

A. JAY CRISTOL

[REDACTED]
Miami, FL [REDACTED]

Telephone: [REDACTED]

Facsimile: [REDACTED]

email: [REDACTED]

December 28, 2005

National Security Agency
9800 Savage Road, Suite 6248
Ft. George G. Meade, MD 20755-6248
Attn: FOIA Coordinator (N5P5)

Ladies and Gentlemen:

I respectfully request, pursuant to the Freedom of Information Act, a copy of the article "A Review of the Technical Research Program 1961-1969" dated May 1, 1970 by Julie Alger.

This publication is referenced as unclassified in the footnotes on page 14 of the National Security Agency 1981 publication "*Attack on a Sigint Collector, the U.S.S. Liberty (S-CCO)*" by William D. Gerhard and Henry W. Millington. (A copy of page 14 is enclosed.)

This request is made in connection with continuing academic research. I will be glad to pay the cost of reproduction of said document.

If the document remains classified and only the title is unclassified, I respectfully request review of the document for declassification.

Thank you in advance for your courtesy and cooperation.

Sincerely,

A. Jay Cristol

AJC/jr
Enclosure



**NATIONAL SECURITY AGENCY
CENTRAL SECURITY SERVICE**
FORT GEORGE G. MEADE, MARYLAND 20755-6000

FOIA Case: 47934
13 October 2006

Mr. A. Jay Cristol

[REDACTED]
Miami, FL [REDACTED]

Dear Mr. Cristol:

This responds to your Freedom of Information Act (FOIA) request of 28 December 2005, which was received by this office on 5 January 2006, for a copy of the article entitled "A Review of the Technical Research Program 1961-1969," dated 1 May 1970, written by Julie Alger. Your request has been assigned Case Number 47934. For purposes of this request and based on the information you provided in your letter, you are considered an "all other" requester. As such, you are allowed 2 hours of search and the duplication of 100 pages at no cost. Since processing fees were minimal, no fees are being assessed.

On 12 May 2006, a member of my staff contacted you and offered to provide the document to you as it was previously released. We also offered you the option to have the document placed on the queue for a new review. During that conversation you agreed to accept the document as previously released.

Your request has been processed under the provisions of the FOIA. Enclosed is the material you requested.

Sincerely,

Marianne Stypar
for

PAMELA N. PHILLIPS
Chief
FOIA/PA Office

Encl:
a/s

A. JAY CRISTOL

[REDACTED]
Miami, FL [REDACTED]
Telephone: [REDACTED]
Facsimile: [REDACTED]
email: [REDACTED]

October 30, 2006

Ms. Pamela N. Phillips, Chief
FOIA/PA Office
National Security Agency
Central Security Service
9800 Savage Road
Fort George G. Meade
Maryland, 20755-6000

Dear Ms. Phillips,

Thank you for your letter of October 13, 2006 in response to my FOIA request #47934. The efforts of you and NSA are appreciated.

If you are interested, I call your attention to page 65 of the article entitled "**A Review of the Technical Research Ship Program 1961-1969**" by Julie Alger which states that the USS *Liberty* was towed to Malta. In fact, the USS *Liberty* sailed to Malta. (She was first directed to Soudha Bay, Crete and then the destination was changed to Malta).

This can be verified by Rear Admiral Paul Tobin, presently serving as Director of the U.S. Navy Historical Center at the Washington Navy Yard. Admiral Tobin, on June 9, 1967, was a lieutenant aboard the destroyer, USS *Davis*, the first ship to rendezvous with *Liberty* after the attack. He came aboard with a damage control team from USS *Davis*, repaired *Liberty* to sailing condition, and sailed her through rough seas to Malta for which he was awarded the Bronze Star.

An article about these facts authored by RADM Tobin was published in the U.S. Naval Institute *Proceedings* (December 1978) and a copy is enclosed in the event it is of any value for your files.

Thank you again.

Respectfully,

A. Jay Cristol

AJC:jr
Enclosure

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A REVIEW OF
THE TECHNICAL RESEARCH SHIP PROGRAM
1961 - 1969

Prepared By:

Miss Julie Alger

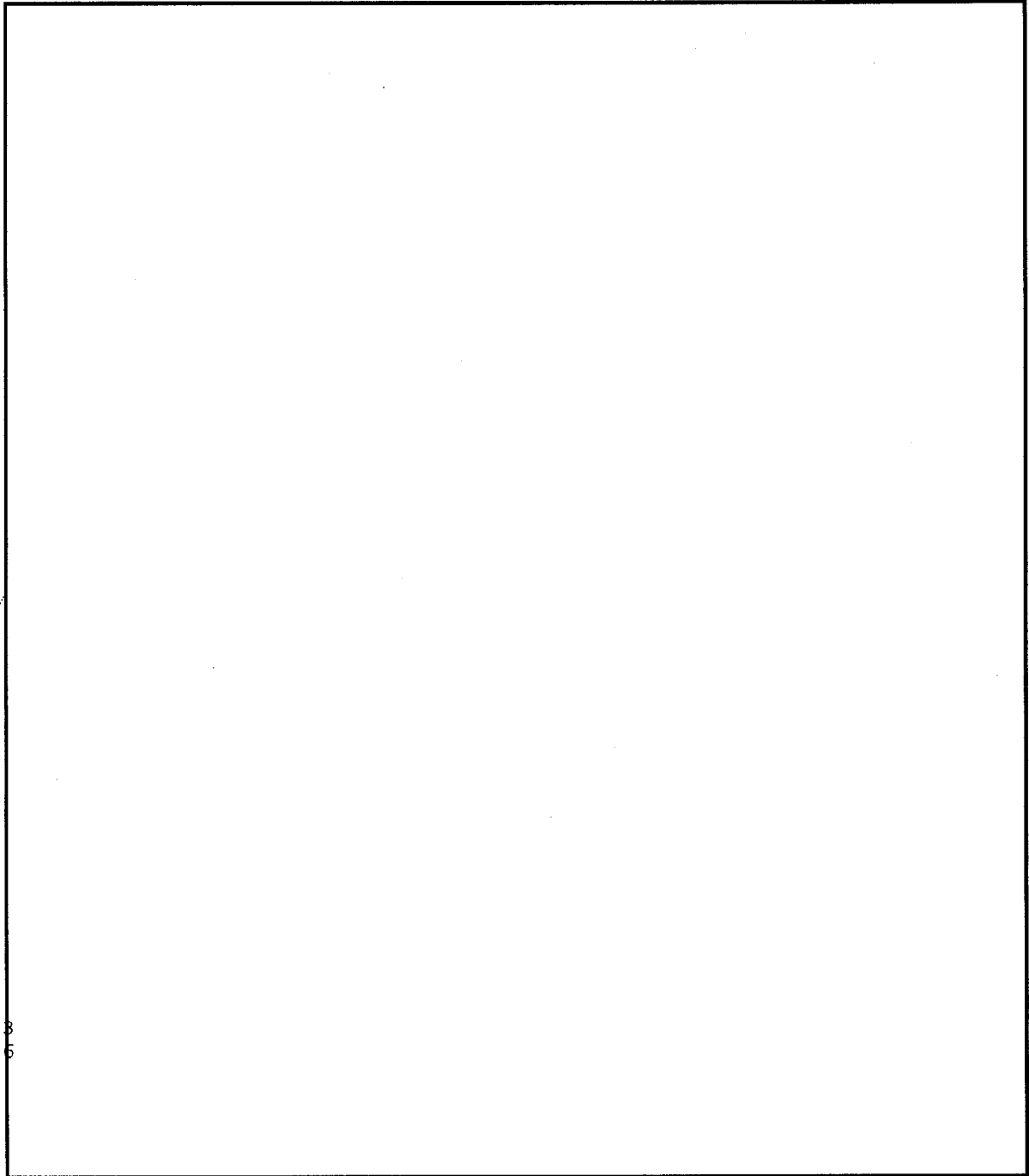
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Approved for Release by NSA on
9-25-1989, FOIA Case # 554

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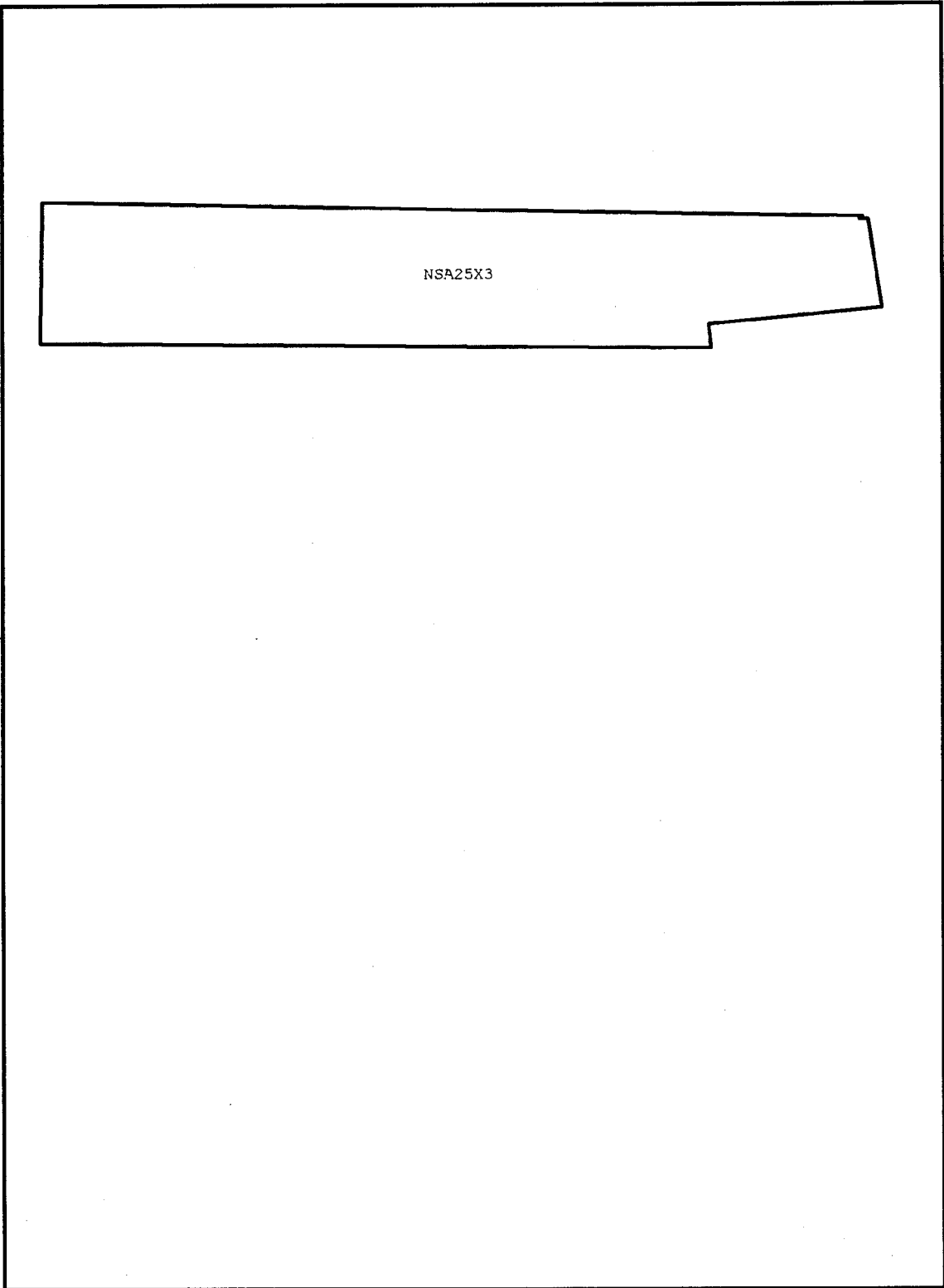
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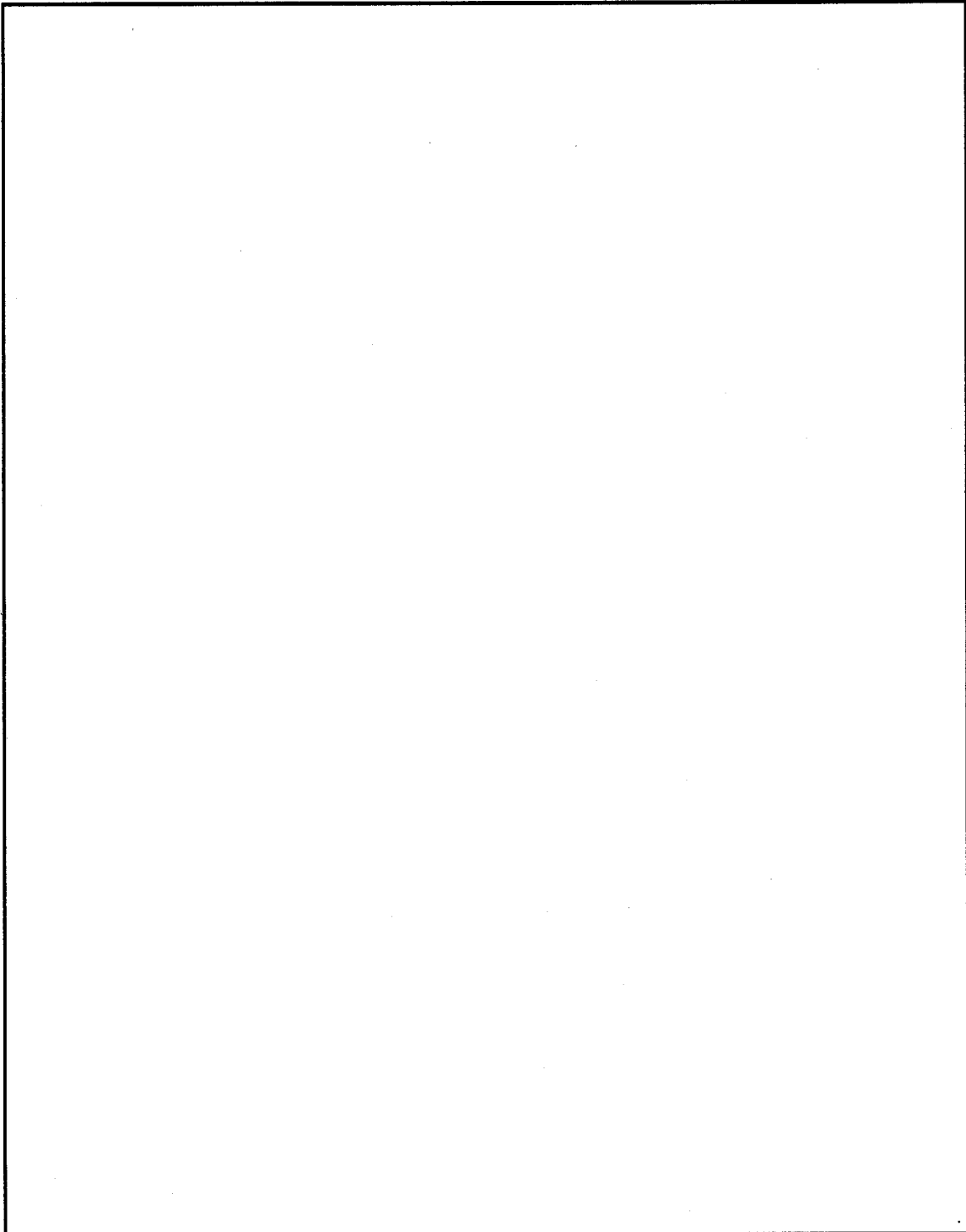
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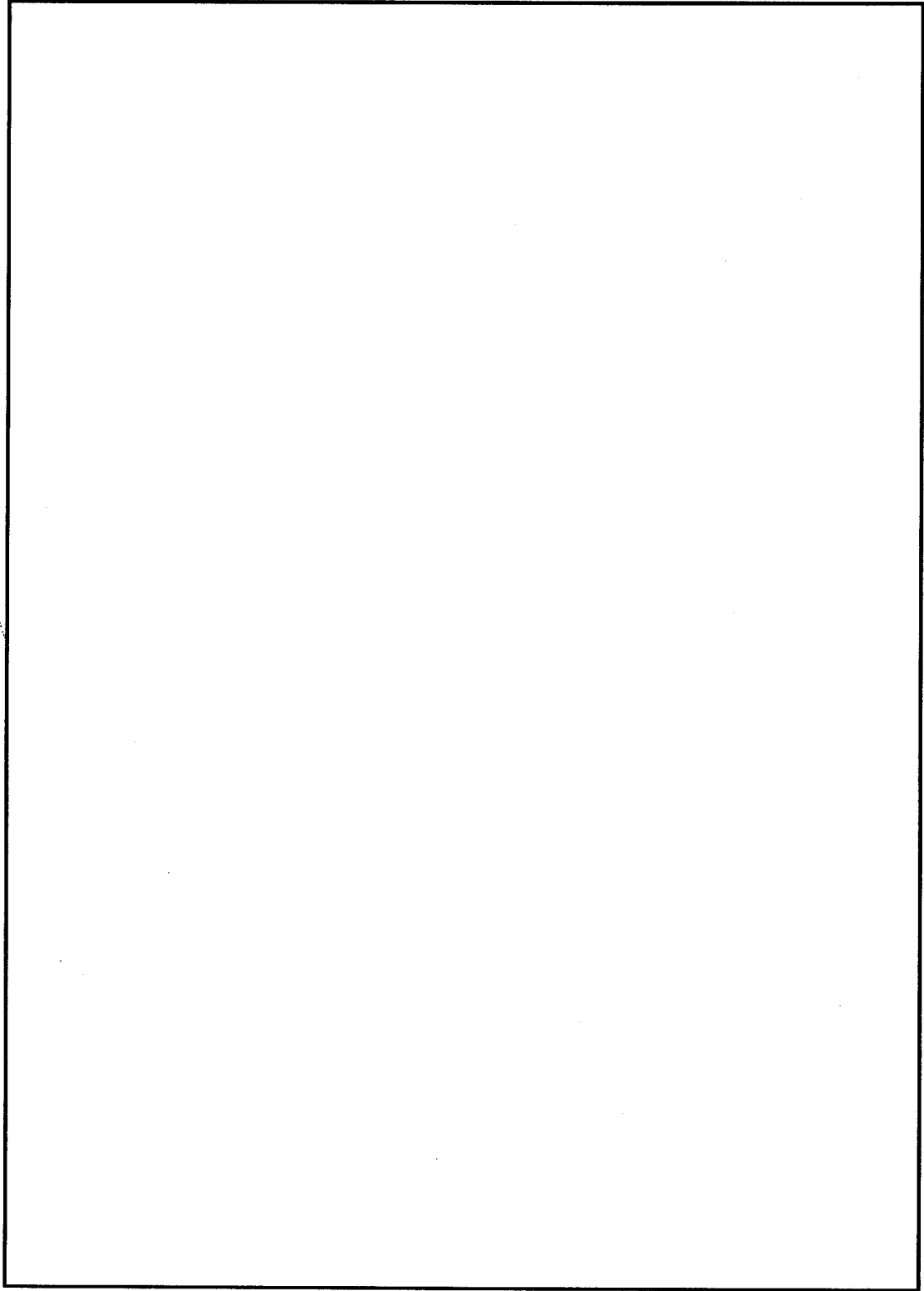
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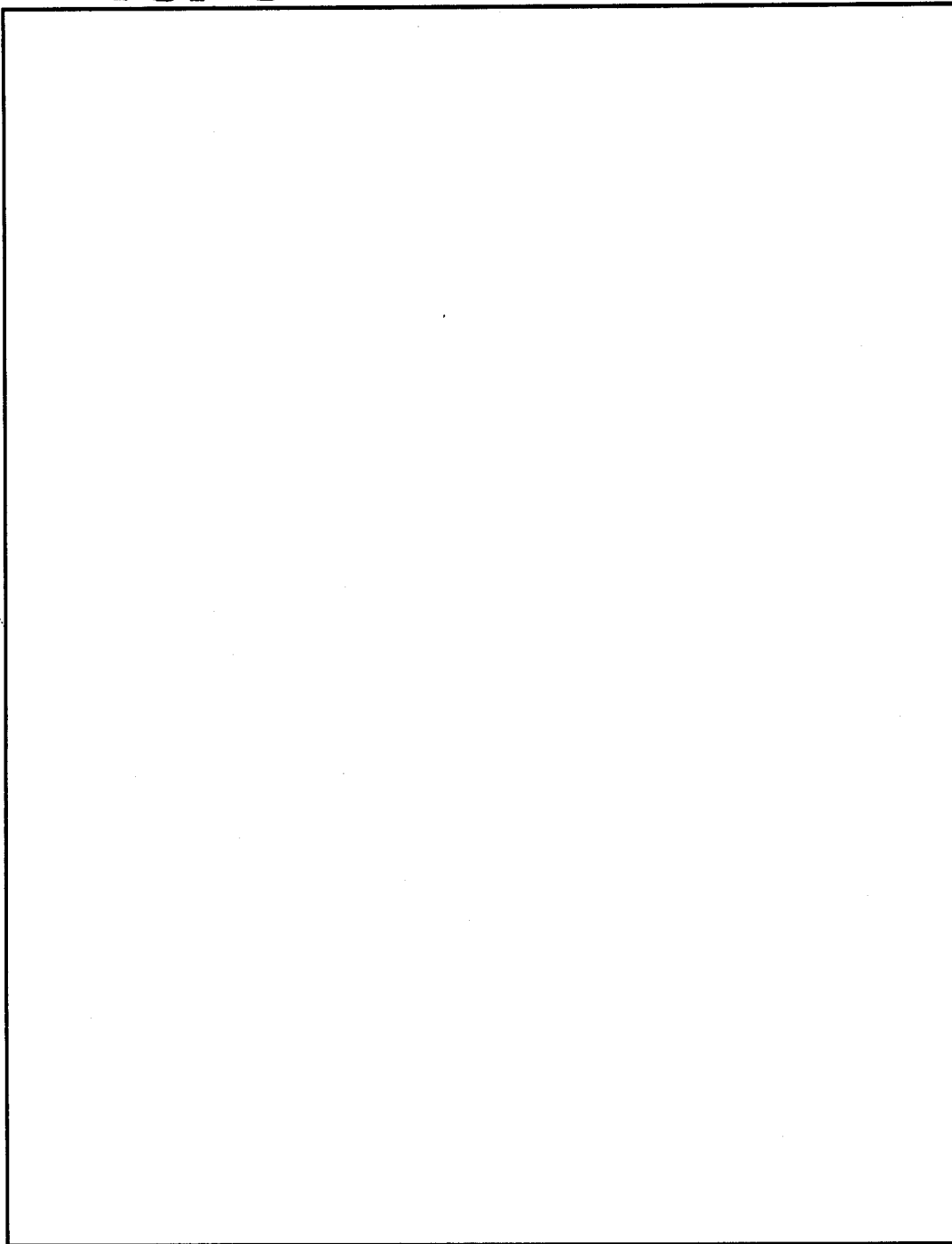
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SECTION 2

TYPES OF TECHNICAL RESEARCH SHIPS

AUXILLARY GENERAL TECHNICAL RESEARCH (AGTR) -
USS OXFORD, USS JAMESTOWN, USS GEORGETOWN,
USS BELMONT, USS LIBERTY.

The AGTRs were US Navy ships from reserve
fleets, [redacted]

[redacted] The
ships were under the military operational control
of the US Navy. [redacted]

Basically, the operating schedule of an AGTR
called for 16 week deployments and 2 month turn
over port periods. The length of cruises, port
calls and shipyard schedules were governed by Navy
policies and the ships themselves were sponsored
by CNO. With the exception of the OXFORD, it cost
approximately \$3,100,000.00 to convert an AGTR and
\$2,472,000.00 to operate it annually.

The AGTRs ranged in operating speeds from
8-10 kts (USS GEORGETOWN) to 15-20 kts (USS BELMONT/
USS LIBERTY), the swiftest being well suited to
quick reaction or sweep missions.

MILITARY SEA TRANSPORTATION SHIP (MSTS) -
USNS VALDEZ, USNS MULLER

The MSTS ships or T-AGs (Technical Auxillary
General) were small coastal transports [redacted]

[redacted] The
ships were under the operational control of the
military Sea Transportation Service. Both the master
and operating crews were civilian [redacted]

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Basically, the operating schedule for a T-AG called for 5 days in port for every 25 days at sea (not to exceed 25 days). Length of cruises, port calls and shipyard schedules were established by the Military Sea Transportation Service in coordination with NSA.

Originally, the T-AGs were [redacted] that is, [redacted]

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In July 1967, sponsorship was turned over to the Chief of Naval Operations as part of a two-fold plan to convert all TRSs to T-AGs/ [redacted]

[redacted] The plan for conversion was never realized but the sponsorship was shifted as programmed.

These ships, with a maximum operating speed of 10-11 kts, were not capable of quick reaction or shadowing missions but were well suited for sustained, in-depth coverage of a limited area (e.g. the USNS MULLER off [redacted])

Another feature of these ships was the comparatively economical conversion and operating costs. The lower cost of conversion (\$3,300,000.00 & \$1,891,000.00) was due to the size and less rigid standards of the Military Sea Transportation Service as compared to those of the US Navy. Also, the annual operating cost (\$2,586,000.00) was significantly less per year than that of the AGTRs when on-station time is taken into consideration.

The on-station time of the T-AGs was consistently higher than that of the AGTRs because these ships were able to operate at sea for longer periods of time and the yard periods and overhauls could be performed in overseas ports (e.g. the USNS VALDEZ operated from Capetown South Africa 1961-1967) unlike the AGTRs which were required to return to CONUS, or in the case of the OXFORD/JAMESTOWN, to Subic, for yard periods.

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USS OXFORD (AGTR-1)

Former Hull Number: AG-159

Liberty Ship type: Z-EC2-S-C5

Displacement: 11,157 tons

Former Name: USS SAMUEL AITKEN (MCE-3127)

General Service Personnel Allowed: Officers - 9;
Enlisted - 151

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Personnel Allowed: Officers - 6;
Enlisted - 110

Propulsion: Reciprocating Steam

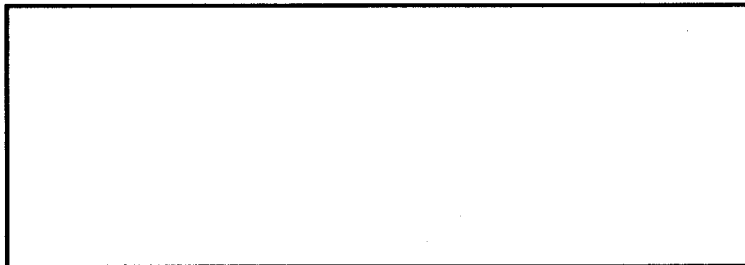
Maximum Speed: 11 kts

First Commanding Officer: CDR Howard R. Lund

Conversion: New York Naval Shipyard

Commissioned: July 8, 1961

Cost of Conversion: \$13,300,000.00



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USS GEORGETOWN (AGTR-2)

Former Hull Number: AG-165

Liberty Ship Hull type: A-EC2-S-C5

Displacement: 11,157 tons

Length: 441'

Former Name: SS ROBERT W. HART

General Service Personnel Allowed: Officers - 9;
Enlisted - 151

Personnel Allowed: Officers - 6;
Enlisted - 137

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Propulsion: Reciprocating Steam

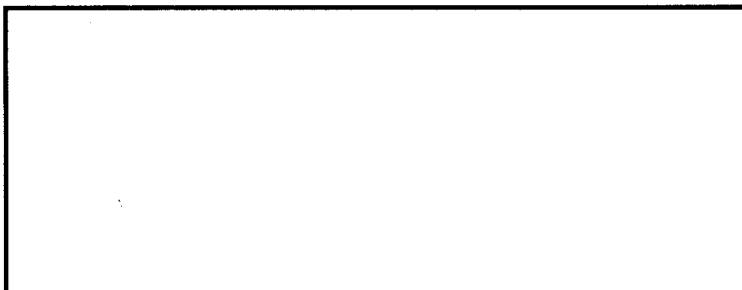
Maximum Speed: 11 kts

First Commanding Officer: LCDR Westly A. Gleason

Conversion: Newport News Shipbuilding and Drydock
Company

Commissioned: November 9, 1963

Cost: 3,100,000.00



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USS JAMESTOWN (AGTR-3)


Former Hull No: AG-166

Liberty Ship Hull type: Z-EC2-S-C5

Displacement: 11,157 tons

Former Name: SS J. HOWLAND GARDNER

General Service Personnel Allowed: Officers - 9;
Enlisted - 151

 Personnel Allowed: Officers - 6;
Enlisted - 137

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Propulsion: Reciprocating Steam

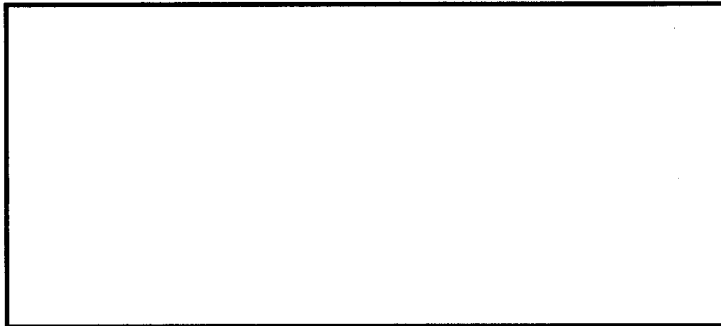
Maximum Speed: 11 kts

First Commanding Officer: CDR Allen J. Kaplan

Conversion: Newport News Shipbuilding and Drydock Co.

Commissioned: December 13, 1963

Cost: \$3,000,000.00



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USS BELMONT (AGTR-4)

Former Hull Number: AG-167

Victory Ship hull type: VC2-S-AP3

Displacement: 11,500 tons

Former Name: IRAN VICTORY

General Service Personnel Allowed: Officers - 9;
Enlisted - 151

Personnel Allowed: Officers - 6;
Enlisted - 128

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Propulsion: Steam Turbine

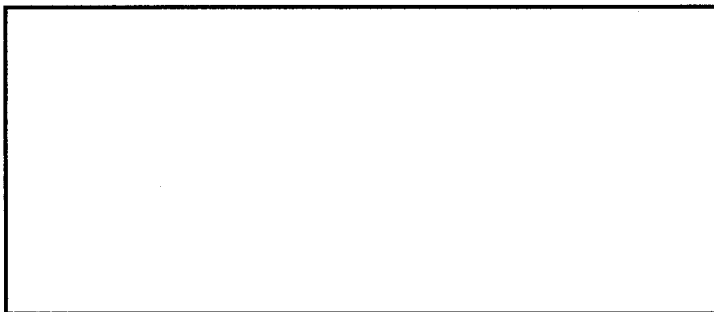
Maximum Speed: 18 kts

First Commanding Officer: CDR Jerome E. Henderson

Conversion: Williamette Iron and Steel Works,
Portland, Oregon

Commissioned: November 2, 1964

Cost:



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USNS VALDEZ (T-AG-169)

Hull Number: T-AG-169

Knot Ship hull type: C1-M-AV1

Displacement: 5,000 tons

Former Name: ROUND SPLICE/JOSEPH J. MARTINEZ

Ship Personnel Allowed: Officers - 11;
Enlisted - 48

Personnel Allowed: Officers - 4;
Enlisted - 91

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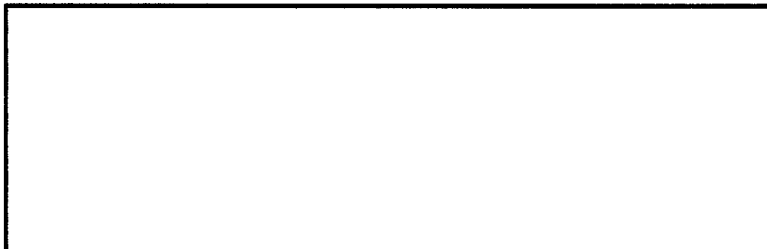
Propulsion: Diesel

Maximum Speed: 9 kts

First Master: William F. O'Reilly

Re-acquired from Maritime Administration in 1959;
returned to Navy in 1961

Conversion: 3,300,000.00



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USNS MULLER (T-AG-171)

Hull number: T-AG-171

Knot Ship hull type: C1-M-AV1

Displacement: 6,000 tons

Former Name: CHECK KNOT

Ship's Personnel Allowed: Officers - 11;
Enlisted - 48

Personnel Allowed: Officers - 4;
Enlisted - 90

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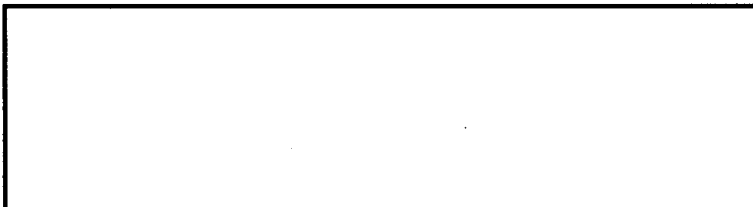
Propulsion: Diesel

Maximum Speed: 10 kts

First Master: William F. O'Reilly

Re-acquired Maritime Administration in 1962 -
Reclassified T-AG-171 in 1963

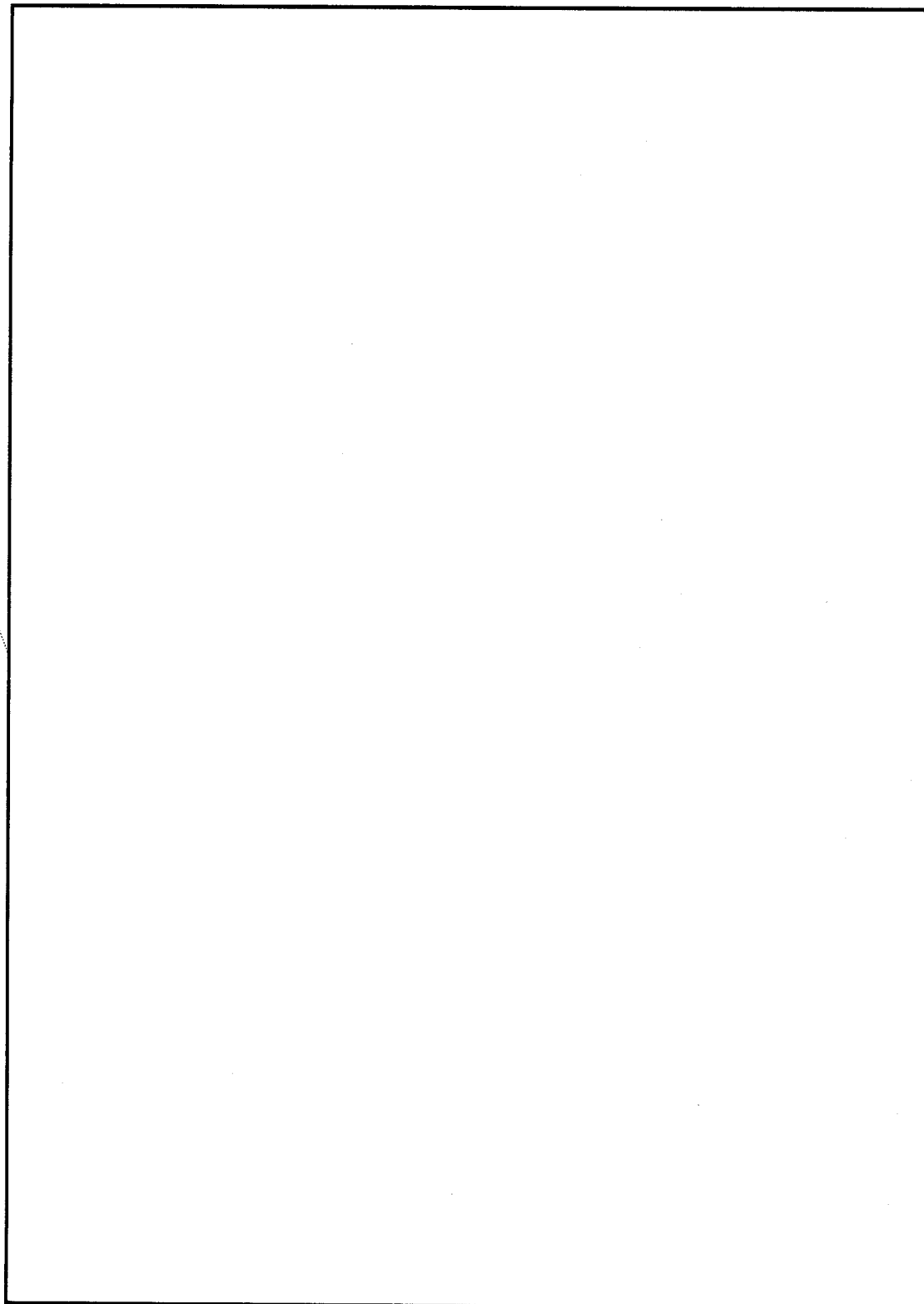
Conversion Cost: 1,891,000.00



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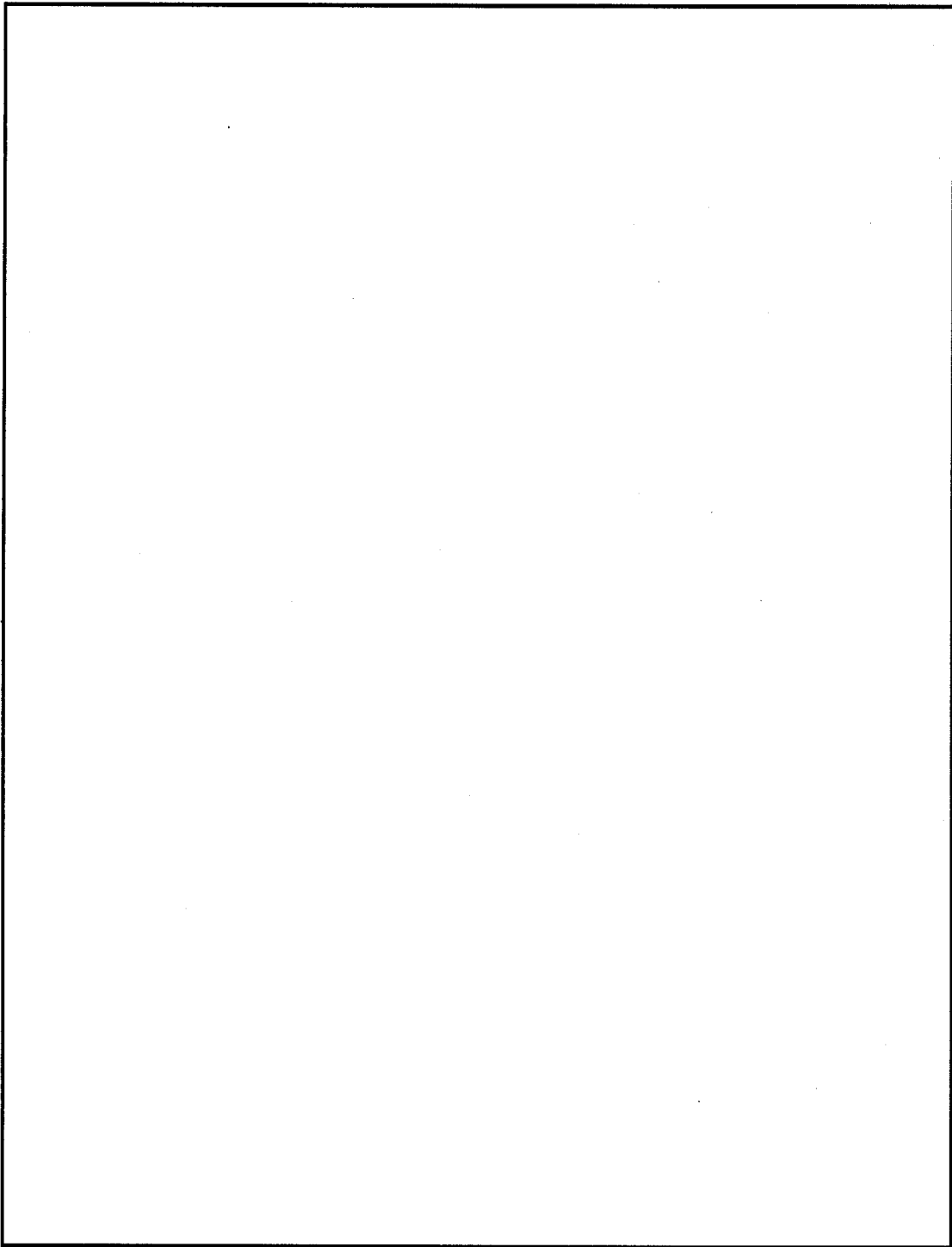
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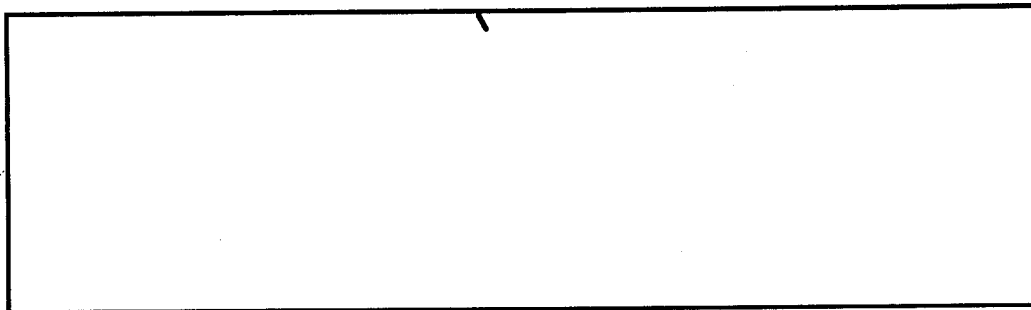
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SECTION 4

HISTORY OF

USS OXFORD [redacted]

SHAKEDOWN AND FIRST DEPLOYMENT

The USS OXFORD, converted from a Liberty hull to a Technical Research Ship (TRS), was the first U.S. Navy vessel specifically configured for [redacted]

[redacted] Initial plans called for the OXFORD to deploy to the African coast in January 1962 upon completion of its shakedown ops at GTMO. Augmentation of a Latin American TRS [redacted] program however, necessitated the ship's diversion to South America. She arrived on-station in mid-January 1962. The operations area was the east coast of South America [redacted] and operational guidance was provided in [redacted]

An evaluation of the OXFORD's first two cruises indicated that [redacted]

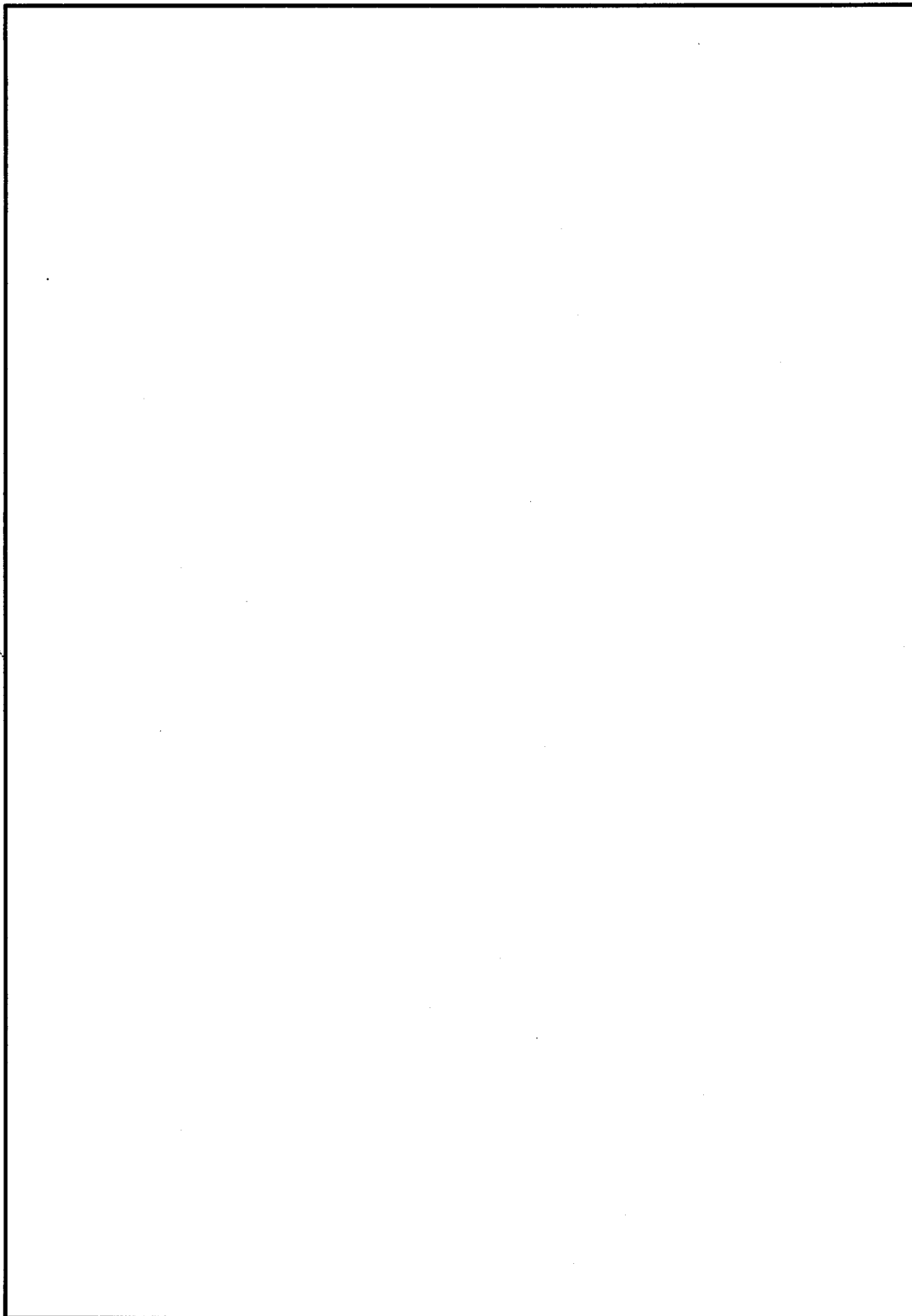
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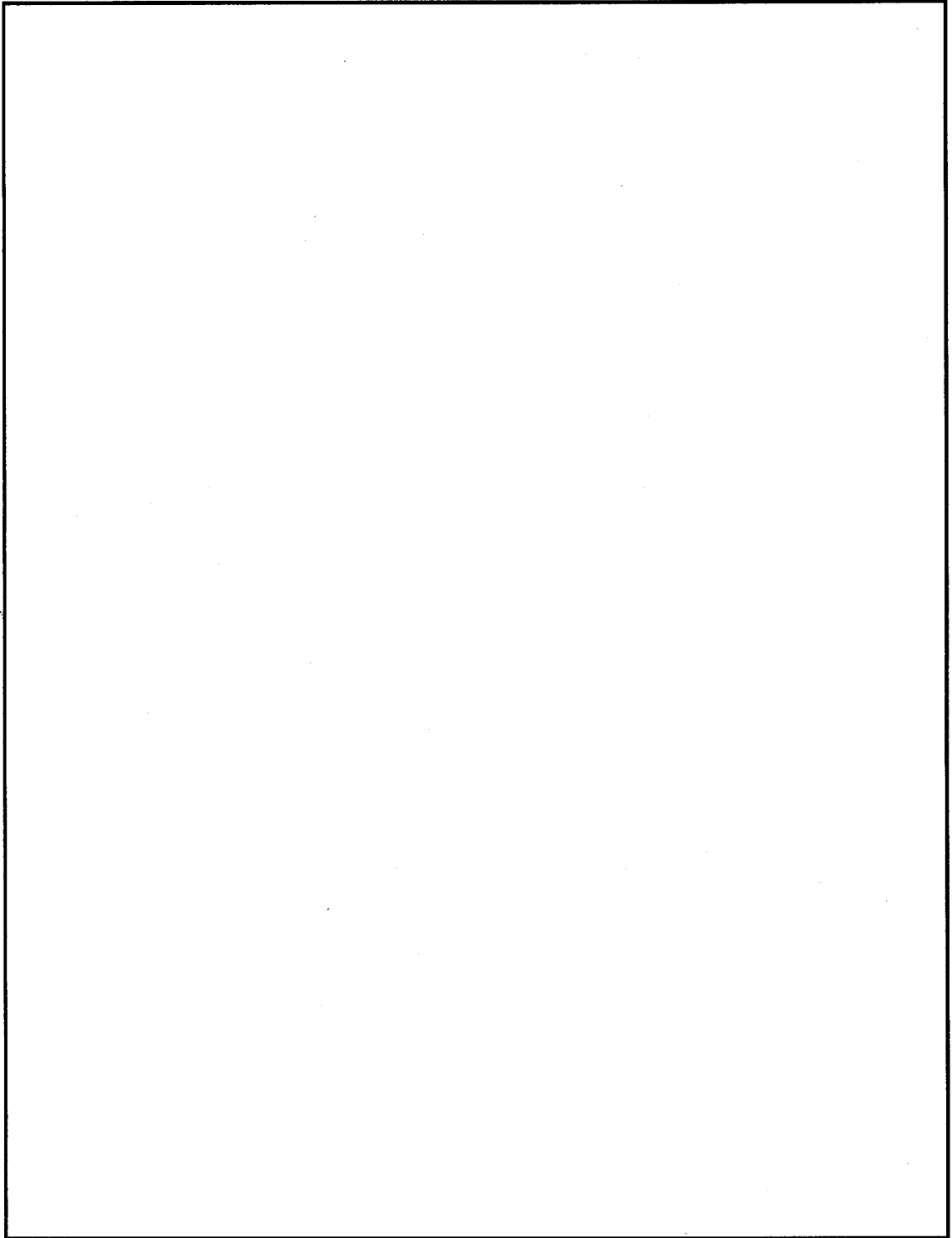
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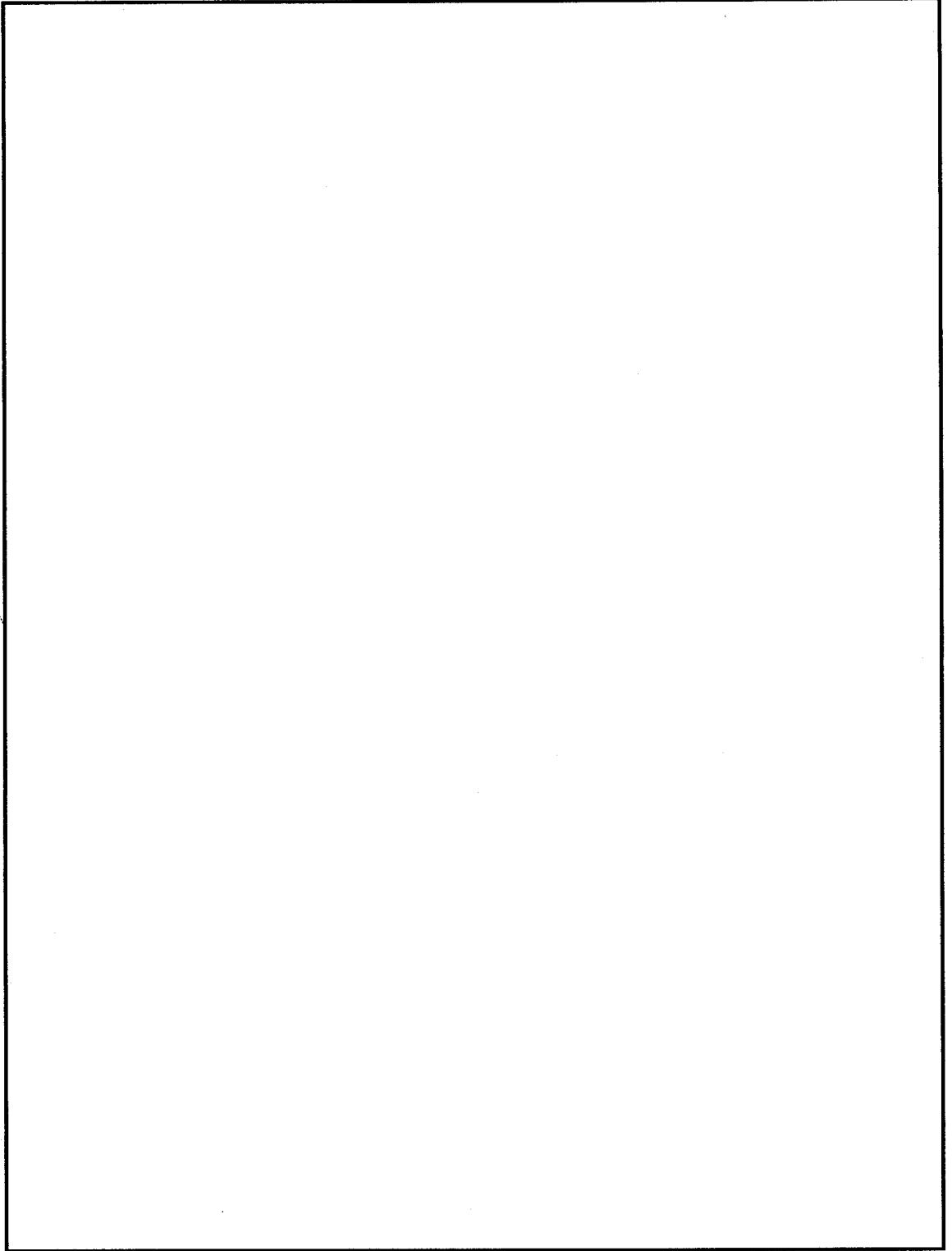
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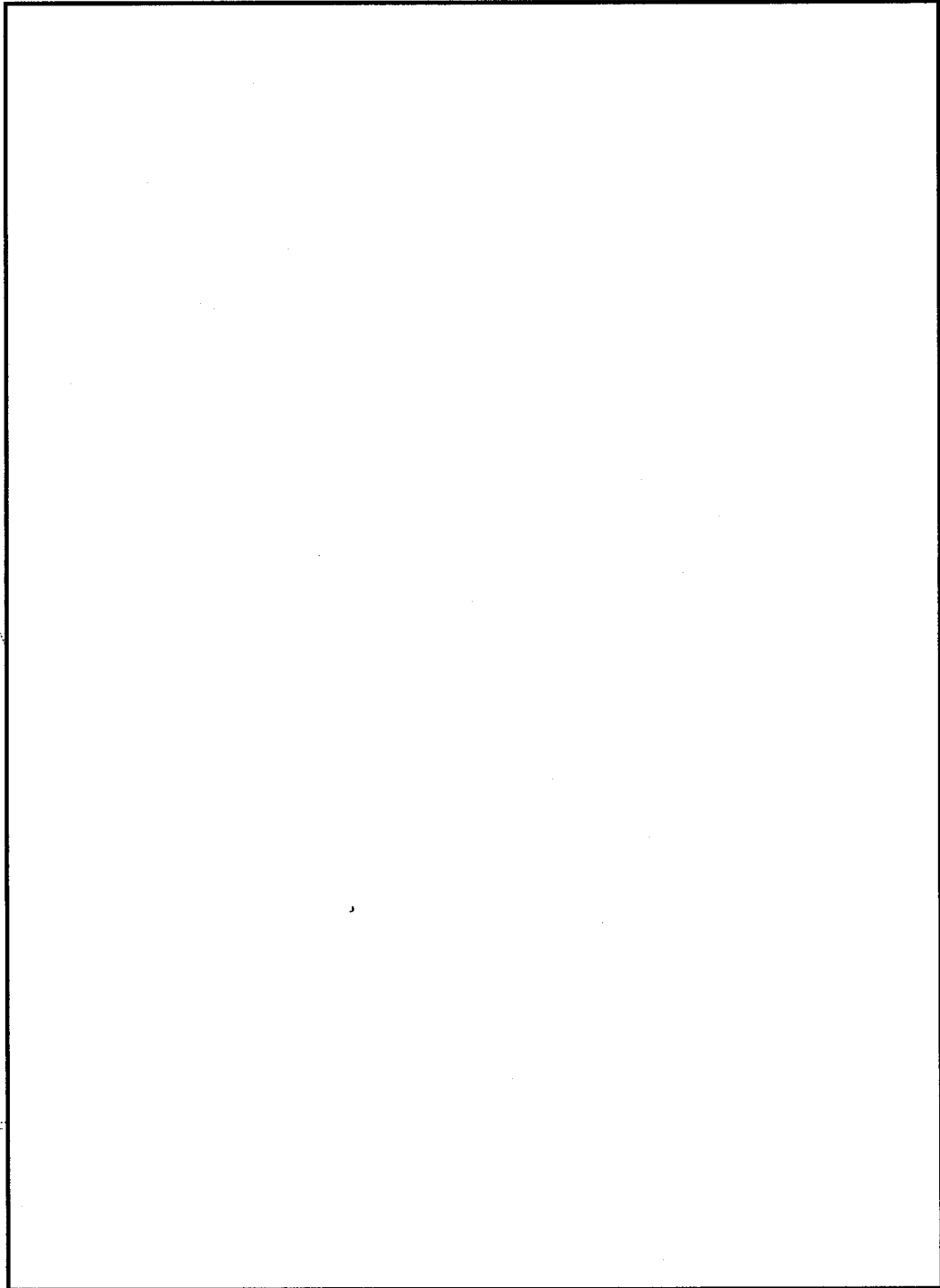
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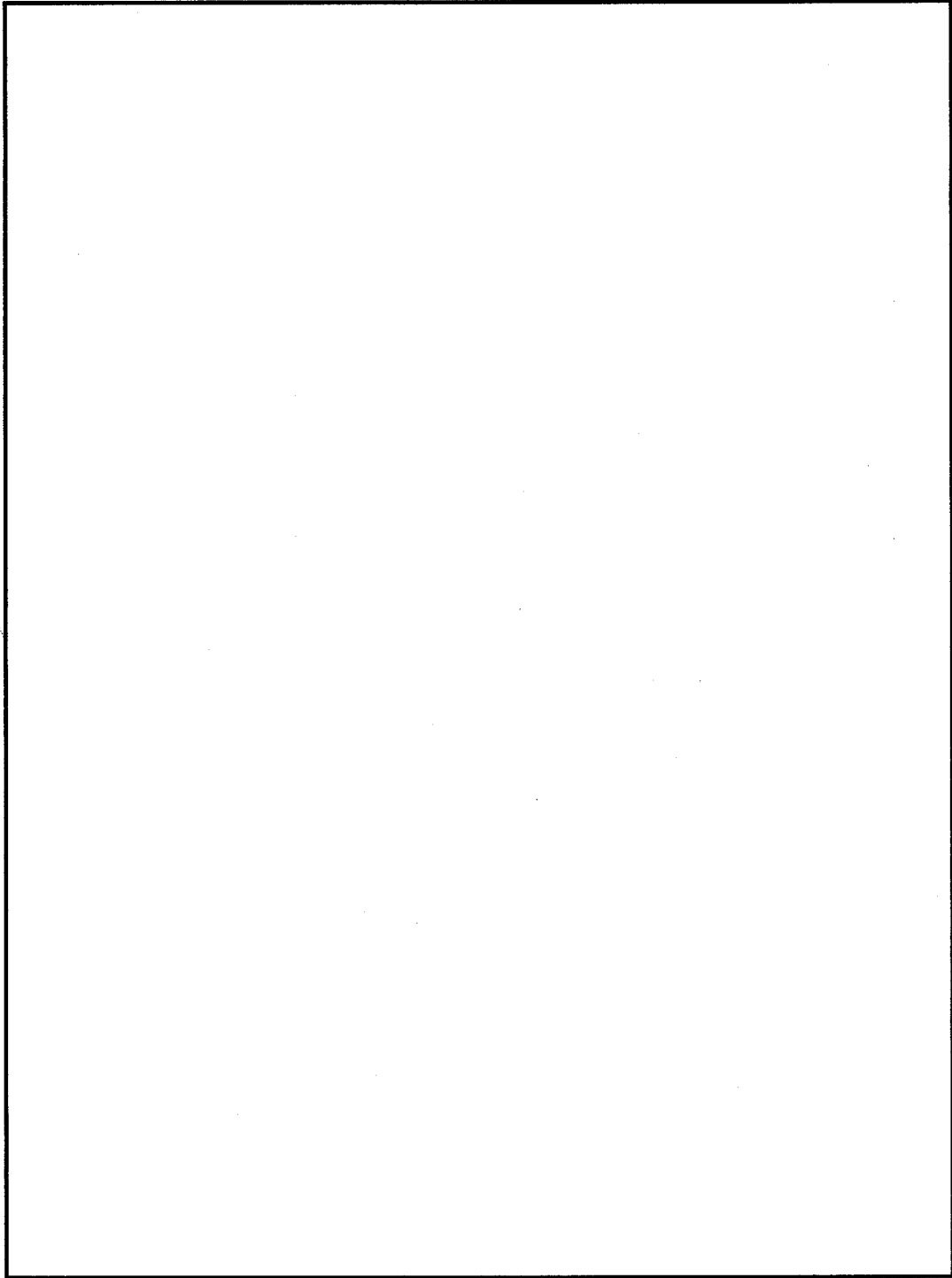
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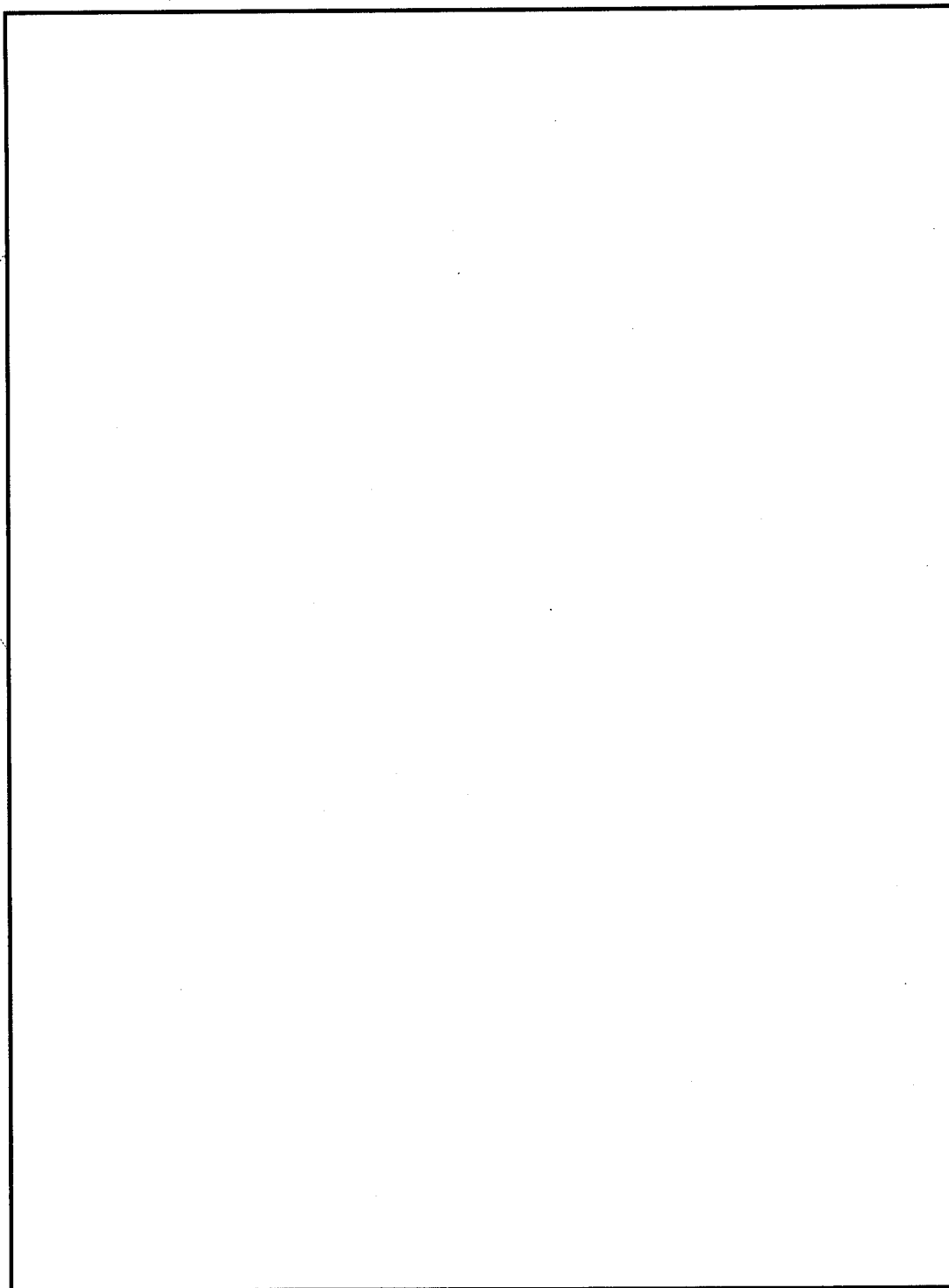
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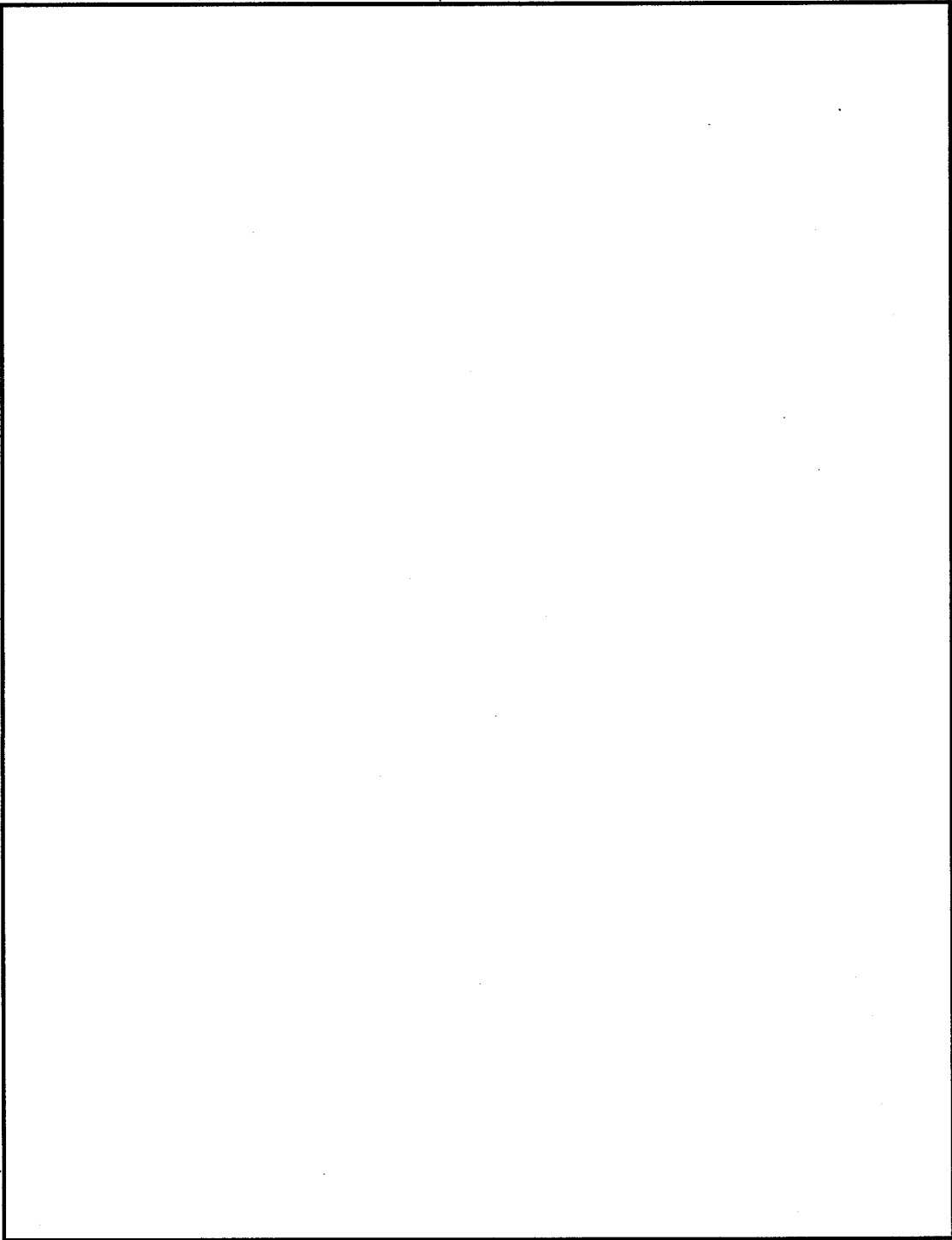
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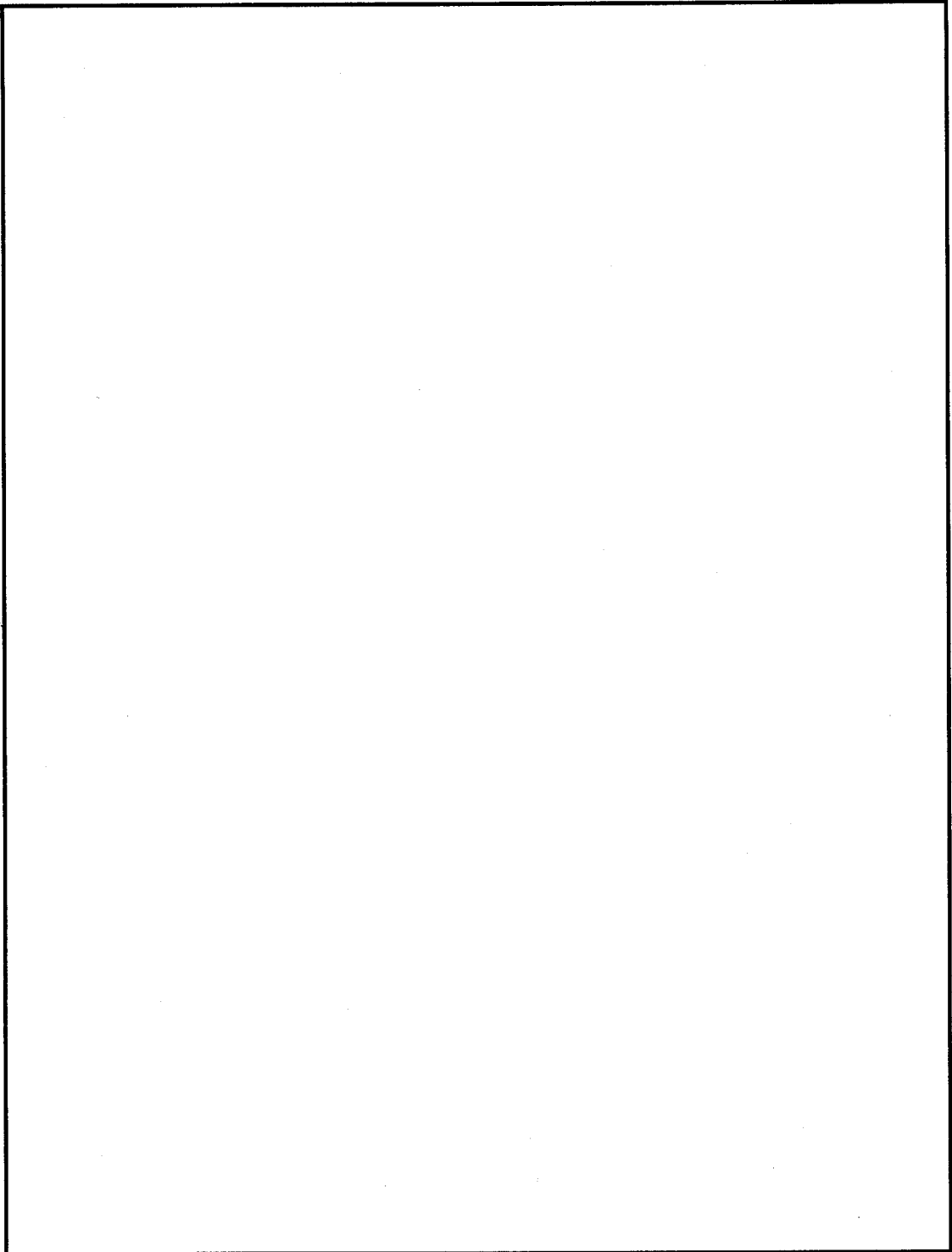
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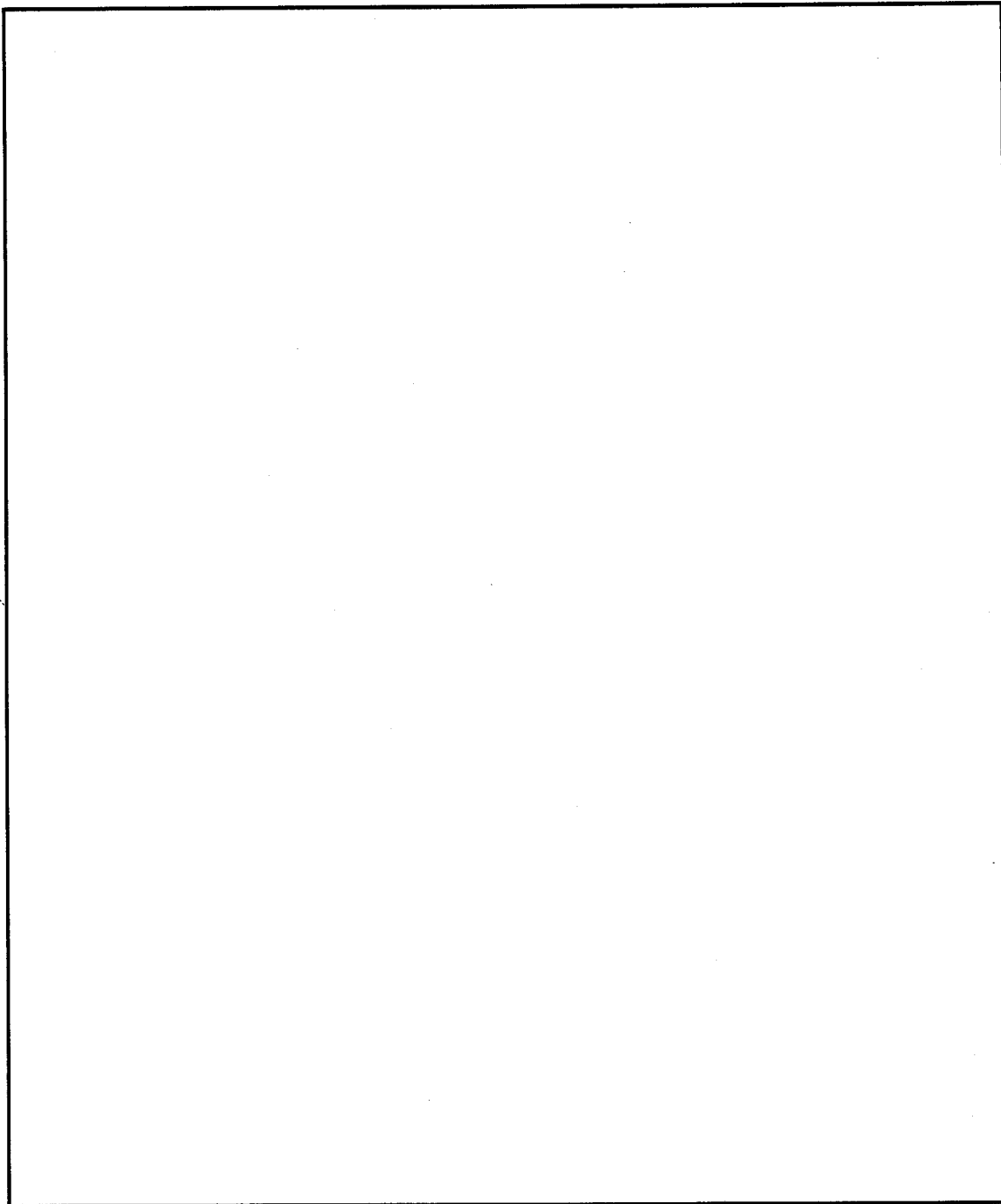


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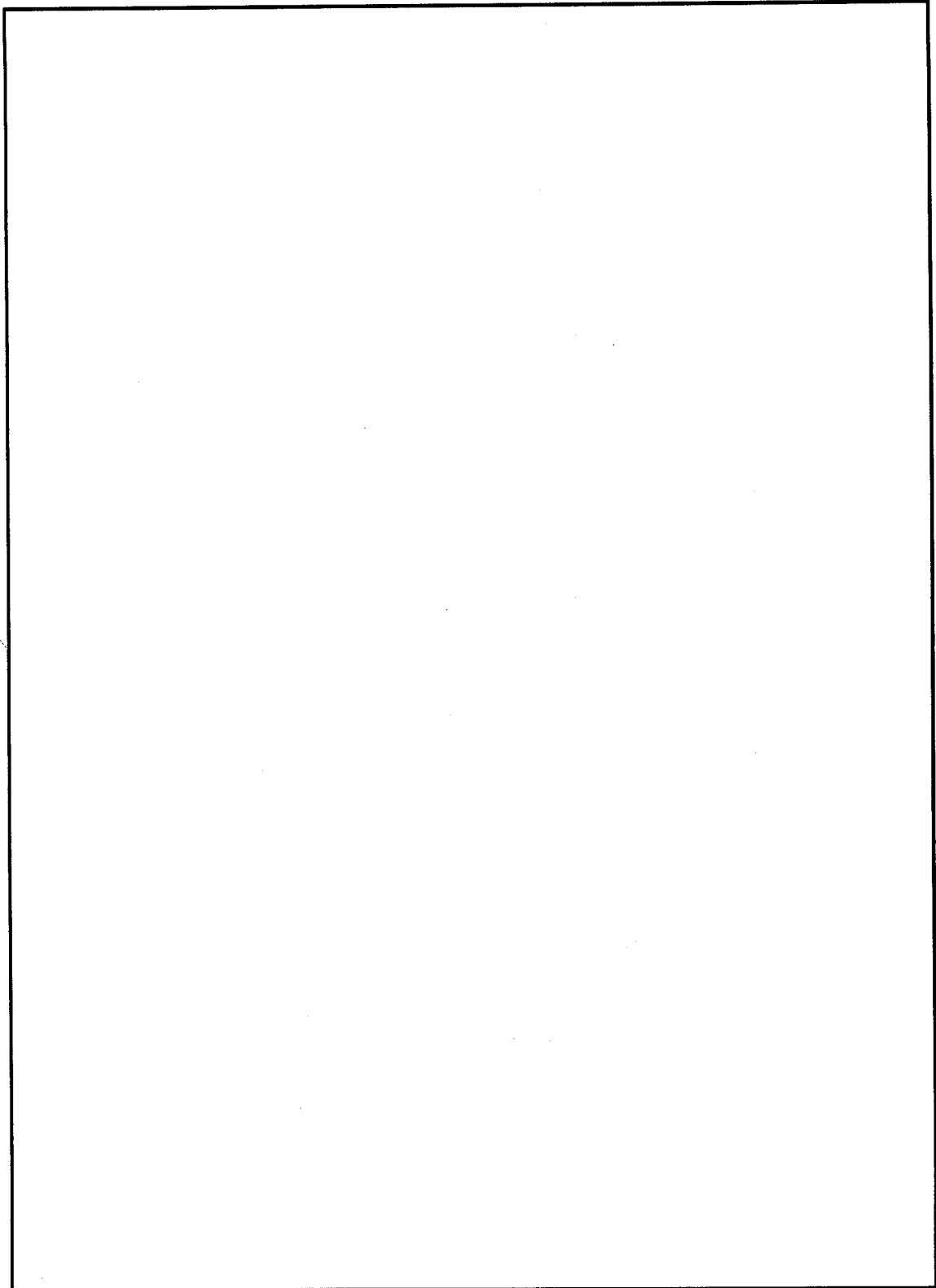
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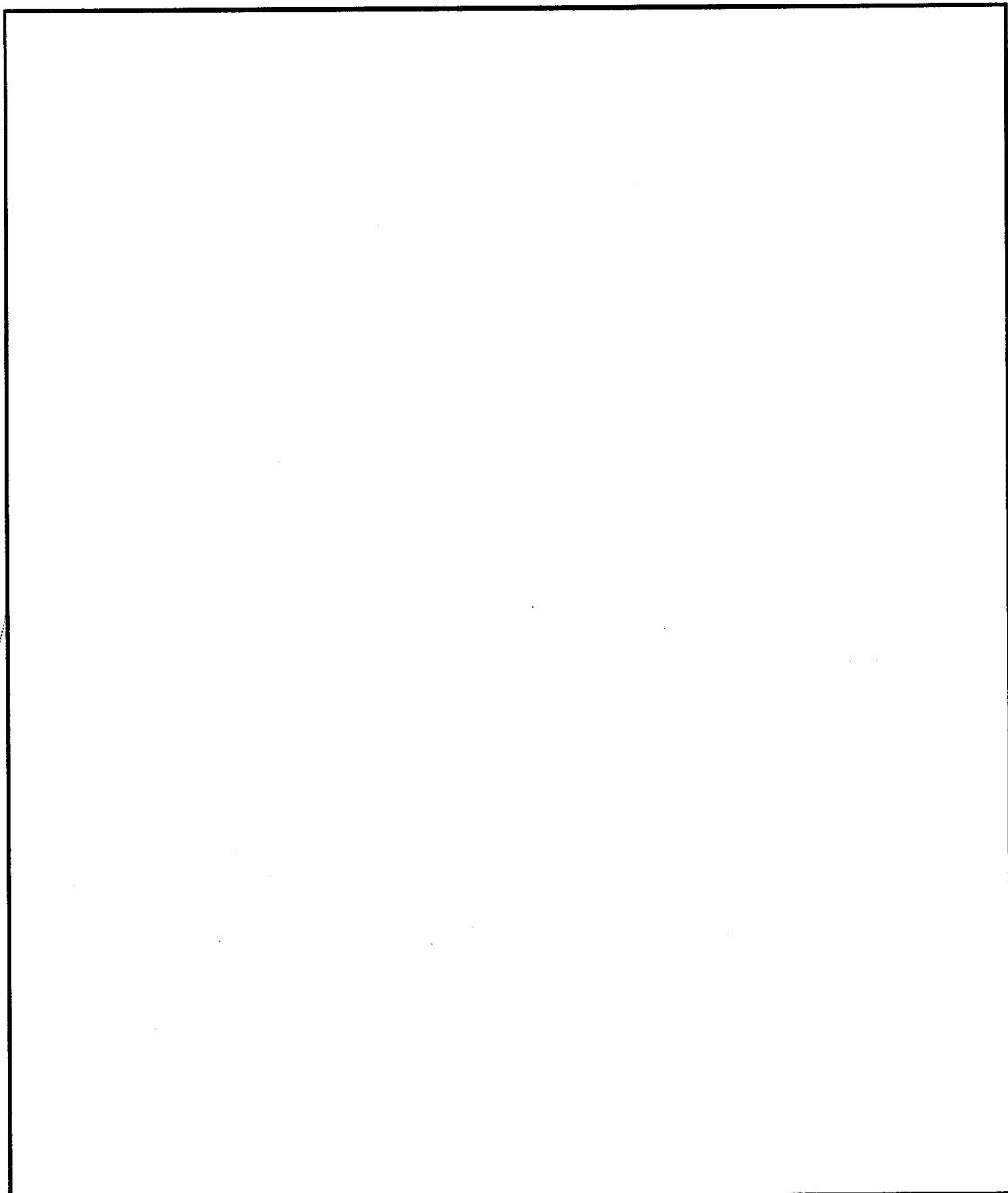
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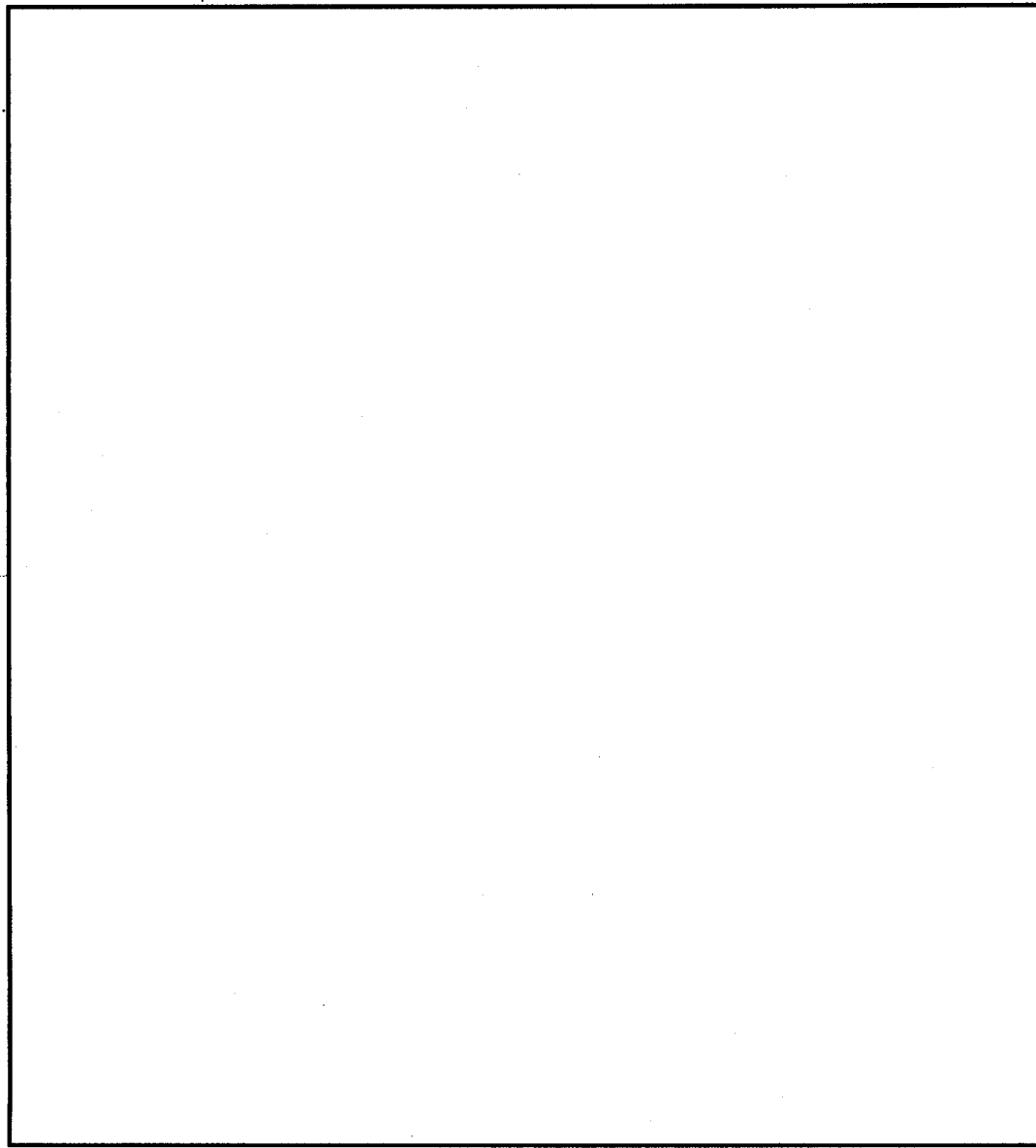
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USS GEORGETOWN

On 2 January 1964, the USS GEORGETOWN departed Portsmouth, Virginia enroute to Guantanamo Bay for three weeks of general shakedown training exercises. On completion of the training period, the ship proceeded to Montego Bay, Jamaica and then to Key West, Florida.



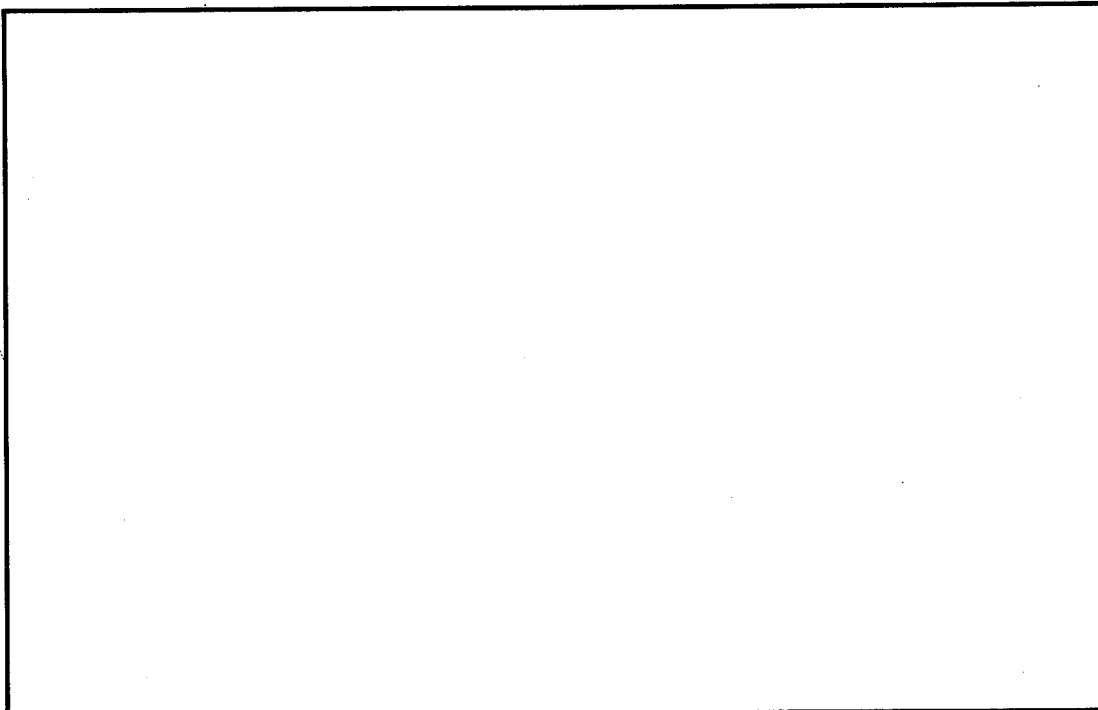
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(b) (3)-P.L. 86-36

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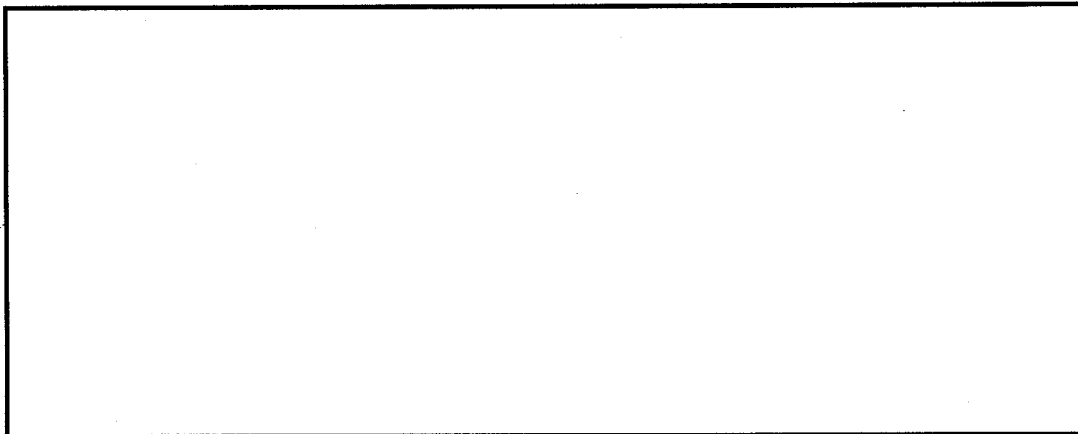
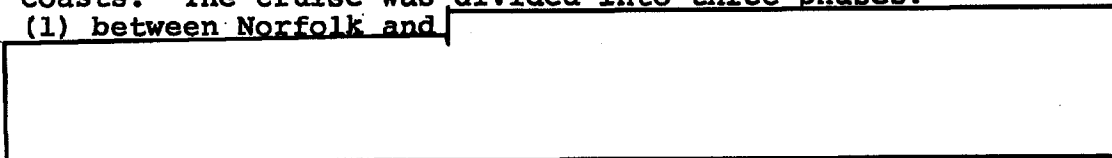
THIRD DEPLOYMENT OF THE USS GEORGETOWN

(b) (1)
(b) (3)-50 USC 403

On 5 January 1965, the USS GEORGETOWN departed Norfolk, Va. to conduct special operations in the

(b) (3)-P.L. 86-36

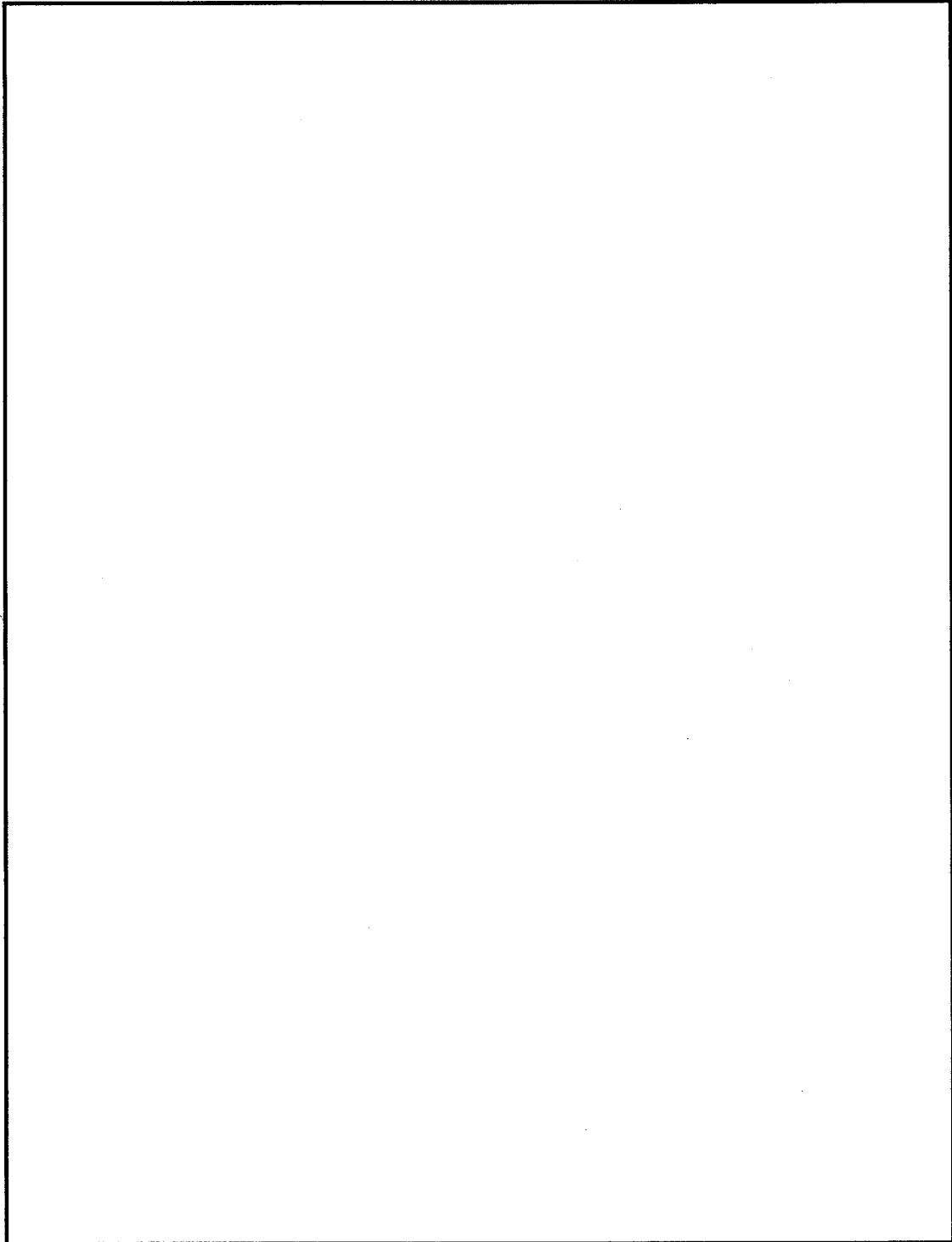
[redacted] area and along the [redacted] coasts. The cruise was divided into three phases:
(1) between Norfolk and [redacted]



(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

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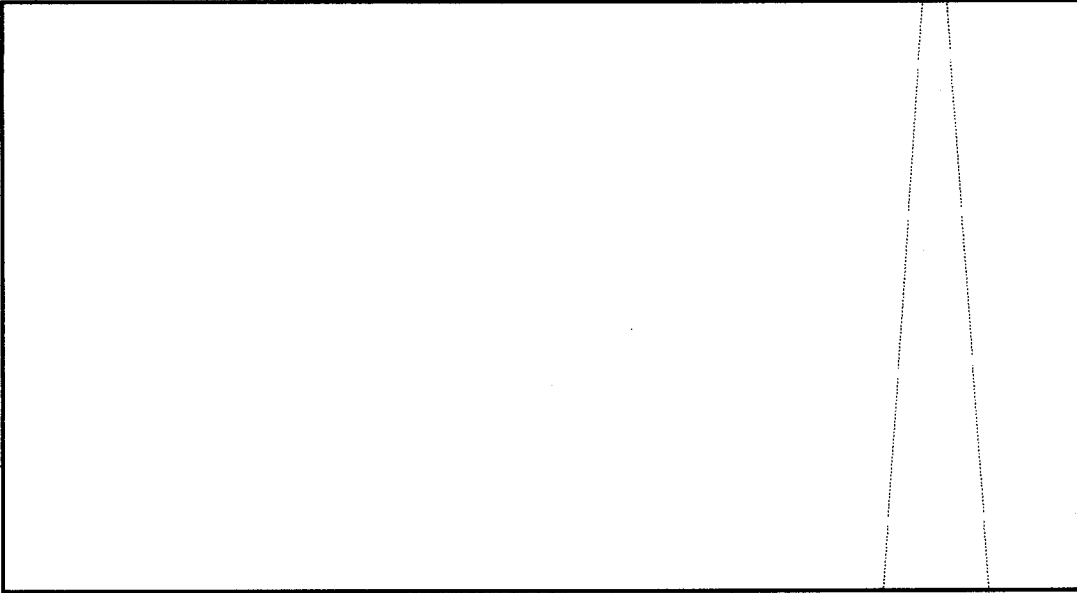
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

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(b) (1)
(b) (3)-50 USC
403
(b) (3)-P.L.
86-36

DEPLOYMENT 1965-1966

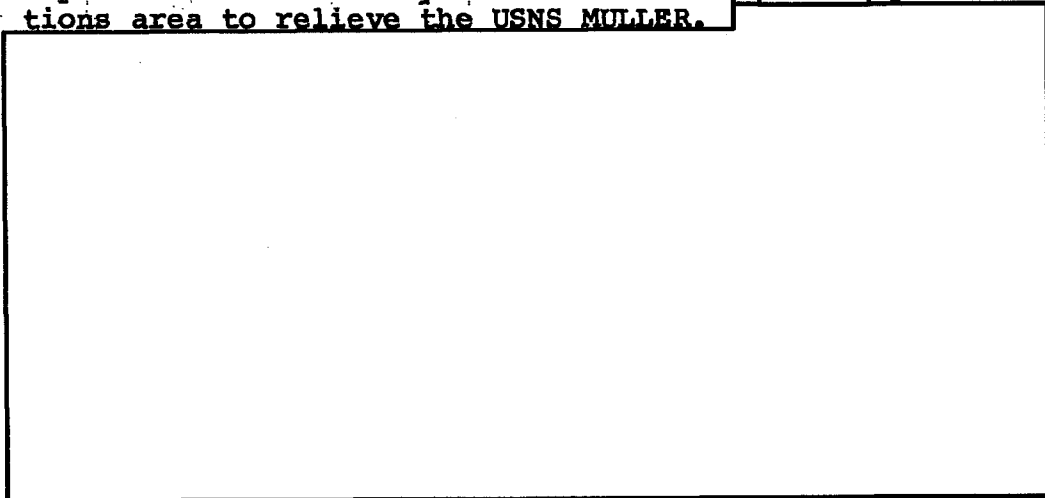


(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

The GEORGETOWN returned to Norfolk on 7 March 1966.

RELIEF OF THE USNS MULLER MAY-JULY 1966 [redacted]
JULY-AUGUST 1966

On completion of upkeep, the USS GEORGETOWN departed Norfolk 17 May 1966 enroute the [redacted] operations area to relieve the USNS MULLER.

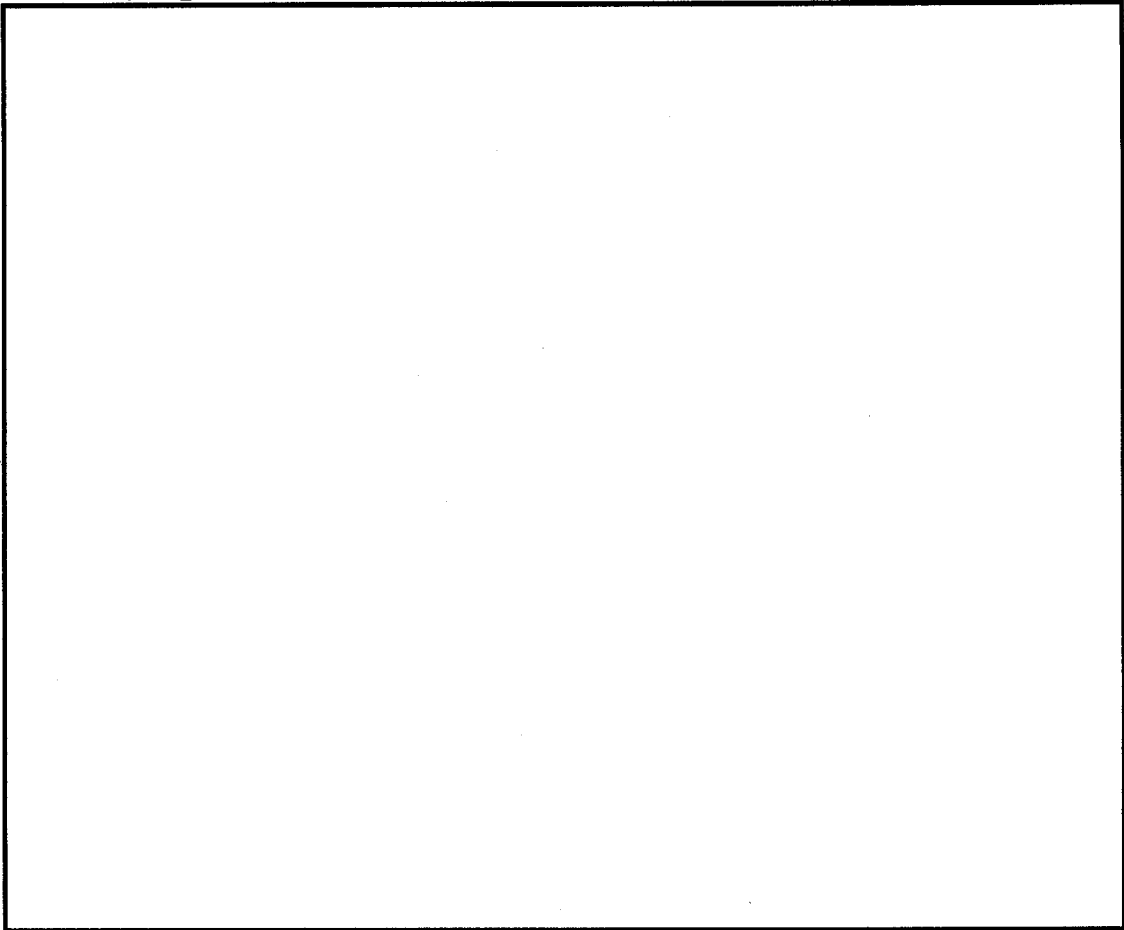


(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

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(b) (3) -50 USC 403
(b) (3) -18 USC 798
(b) (3) -P.L. 86-36

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(b) (1)
(b) (3) -50 USC
403
(b) (3) -P.L.
86-36

On 23 August, the USS GEORGETOWN arrived in Norfolk where she remained in port until 4 October 1966.

[Redacted] DEPLOYMENT OCTOBER - DECEMBER 1966

On 4 October 1966, the USS GEORGETOWN departed Norfolk enroute [Redacted] This curise was divided into two parts: [Redacted]



(b) (1)
(b) (3) -50 USC 403
(b) (3) -18 USC 798
(b) (3) -P.L. 86-36

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(b) (1)
(b) (3) -50 USC 403
(b) (3) -P.L. 86-36

(b) (1)
(b) (3) -18 USC 798
(b) (3) -P.L. 86-36

The USS GEORGETOWN returned to Norfolk, Va. on 21 December 1966.

DEPLOYMENT MARCH - MAY 1967

The USS GEORGETOWN departed Norfolk 7 March 1967 for deployment to [redacted] As in the previous deployment, this cruise was divided into 2 phases:

[redacted]

[redacted]

On 25 March the GEORGETOWN suffered a boiler blow-out off [redacted] There were no personnel injury but damage to the ship necessitated her return to Cristobal, C.Z. on 31 March where she remained under repair until 15 April 1967.

MULLER RELIEF MAY - JUNE 1967

On 15 May, the USS GEORGETOWN, having [redacted]

On 23 June, the USNS MULLER returned to station and the USS GEORGETOWN sailed to Norfolk.

DEPLOYMENT - NOVEMBER 1967

The USS GEORGETOWN departed Norfolk, Va. on 16 October enroute the Fleet Training Center at Guantanamo Bay for two weeks underway refresher training (23 October-3 November). During this period [redacted]

[redacted]

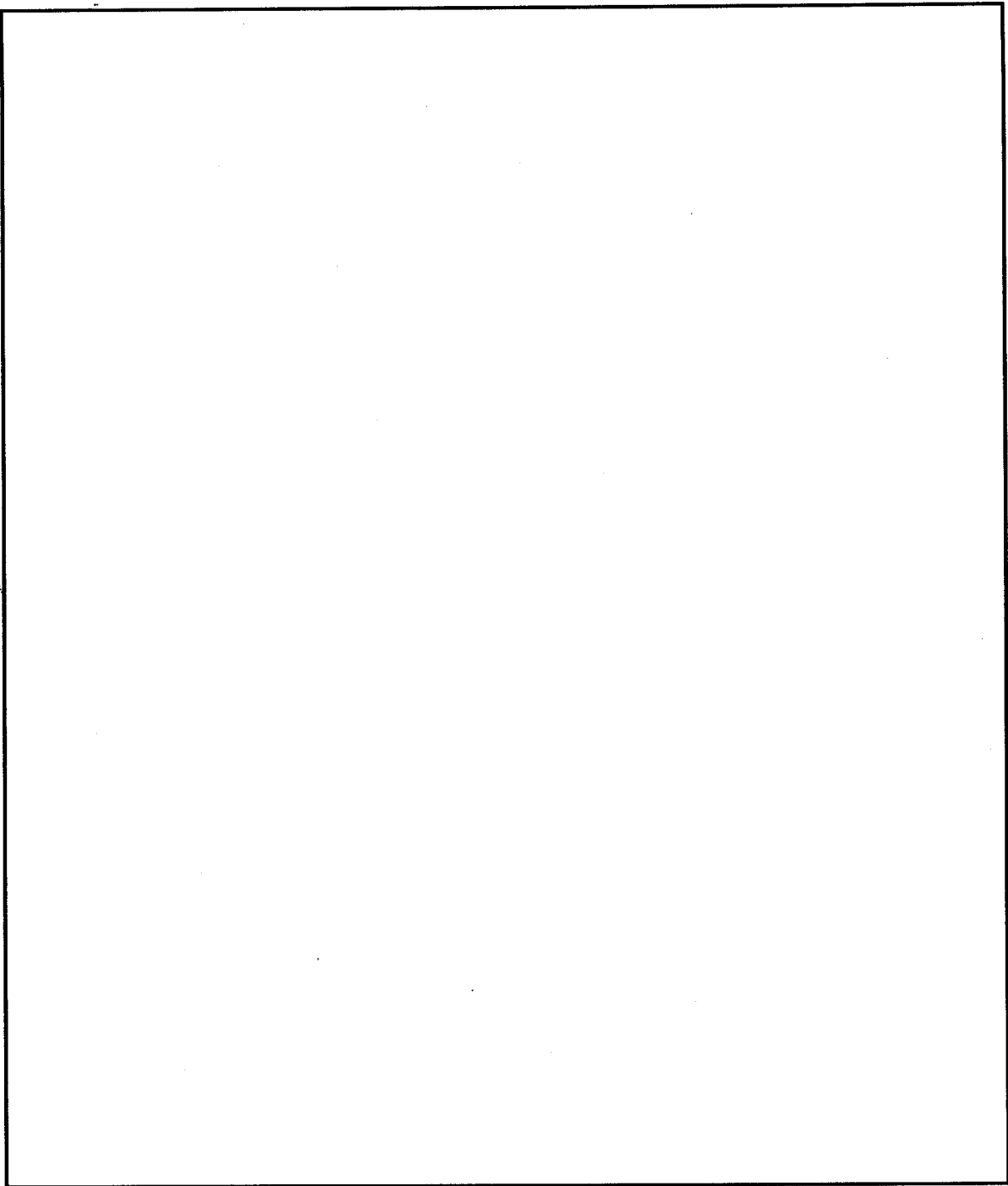
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
86-36

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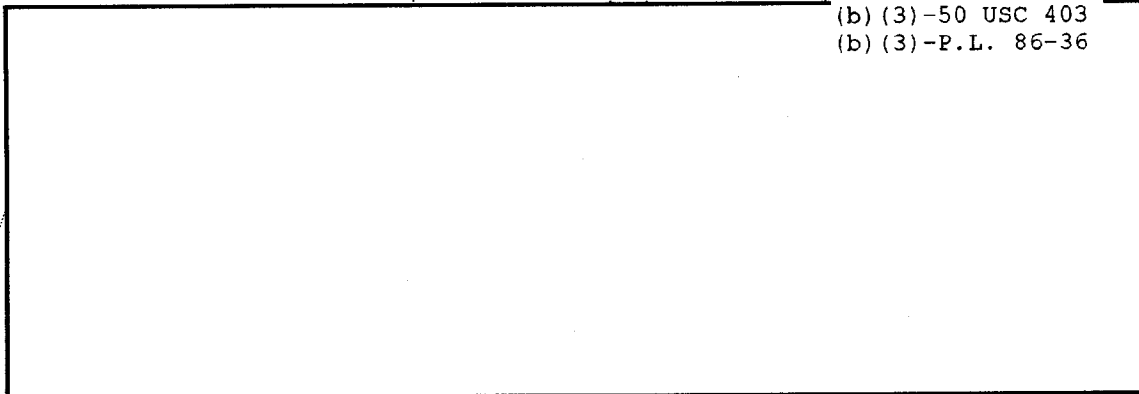
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- (b) (1)
- (b) (3)-50 USC 403
- (b) (3)-18 USC 798
- (b) (3)-P.L. 86-36



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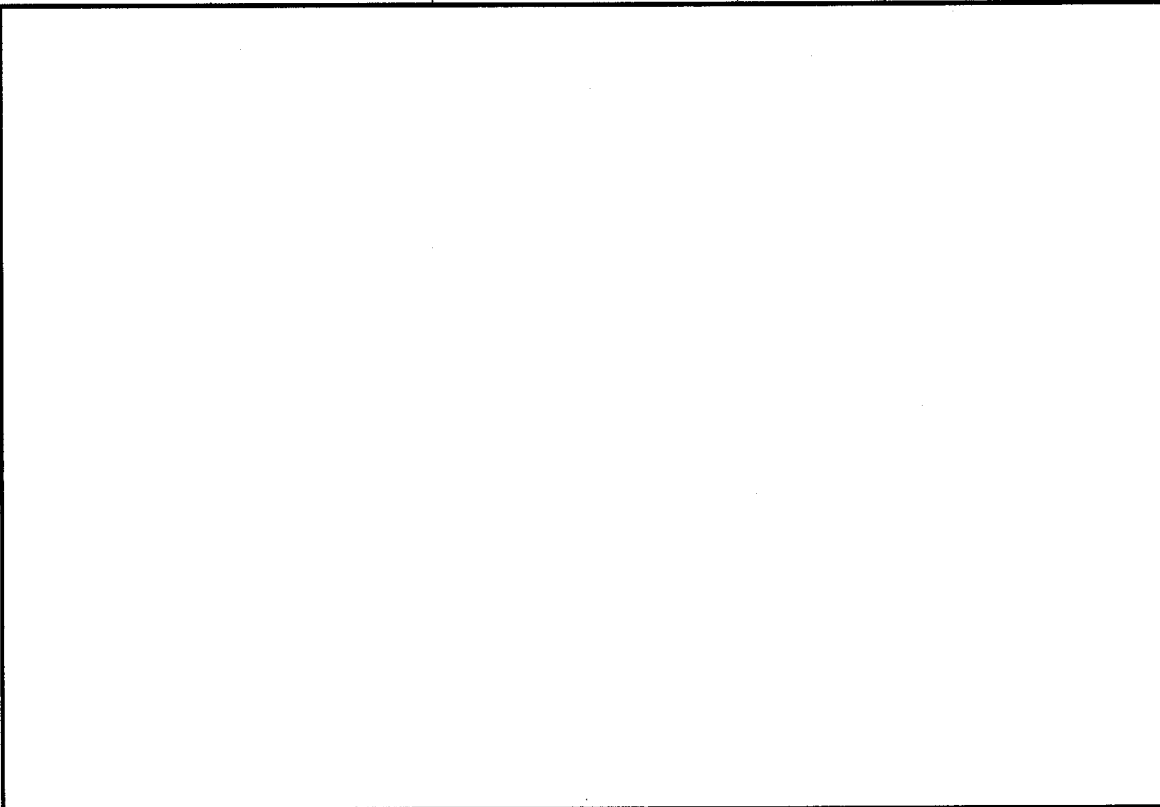
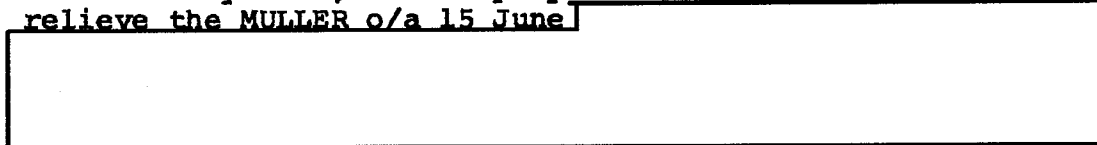
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(b) (1)
(b) (3)-50 USC 403
(b) (3)-P.L. 86-36

MULLER RELIEF - JUNE-August 1968

In May 1968, DIRNSA proposed the USS GEORGETOWN
relieve the MULLER o/a 15 June



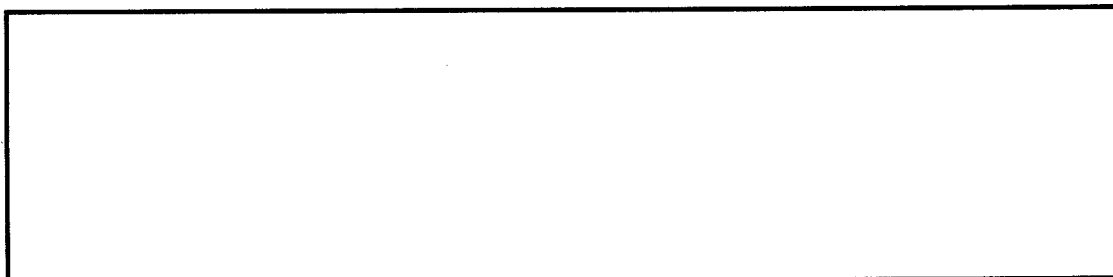
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

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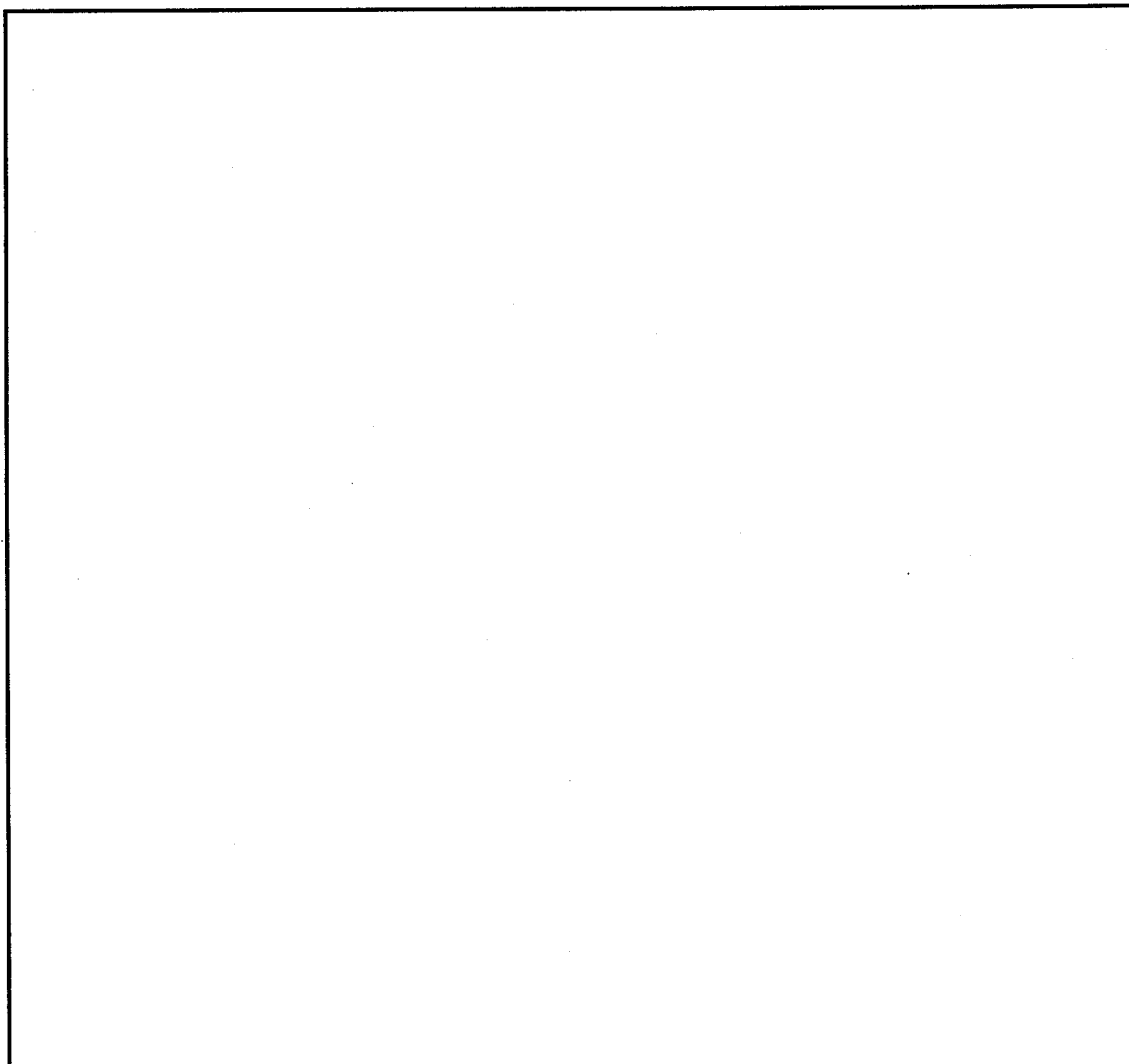
(b) (3)-50 USC 403

(b) (3)-P.L. 86-36

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The GEORGETOWN relieved by the USNS MULLER on 1 August, arrived in Norfolk 7 August 1968.



(b) (1)

(b) (3)-50 USC 403

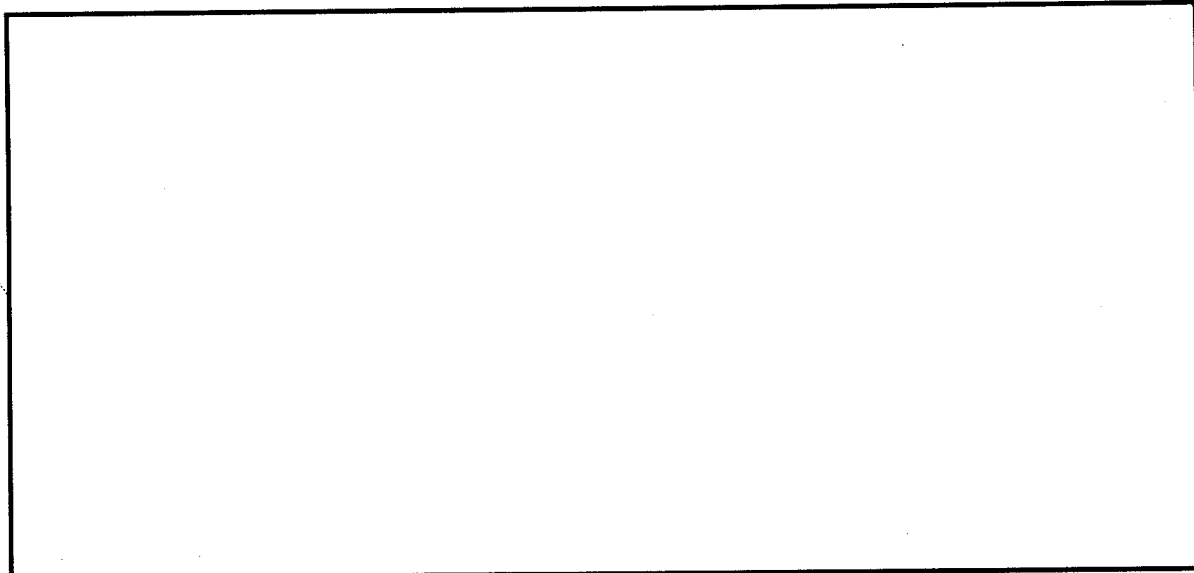
(b) (3)-18 USC 798

(b) (3)-P.L. 86-36

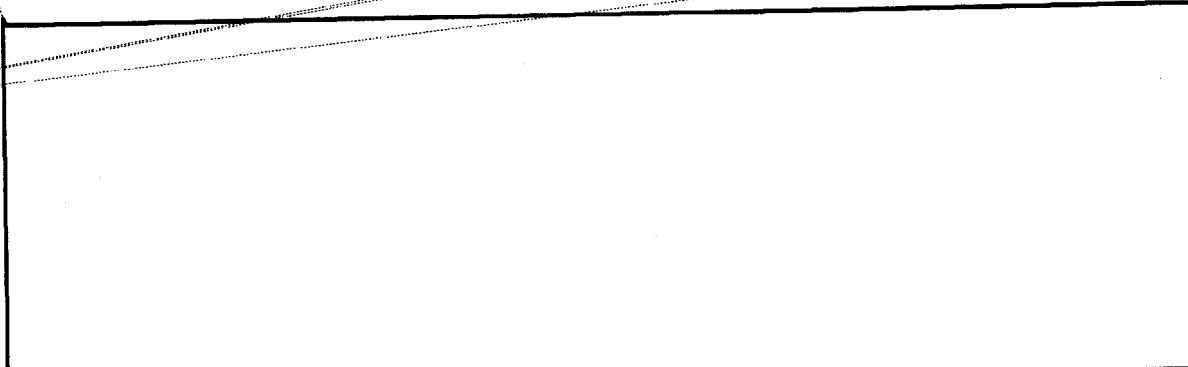
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(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

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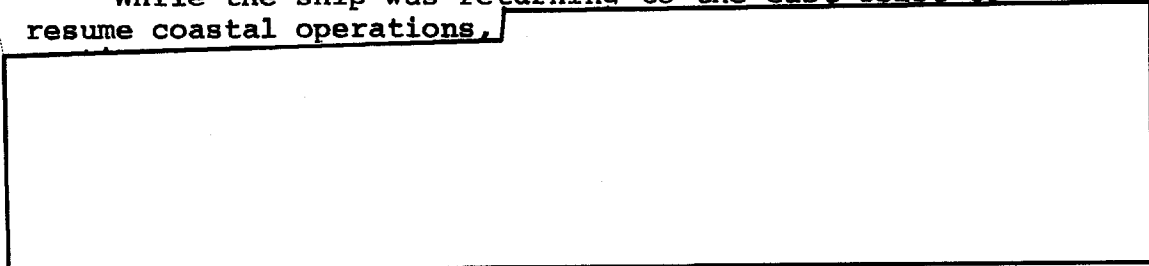
The GEORGETOWN departed Norfolk enroute [redacted] on 17 September and operated in the [redacted] area until 27 October when she sailed for the east coast of [redacted]



(b) (1)
(b) (3)-50 USC 403
(b) (3)-P.L. 86-36

[redacted] A port call was scheduled in on 27 November for badly needed waterside/fireside cleaning of boiler and maintenance of the auxillary equipment.

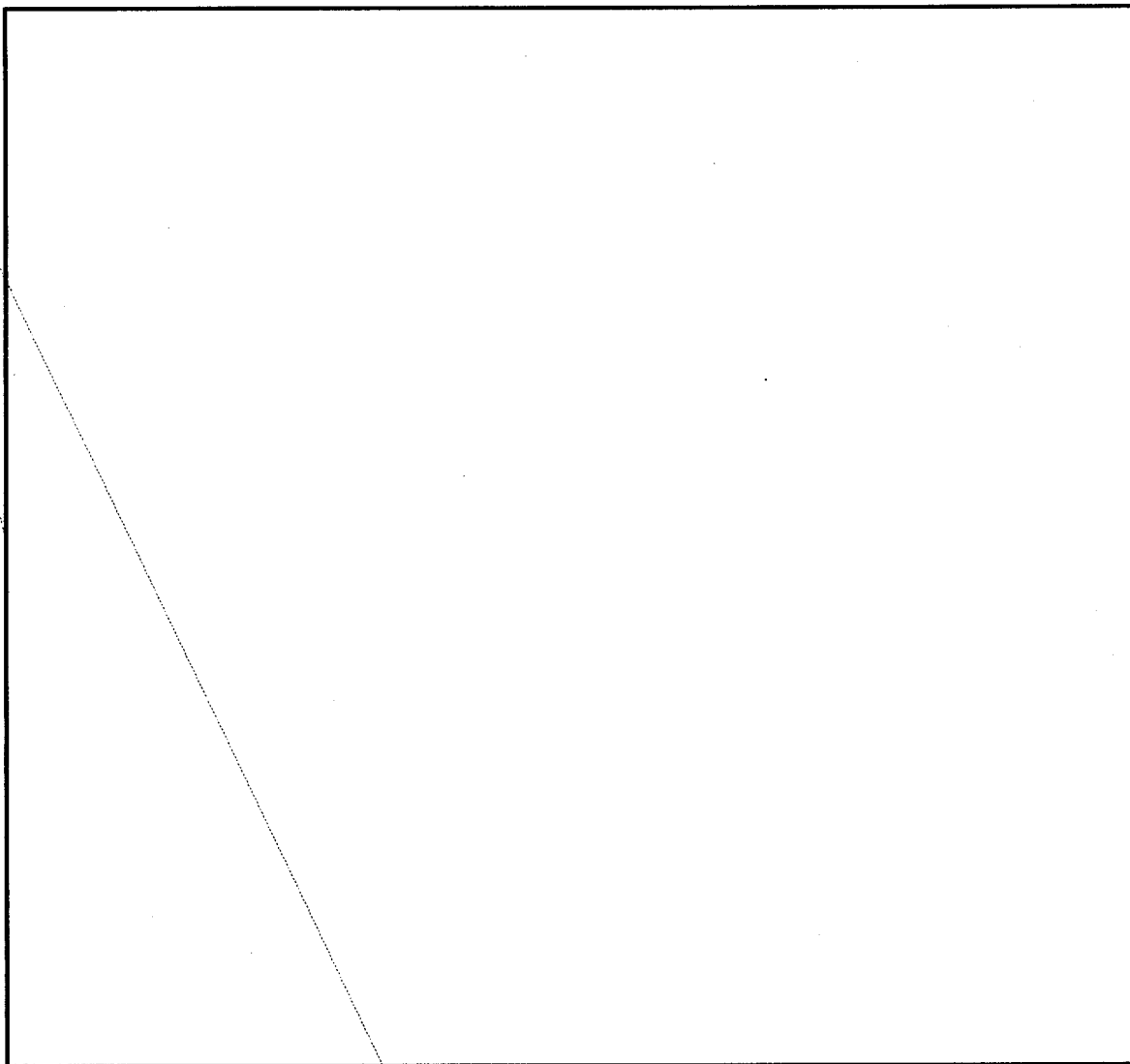
While the ship was returning to the east coast to resume coastal operations, [redacted]



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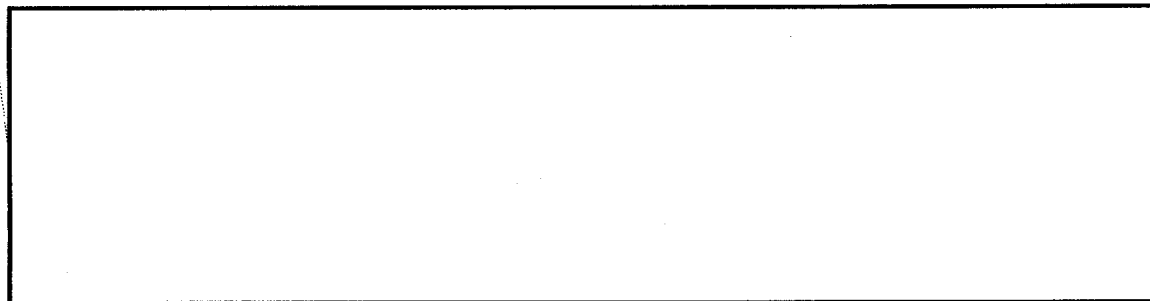
(b) (3) - P.L. 86-36

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DEACTIVATION OF THE USS GEORGETOWN

The GEORGETOWN arrived in Norfolk on 6 March 1969 after an extended east cruise.



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(b) (1)
(b) (3)-50 USC 403
(b) (3)-P.L. 86-36

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USS JAMESTOWN

The USS JAMESTOWN, a converted Liberty hull, began service as a Technical Research Ship on 20 January 1964 when she left Norfolk for shakedown operations in the Caribbean. The five week cruise included stops at Guantanamo Bay, Kingston, Jamaica and a week of operations off Havana.

FIRST DEPLOYMENT

The JAMESTOWN's first full deployment, a scheduled circumnavigation of Africa, began on 9 April 1964. The 130 day deployment covered approximately 31,000 engine miles and took the ship into the Mediterranean, through the Suez Canal, the Red Sea, south along the East African coast, north along the west coast to Sierra Leone and back to Norfolk.

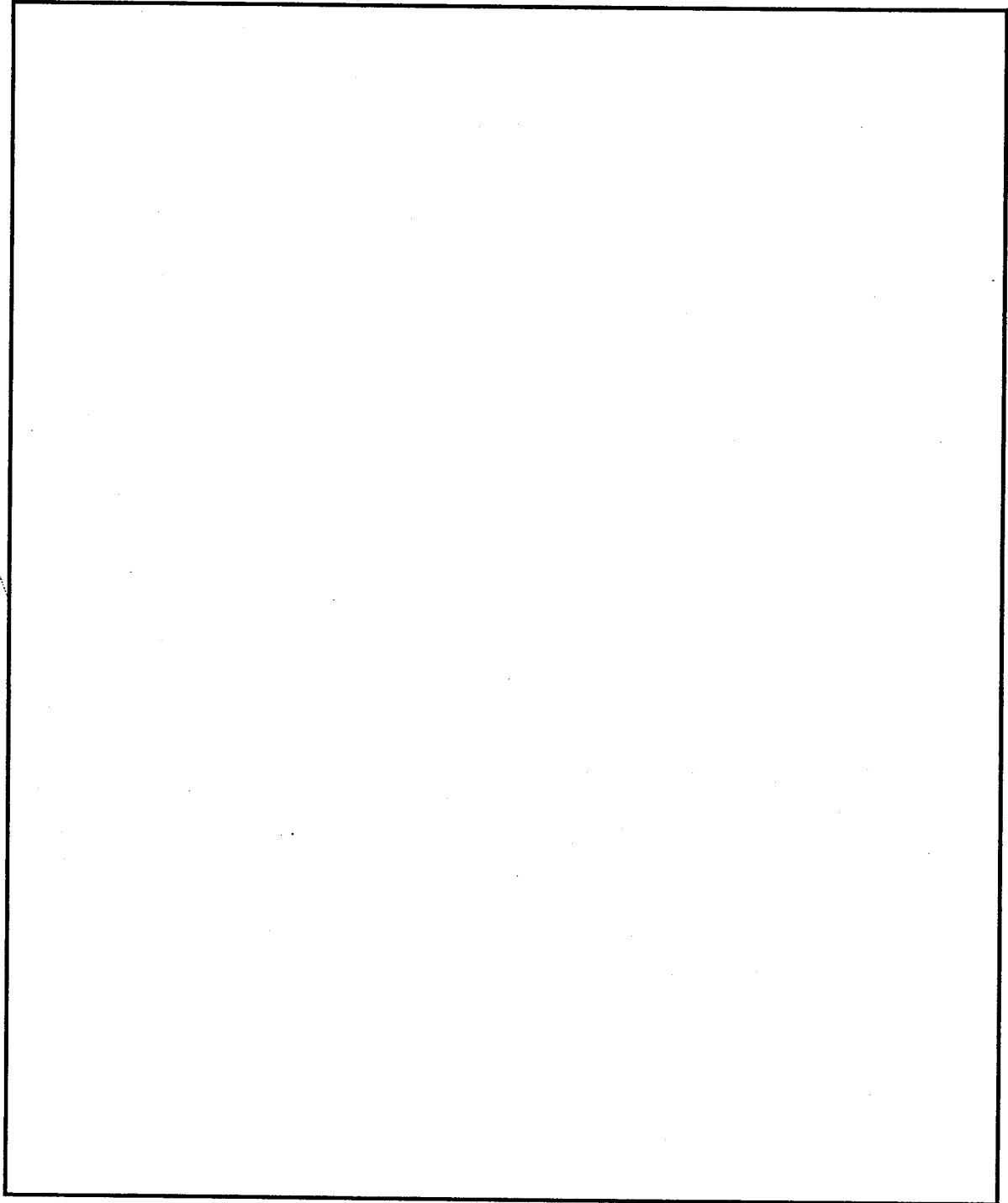
The deployment area was arbitrarily divided into three parts to facilitate tasking and evaluation: Part I - transit of the Atlantic Ocean to and from the deployment area:

(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

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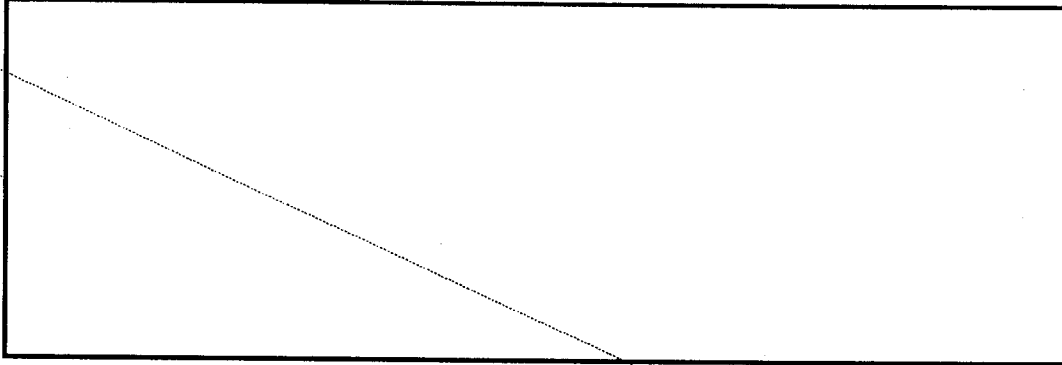
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



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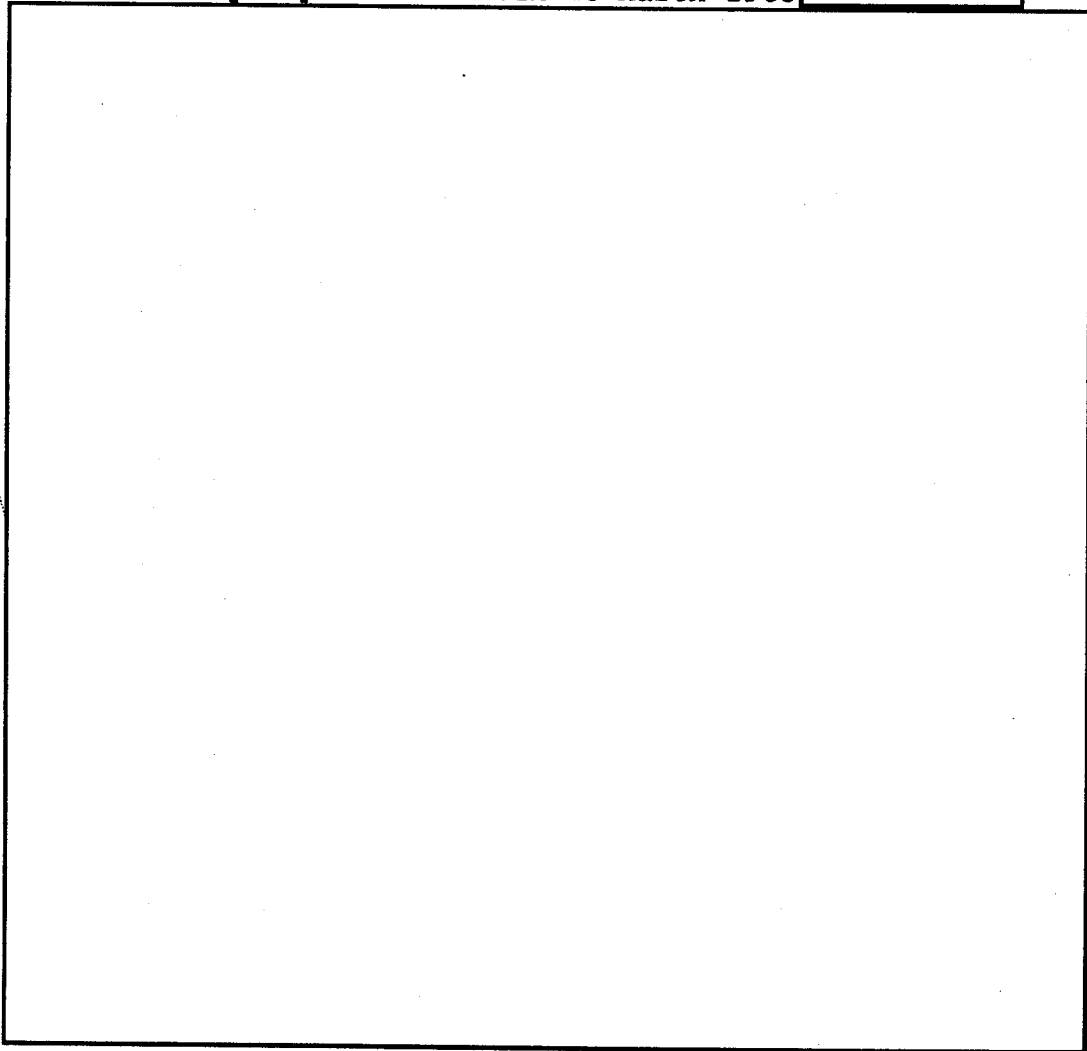
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(b) (1)
(b) (3) - 50 USC 403
(b) (3) - 18 USC 798
(b) (3) - E.O. 11652



THIRD DEPLOYMENT

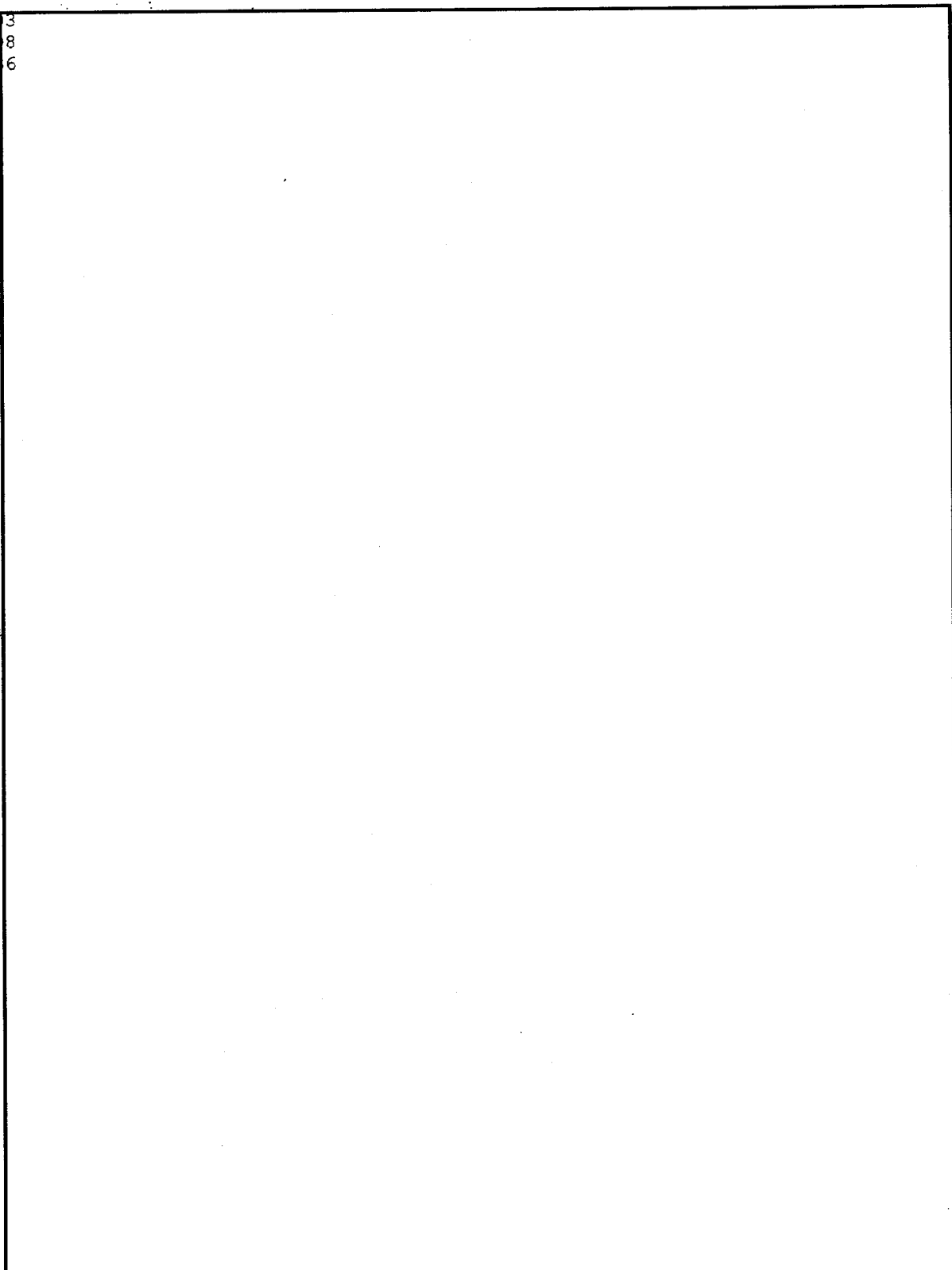
The ship departed Norfolk 23 March 1965



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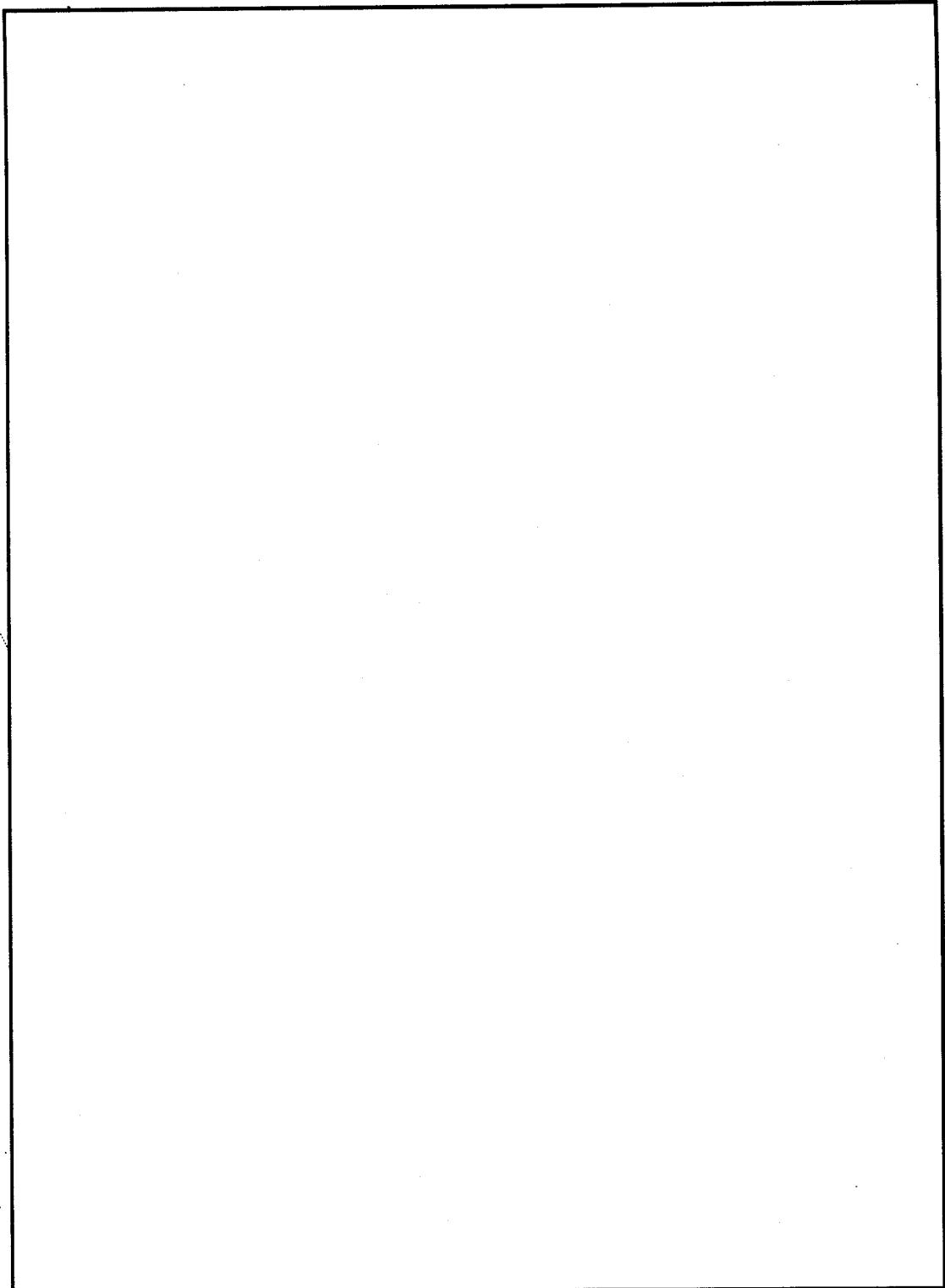
(b) (1)
(b) (2) 50 USC 403
(b) (2) 18 USC 798
(b) (3) -P.L. 86-36



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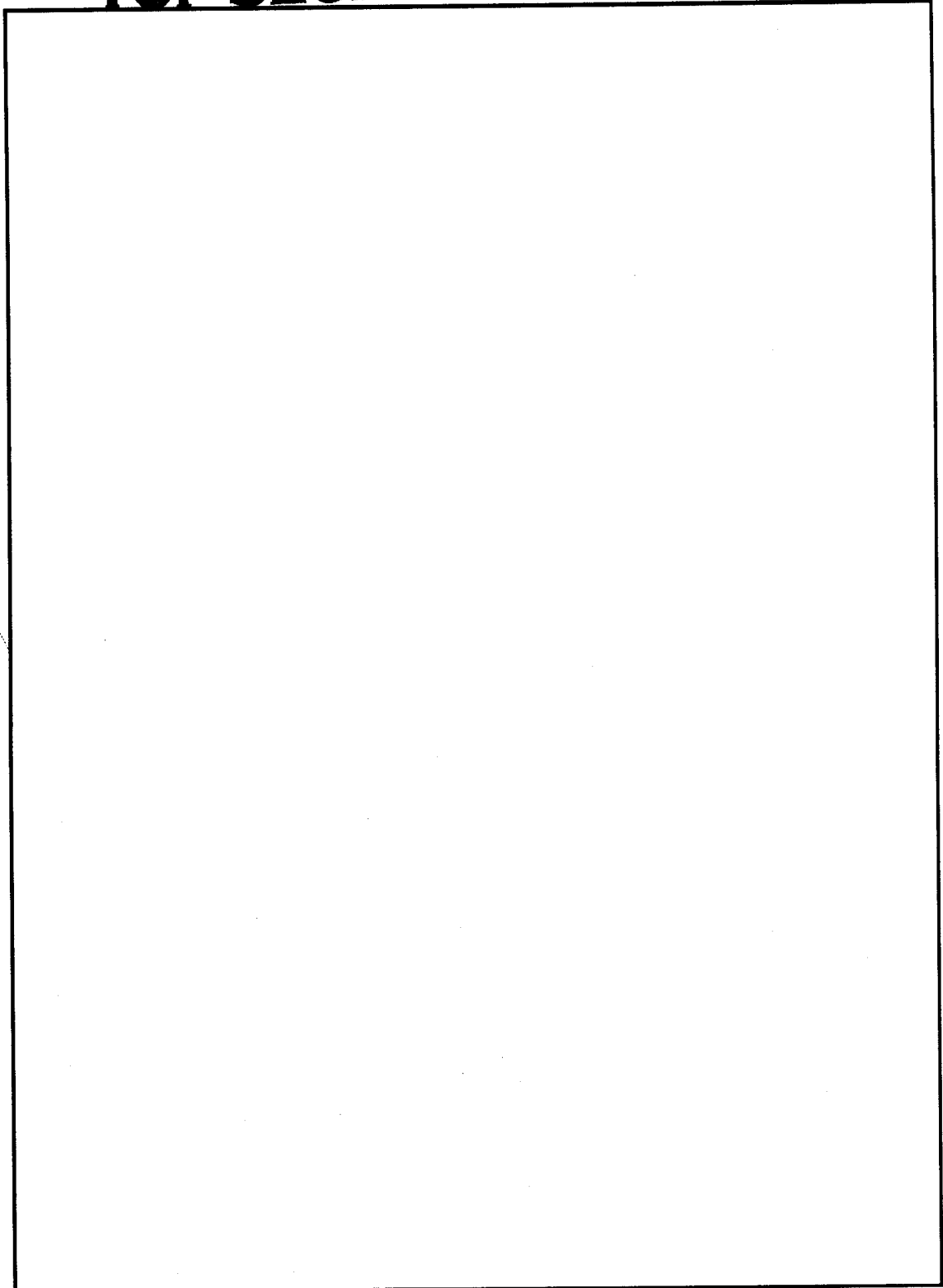
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



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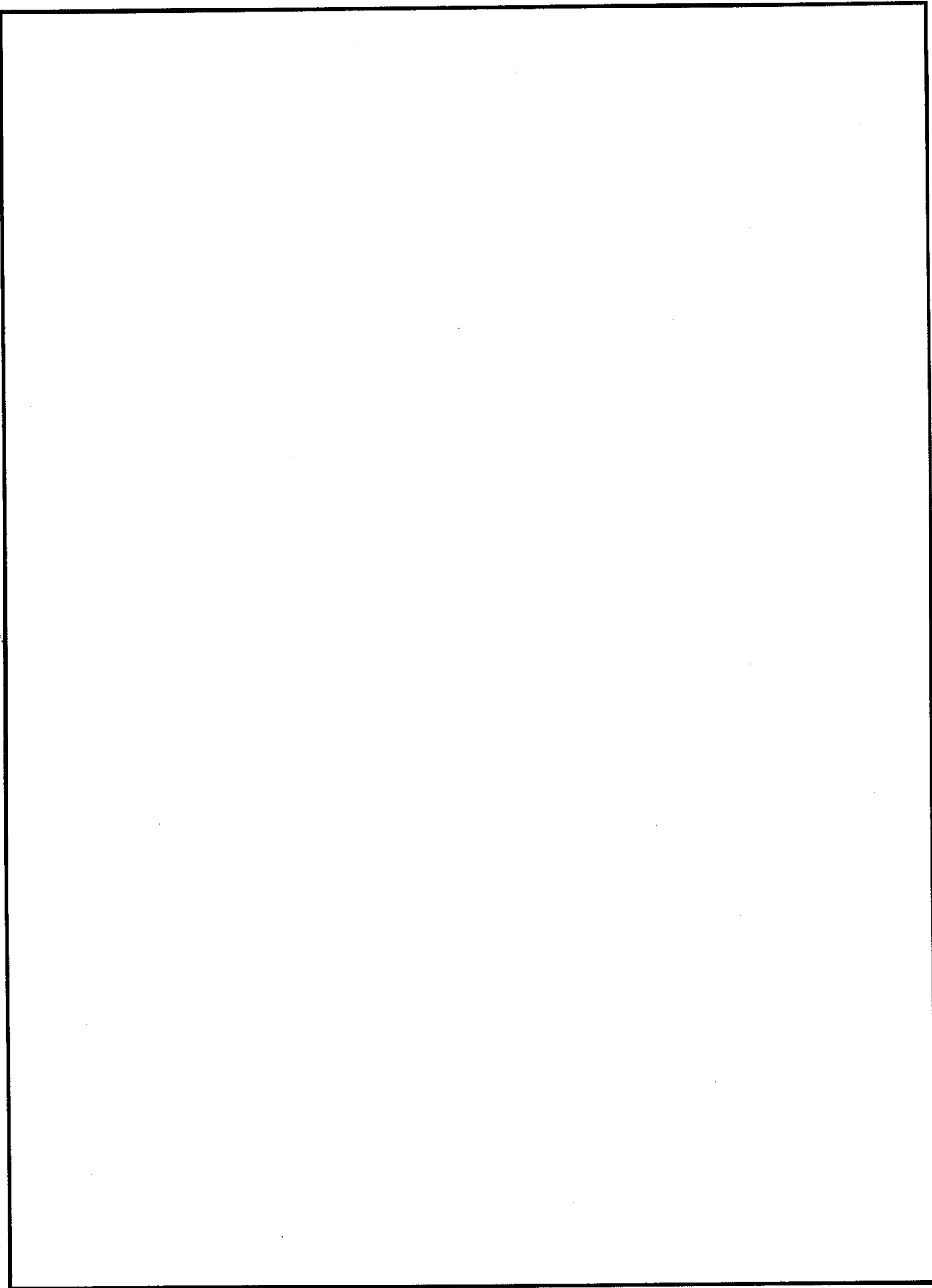
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



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(b) (1)
(b) (1)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



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