

Exhibit 4-5152

been installed across all drydock drains. During the pump down, navy swimmers and men in a rubber raft picked up oil-covered paper as it floated out of the ship. When the drydock was completely drained, a thorough search of the entire drydock and each drain screen was conducted by indoctrinated Naval Security Group personnel. NSA Europe personnel, sent to Malta, witnessed all drainage operations.²⁸

Evacuation of Wilson (U)

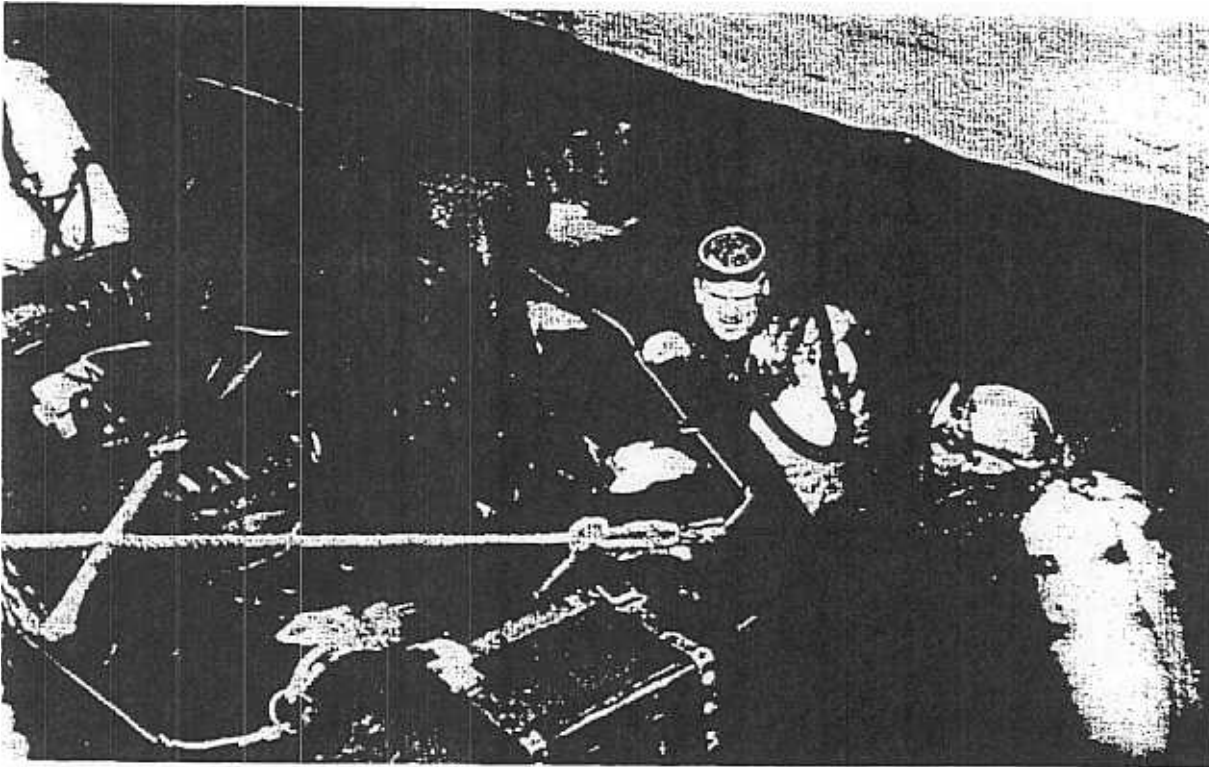
~~(C-CCC)~~ Earlier, as soon as the *Liberty* entered Malta, NSA Europe personnel boarded the ship to see NSA civilian Robert L. Wilson. When Wilson said he did not wish to stay aboard any longer, he was quickly ushered to the U.S. Consulate in Valletta for a short debriefing. Immediately thereafter, accompanied by

Lieutenant Colonel Green (from the NSA Europe staff), he returned home. Later Wilson learned that his wife had been continually informed by NSA personnel of what was going on from the time the whole incident began; they had even offered to have someone stay with her.²⁹

Clearing Damaged Areas (U)

(U) In Malta the search for and removal of bodies began at 1830 hours on the 14th and continued until approximately midnight, by which time the remains of 20 men, including Allen Blue, had been recovered. Bodies of the remaining five missing men were presumed lost at sea enroute to Malta. *Liberty's* death toll stood at 34.

~~(C-CCC)~~ Clearance of the damaged area continued. Prior to opening the hatch leading down to the



(U) Navy divers Gilbert Damelio, John P. Highfill, and Daniel McDuffie recover classified debris adrift as the pump-down operations continue on the *Liberty* in Malta.

(Photograph courtesy of the Department of the Navy.)

(Figure is UNCLASSIFIED)

Research Department space, a guard was posted and all personnel were required to log in when authorized access. Crews of indoctrinated personnel began removing all classified equipment and documents to a secure space one deck above the damaged area. This recovery process proved to be very slow because the classified equipment and material was mixed with the mass of twisted wreckage. Of course, no repair to the ship's side could begin until the damaged area was freed of all classified papers and equipment. By 19 June, all classified matter (including 168 large canvas bags) had been stowed under guard in a secure space aboard the *Liberty*.³⁰

(U) On the afternoon of Thursday, 15 June, newsmen and photographers were given a rigidly controlled tour of *Liberty's* topside area plus several compartments on the lower decks, near the point of impact, from which all classified equipment had been removed. Later that afternoon, Task Force 100 was officially dissolved. Some task force personnel remained with the *Liberty*, however, to help wind up administrative, public affairs, and supply matters. The Sixth Fleet Maintenance Officer also remained to supervise *Liberty's* repairs.³¹

Damage Survey at Malta (U)

~~(C-CCO)~~ In Washington, the Naval Ships Engineering Center was coordinating a visit to the *Liberty* to survey damage in order to expedite repairs to the ship's electronic system; it was recommended that the inspection team include contractor personnel plus NSA and NSG people.³² Thus, Eugene Sheck, Comint Collection (Mobile) Management, K12, and Lieutenant Allan Deprey, USN, Sigint Engineering (Mobile) K32, in company with representatives of the Naval Security Group, Naval Ships Engineering Center, and contractor representatives of Ling-Temco-Vought (LTV) and the FTM Systems Company visited the *Liberty* on 19-21 June. Their findings confirmed the massive damage to the Sigint electronic configuration.

~~(C-CCO)~~ With the exception of the TRSSCOM system antenna, all antennas were either destroyed, damaged, or burned to some degree; almost complete replacement of the antenna system would be required. In Research Room no. 1, equipment not completely destroyed by the torpedo explosion had been totally submerged in heavy oil and salt water for six days, rendering it beyond salvage. The processing and reporting spaces, transcribing positions, maintenance shop and cryptographic room were severely damaged; all equipment was either destroyed by the explosion or

removed from the spaces at Malta because of extensive damage. In the Research Department and non-morse search and development areas on the second deck, very little outward damage was noticeable. However, the shifting of the racks and breaks in the air conditioning ducts indicated considerable shock damage; each and every piece of gear would require complete checks. Additionally, internal wiring and patching facilities between all research spaces would have to be checked. From the initial inspection, it was obvious that considerable replacement of internal wiring would be required. Preliminary, informal estimates made by the engineers inspecting the *Liberty* indicated that the cost to reconfigure the platform would range between four and six million dollars.³³

JCS Fact Finding Team's Interviews (U)

(U) While the *Liberty* was being cleansed and surveyed in the Malta shipyard, the Navy and JCS investigative bodies were busily interviewing appropriate personnel aboard the *Liberty* and at various European command headquarters.

~~(C-CCO)~~ Headed by Major General Joseph R. Russ, USA, the JCS Fact Finding Team arrived in London on Tuesday morning, 13 June and spent most of the day at Commander-in-Chief, U.S. Navy Europe Headquarters interviewing Admiral John S. McCain, Jr., and members of his staff. Late that afternoon, the team flew to Stuttgart to talk with U.S. European Command personnel involved in the *Liberty* incident. The following day's interviews also included one with Brigadier General William Keller, Chief, NSA Europe. Points covered in the talk with Keller were:

1. Explanation of the mechanics involved for tasking in satisfaction of both national and theater consumer intelligence requirements;
2. Technical reports issued by the *Liberty* (the JCS Team was provided a copy of *Liberty's* reports from 2 through 8 June); and

3.

Both the JCS team and J-3 EUCOM appeared satisfied with General Keller's explanations.³⁴

(U) On 15 June, the team spent two hours visiting Vice Admiral William I. Martin, Commander-in-Chief, Sixth Fleet, and staff aboard his flagship, the U.S.S. *Little Rock*. The team arrived in Malta at 1815 hours on the 15th and departed for London at