:50 p.m. and 3:20 p.m.
(depending on underway)

15.5 miles



USS FORRESTAL
(helo platform)

Additional Anchorages
at Sandy Hook

B

From : Jim O'Doherty
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New York, N.Y. 10048
(212) 466-1997



For New York City, the Bicentennial Fourth of July will be a day of tall ships and ironclads.

The ironclads--52 naval vessels representing 21 foreign nations and the United States--will form an anchor line of review for more than 225 sailing ships marching up the Hudson in the Operation Sail 1976 parade.

Leading the parade will be 16 magnificent anachronisms, tall ships with masts reaching so high that they could not navigate the 127-foot clearance of the lattice-worked Brooklyn Bridge.

Moving out first will be the Coast Guard's Eagle, recently adorned with red, white and blue racing stripes on her prow. Standing tall on yardarms high aloft will be cadets dressed in whites. She will move under auxiliary power from the Verrazano-Narrows Bridge to the supercarrier Forrestal anchored a mile and a quarter north.

As she comes abreast of the carrier, the main reviewing stand, the cadets will shout three cheers, crack out the sails and come down the shrouds of the bark's three masts to the Eagle's deck.

The other tall ships, moving in single file behind the Eagle, at 1,000 foot intervals, will follow suit, keeping their sails furled until reaching the Forrestal, then dropping their thousands of square feet of canvas for their majestic voyages up the Hudson.

For the most part, they will be sailing in alphabetical order of the nations they represent, with the Gazela Primeiro, built in 1883 largely of pine from the national forest planted in Portugal four centuries earlier by Prince Henry the Navigator, bringing up the rear.

(more)

The oldest of the tall ships--and the second of two American tall ships in the parade--she was for 87 years part of Portugal's fishing fleet and a familiar sight on the Grand Banks off Newfoundland. Six years ago an anonymous philanthropist bought the three-masted barkentine and turned her over to the Philadelphia Maritime Museum.

Like enormous stacked gulls in flight, the tall ships will sweep into the Upper Bay. Looking to starboard, their crews will see the serrated cluster of the Lower Manhattan skyline, dominated by the twin, gigantic slabs of the World Trade Center.

And then, moments later, they will see the Statue of Liberty and Ellis Island, symbols of refuge to so many of their countrymen over generations past.

Sweeping past the tower-capped Palisades, they will glide under yet a second parade arch--the George Washington Bridge linking Manhattan and New Jersey--two miles short of the end of the 20-mile parade at Spuyten Duyvil.

There are but 20 tall ships still operational in the world, and 16 of them are taking part in Operation Sail 1976. They are part of a tradition that the late Samuel Eliot Morrison lamented as all but dead a decade ago. Talking of clipper ships of the mid-nineteenth century in his monumental "The Oxford History of the American People," he wrote:

"Their architects, like poets who transmute nature's message into song, obeyed what wind and wave had taught them, to create the noblest of all sailing vessels, and the most beautiful creations of man in America.

"With no extraneous ornaments except a figurehead, a bit of carving and a few lines of gold leaf, their one purpose of speed over the great ocean routes was achieved by perfect balance of spars and sails to the curving lines of a smooth black hull; and this harmony of mass, form and color was practiced to the music of dancing waves and of brave winds whistling in the rigging.

(more)

"These were our Gothic cathedrals, our Parthenon; but monuments carved from snow. For a few brief years they flashed their splendor around the world, then disappeared with the finality of the wild pigeon."

The clippers are gone, but the "music of dancing waves and of brave winds whistling in the rigging" lives again in the tall ships of Operation Sail.

Almost half of the 16 tall ships will have "sisters of the sea" in the Operation Sail parade. Five are German-built in the Blohm & Voss yards-- the Coast Guard's Eagle, Portugal's Sagres II, Romania's Mircea, West Germany's Gorch Fock II and the Soviet Union's Tovarishch. The two others were built in Spain. One, the Juan Sebastian de Elcano, a topsail schooner, still represents that country. The other, the Esmeralda, a barkentine, represents Chile.

The tall ships participating in Operation Sail are as colorful as the long heritage they represent. Here are some of the highlights of those vessels, given in the order in which they will appear in the parade:

EAGLE: The three-masted bark is used today as a training ship for cadets of the Coast Guard Academy in New London, Conn. But when the white-hulled, 296-foot ship first put to sea in 1936, she was known as the Horst Wessel and trained officers for the German Navy. In 1946 she was taken over by the United States as part of war reparations and renamed for successive cutters operated by the United States Revenue Service, the predecessor of the Coast Guard. The ship, which recently added racing stripes to her hull, carries 135 cadets in two compartments amidships. Her original German eagle figurehead has been donated to Connecticut's Mystic Seaport Museum.

(more)

DANMARK: The U.S. has long had a warm spot in her heart for the three-masted, full-rigged Danish ship. The 253-foot merchant marine training vessel paid a call to the 1939 World's Fair in New York City and was in Jacksonville, Fla., when war broke out in Europe in September of that year. Defying his country's orders to return home for fear that the Nazi's would eventually invade his tiny nation, the Danmark's skipper elected to keep his ship in American waters. When the United States entered the war in December 1941, he turned her over to President Franklin D. Roosevelt. More than 5,000 Coast Guard cadets trained aboard her during the war, and it was this experience that prompted the acquisition of the Eagle. In 1945, the Danish-built vessel was returned to Denmark. She now carries a complement of 80 cadets. Her most recent visit to the United States was in 1974, when she paid a call to the South Street Seaport Museum.

CHRISTIAN RADICH: This sleek, three-masted ship is Norway's entry and another frequent visitor to this country's waters. The Radich, which measures 205-feet overall, also was a visitor to the 1939 World's Fair, but her skipper elected to return home following the outbreak of war in Europe. She was seized by the Nazi's in 1940 when they invaded Norway and later was sunk in an air raid on Flensburg, Germany. Raised by the Allies following the war, she was returned to Norway, where she was refitted at a cost of more than a million dollars. She carries up to 88 merchant-marine cadets, ranging in age from 15 to 17. She is known for her speed, having won four of nine international races sponsored by the Sail Training Association since the mid-50's. Her most recent visit to New York was last year, when she participated in the sesquicentennial celebration of the first load of Norwegian immigrants to arrive in the United States.

(more)

LIBERTAD: Argentina's three-masted frigate is one of the largest and swiftest participants in New York's landmark Fourth of July event. Measuring 345 feet from stern to bowsprit, she displaces 4,092 tons. In 1966, she set a record for an Atlantic crossing under sail, covering the 2,058.6 miles from Cape Race, Canada, to the Dublin/Liverpool line in eight days and 12 hours. This thoroughly modern, beautiful ship made her maiden voyage from Argentina in 1960, traveling in six months to Puerto Rico, Bermuda, Lisbon, LeHavre, Hamburg, London, Cadiz and Dakar before returning home.

ESMERALDA: This handsome four-masted barkentine, measuring 353 feet overall, was bought by Chile from Spain while under construction as the Juan D'Austria for the Spanish Navy in 1952. Named for a Chilean warship that won victories in a war against Peru and Bolivia in 1879, she can carry a grand total of 332 officers, petty officers, crew and cadets.

GLORIA: A three-masted bark built in Spain in 1968 for Colombia, the Gloria, is the newest of the tall ships. Distinctive for her winged figurehead mounted below a highly steeved bow, she is used for training naval midshipman cadets. Her overall length is 249 feet, 3 inches. She has a permanent crew of 50, including nine officers, and carries 60 naval cadets.

GORCH FOCK:II: West Germany uses its three-masted bark, measuring 285.5 feet overall, to train cadets for both commissioned and noncommissioned ranks. Built in Hamburg in 1958, it is the second bearing the pen name of the poet Johann Kinau, who was killed in the classic naval Battle of Jutland in 1916. Four of her pre-WW II sister ships are still sailing.

(more)

AMERIGO VESPUCCI: Before Italian naval cadets are allowed to board their country's three-masted, full-rigged training ship, they go through rigorous sessions ashore, clambering up and down two square-rigged masts and scampering out on a bowsprit at the Naval Academy in Livorno with safety nets below. But once aboard this 45-year-old ship with frigate lines, their travails seem worth it, for this 331.5-foot vessel, named for the Florentine navigator whose name was adopted for the two continents in the New World, is roomier and more elegantly appointed than most naval training ships. Noteworthy for her twin white stripes along a black hull, she displaces about 4,000 tons and carries up to 150 midshipman cadets on her training cruises.

NIPPON MARU: Japan's four-masted bark, a year older than the Vespucci, was built originally to train officers for the merchant marine. The first visit to New York of the 318-foot vessel was in 1954, when she paid a call to mark the centennial of the first Japanese mission to the city, and she returned here in 1960. Her extensive refitting for Operation Sail, at a cost of \$1.3 million, was completed last year. She left Tokyo on April 15, the first of the tall ships to depart for Operation Sail.

DAR POMORZA: Poland's 291-foot full-rigged ship is one of the oldest in Operation Sail, dating to 1909 when she first went into service to train German merchant-marine cadets as the Prinzess Eitel Friedrich. She was turned over to France after the armistice ending World War I and renamed the Colbert, but she was never used by the French. Purchased in 1929 by the people of Pomorze, Poland, she was turned over to the Polish State Sea Training School and renamed the Dar Pomorza ("the gift of Pomorze"). The white-hulled vessel, which has participated in many tall ship races, covered 38,856 miles in 263 days in a round-the-world cruise in 1934. It carries up to 120 merchant marine trainees.

(more)

SAGRES II: With its distinctive crimson Cross of Christ on her sails, Portugal's bark is one of the most familiar tall ships in Operation Sail. A sister ship of the Eagle and three others in the Fourth of July event here, she was built by the Germans as the Schoolship Albert Leo Schlageter in 1937. She was taken over by the United States following the war, and assigned to Brazil in 1948 for sail training of that nation's cadets. In 1961, she was bought by Portugal to replace the first Sagres. In a 1971 visit to South Street Seaport, the 298-foot ship attracted more than 30,000 visitors.

JUAN SEBASTIAN DE ELCANO: Named for the Spanish navigator who took over when Magellan was killed in the Phillipines in 1521, and completed the first circumnavigation of the globe in 1522, this splendid 370-foot topsail schooner representing Spain is one of only five four-masted sailing ships in the world that are still active. (Three others--Esmeralda, Kruzenshtern, and Nippon Maru--are also in Operation Sail. The other is the Sedov; this Soviet ship will not be taking part in the parade into New York Harbor.) The Elcano, a naval-training vessel, bears the figurehead of a woman wearing a crown.

MIRCEA: The figurehead on the Romanian entry in Operation Sail bears the fiercely mustached crowned sculpture of Prince Mircea, who won the Dobrugea region back from the Turks in a bloody 14th century war. This three-masted bark, which is owned by Romania's Mercantile Marine Nautical College, is used as a training vessel for merchant marine officers. Built by Blohm & Voss in Hamburg, Germany, in 1939, the 270-foot vessel has been Romanian for her lifetime, except for a short time after World War II when she was in Russian hands.

(more)

TOVARISHCH: The smaller of two Soviet participants in Operation Sail--and a sister to the Mircea and three others in the parade--was the original Gorch Fock, built in Germany in 1933 as a naval training ship. The three-masted bark, measuring 270 feet overall, was sunk off Stralsund during World War II and then salvaged by the Russians in 1948 and refitted to provide sail training for Soviet midshipmen. She won the tall ships race off Gdynia, Poland, in 1974 and later joined a review of sailing vessels past Britain's royal yacht, Britannia, with Prince Philip aboard.

KRUZENSHTERN: The largest of the tall ships in the Operation Sail parade, measuring 378 feet from stern to bowsprit--is the second Soviet entry. One of the famed "P" ships--her sister, the Peking, is on permanent exhibit at South Street Seaport--she was built in Hamburg in 1926 for the nitrate trade to South America. Called the Padua, she was the last cargo-carrying four-masted bark built. Later, she sailed in the grain run to Australia, and in 1930 she lost four men overboard while rounding the stormy Cape Horn. She was taken over by the Russians at Swinemund following the war. Extensively refitted and modernized, she was renamed for Adam Johann Ritter von Krusenshtern, the Soviet mariner and explorer. The Krusenshtern now trains merchant seamen for the Soviet Ministry of Fisheries.

And finally, there is the Gazela Primeiro, the grand old lady of the parade, a ship that still clings to the tradition of the past: a galley pump is her sole source of fresh water and kegwith holes as a primitive shower, with buckets lifted manually to fill the keg.



INTERNATIONAL NAVAL REVIEW PRESS RELEASE

[212]834-2793/834-2794

7 MAY 76

PARTICIPATING U.S. NAVY SHIPS IN THE INTERNATIONAL NAVAL REVIEW

USS FORRESTAL (CV-59)
Aircraft Carrier

USS DALE (CG-19)
Guided Missile Cruiser

USS WAINWRIGHT (CG-28)
Guided Missile Cruiser

USS RICHMOND K. TURNER (CG-20)
Guided Missile Cruiser

USS WILLIAM V. PRATT (DDG-44)
Guided Missile Destroyer

USS JULIUS A. FURER (FFG-6)
Guided Missile Frigate

USS FARRAGUT (DDG-37)
Guided Missile Destroyer

USS PAPAGO (ATF-160)
Fleet Ocean Tug

USS NIPMUC (ATF-157)
Fleet Ocean Tug

USS PHARRIS (FF-1094)
Frigate

USS EDENTON (ATS-1)
Salvage and Rescue Ship

USS AUSTIN (LPD-4)
Amphibious Transport Dock

USS NASHVILLE (LPD-13)
Amphibious Transport Dock

USS MOUNT WHITNEY (LCC-20)
Amphibious Command Ship

USS FORT SNELLING (LSD-30)
Dock Landing Ship

USS LA MOURE COUNTY (LST-119)
Tank Landing Ship

USS HARLAN COUNTY (LST-1196)
Tank Landing Ship

USS SAVANNAH (AOR-4)
Replenishment Oiler

USS KALAMAZOO (AOR-6)
Replenishment Oiler

USS SAN DIEGO (AFS-6)
Combat Store Ship

* * * * *

NOTE----THIS LIST IS THE UP-DATED LIST OF SHIPS THAT WILL BE PRESENT FOR
INR-----PLEASE DESTROY THE OLD LIST AND REPLACE IT WITH THIS ONE



“Operation Sail” 1976

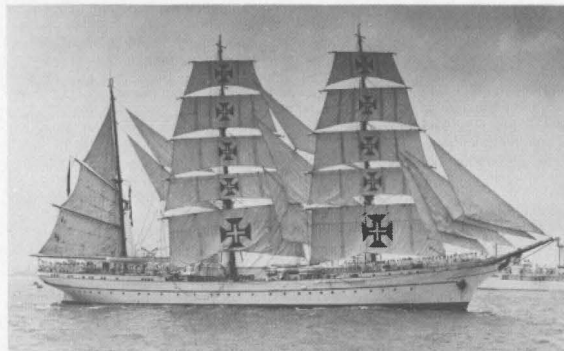
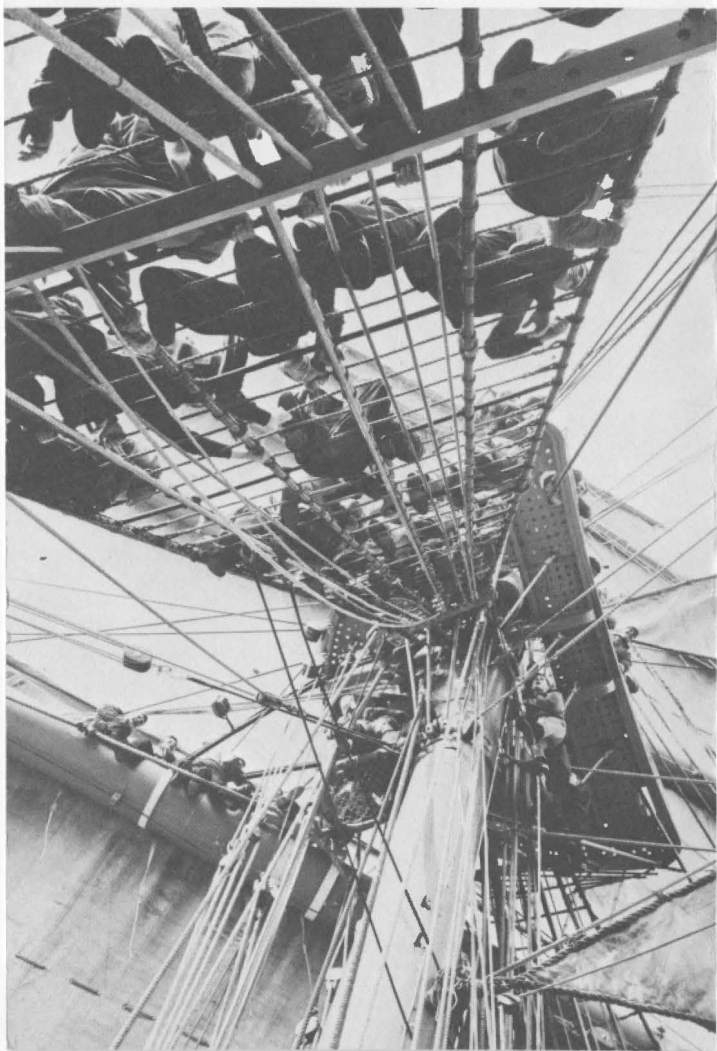
USCGC EAGLE

⚓ "Many nations still maintain sailing ships, almost an anachronism in the nuclear age, because they believe there is no better way to build character in young men than sail training."

HARALD, Crown Prince of Norway

There are perhaps 35 major sail training ships in the world. In addition to these there are countless smaller sailing crafts used for training purposes. The Operation Sail committee, a private, non-profit organization of sailing and maritime enthusiasts, has invited these vessels to join in honoring our nation's 200th birthday by visits to American ports.

Cadets in Sailing Ship Rigging



Sailing Ship "SAGRES" — Portugal

THE PROGRAM

The British Sail Training Association has invited the world's sail training ships, large and small, to race across the Atlantic. Their schedule is as follows:

- Sun., May 2, 1976** *Race from an English port to Lisbon*
- Thurs., May 13, 1976** *Cruise in company with crew interchange from Lisbon to Tenerife*
- Sun., May 23, 1976** *Race from Tenerife to Bermuda*
- Sun., June 20, 1976** *Race from Bermuda to Newport, R.I.*
- Sun., July 4, 1976** *Grand parade of ships up New York Harbor. After departing New York ships will visit other cities in the United States.*



The races will be run by the Sail Training Association, which since 1956 has done so much to publicize the cause of sail training.

After the trans-Atlantic race the entire fleet will enjoy the hospitality of Newport, R.I., and will engage in various inshore regatta activities. On Thursday, July 1, the ships will leave Newport for the parade to New York. Those too large to get under the historic Brooklyn Bridge will go "outside" to Sandy Hook, where they will be welcomed by N.J. residents. All the others will pass down through Long Island Sound, with overnight stopovers, as required, at various ports along the way.



Danish Sailing Ship "DANMARK"

HIGH GOALS

OPERATION SAIL has high goals. There is truth to the brotherhood of the sea. It has a real meaning, especially today in the world of atomic power and great risk to humanity survival. We are all sailors aboard spaceship earth. The oceans bind us together, and OPERATION SAIL will make this truth evident to many millions. It can be a positive force in the cementing of better relationships between the peoples of the world. It will be.

An anticipated thousands of young people from 20 to 30 nations will gather together, will sing together, will dance together, will parade together. Will lead the world together in the generation oncoming. It is planned that ships from this fleet will be able to visit many other ports on the Atlantic, Gulf, Great Lakes and Pacific coasts after their rendezvous at Newport and New York.

Their presence will remind America of its past maritime glories, will suggest that the seas still have much to offer.

"AMERIGO VESPUCCI" — Italy



COVER PHOTO:

The U.S. Coast Guard Cutter EAGLE, magnificent sail training ship of the Coast Guard Academy, New London, Conn., which will be host ship for OPERATION SAIL — 1976.



SHIPS MADE AMERICA, AND IN THE SUMMER OF 1976 THE NATIONS OF THE WORLD WILL SALUTE OUR MARITIME HERITAGE. SAIL TRAINING SHIPS OF THE WORLD WILL GATHER IN AMERICAN WATERS BRINGING THE MESSAGE THAT THE BROTHERHOOD OF THE SEA IS REAL. THE RENDEZVOUS WILL INCLUDE VISITS AT MANY AMERICAN SEAPORTS DURING 1976. KNOWN AS "OPERATION SAIL — 1976" THE COLORFUL EVENT IS RECOGNIZED BY THE AMERICAN REVOLUTION BICENTENNIAL ADMINISTRATION AS ONE OF ITS MAJOR EVENTS.



Those interested in learning more about OPERATION SAIL may write to its headquarters office in **Room 73 W, One World Trade Center, New York, New York 10048**. Volunteers are urgently needed at that office to type, file and help in many different ways. Contact your local or Bicentennial Commission.

OPERATION SAIL 1976 is a tax exempt, non-profit corporation. (*Donations are welcome. Please make out your check to OPERATION SAIL — 1976.*) The project was started by the South Street Seaport Museum, famed maritime restoration effort on New York's lower east side. It is recognized by the National American Revolution Bicentennial Administration, of Washington, and many state and city bicentennial groups.

Sailing Ships "LIBERTAD" and "EAGLE"



"Operation Sail" 1976

Room 73 West • One World Trade Center
New York, N. Y. 10048 • (212) 466-1997

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INTERNATIONAL NAVAL REVIEW PRESS RELEASES

[212] 834-2793/834-2794

Tab c

May 5, 1976

The following countries have indicated intent to send ships to the fourth International Naval Review:

ARGENTINA	Sail Training Ship*	LIBERTAD
AUSTRALIA	Guided Missile Destroyer	HOBART
BELGIUM	Sail Training Ship*	ZENOBE GRA
BRAZIL	Destroyer	SERGIPE
CANADA	Destroyer	IROQUOIS
CHILE	Sail Training Ship*	ESMERALDA
COLOMBIA	Sail Training Ship*	GLORIA
DENMARK	Frigate	PEDER SKRA
DOMINICAN REPUBLIC	Mine Sweeper	PRESTOL
EGYPT	Presidential Yacht	HURRIYA
FRANCE	Destroyer Frigate	DUPERRE DROGOU
FEDERAL REPUBLIC OF GERMANY	Destroyer	HESSSEN
ITALY	Destroyer	SAN GIORGI
JAMAICA	Patrol Boat	FORT CHARL

-more-

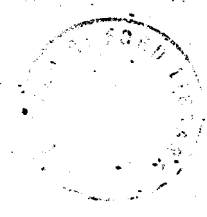
SHIP LISTING 2-2-2-2

JAPAN	Destroyer Frigate	KATORI NAGATSUKI
REPUBLIC OF KOREA	Destroyer Frigate	To Be Announced To Be Announced
THE NETHERLANDS	Guided Missile Frigate Frigate Frigate	TROMP HOLLAND ZEELAND
NORWAY	Frigate	TRONDHEIM
PERU	School Ship	INDEPENDENCIA
PORTUGAL	2 Frigates	To Be Announced
ROMANIA	Sail Training Ship*	MIRCEA
SPAIN	Guided Missile Frigate Sail Training Ship*	ASTURIAS JUAN SEBASTIAN DE ELCANO
SWEDEN	Minelayer	ALVSNABBEN
TURKEY	Destroyer	PEYK
UNITED KINGDOM	Guided Missile Destroyer Frigate Frigate	LONDON BACCHANTE LOWESTOFT
VENEZUELA	Destroyer	ZULIA

* Indicates the ship will represent the country in both the International Naval Review and Operation Sail '76.

The following countries have indicated their intent to send delegations to the International Naval Review:

BANGLADESH	NICARAGUA
ECUADOR	PAKISTAN
EL SALVADOR	SAUDI ARABIA
FINLAND	SENEGAL
GHANA	THAILAND
INDONESIA	URUGUAY
IRAN	
IRELAND	





INTERNATIONAL
NAVAL REVIEW
PRESS RELEASE
[212]834-2793/834-2794

Tab - B

BACKGROUND INFORMATION ON
U.S. FLEET REVIEWS

Naval reviews of the U.S. Fleet have been held periodically over the years.

There was a hiatus from the review of 1907 until 1915, when on May 17 and 18 President Woodrow Wilson reviewed the Atlantic Fleet in New York Harbor, as war clouds hovered over the nation, and actual conflict was going on across the Atlantic.

Later that same year, as tension rose, the President reviewed U.S. Navy ships on two other occasions - at Boston as part of the annual Conference of Governors, and at Charleston, South Carolina, for the Southern Commercial Congress.

-more-

Fleet Reviews-2-2-2-2-2-2-2

In 1918, with World War I at an end, Secretary of the Navy Josephus Daniels held a Fleet Review in New York on December 26. The following year, President Wilson embarked in USS OREGON as reviewing officer for the first Fleet Review on the West Coast, in Puget Sound, Seattle, Washington.

President Warren C. Harding came to Hampton Roads for another review of the Fleet in 1921. And two years later, President Calvin Coolidge visited Hampton Roads with his Secretary of the Navy, Edwin Denby, to review the Fleet on June 4.

In 1930, President Herbert Hoover reviewed the Fleet off the Virginia Capes; and on May 31, 1934, President Franklin D. Roosevelt reviewed the ships of the Atlantic Fleet in New York Harbor. President Harry S. Truman, acting as reviewing officer, saw a limited review of the United States Fleet in the same waters on October 27, 1945.

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INTERNATIONAL NAVAL REVIEW PRESS RELEASE

[212]834-2793/834-2794

BACKGROUND INFORMATION ON HISTORIC INTERNATIONAL NAVAL REVIEWS

When ships of the Atlantic Fleet cruise from Hampton Roads, Virginia, to take part in the International Naval Review in New York Harbor on July 4th, they will sail through waters marked by three previous such events when ships of friendly nations joined with those of the U.S. Navy in observing historic anniversaries.

In 1893, ships of 10 nations, including the United States, rendezvoused in Hampton Roads and proceeded to New York Harbor in connection with the World's Columbian Exposition, marking the 400th anniversary of Columbus' landing.

This gala affair was participated in by warships from England, France, Holland, Italy, Russia, Argentina, Brazil and Spain. President Grover Cleveland on board USS DOLPHIN, an unarmored cruiser, reviewed the assembled ships on April 26. The following week he officially opened the exposition in Chicago.

The military publication, The Journal, commented editorially at the time that it was happy that the review came when the United States had new ships to show, and remarked:

"Type for type we had nothing to be ashamed of, but what an exhibition we would have made of ourselves had Columbus landed a few years earlier so as to bring the 400th anniversary of his landing within the 80s."

In 1907, Hampton Roads was the site of another International Naval Review held in connection with the Jamestown Exposition in observance of the 300th anniversary of the founding of Jamestown, Virginia. In addition to most of the warships of the Atlantic Fleet, ships from Argentina, Austria-Hungary, Brazil, Chile, Germany and Great Britain participated in the event. President Theodore Roosevelt reviewed the ships in his yacht, USS MAYFLOWER. The date of the review was again on April 26. (Later in the summer of 1907, ships from Norway, Sweden, the Netherlands, Italy and Japan visited Hampton Roads.

Those who witnessed this review were treated to the latest in U.S. Navy shipboard fire-power up to that time. This was the double-turreted monitor whose rifled guns with enormously increased fire-power were contrasted with the old-fashioned smooth bore guns of the ironclads, first developed during the Civil War.

Again in 1957, Hampton Roads was host to the third International Naval Review, also held as an anniversary observance of the founding of Jamestown. Invitations were extended by the Department of State to the NATO nations, and to those countries that were considered to have a special interest in the founding of Jamestown and the colonization of North America. Approximately 80 U.S. Navy ships were joined by 30 warships from 17 foreign countries, including Belgium, Canada, Columbia, Cuba, Denmark, Dominican Republic, France, Great Britain, Italy, the Netherlands, Norway, Peru, Portugal, Spain, Turkey, Uruguay and Venezuela. On June 12, Secretary of Defense Charles E. Wilson reviewed the double line of ships in the guided missile cruiser USS CANBERRA.

Among the U.S. ships assembled for this review were new ships representing the ultimate in new weapons and new fighting systems among navies of that decade: SARATOGA, newest large attack carrier; BOSTON and CANBERRA, first two guided missile cruisers; and BARBERO, newest nuclear-powered guided missile submarine.

The only other International Naval Review on record was the Coronation Naval Review held by Great Britain for the coronation of Queen Elizabeth on June 15, 1953 off Spithead, England. Sixteen nations and the British Commonwealth participated. The cruiser USS BALTIMORE represented the United States.

D

IN THE SENATE OF THE UNITED STATES

JUNE 26, 1963

Ordered to be printed as passed

CONCURRENT RESOLUTION

Whereas the tolling of the Liberty Bell at Independence Hall, Philadelphia, Pennsylvania, at 2 o'clock in the afternoon of the 4th day of July, 1776, proclaimed the signing of the Declaration of Independence; and

Whereas the adoption of this historic document marked the birth of our country as a free and independent nation; and

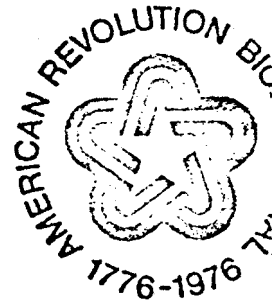
Whereas it is fitting that the anniversary of this great event should be appropriately observed in each year at the same moment throughout the United States: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That the Congress hereby (1) declares that the anniversary of the signing of the Declaration of Independence should be observed each year by the ringing of bells throughout the United States at the hour of 2 o'clock, eastern daylight time, in the afternoon of the 4th day of July, or at such other time on that day as may be determined by local authority, and (2) calls upon civic and other community leaders to take appropriate steps to encourage public participation in such observance.

Bicentennial News

American Revolution
Bicentennial Administration
2401 E. St., N.W.
Washington, D.C. 20276

John W. Warner, Administrator



FOR IMMEDIATE RELEASE

BELLS TO TOLL NATIONWIDE FOR 200TH ANNIVERSARY

Washington, D.C.--A simultaneous, nationwide ringing of bells on July 4th will herald the country's entrance into its third century.

Communities, churches, schools, fire departments, universities and individuals will toll bells and carillons in conjunction with the ringing of the Independence Hall Tower Bell in Philadelphia at 2:00 p.m. (EDT). The time was selected to commemorate the ringing of the Liberty Bell which proclaimed our independence 200 years ago.

John W. Warner, Administrator of the American Revolution Bicentennial Administration (ARBA), announced the nationwide bell ringing program after consultations with community, state and regional Bicentennial officials at a special Bicentennial Weekend planning meeting held in Denver, Colorado.

"There is great interest across the land in a symbolic national effort to commemorate our 200th anniversary and many communities have already begun plan bell-ringing ceremonies as part of their Bicentennial activities," he said.

"On behalf of the thousands of Bicentennial Communities across the nation that are planning to jointly ring bells, we are asking all Americans to join together on this historic occasion, and let the sound of every bell in the country ring out to declare our freedoms and singify our unity."

He added that he hopes that Americans living and working abroad will also join in the salute.

The bell-ringing will continue for two minutes in commemoration of the nation's first two centuries.

Special recorded messages and sets of 35mm color slides have been made available to radio and television stations so that they may provide local leaderships by broadcasting the sights and sounds of bells during the period.

This nationwide effort is encouraged and supported by a Senate Concurrent Resolution of the United States Congress.

- more -

The Pennsylvania Society of the Sons of the Revolution will conduct a special ceremony at Independence National Park, Philadelphia, at precisely 2:00 p.m. (EDT), in tribute to the Liberty Bell.

With most of the country on daylight savings time, corresponding times are 1:00 p.m. CDST, noon MDST and 11:00 a.m. PDST. In Hawaii it will be 8:00 a.m. Standard Time and in American Samoa 7:00 a.m. Bering Time. Alaska stretches four time zones from Pacific to American Samoa. In Guam it will be 5:00 a.m. K Time on July 5th, while in Puerto Rico and the Virgin Islands it will be 2:00 Atlantic Time the afternoon of the 4th.

EDITORS: Please use the national Bicentennial symbol with this story.

Media Contact: Bicentennial Media Information Center
(202) 382-1561

Title: Nationwide Community Bell Ringing Activity

Date: Sunday, July 4, 1976

Time: 2:00 p.m. Eastern Daylight Time

Place: All communities and neighborhoods in the 50 states, the Commonwealth of Puerto Rico, the District of Columbia and the Virgin Islands, Guam and American Samoa.

National Focal Point: Independence Hall Historic Park, Philadelphia, Pennsylvania

Participants in National Focus: Pennsylvania Society of Sons of the Revolution
1300 Locust Street
Philadelphia, Pennsylvania 19107
Martin P. Snyder, President
Edward W. Richerson, Chairman, July 4 Committee

National Bell: Independence Hall Tower Bell

Participants Nationwide: (Sampling)
°Freedom Bell Society of America, Bob Hope, Honorary Chair
°Jaycees
°Cities of: Annapolis, Maryland Detroit, Michigan
Boston, Massachusetts Woodville, Mississippi
Cairo, Georgia Ft. Worth, Texas
Centralia, Illinois Milwaukee, Wisconsin
Washington, D.C.
°Federation of Women's Clubs
°Thousands of Churches, Fire Departments and Municipal Buildings
°U.S. Air Force Academy, Colorado
°Individuals: Kathryn Crosby John Wayne
John Denver Henry Fonda
Franklin Roosevelt, Jr. Lucille Ball
Guy Lombardo Kay Ballard
Dinah Shore
°"Let Freedom Ring" Committee, Mt. Morris, Illinois
°Continental Bell

Congressional Authorization: Senate Concurrent Resolution 25
June 26, 1963

American Revolution Bicentennial Administration Contact: ARBA
Bicentennial Media Information Center
Bell Ringing Activity
736 Jackson Place, N.W.
Washington, D.C. 20276
Phone: (202) 382-1561



MEMORANDUM

On July 4, 1976 bells throughout the United States will ring simultaneously as recommended by Congress. The country-wide ringing will be keyed to the national ceremony conducted at 2:00 p.m. (EDT) in Philadelphia at Independence Hall by the Pennsylvania Society of Sons of the Revolution.

The attached fact sheet and news releases are provided for your use in both reporting and participating in this national show of unity.

Bicentennial Media Information Center
736 Jackson Place, N.W.
Washington, D.C. 20276
(202) 382-1561

Attachments .

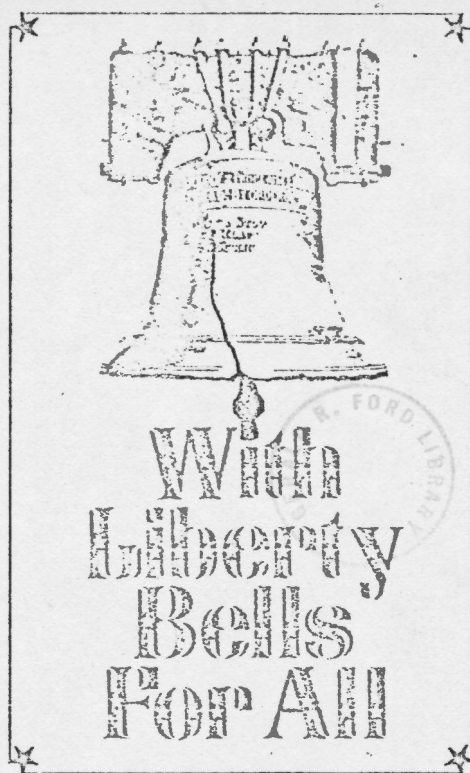
The Bicentennial Year is upon us and the Spirit of '76 is nudging any number of nostalgic Americans toward Philadelphia—and the Liberty Bell. If you can't make the trip, you can purchase a scale replica of the bell for around \$800. Or, more realistically, you might see a full-size replica of the Liberty Bell closer to home.

In 1950 the Department of the Treasury, seeking to stimulate sales of wartime savings bonds, accepted an offer from six leading copper companies to purchase 53 full-size replicas of the Liberty Bell from a French foundry where the art of bell making has been practiced for centuries. The bell makers—the Sons of Georges Paccard of Annecy-le-Vieux—cast the replicas from the careful measurements taken by Dr. Arthur L. Bigelow, professor of engineering and bell master at Princeton University. They also used detailed photographs of the Liberty Bell, its wooden yoke, and the wishbone-shaped bronze supports which hold it in place.

The replicas were cast to duplicate the Liberty Bell as nearly as possible in size (2,080 pounds), tone (the key of E-flat), and inscription (“Proclaim liberty throughout all the land unto all the inhabitants hereof”). The original's famous crack was even etched in outline on the replicas. Secretary of the Treasury John Snyder opened the savings bond drive by tapping the Liberty Bell itself near the end of an hour-long radio broadcast from Philadelphia. The replicas, in place on red, white, and blue flatbed trucks, then toured some 2,000 cities to promote the bond sales.

As a gesture of good will, the city of Annecy-le-Vieux gave a 54th replica to Independence, Missouri, President Harry S. Truman's home town, and he went there to accept it for the city. A message from Mayor Georges Voland of Annecy-le-Vieux said, in part: “In recognition of the historical significance of the Liberty Bell as an emblem of freedom, the people of Annecy-le-Vieux offer a reproduction of this bell... to the people of Independence, Missouri. We have chosen the city of Independence because it is the home of President Truman and because of its name.” This bell is now located on the grounds of the Truman Library at Independence. On July 4, 1959, it was rung 13 times for the 13 original states and to commemorate the admission of Alaska, the 49th state, to the Union.

After the fund-raising tours, most of the other Liberty Bell replicas were installed in or near the state and territorial capitols, with some exceptions. Nevada's bell is in



By Sisley Barnes

front of the Nevada State Museum in Carson City, the state capital, because they couldn't get it through the museum doors. New York's rests on the mezzanine of the New York State Library in Albany. Virginia's replica didn't remain in Richmond, though; it's in the lobby of the Charlottesville Fire Department. The Illinois replica is near a fire station at the State Fairgrounds in Springfield. Maryland's stands on the Annapolis campus of Saint John's College. The bell in Puerto Rico rests within the walls of the old fort in San Juan's Muñoz Rivera Park. The fort was constructed by the Spanish and used as a powder magazine in the defense of the old walled city. The Virgin Islands replica is displayed, appropriately, in Emancipation Garden at Charlotte Amalie, Saint Thomas.

The State of Washington is taking its bell on tour this year. The Nebraska bell, in the care of the National Guard, has been displayed at several festivals, county fairs, and the state fair. Mississippi's bell is also scheduled to tour the state. William K. Hanifin, state director of the Treasury's U.S. Savings Bond Division in Honolulu, believes that Hawaii's replica has traveled more than the others. “During the 1950s, the bell was taken by ship to each Neighbor Island and transported to several schools,” he said. “In 1956, the bell was placed on a truck, shipped to the West Coast, and then driven across country to Washington, D.C.

At various cities and in Washington, the replica was rung to create awareness of Hawaiians' desire for statehood. Its mission accomplished (statehood came in 1959), the replica now rests upon a World War II surplus truck chassis in Honolulu, ready, when needed, to travel once again.

On November 12, 1974, Florida's replica was placed on a specially built concrete pedestal in front of the House Office Building in Tallahassee. Separated from its wooden yoke and bronze supports, however, it can't be rung. In Little Rock, the Arkansas Liberty Bell replica rang loud and clear last spring during a ceremony to announce the beginning of that state's Bicentennial observance.

Pennsylvania's replica, enshrined since 1959 at Allentown, occupies the same area under the Zion Reform Church where the Liberty Bell was hidden in 1777 after British troops had occupied Philadelphia.

The Treasury Department tracked down many of the replicas a year ago to commemorate a Bicentennial savings bond drive. All but two or three had remained in good condition over the quarter century since they'd been brought here, and were given a cleaning for the Bicentennial. And a new \$50 Bicentennial Savings Bond, bearing an image of the Liberty Bell, was printed and will remain on sale through the end of this year.

The 223-year-old Liberty Bell itself has a new glass and steel home a block north of Independence Hall; it was moved to its new, permanent site on January 1, and can now be seen any time of the day or night.

Meanwhile, new replicas—large and small—are emanating from London's historic Whitechapel Foundry, producers of the original Liberty Bell, and are being sold through the Limited Editions Collectors Society of America, Inc., of Hingham, Massachusetts. The full-size copper replicas (without the crack) cost around \$10,000. Smaller ones—about 15 inches tall but still authentically ringable—are being sold to private collectors for approximately \$800 each.

To show that the British hold no hard feelings over the outcome of the Revolution, Queen Elizabeth, the great-great-great-great-granddaughter of King George III, plans to visit the United States in mid-July. And while she's here, she'll dedicate Britain's birthday present to us—a new Whitechapel bell that's somewhat larger than the original Liberty Bell. One other difference: it's been tuned in the key of G instead of the original's E-flat. •

THE WHITE HOUSE
WASHINGTON

July 3, 1975

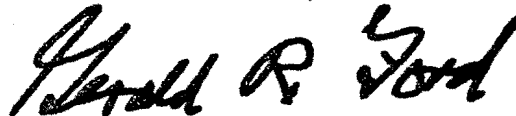
Dear Ambassador Mosbacher:

You and your dedicated colleagues are to be commended for your splendid effort to launch Operation Sail 1976 as a major part of our Bicentennial observance.

I am convinced that this colorful and exciting event will provide a fitting opportunity to remember and salute the seagoing heritage which has played such a predominant role in the development of our great country.

By bringing together major sailing ships from other lands, you will also emphasize the international fellowship and goodwill to which we are so totally committed and which we recognize as an essential ingredient to a peaceful third century of national life. You have my best wishes and my full support in your endeavors.

Sincerely,



Honorable Emil Mosbacher, Jr.
Chairman
Operation Sail 1976
One World Trade Center
New York, New York 10048

G

The Statue of Liberty was conceived as a memorial to a great international friendship; it came, however, to have a much broader significance. To the world, it is a symbol of those ideals of human liberty upon which the United States and its government are founded. Millions of immigrants who crossed the ocean in search of greater freedom and opportunity have been greeted by this colossal statue.

In 1865 French historian Edouard de Laboulaye proposed that a memorial be built to mark the alliance of France and the United States during the American Revolution. It was to be a joint undertaking by both countries, and a young Alsatian sculptor, Frederick Auguste Bartholdi, was sent to America to study and discuss the project with friends there.

After his arrival in the United States, Bartholdi conceived of a gigantic statue standing in New York Harbor, at the gateway to the New World, representing not only the friendship of two nations, but a common heritage—liberty. Bartholdi's conception of the international memorial was adopted in 1874 and committees to begin the project were organized in both countries. It was agreed that the French people would finance the building of the statue and the American people would provide the pedestal upon which it would stand.

The response of the people of France was quick and warm, and a campaign to raise the necessary funds was launched with public entertainments. The cost of the statue was greater than anticipated, but by the end of 1879 the required amount—\$250,000—had been collected. All of it was contributed by popular subscription, and governmental assistance was not required.

As soon as his plan had been approved, Bartholdi began working on the designs of the statue in his Paris studio. The mechanics of enlarging his 9-foot "working model" to its present scale tested the sculptor's ingenuity. The plaster model was first reproduced four times its original size, then, section by section, enlarged to its existing height of 152 feet.

By the summer of 1884, when all the pieces of the statue had been put together, it stood a veritable colossus overlooking the Paris rooftops. On July 4, 1884, the completed statue was formally presented to the United States. The next year it was taken apart and crated for shipment to New York City.

The American efforts to raise funds for building the pedestal were hampered by public apathy. Bedloe's Island (now Liberty Island) in New York Harbor was selected for its placement, but the estimated cost of \$150,000 fell far short of the actual funds required. Work on the pedestal stopped completely in the autumn of 1884 with only 15 feet of the structure completed and all funds exhausted. An additional \$100,000 was needed before construction could continue, but the public was reluctant to contribute further to the project.

In March 1885, the New York *World*, which had earlier undertaken to popularize the pedestal campaign, renewed its crusade for contributions. In daily editorials Joseph Pulitzer, publisher of the *World* and himself an immigrant, assailed public indifference and urged benefit performances, sporting events, and entertainments for the necessary funds. Pulitzer's efforts were so successful that, in less than 5 months, the money was raised. The pedestal was completed on April 22, 1886.

On October 28, 1886, the "Statue of Liberty Enlightening the World" was dedicated with impressive ceremonies in which dignitaries of both countries participated. President Grover Cleveland, in accepting the monument on behalf of the people of the United States, solemnly promised that "We will not forget that Liberty has here made her home; nor shall her chosen altar be neglected. That promise has been kept.

Through the years this bright symbol of liberty and freedom has been under the care of the Lighthouse Board, the War Department, and the National Park Service. In 1924 the Statue of Liberty was declared a National Monument. In 1956 Congress changed the island's name to Liberty Island, in recognition of the statue's symbolic significance and of the plan to establish at its base the American Museum of Immigration, honoring those who chose these shores as their home. In 1965, nearby Ellis Island, the clearinghouse for million of immigrants to the United States, was added to the monument by Presidential proclamation.

ABOUT YOUR VISIT: Statue of Liberty National Monument is open daily from 9 a.m. to 5 p.m. When daylight-saving time is in effect, visiting hours are extended to 6 p.m. The ferry to Liberty Island leaves Battery Park, at the lower tip of Manhattan Island, every hour on the hour, with half-hour schedules in effect in summer. You can reach the ferry by using the Broadway bus or the IRT and BMT subways. For your convenience, a concessioner operates a refreshment and souvenir facility on Liberty Island.

ADMINISTRATION: Statue of Liberty National Monument is administered by the National Park Service, U.S. Department of the Interior. A unit manager, whose address is Liberty Island, New York, NY 10004, is directly in charge.

As the Nation's principal conservation agency, the Department of the Interior has basic responsibilities for water, fish, wildlife, mineral, land, park, and recreational resources. Indian and Territorial affairs are other major concerns of America's "Department of Natural Resources." The Department works to assure the wisest choice in managing all our resources so each will make its full contribution to a better United States—now and in the future.

H



HISTORY OF ELLIS ISLAND

- April 11, 1890 Designated an immigration station.
- January 1, 1892 Opened as an immigration station.
- June 14, 1897 Buildings destroyed by fire, but all persons safely evacuated.
- December 17, 1900 Reopened as an immigration station, on a larger scale.
- 1917 - 1919 Served as a detention center for enemy aliens, a way station for navy personnel, and a hospital for the army.
- 1919 - 1954 Served as a deportation center as well as an immigration station.
- 1924 Mass immigration ended. Immigrants now were inspected in countries of origin.
- 1939 - 1946 Part of Ellis Island was used as a Coast Guard Station.
- 1941 - 1954 Part served as a detention center for enemy aliens.
- November 29, 1954 Ellis Island closed.
- May 11, 1965 Added by Presidential Proclamation to the Statue of Liberty National Monument.
- 1976 Opened to the public for visitation.

According to estimates a total of 12,000,000 or more immigrants entered the United States through Ellis Island.

National Park Service
U.S. DEPARTMENT
OF THE INTERIOR

ELLIS ISLAND GATEWAY TO AMERICA

From across Upper New York Bay, Ellis Island lies in the shadow of the Statue of Liberty. Today its handsome but decaying buildings are unfamiliar to most onlookers from shore; however, Ellis Island occupies a permanent place in America's history. More than half of the immigrants entering the United States between 1892 and 1924 passed through its gates. While mass examination of immigrants at Ellis Island ended in 1924, it continued to be used as a detention center for immigrants whose status in this country was questioned. In 1954, the island was permanently closed.

Suppose, for the moment, that we could return to Ellis Island when it teemed with people and share the experience of an immigrant's progress.

"When I first arrived in this country I was filled with so many hopes, dreams and fears. One of the greatest fears was of a place known as Ellis Island, but called by us the 'Island of Tears'.

"In my village I had heard of this place to be inspected and maybe, it was said, sent home if you did not pass. 'Sent home to what? To where?', I worried. I tried to convince myself that America would never send me home once I had reached her doors.

"I will never forget the joy I felt when I saw the tall buildings of New York and the Statue of Liberty after so many dark days on board that crowded ship. There was the symbol of all my dreams — freedom to start out in a new life. Then came Ellis Island.

"When I landed the noise and commotion were unbelievable. There were so many languages being spoken. The shouting and pushing guards calling out the big numbers on the tags attached to our coats created more noise and confusion. Surely, I felt, the noise surrounding the Tower of Babel could not have been worse.

"We were told 'Keep moving' and 'Hurry up' as my group was pushed along one of the dozens of metal railings that divided the room into several passageways. Immigrants walked along these passageways until they reached the first medical inspector who looked at face, hair, neck and hands. Interpreters asked, 'What is your age?', 'What work do you do?'

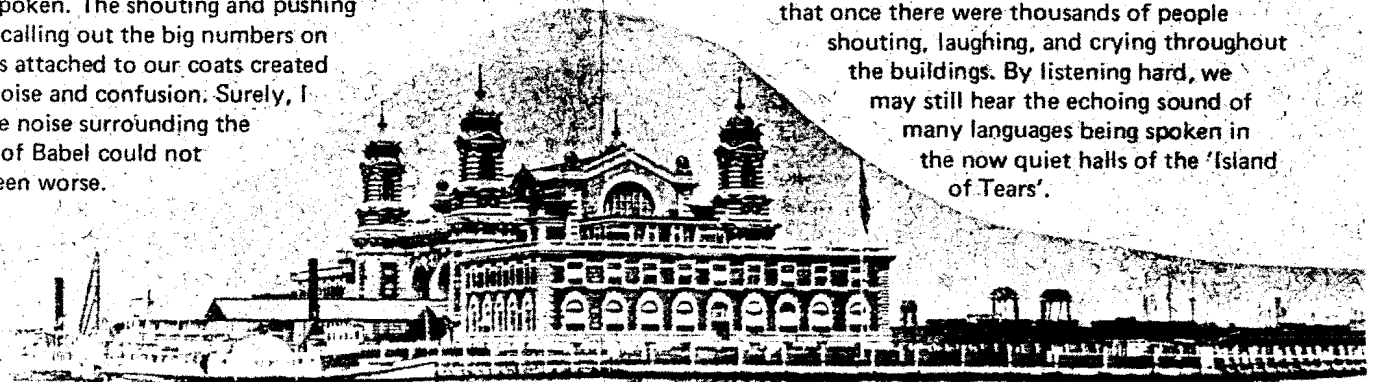
"I walked on to where a doctor inspected me for diseases. Again I moved to another doctor, the "eye man" I had heard so many terrible rumors about. I passed inspection but the man in front was marked with an "E" in chalk on his coat and sent to another area. I had heard that an "E" meant deportation.

"For a long time I sat on a bench in the main part of the great hall waiting for the final test. I talked anxiously with those around me and rehearsed the answers to questions I might be asked about jobs, money and relatives. Some people said it was best to answer as fully as possible; others said it was best to say just 'Yes' or 'No'.

"Finally, I went before a tired, stern looking official who checked my name against the ship's passenger list and quickly fired questions at me: 'Can you read and write?' 'Do you have a job waiting for you?' 'Who paid your passage?' 'Have you ever been in prison?' 'How much money do you have?' 'Let me see it now.' On and on went the questions until I got more and more confused.

"Suddenly I was handed a landing card. It was hard to believe the ordeal was over in an afternoon. My fears were unfounded, the statue in the harbor had not turned her back on me. America had accepted me."

The Island is empty now and it is hard to imagine that once there were thousands of people shouting, laughing, and crying throughout the buildings. By listening hard, we may still hear the echoing sound of many languages being spoken in the now quiet halls of the 'Island of Tears'.



Narrative based in part on details from
Ann Novotny, *Stranger at the Door*,
The Chatham Press, Inc., Riverside, Conn., 1971