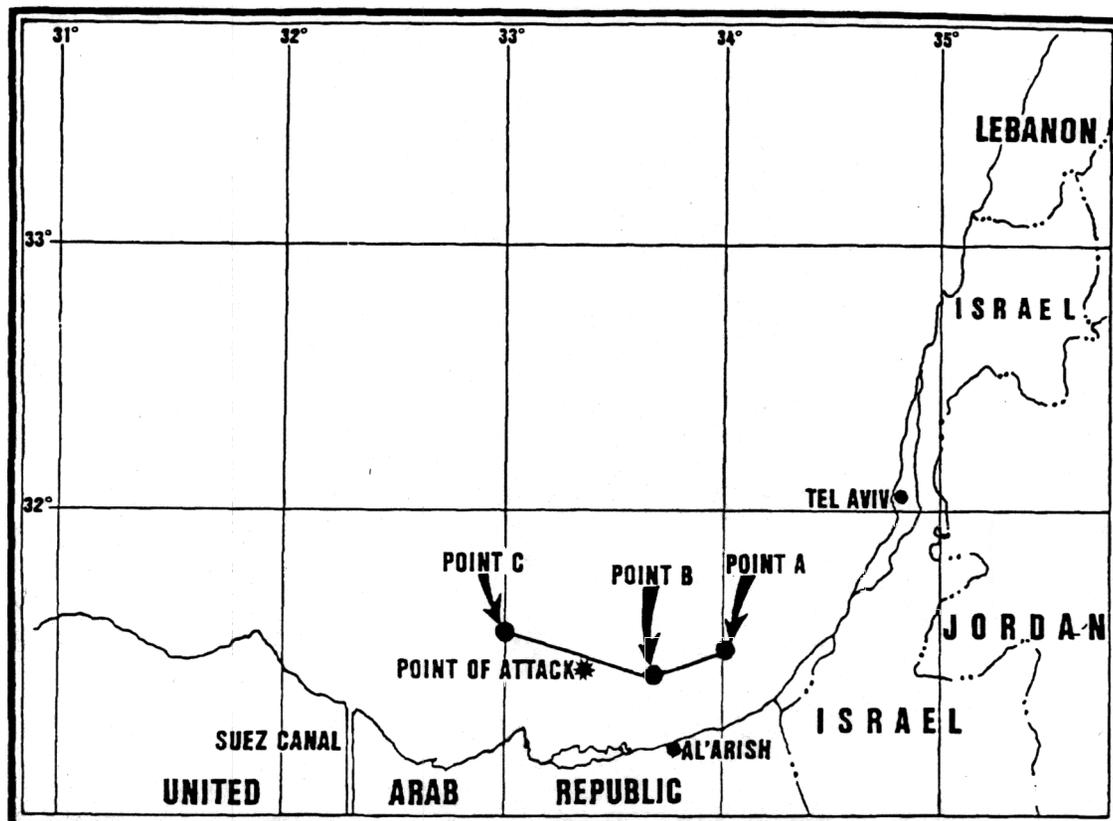


Exhibit 4-30



(U) The projected track of the *Liberty* on the day of attack.

(Figure is UNCLASSIFIED)

affected area, but the *Liberty* immediately listed nine degrees to starboard. Power and steering control were lost temporarily and the ship came dead in the water. The time was 1440 hours.

(U) The three torpedo boats also stopped and then milled around astern of the *Liberty* at a range of approximately 500 to 800 yards. One of the boats signaled by flashing light, in English, "Do you require assistance?" Not being able to signal by light, Commander McGonagle ordered a signalman to hoist the international flag signal for "not under command," meaning that the ship was maneuvering with difficulty and that they should keep clear. One of the torpedo boats was identified by a hull number of 204-17. All boats retired toward shore at 1505 hours. The attacking torpedo boats were later identified as French-built motor torpedo boats of the Israeli Ayah class. These

were 62-ton craft, capable of 42 knots, with a crew of 15 and armament consisting of one 40mm cannon, four 20mm cannon, and two torpedos.

Post-Attack Reconnaissance (U)

(U) At about 1515 hours, two helicopters approached the *Liberty* and circled around the ship at a distance of about 100 yards. The Star of David insignia was clearly visible. One of the helicopters was numbered 04 or D4, the other 08 or D8. The helicopters departed, returned, and departed again.

(U) Commander McGonagle designated the mess decks as a casualty collection station, and the wounded were taken there by repair party personnel and other crew members able to assist.

(U) Reports received from damage control central indicated that the flooding was under control.