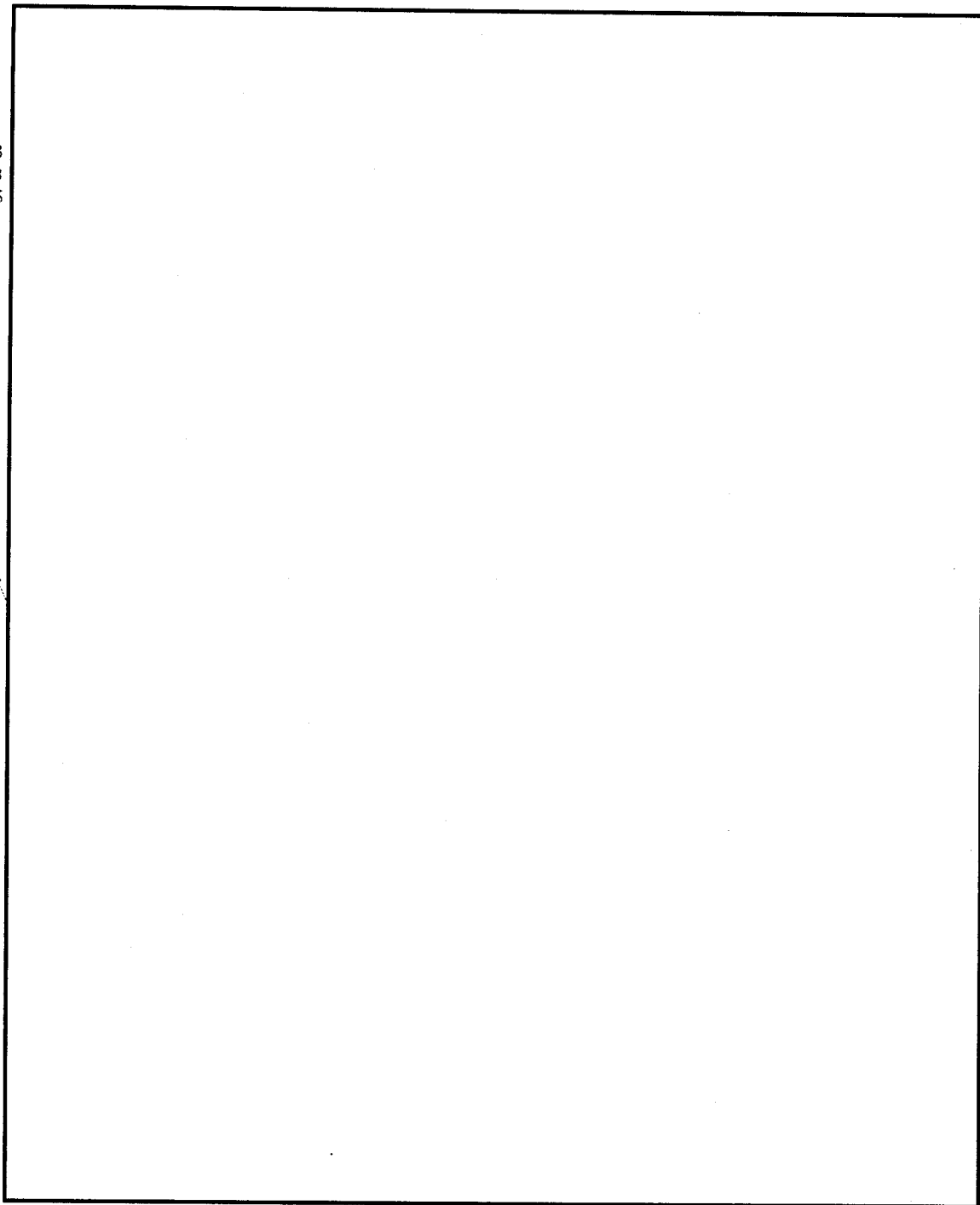


~~TOP SECRET UMBRA~~

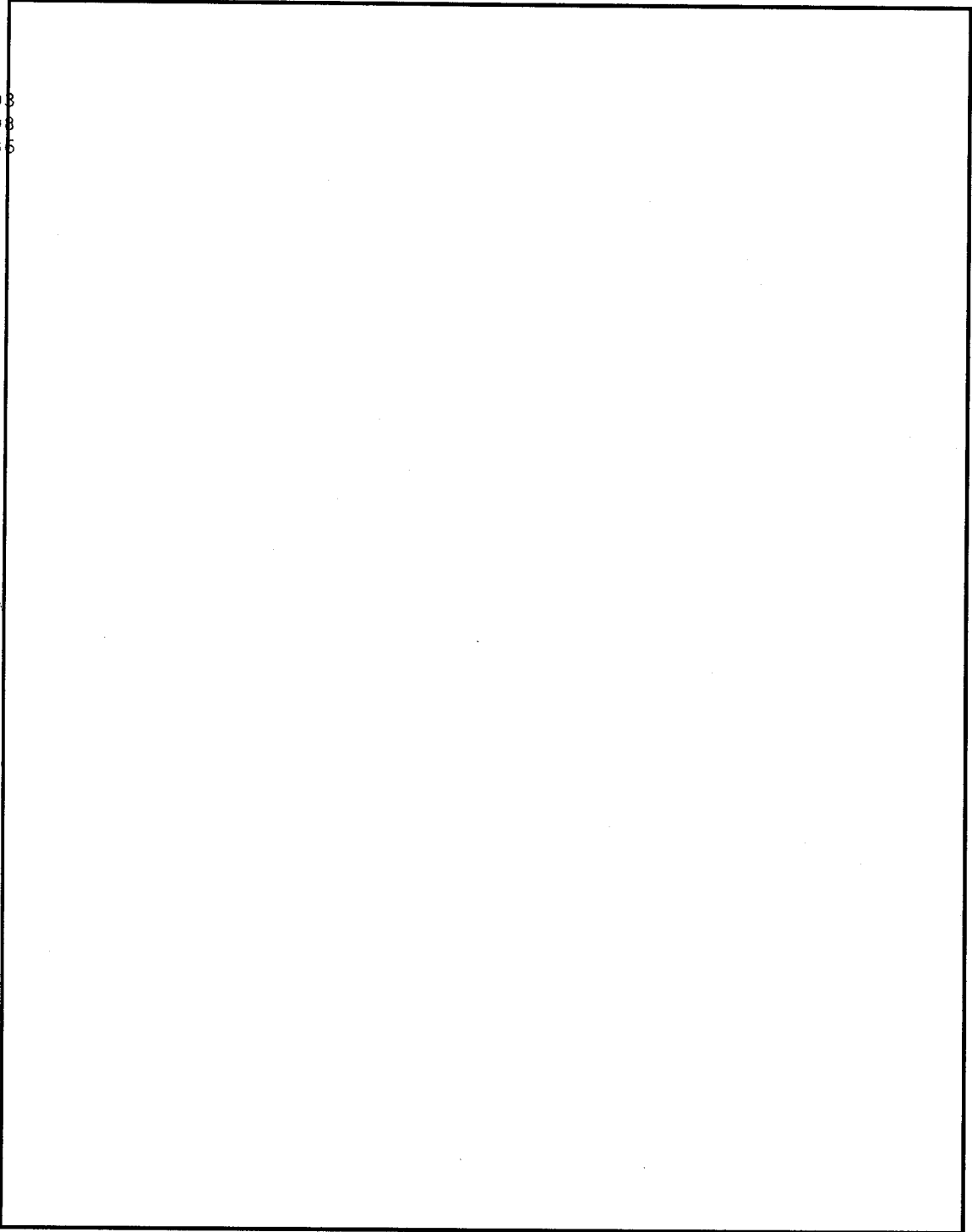
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

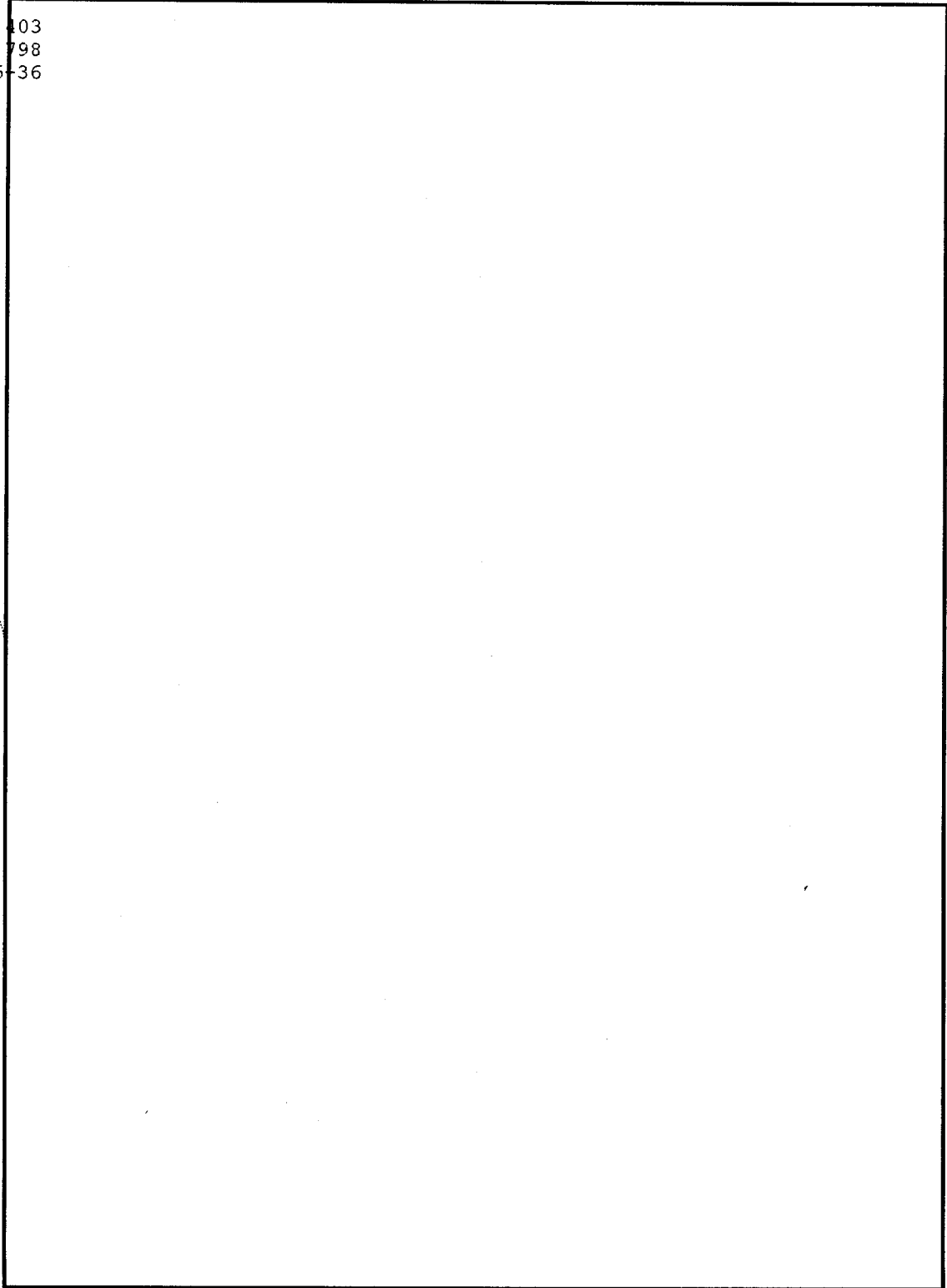
(b) (1)
(b) (3)-50 USC 408
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

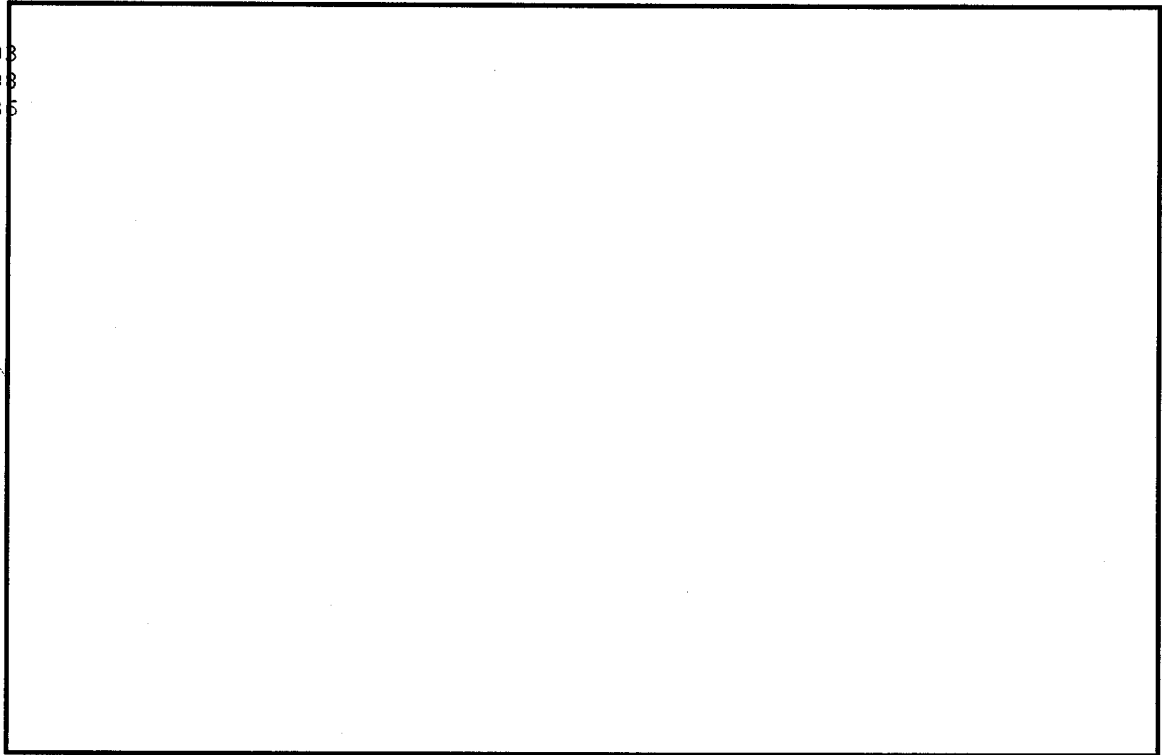
(1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

(b) (1)
(b) (3)-50 USC 408
(b) (3)-18 USC 793
(b) (3)-P.L. 86-36



The JAMESTOWN's operations between January and October 1969 were, primarily routine in nature. On 7 October the ship left Southeast Asia enroute to its annual overhaul at Sasebo. During this period, the decision was made by DEPSECDEF to deactivate all the technical research ships. The ship was then moved from Sasebo to Yokosuka to be decommissioned in mid-December 1969.

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

USS BELMONT [redacted]

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

The USS BELMONT was the first of the Victory type hulls to be converted to a Technical Research Ship. The ship's maximum speed of 18 knots made it more responsive than previous TRSs to situations requiring swift diversion from one operations area to another.

The initial plans provided for 128 enlisted and 6 officer [redacted] personnel. [redacted]

[redacted]

The BELMONT's shakedown cruise to the Caribbean area began on 20 January 1965. Underway training was conducted during daylight hours with the ship returning to Guantanamo each night and on weekends. From 20-26 February, the ship operated in the [redacted] area and returned to Norfolk on 01 March 1965.

FIRST DEPLOYMENT

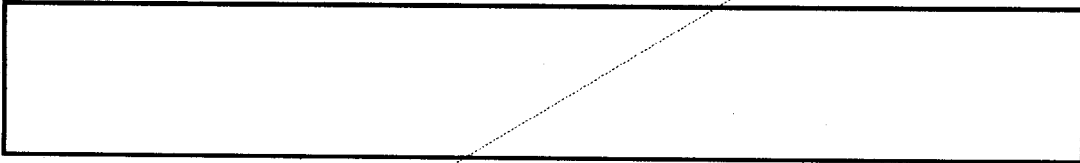
The BELMONT's first full deployment, starting on 26 April 1965, was scheduled for the west coast of [redacted]

[redacted]


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

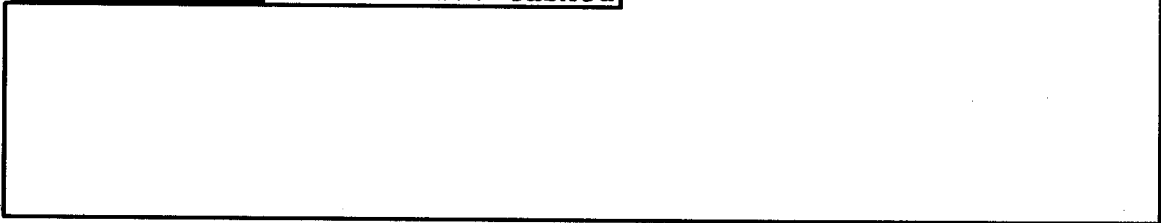
~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~



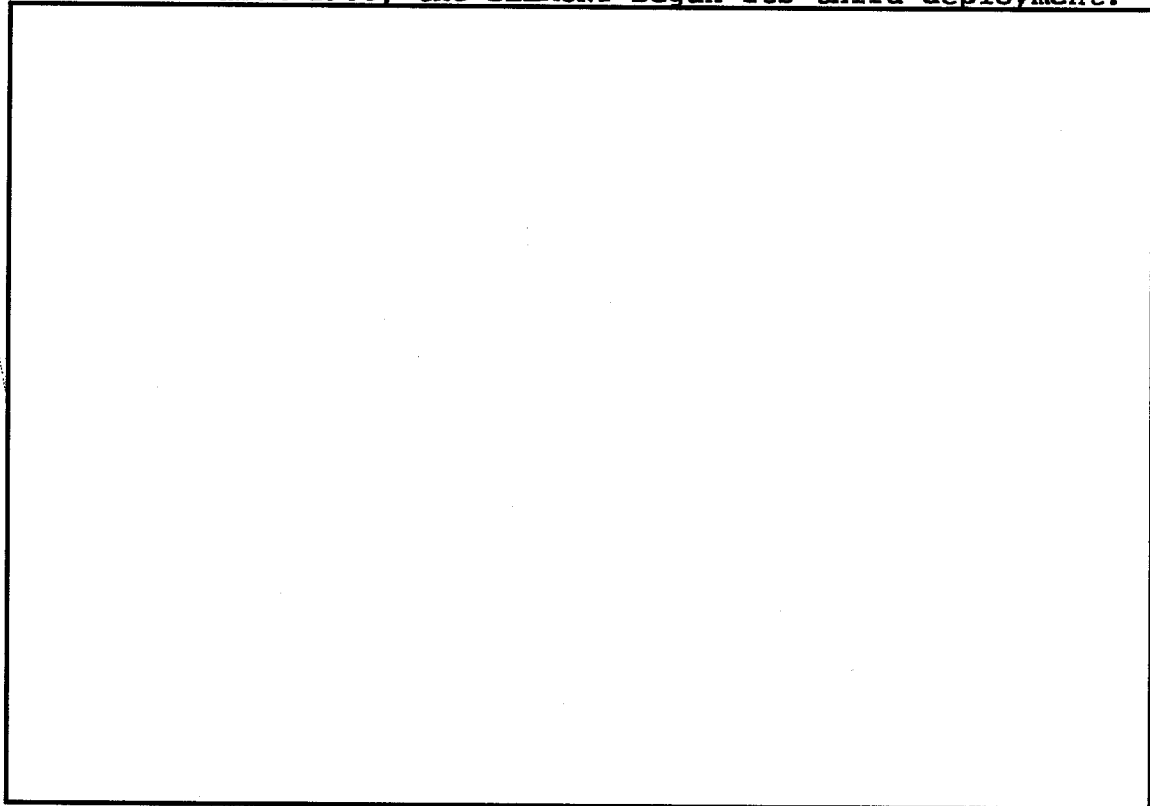
SECOND DEPLOYMENT

In mid-September 1965, the BELMONT deployed to
 where it was tasked



THIRD DEPLOYMENT

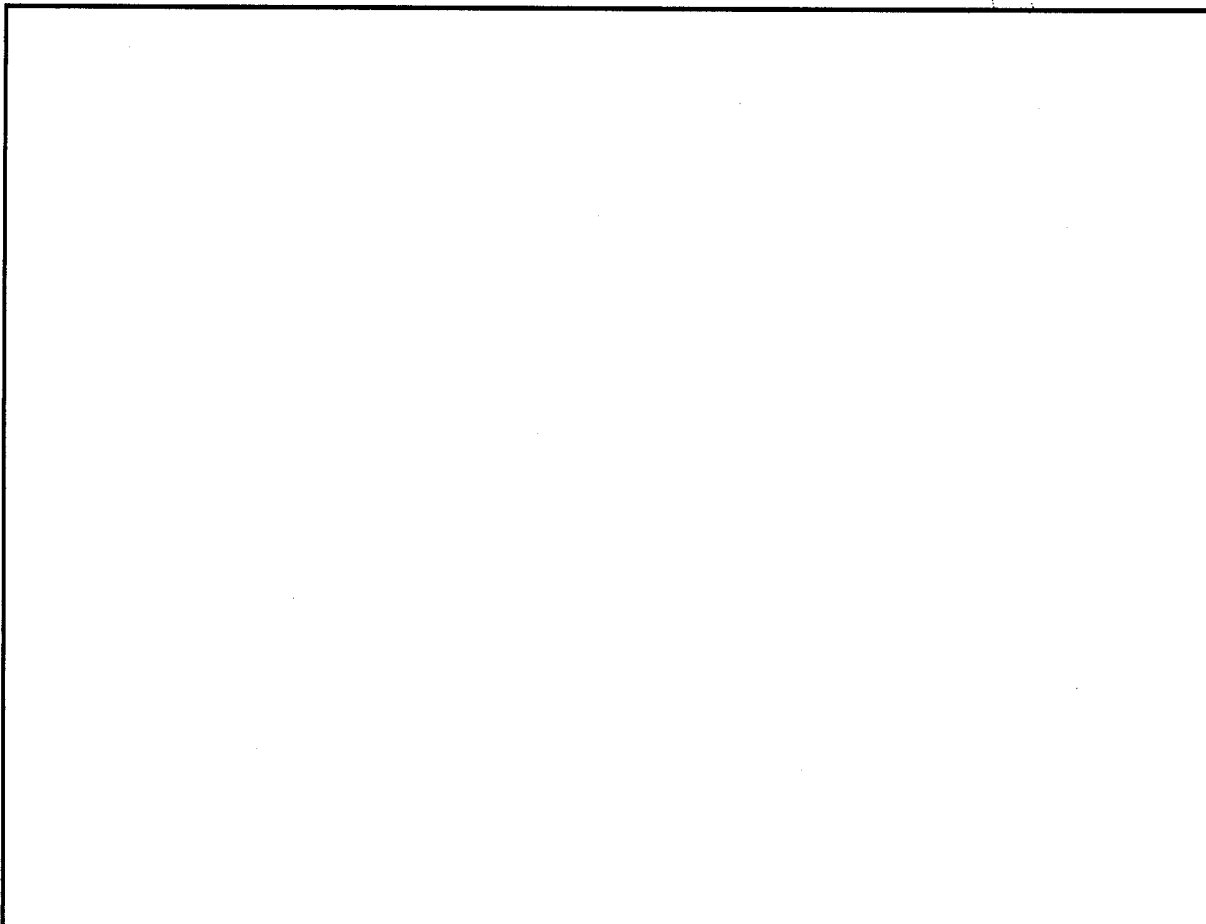
On 16 March 1966, the BELMONT began its third deployment.



~~TOP SECRET UMBRA~~

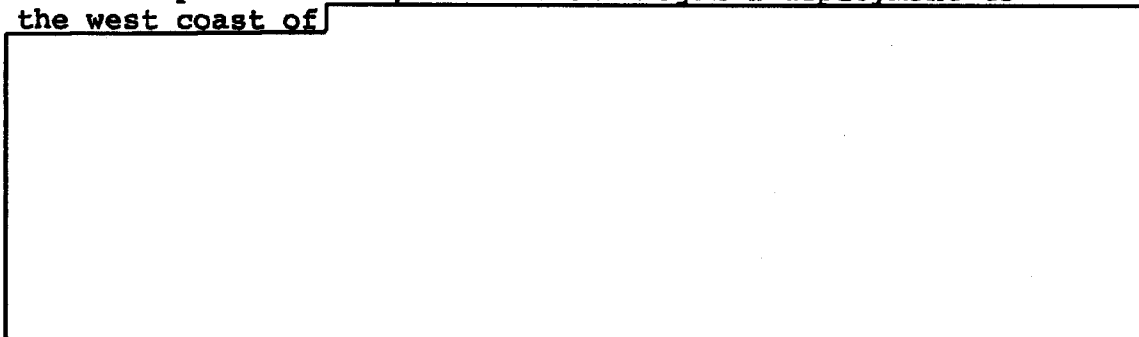
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

~~TOP SECRET UMBRA~~



FOURTH DEPLOYMENT

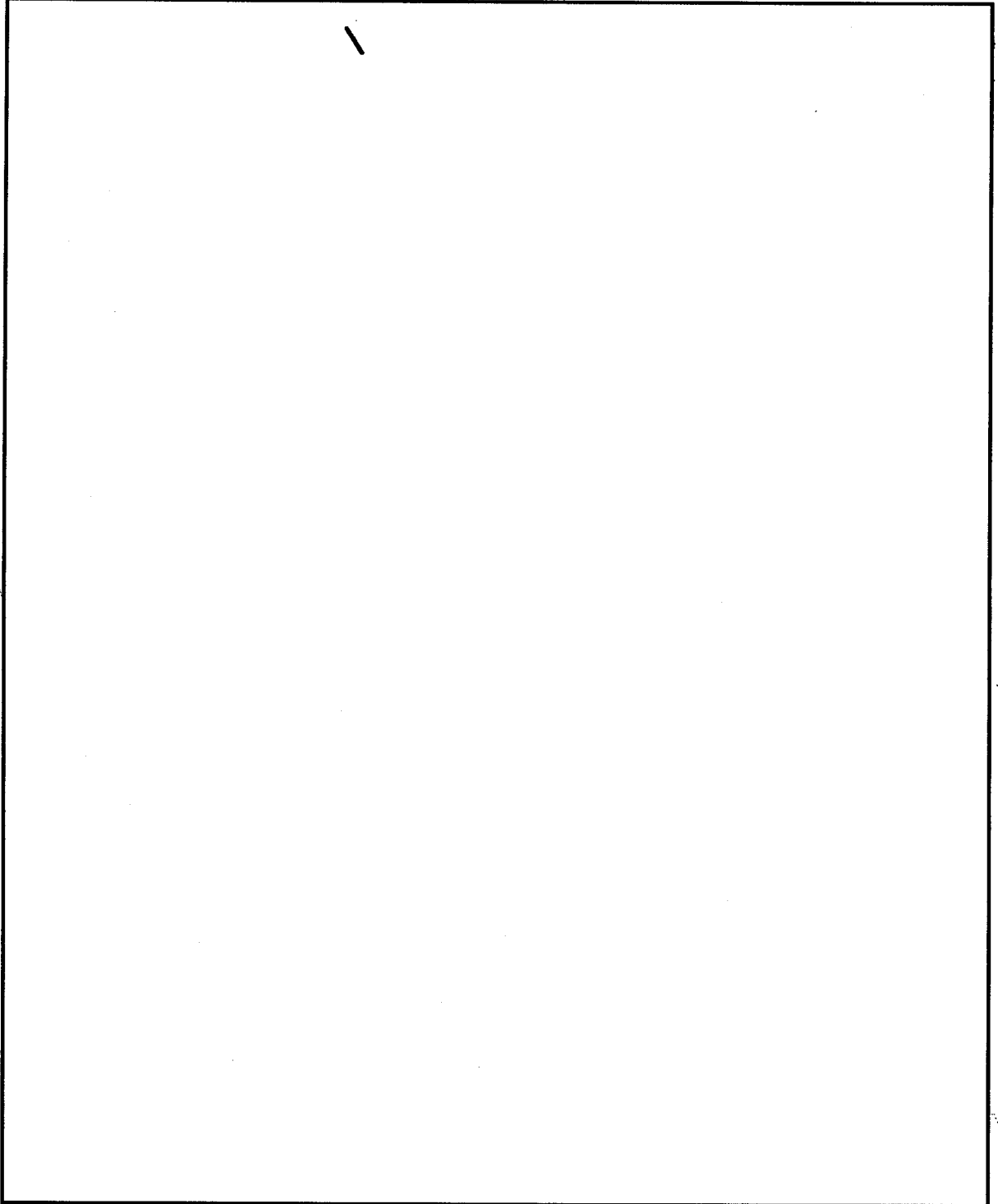
In September 1966, the BELMONT began a deployment to the west coast of



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

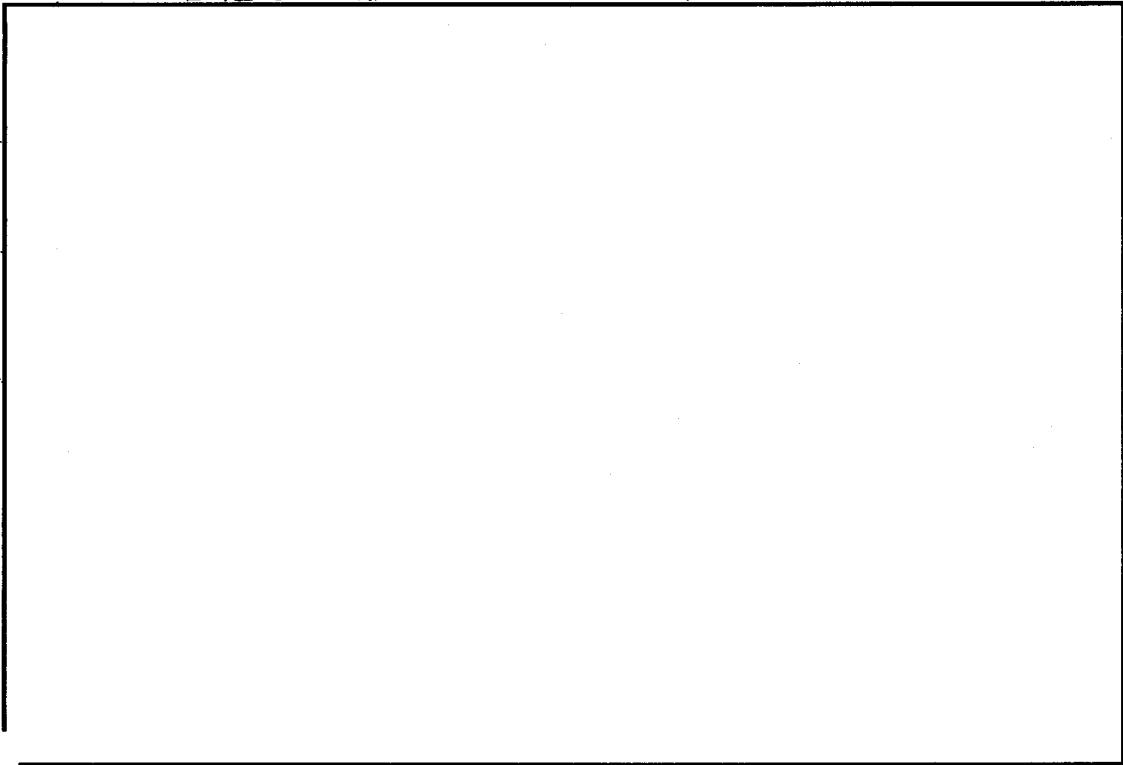
(b) (1)
(b) (3) - USC 403
(b) (3) - USC 798
(b) (3) - P.L. 86-36



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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



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

SEVENTH DEPLOYMENT

The BELMONT did not depart for [redacted] again until mid-1968 due to numerous delays encountered during the ship's yard overhaul period and the need for refresher training for the [redacted] personnel on board. The BELMONT's operations orders were changed several times enroute to West coast [redacted]

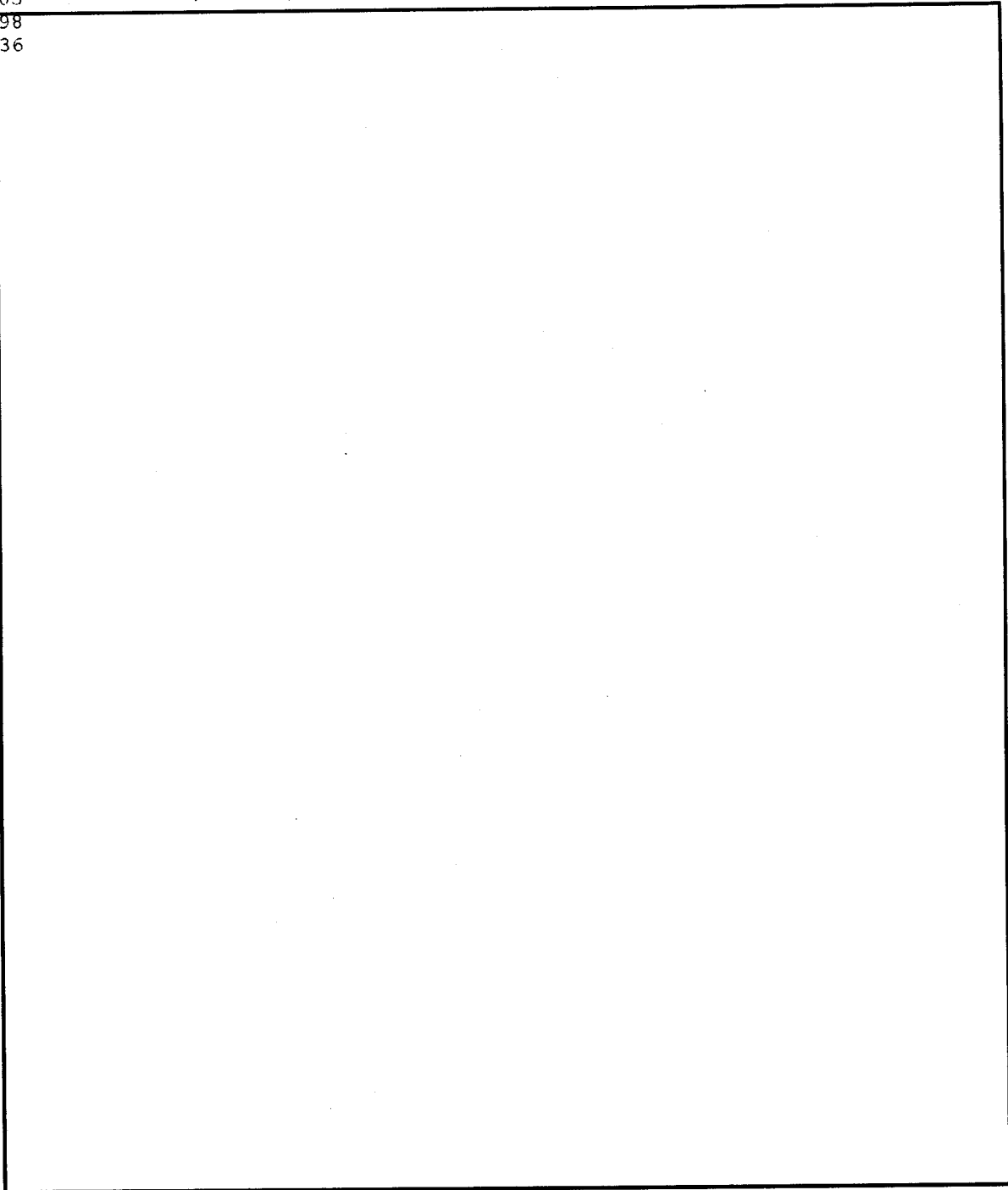


(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

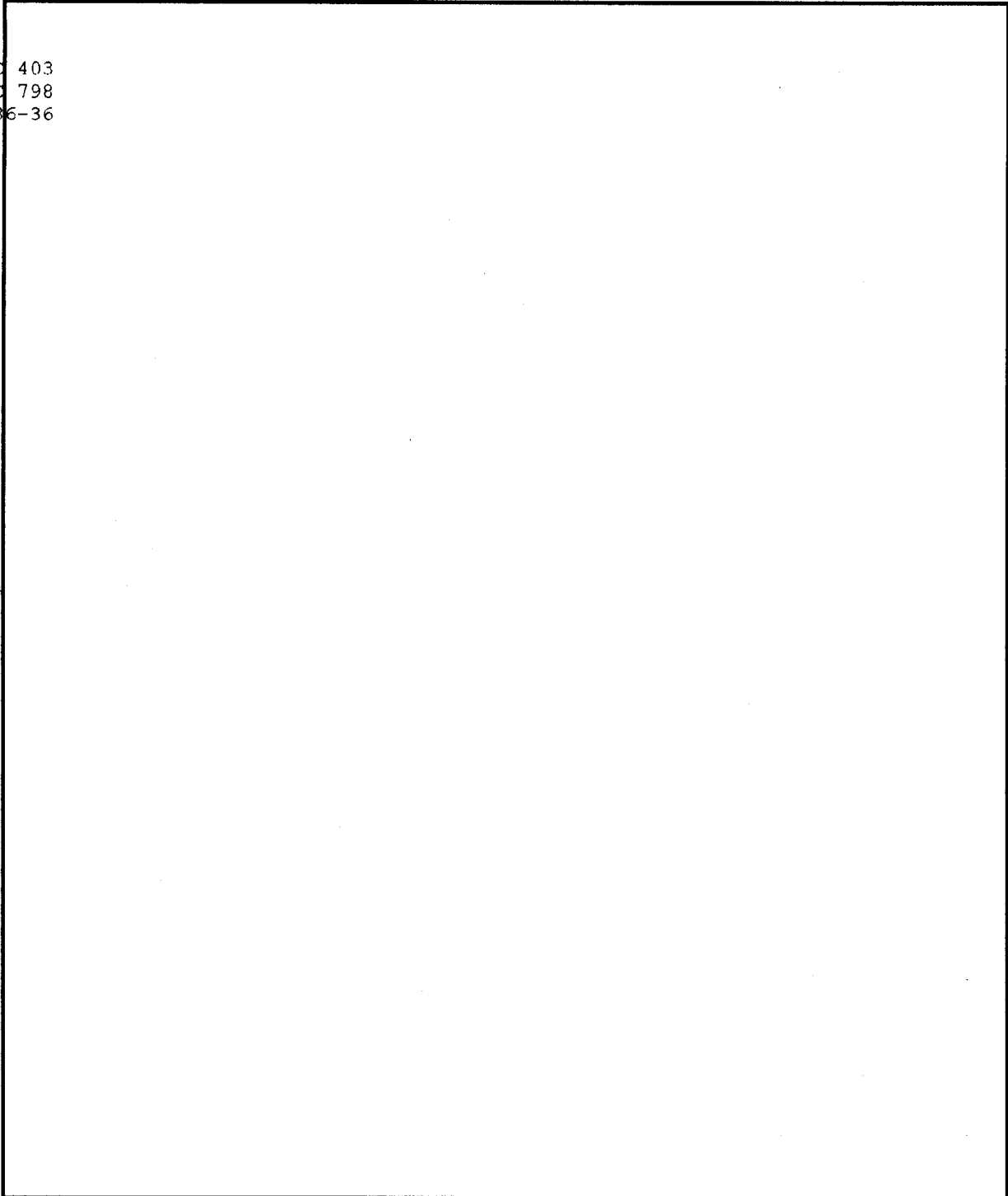
(b) (1)
(b) (1) 50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

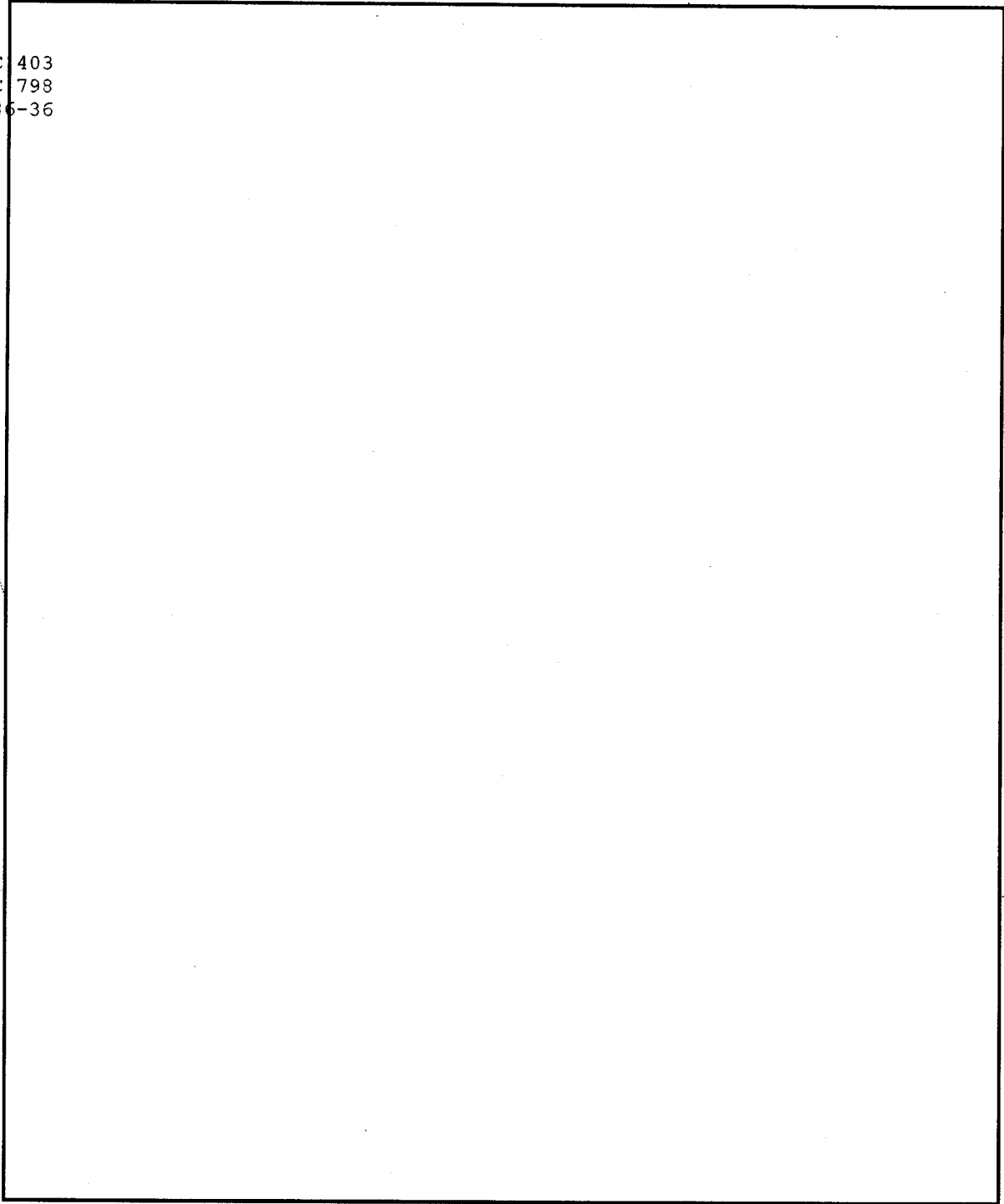
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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



~~TOP SECRET UMBRA~~

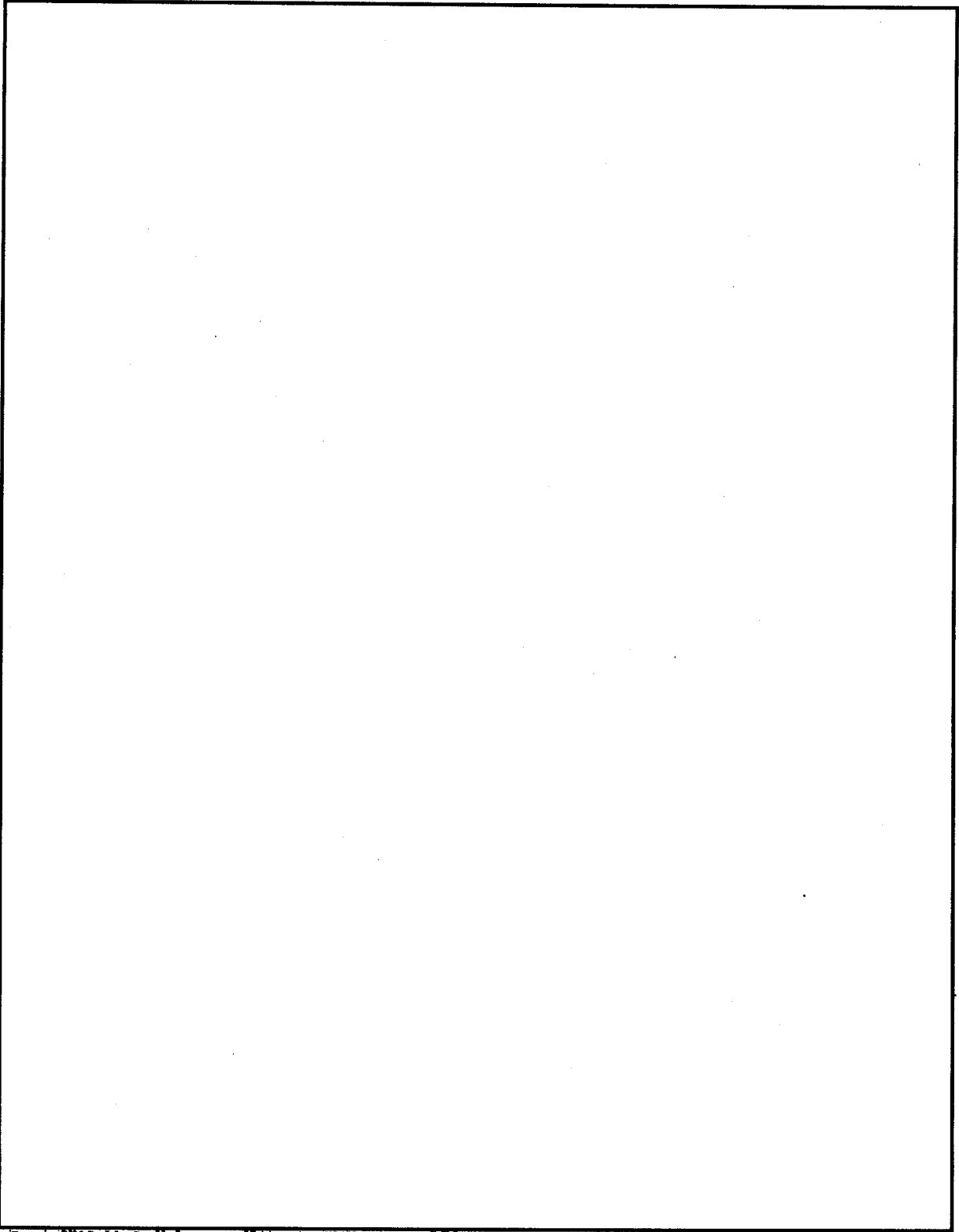
(b) (1)
DOCID: 3042817

REF ID:A450105

(b) (3) -18 USC 798

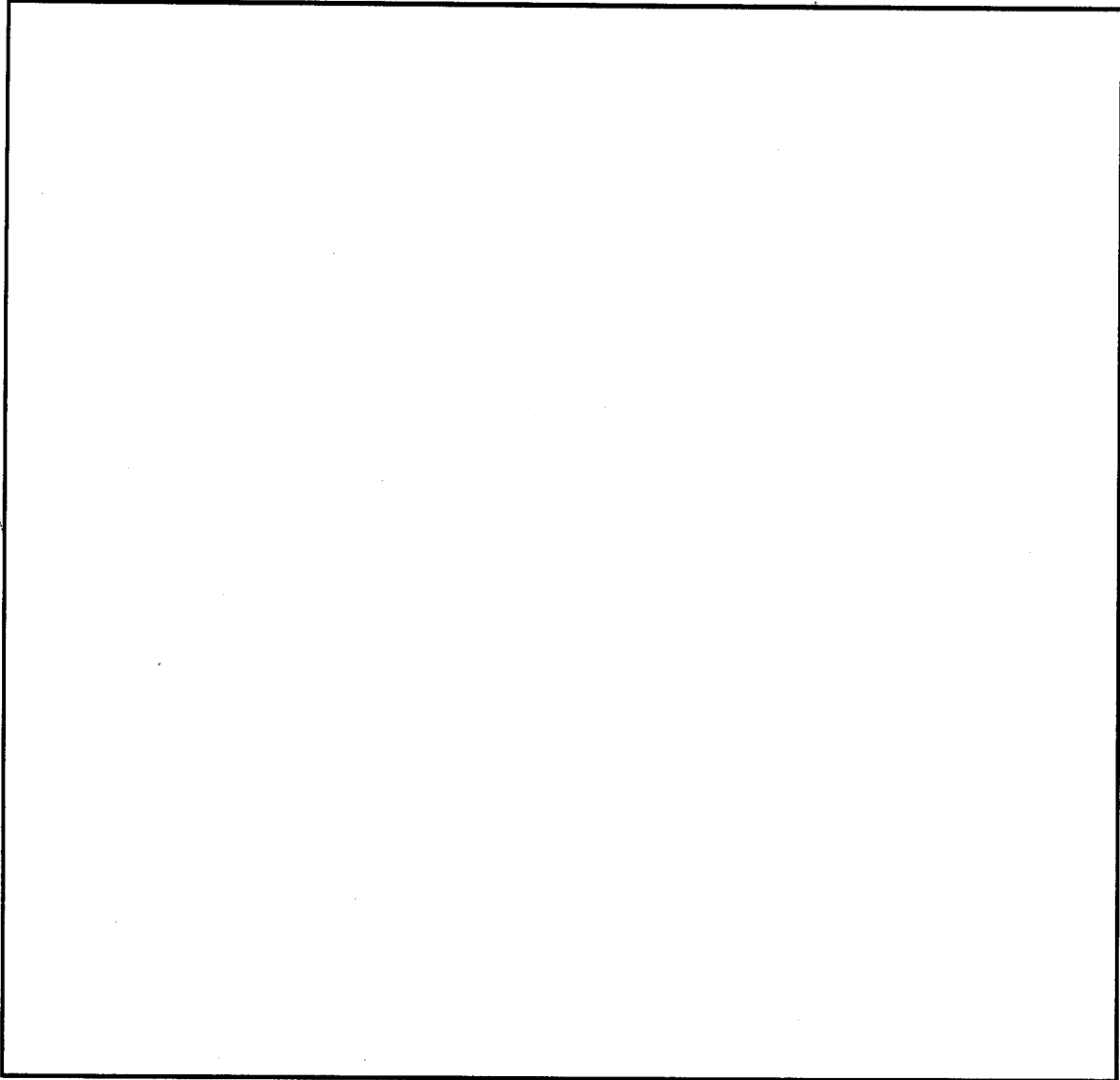
(b) (3) -P.L. 86-36

~~TOP SECRET UMBRA~~



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~



After a brief port call in Rota, Spain the ship departed the Mediterranean enroute Norfolk. On 31 October, the BELMONT arrived in Norfolk where stripping and deactivation procedures began. Deactivation was completed in January 1970.

⁶²
~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

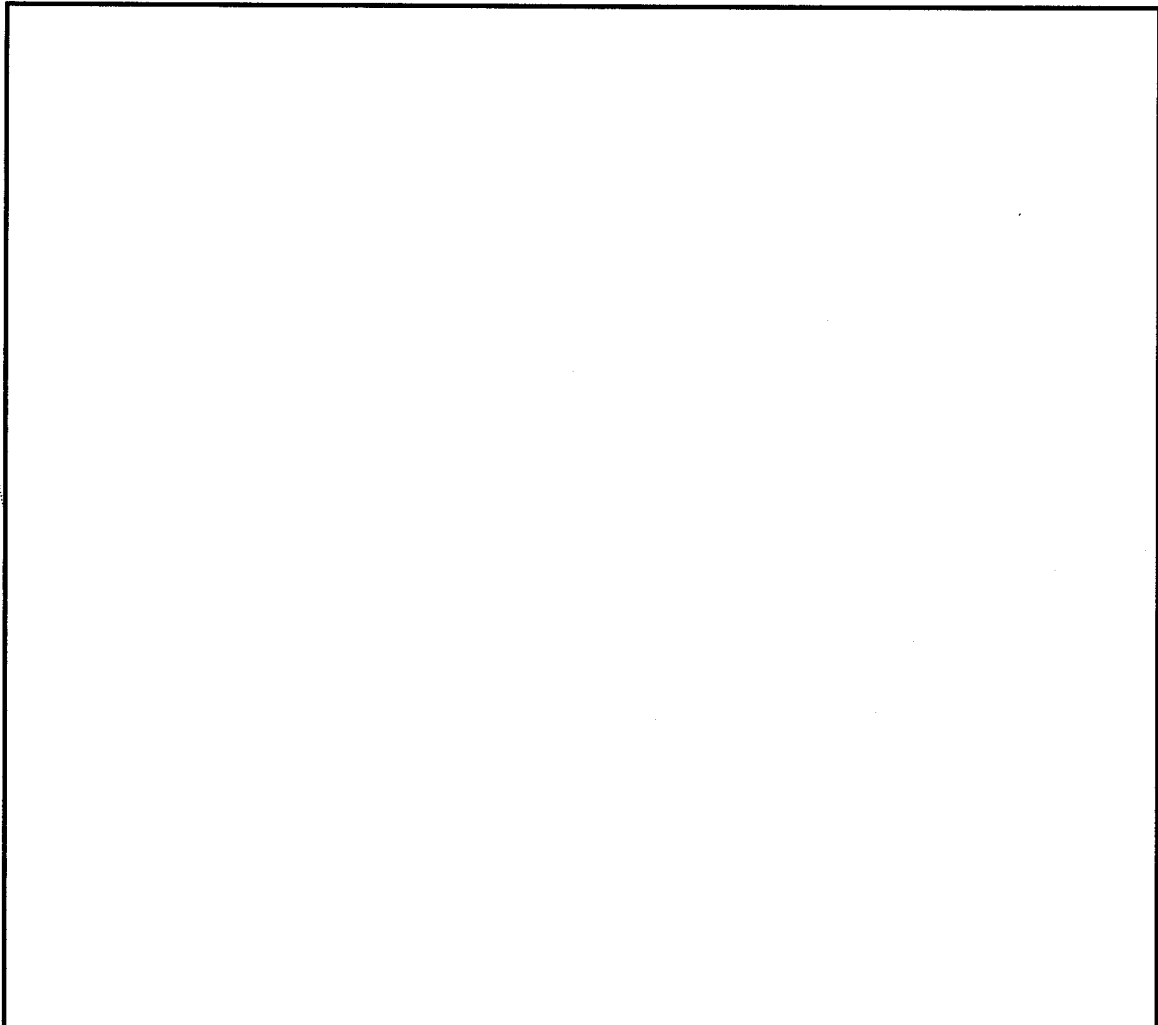
(b) (1)
(b) (3)-50 USC 403
(b) (3)-P.L. 86-36

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

USS LIBERTY [redacted]

On 5 February 1965, the USS LIBERTY, AGTR-5, sailed from the Bremerton shipyard at Washington. The ship transited to Norfolk, Virginia and arrived 25 February to begin preparing for [redacted]

The USS LIBERTY with [redacted] embarked, conducted shakedown operations at Guantanamo Bay between 29 March and 27 April 1965, and then deployed to the west coast of [redacted] from Norfolk on 15 June 1965.



~~TOP SECRET UMBRA~~

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

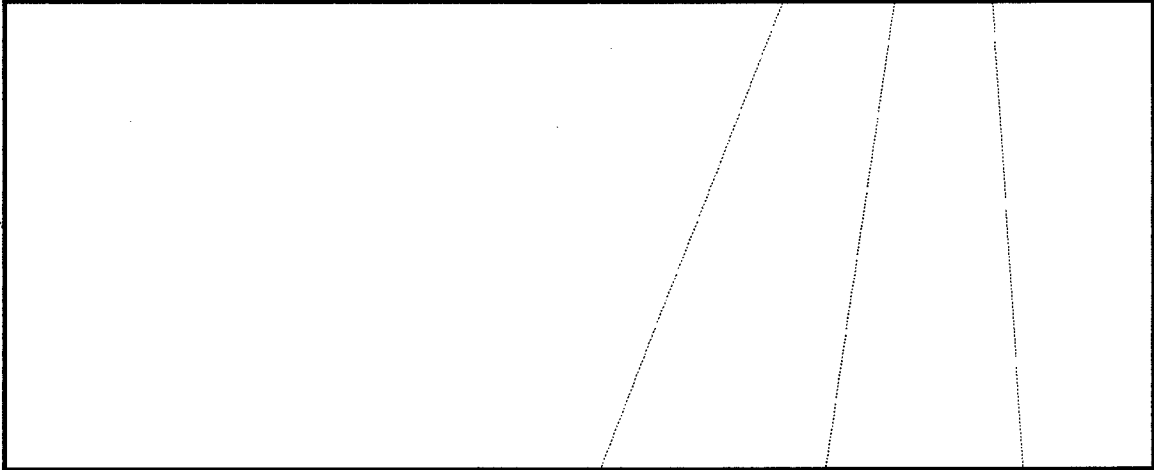
~~TOP SECRET UMBRA~~

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

SECOND DEPLOYMENT TO WEST COAST [redacted]

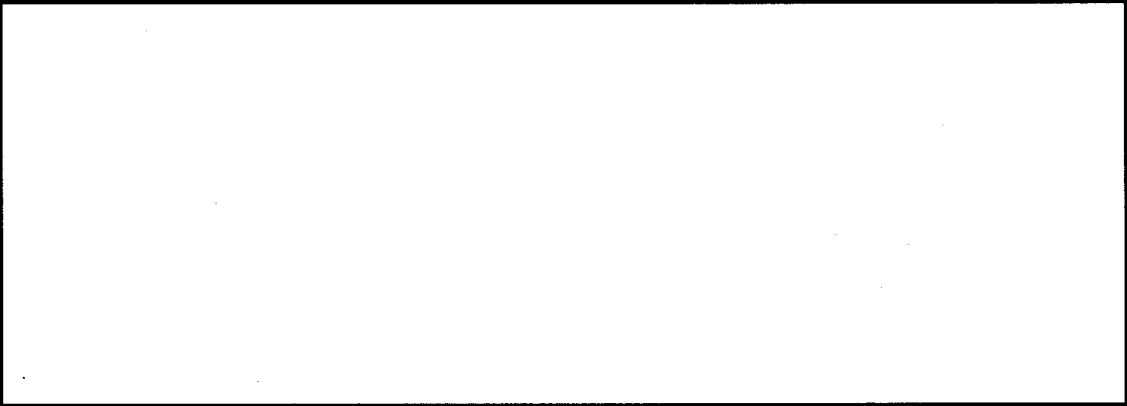
On 3 January 1966, the USS LIBERTY deployed from Norfolk enroute [redacted]

The ship operated [redacted] for approximately 2 months before returning to Norfolk on 21 March 1966.



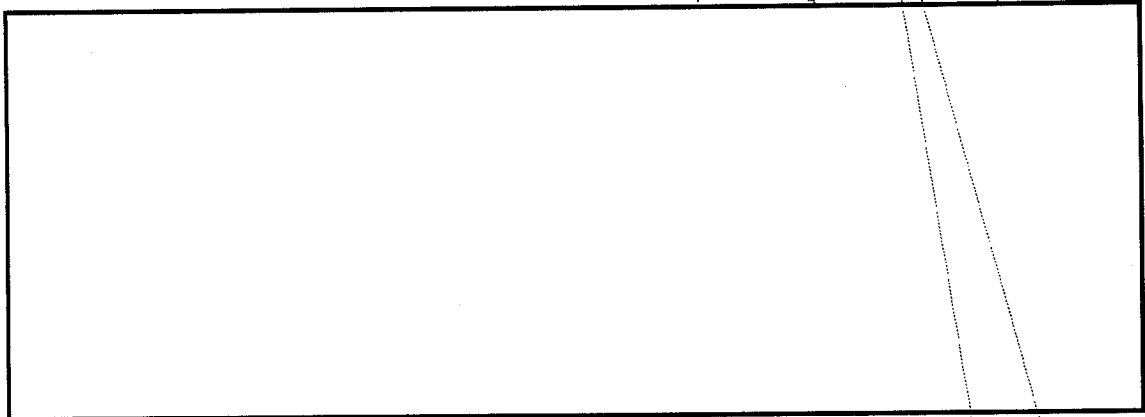
SUBSEQUENT DEPLOYMENTS TO WEST COAST [redacted]

On 31 May 1966, the USS LIBERTY sailed from Norfolk to begin her third deployment to the west coast of [redacted]. This mission, which lasted until 30 August 1966, was conducted [redacted]



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

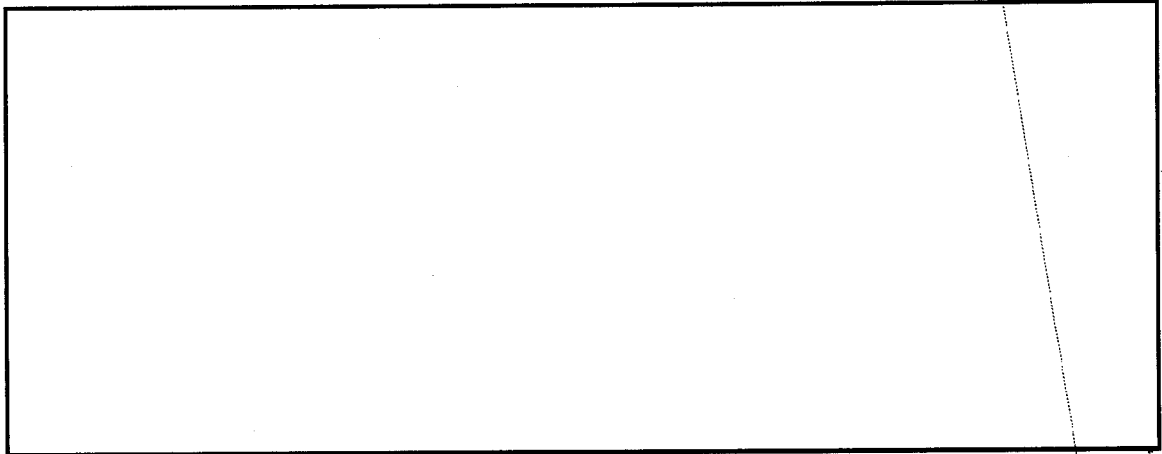


The LIBERTY returned to Norfolk on 28 February 1967 for upkeep.

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

FINAL DEPLOYMENT

On 3 May 1967, the LIBERTY sailed from Norfolk to the west coast of



On 8 June, the ship was attacked by Israeli torpedo boats and fighter jets. Serious damage was sustained by the ship and casualties were high. The ship was subsequently towed to Malta to undergo temporary repairs and later to the U.S. where she remained out of commission until the end of the



~~TOP SECRET UMBRA~~

(b) **DOCID: 3042817**

REF ID: A450105

(b) (3) -50 USC
403

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

~~**TOP SECRET UMBRA**~~

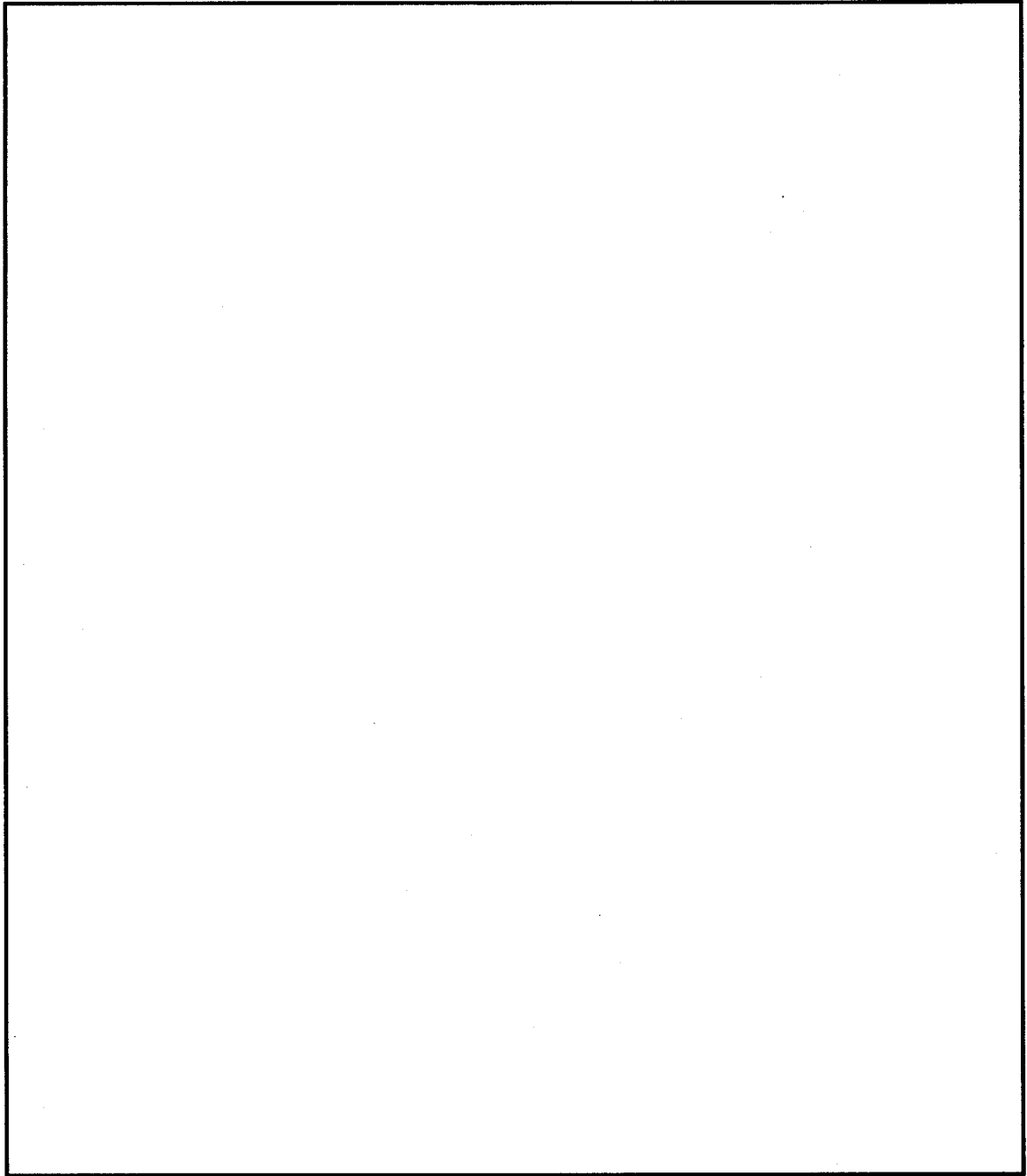
(b) (1)

(b) (3) -50 USC 403

(b) (3) -18 USC 798

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

USNS VALDEZ



~~**TOP SECRET UMBRA**~~

~~TOP SECRET UMBRA~~

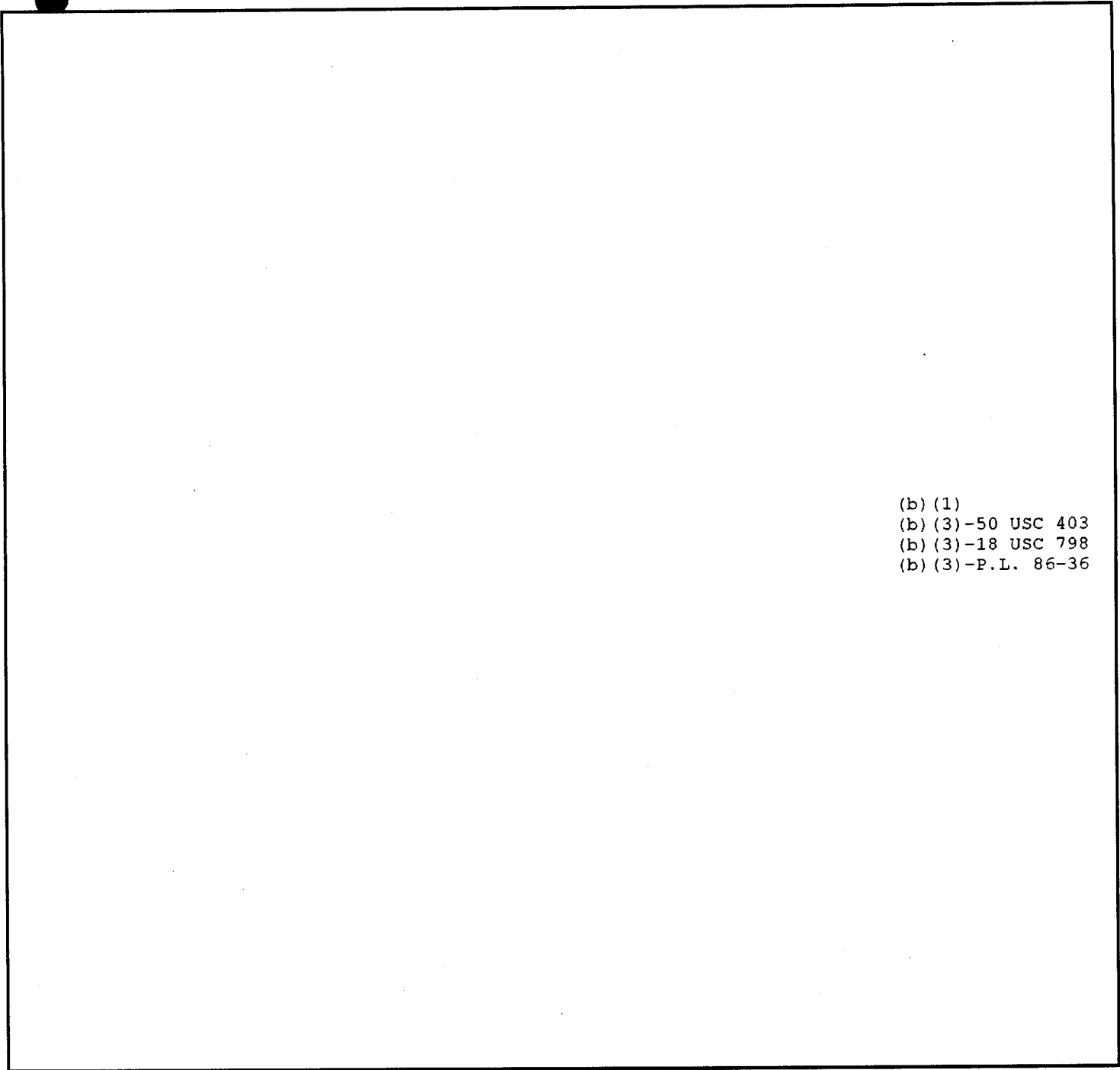
EXTENSION OF THE USNS VALDEZ

The USNS VALDEZ was originally slated to be phased out in 1964. As the time for inactivation approached, and prospect of losing the ship became more apparent, strong voices were heard in favor of extending the ship. The basic rationale for the proposal was as follows: TRSs 2 and 3 which were programmed for commissioning by the end of calendar year 1963 would not become operationally available until late FY64. At that time, the VALDEZ, MULLER and ROBINSON were due for deactivation; this left only 3 TRSs to be applied to all existing requirements. TRSs 4 and 5, programmed for December 1964 would not be operationally available until mid-1965, besides, it was believed

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

~~TOP SECRET UMBRA~~

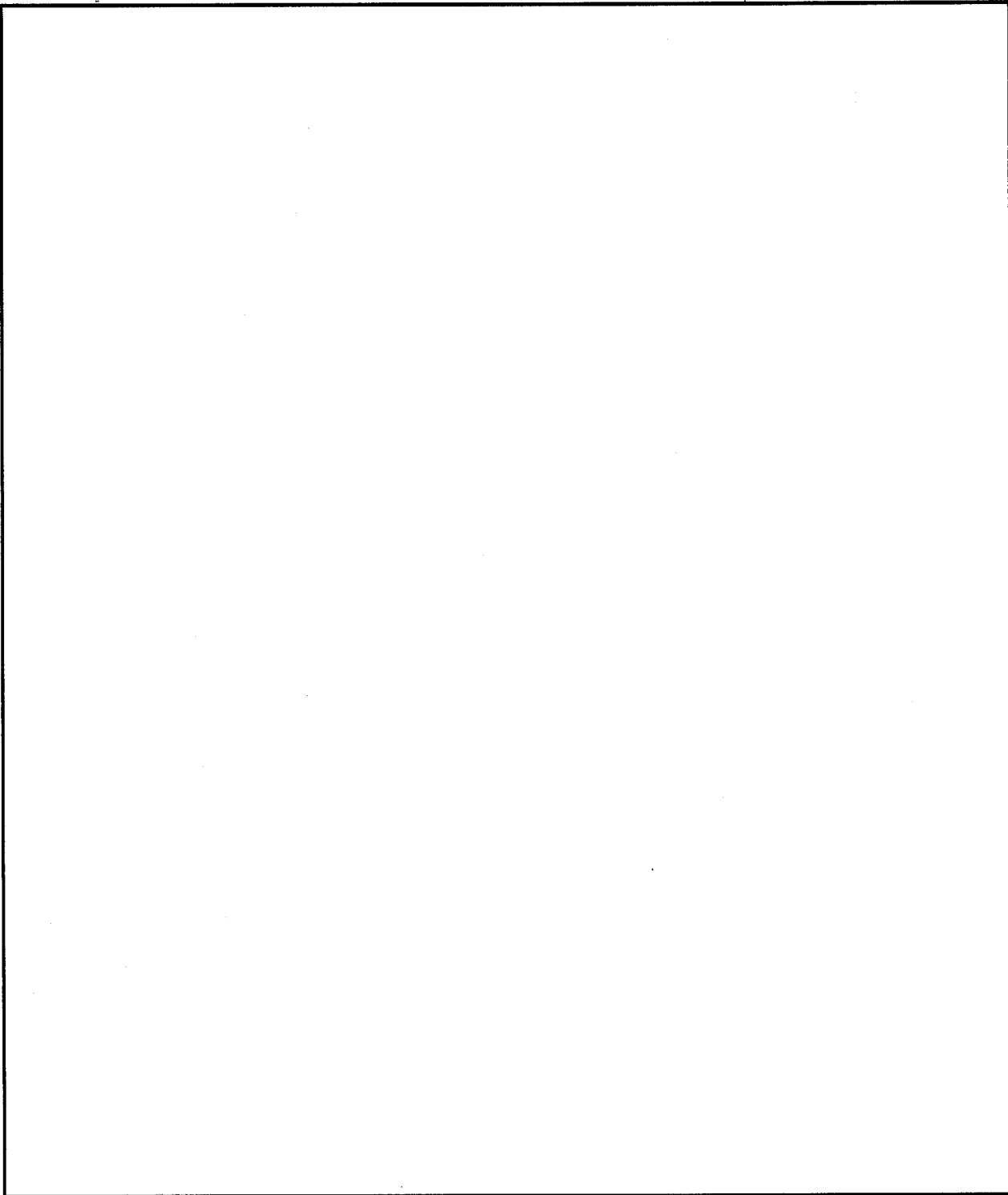
~~TOP SECRET UMBRA~~



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

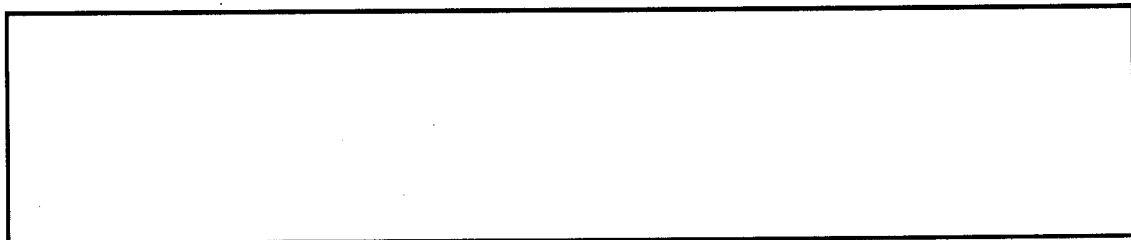
~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~



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

~~TOP SECRET UMBRA~~

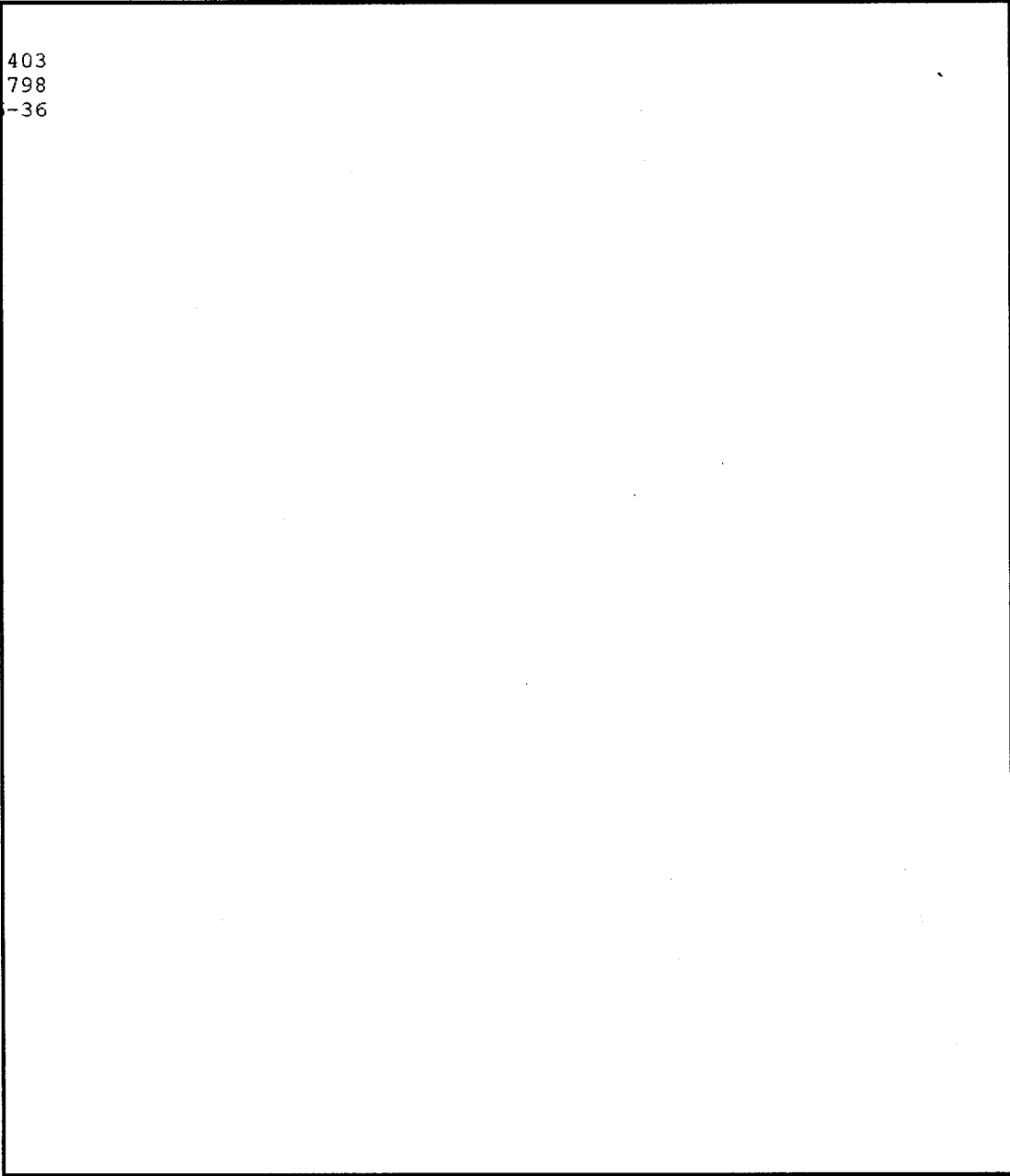
~~TOP SECRET UMBRA~~

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

After annual overhaul in Capetown, South Africa
(24 January - 26 February 1964) the ship deployed to



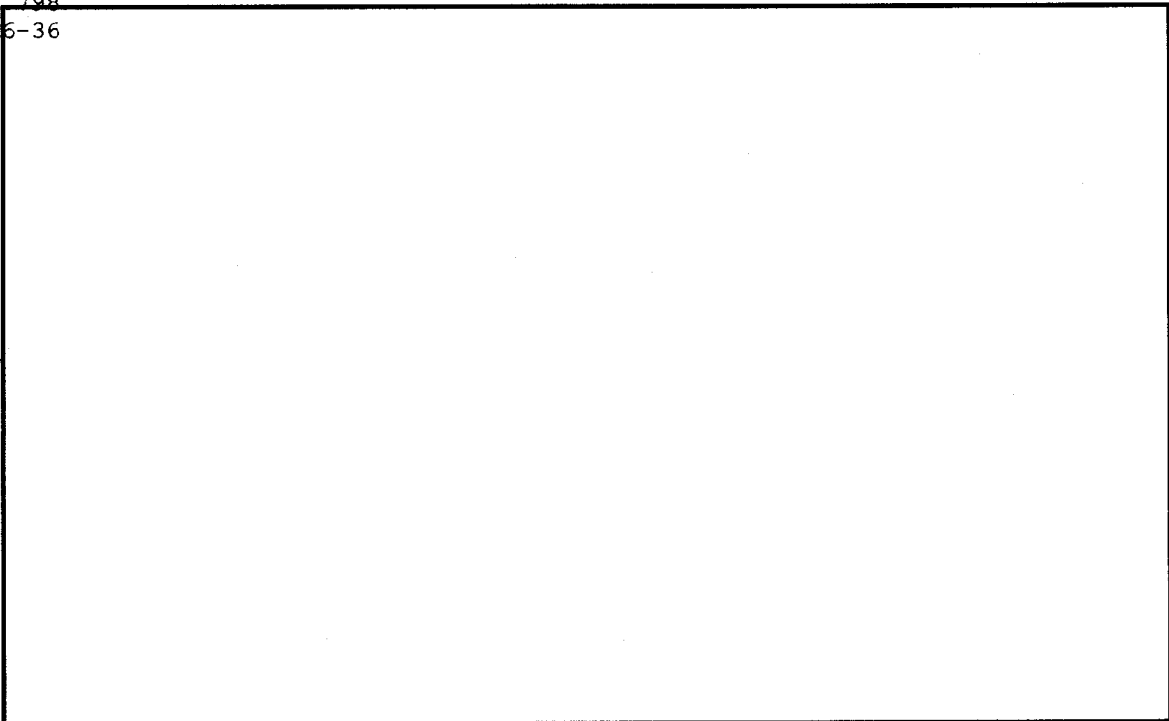
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



71
~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

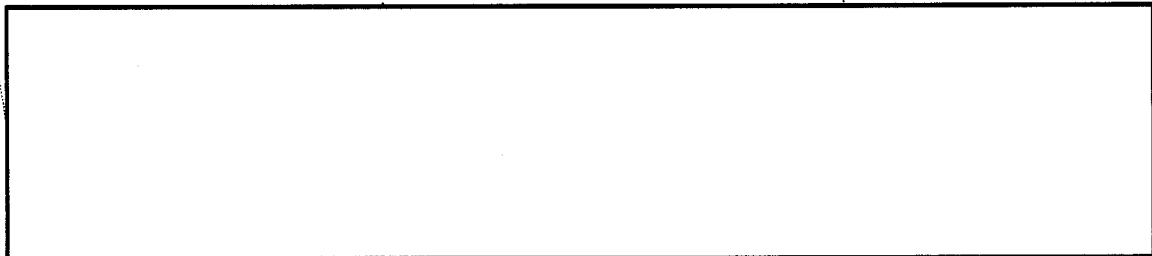
- (b) (1)
- (b) (3)-50 USC 403
- (b) (3)-18 USC 798
- (b) (3)-P.L. 86-36



The VALDEZ deployed once again to east coast on 3 January 1967 and remained there until 8 April when she began her transit through the Suez Canal to the Mediterranean enroute CONUS.

VALDEZ REHABILITATION PLANNING

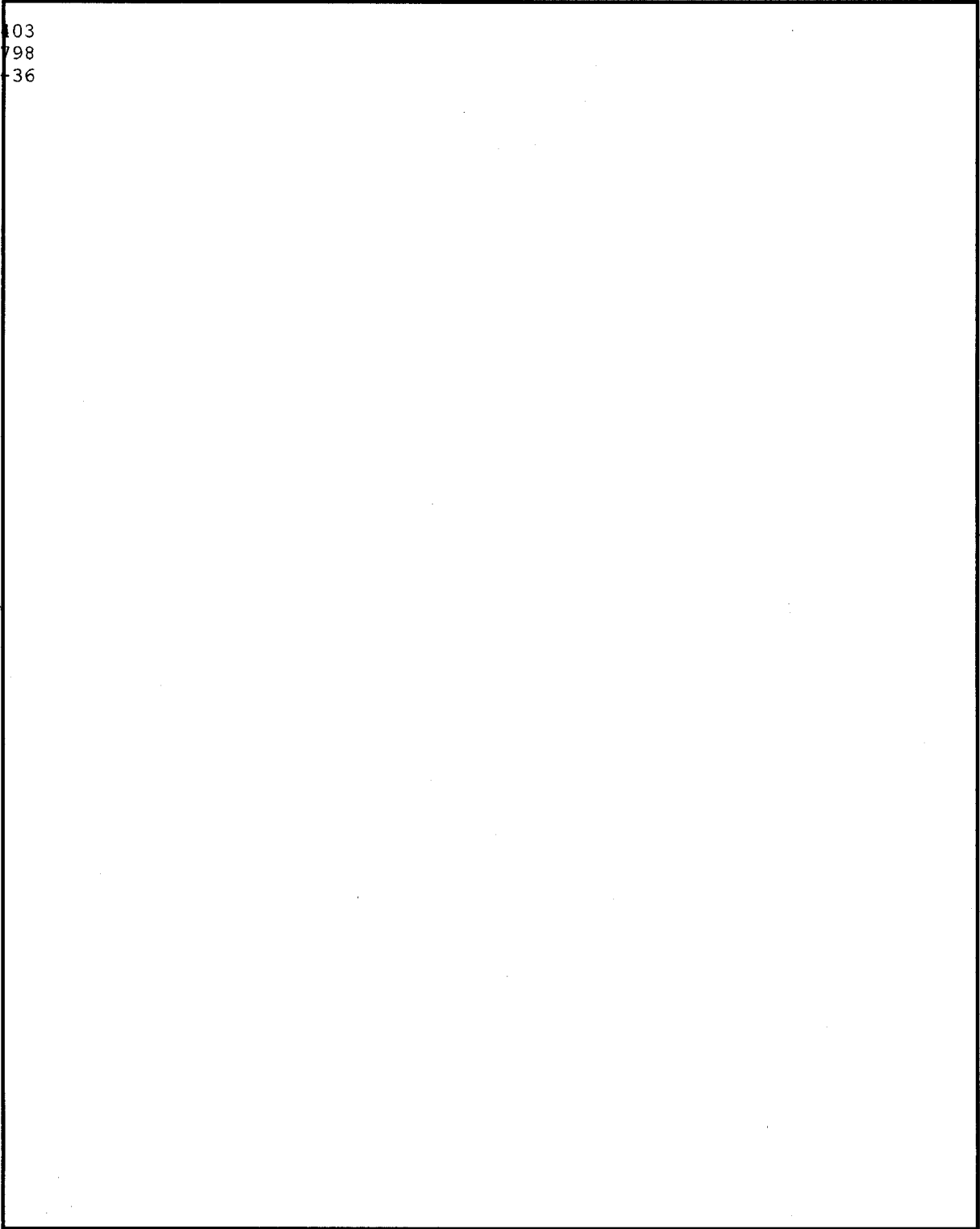
The VALDEZ, commissioned in 1967 to meet [redacted] had been programmed since 1964 on a year-to-year basis until 1967. She had been operated exclusively from foreign ports since 1961 and because overhaul had routinely been accomplished in Capetown, she had been virtually inaccessible for modification and updating of the research department facilities and electronic installations. In 1967, the ship was programmed for overhaul prior to July 1967.



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

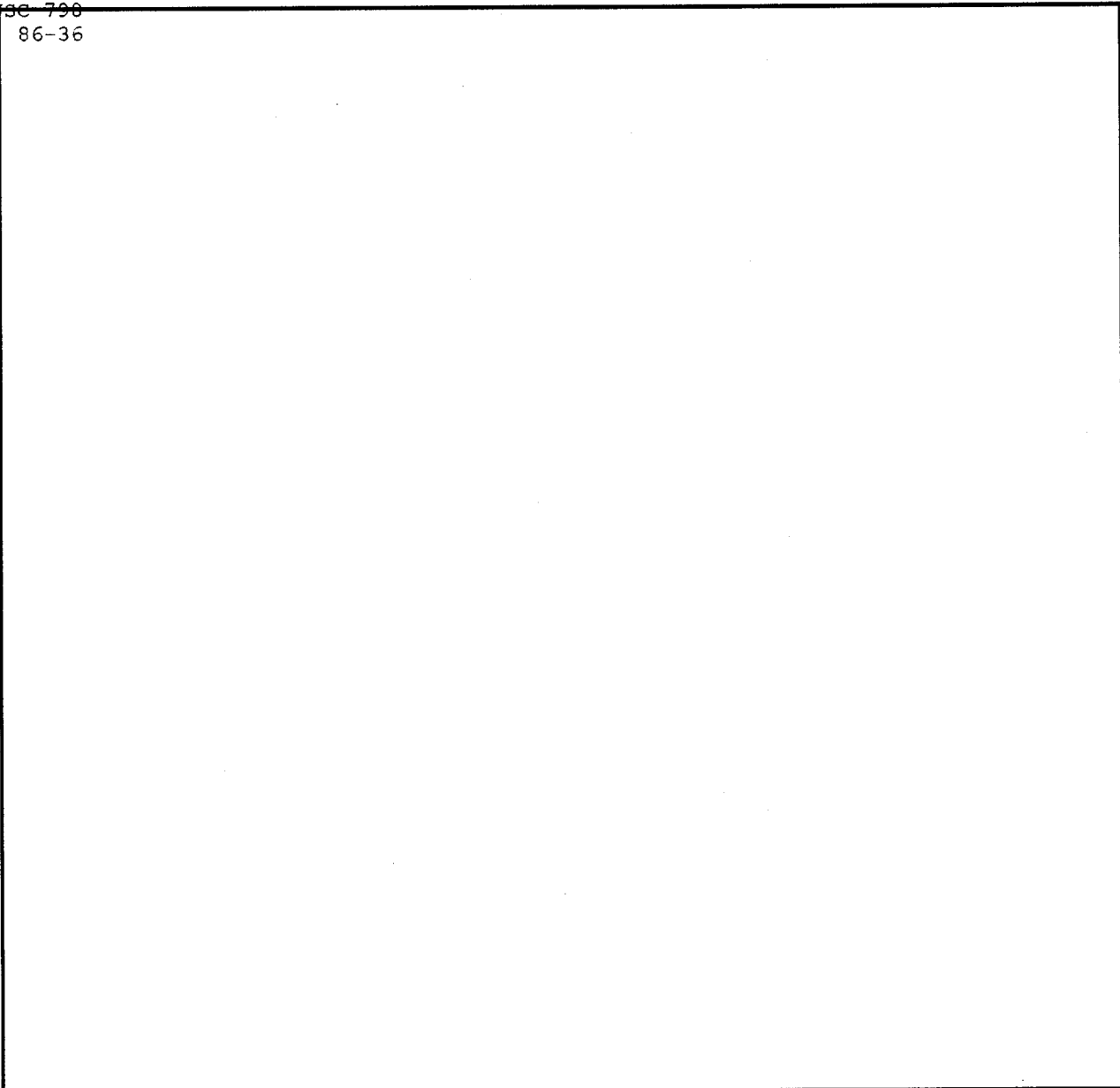
(b) (1)
(b) (3)-50 USC 103
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

- (b) (1)
- (b) (3)-50 USC 403
- (b) (3)-18 USC 793
- (b) (3)-P.L. 86-36



USNS VALDEZ REHABILITATION

Between 14 June - 11 September 1967, the USNS VALDEZ underwent rehabilitation, upkeep and refresher training. Included in the yard projects were: rehabilitation of enlisted men's living spaces including air-conditioning;

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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

installation of half deck in #2 hold above existing third deck MILDEPT office spaces; air-conditioning of MILDEPT maintenance area and administration spaces; and painting of the exterior of the ship.

REDEPLOYMENT TO [redacted]

The USNS VALDEZ departed for the west coast of [redacted] on 18 September after test and training exercises.

[Large redacted block]

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

In May 1968, the ship returned to the west coast where she operated until 18 December 1968 when she set sail for New York for overhaul.

[Large redacted block]

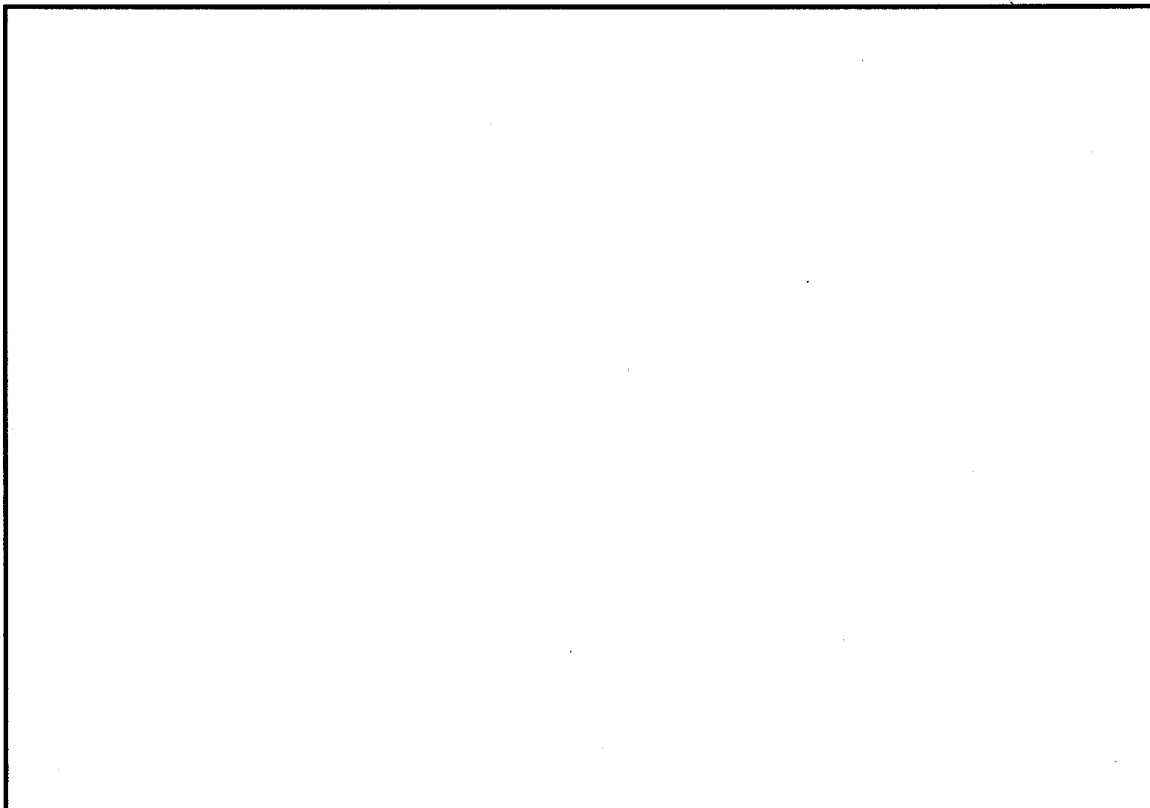
USNS VALDEZ OVERHAUL 1968-1969

[Large redacted block]

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

The USNS VALDEZ, then commencing overhaul in the U.S., was examined as to its capability to provide this support.



During the ship's overhaul period, a TRSSCOMM AN/SRC-33 system was installed. It was hoped that this additional equipment would provide the ship with a more reliable communications capability. The USNS VALDEZ, in the past, had experienced chronic communications problems especially while operating in the [redacted]

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

From the time installation of the system was complete⁴⁰³ problems with the equipment began primarily involving the antenna and its controls. The ship, originally scheduled to depart for [redacted] on 11 December 1968 postponed sailing until January 23, 1969, due to recurring problems involving the installation and testing of the new TRSSCOMM.

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

During its remaining days in the U.S., the ship received scuttle/destroy devices and conducted walk through drills.

76-
~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

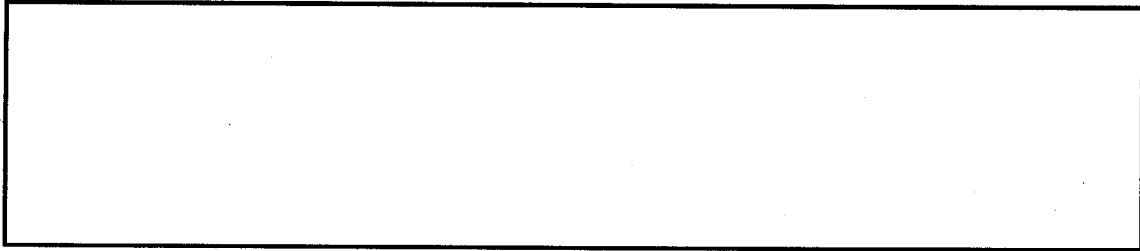
The VALDEZ finally departed for east coast
on 23 January 1969.

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

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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



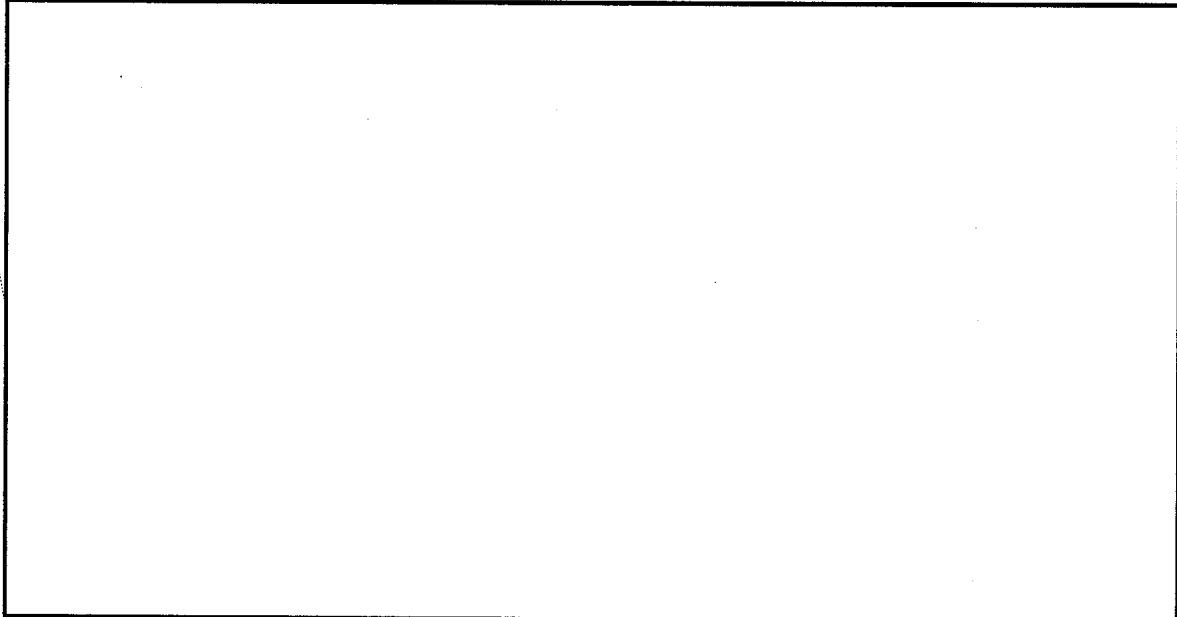
In April, the ship experienced failure of transmitters which required 26 days in port Monrovia, Liberia to correct. At the same time, TRSSCOMM system developed problems. Correction of these problems was hampered by excessive heat in the equipment bays. It was necessary to send a technician and parts from the U.S. to Monrovia to accomplish repairs.

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

On 6 June, the ship suffered a main engine disablement which left it dead in the water off Luanda. The ship was towed to port where repairs were completed on 14 June.

On 13 August, CNO withheld the obligational authority to cover the operations of VALDEZ and MILLER beyond 1 October 1969 (ref Section 6). [redacted] recommended the immediate return of the VALDEZ to the U.S. and CINCLANT, on COMSTS' estimate that 60 days would be necessary to deactivate the ship, ordered her return on 23 August.

The USNS VALDEZ, in port Monrovia for routine port call, received orders to sail to Norfolk, Va. on completion of the in port period. The ship departed on 27 August and arrived in Norfolk on 18 September to commence deactivation.



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

USNS MULLER [redacted]

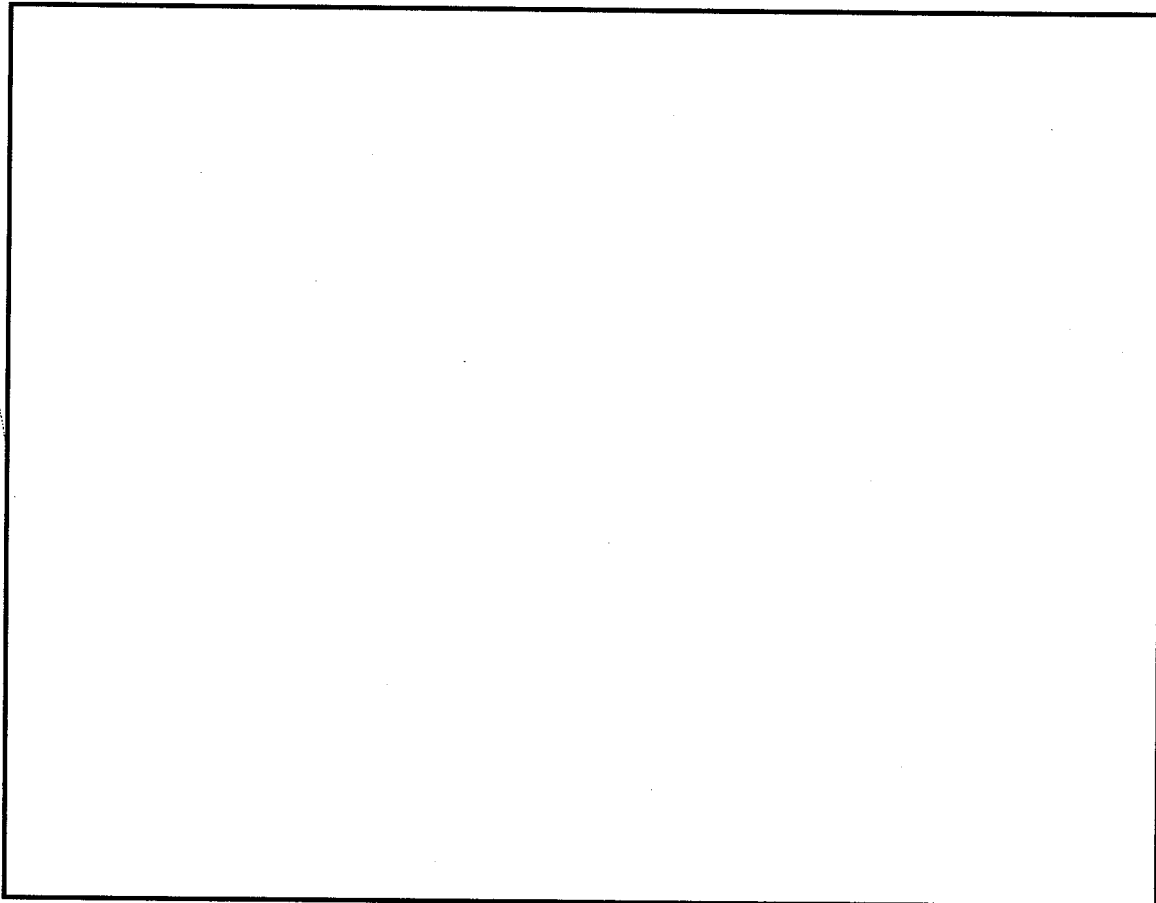
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

In early 1962, the Secretary of Defense directed [redacted]

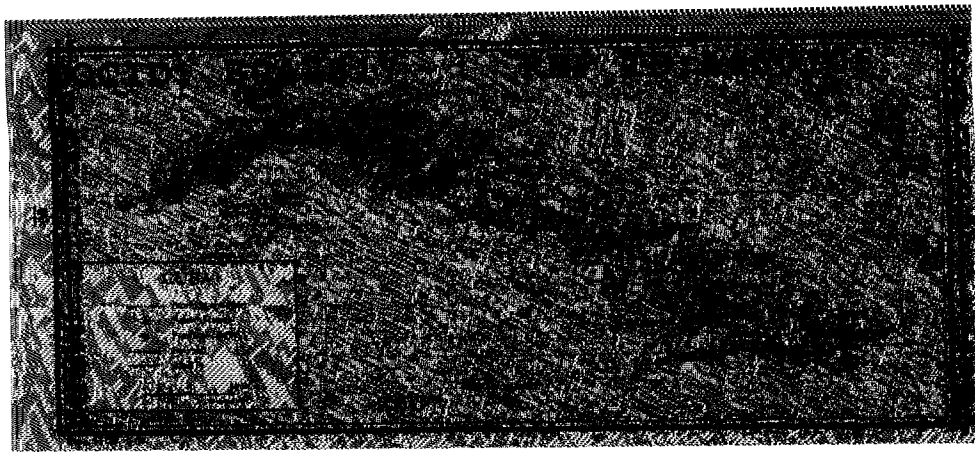
[redacted] In response to the DOD directive, and to determine the resources this would require, [redacted] developed a two-phased program for submission to the Assistant Secretary of Defense and arranged for the charter and conversion of a ship through the Military Sea Transportation Service (MSTS). (b) (3)-P.L. 86-36

In August 1962, COMSTS advised that the USNS MULLER had been selected for reoutfitting and by September, alteration procedures had begun.

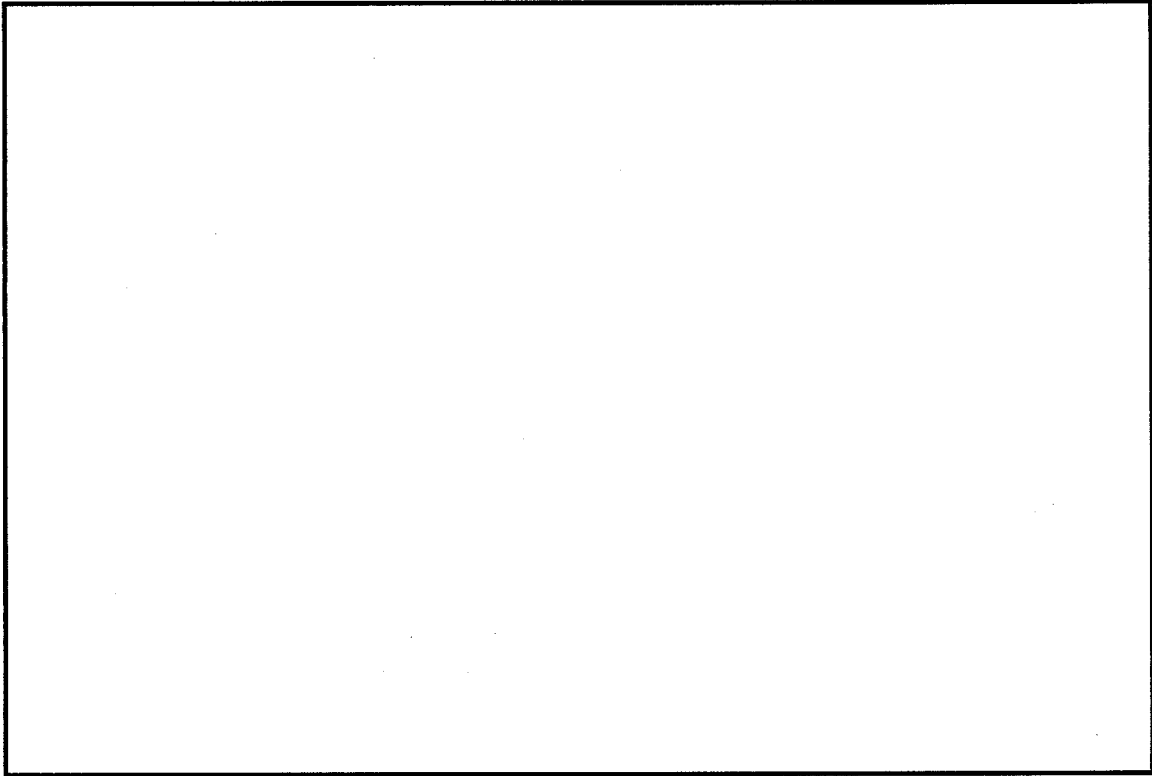
On 23 April 1963, the USNS MULLER T-AG-169 left Higgins Shipyard near New Orleans for Key West and on 30 April the ship, [redacted]



~~TOP SECRET UMBRA~~



~~TOP SECRET UMBRA~~



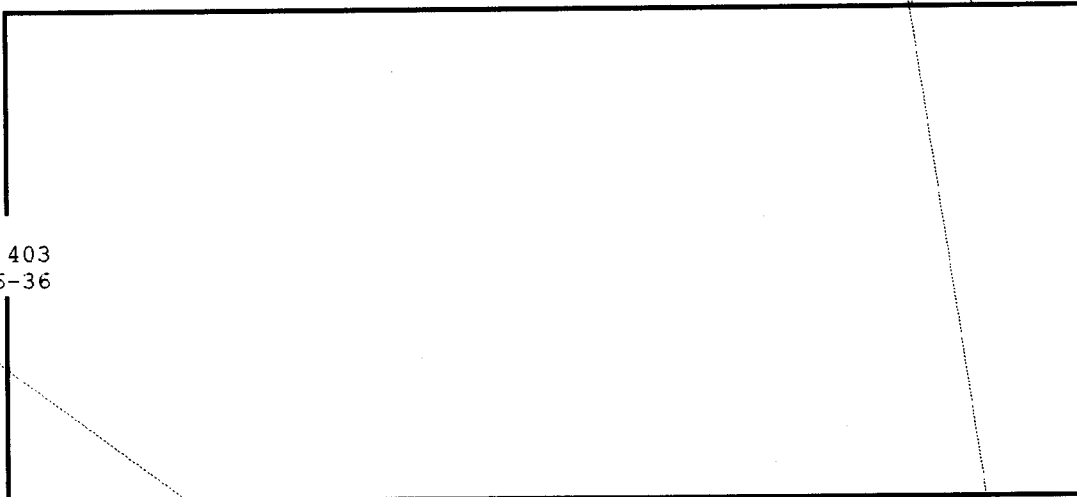
(b) (1)
(b) (3)-50 USC 403
(b) (3)-P.L. 86-36

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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

FIRST DEPLOYMENT APRIL 1963 - APRIL 1964

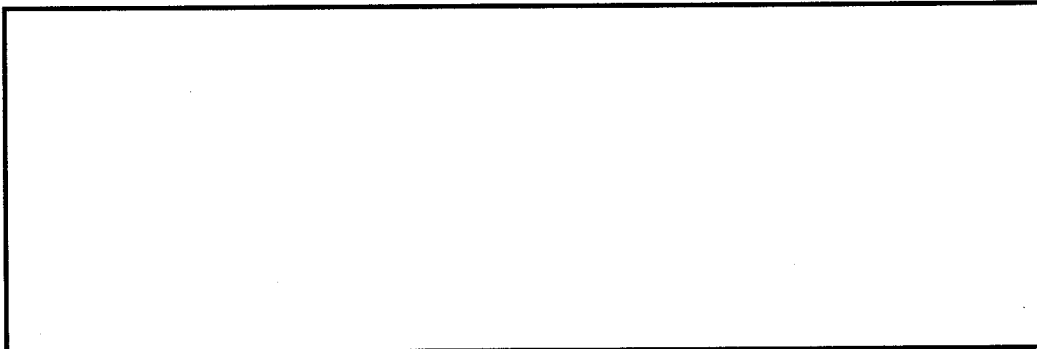


(b) (1)
(b) (3)-50 USC 403
(b) (3)-P.L. 86-36

On 21 April 1964 the ship sailed to Tampa, Florida to undergo its first annual overhaul.

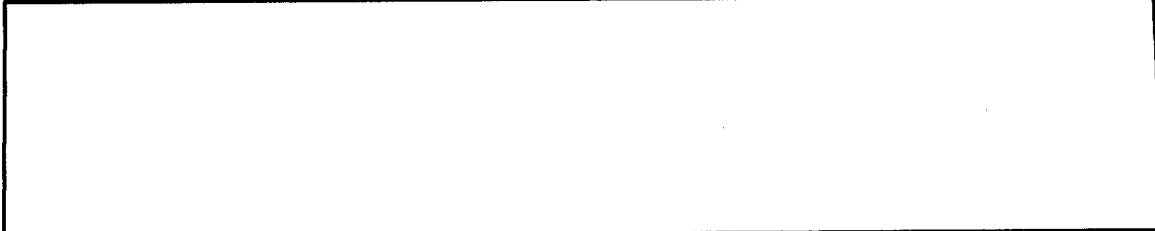
SECOND DEPLOYMENT MAY 1964 - APRIL 1965

On 19 May the MULLER sailed from the shipyards to resume her normal mission



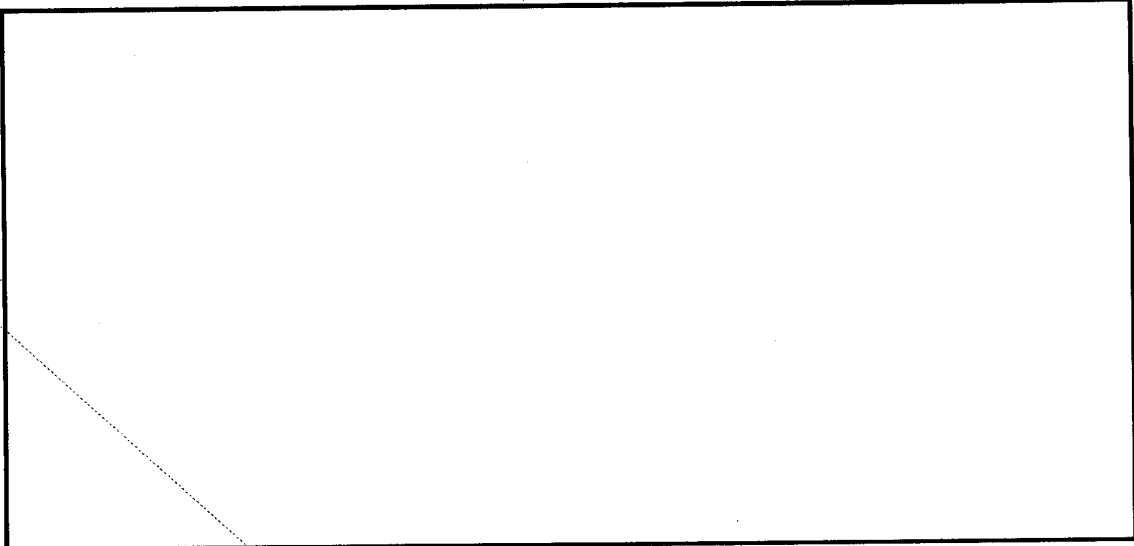
THIRD DEPLOYMENT MAY 1965 - MAY 1966

The USNS MULLER returned to operations on 21 May 1965 when she relieved the USS GEORGETOWN in Key West.



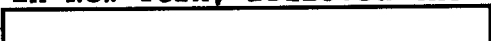
~~TOP SECRET UMBRA~~

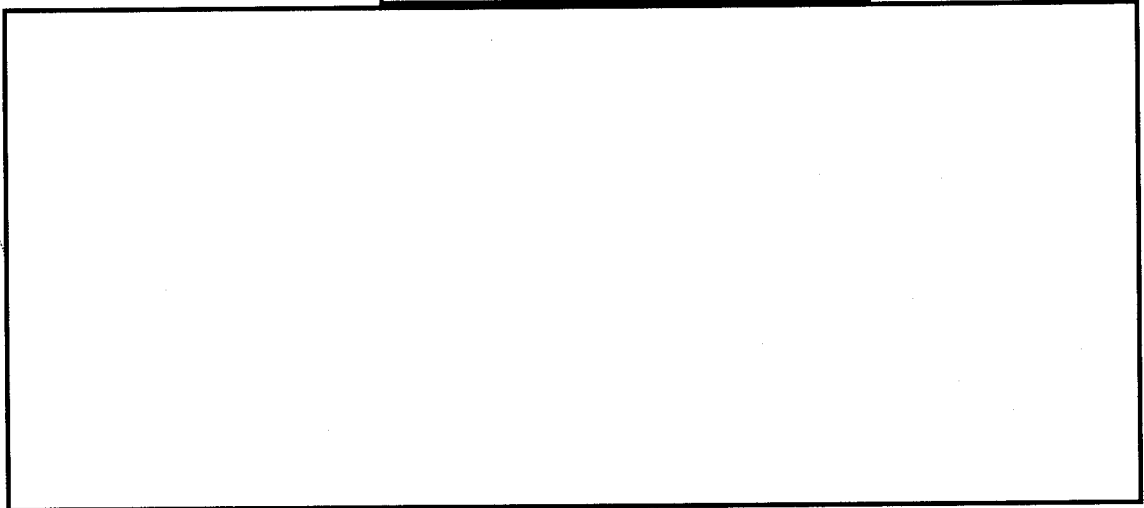
~~TOP SECRET UMBRA~~



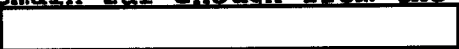
(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

FOURTH DEPLOYMENT JUNE 1966 - MAY 1967

On 29 June 1966, the USNS MULLER, on completion of drydock and overhaul in New York, relieved the USS GEORGETOWN at Key West and 



Muller Generator Casualty

On 11 July, the USNS MULLER, having just completed overhaul, reported failure of 2 generators. COMSTSLANT directed the ship to remain far enough from the coast to preclude drifting into  before a tow could be arranged.

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

~~TOP SECRET UMBRA~~

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

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

~~TOP SECRET UMBRA~~

While awaiting tow, the ship established a pattern of drifting for approximately eight hours while all power was shifted to the Research Operations spaces, and then returning to its original position by shifting all ship's power back to its engines.

[Redacted]

The following day, the USS EATON took the MULLER in tow to Key West where repairs were completed on 29 July.

Underwater Hull Inspection

[Redacted]

COMSTSLANT in turn recommended that members of (b) (3)-P.L. 86-36 MULLER's MILDEPT [Redacted] be trained to accomplish hull inspection rather than contracted personnel because this could offer an opportunity to attach objects to the hull as well as draw undesirable attention to the ship.

DIRNAVSECGRU objected to the use [Redacted] personnel for this task and recommended use of shore-based military personnel. COMSTS Port Canaveral subsequently arranged for in-port diving services to accomplish hull inspection and the MULLER was directed to report satisfactory completion of the job in the first SITREP following the inspection.

FIFTH DEPLOYMENT JUNE 1967-JUNE 1968

On 22 June, the USNS MULLER relieved the USS GEORGETOWN at Key West and resumed [Redacted]

[Redacted]

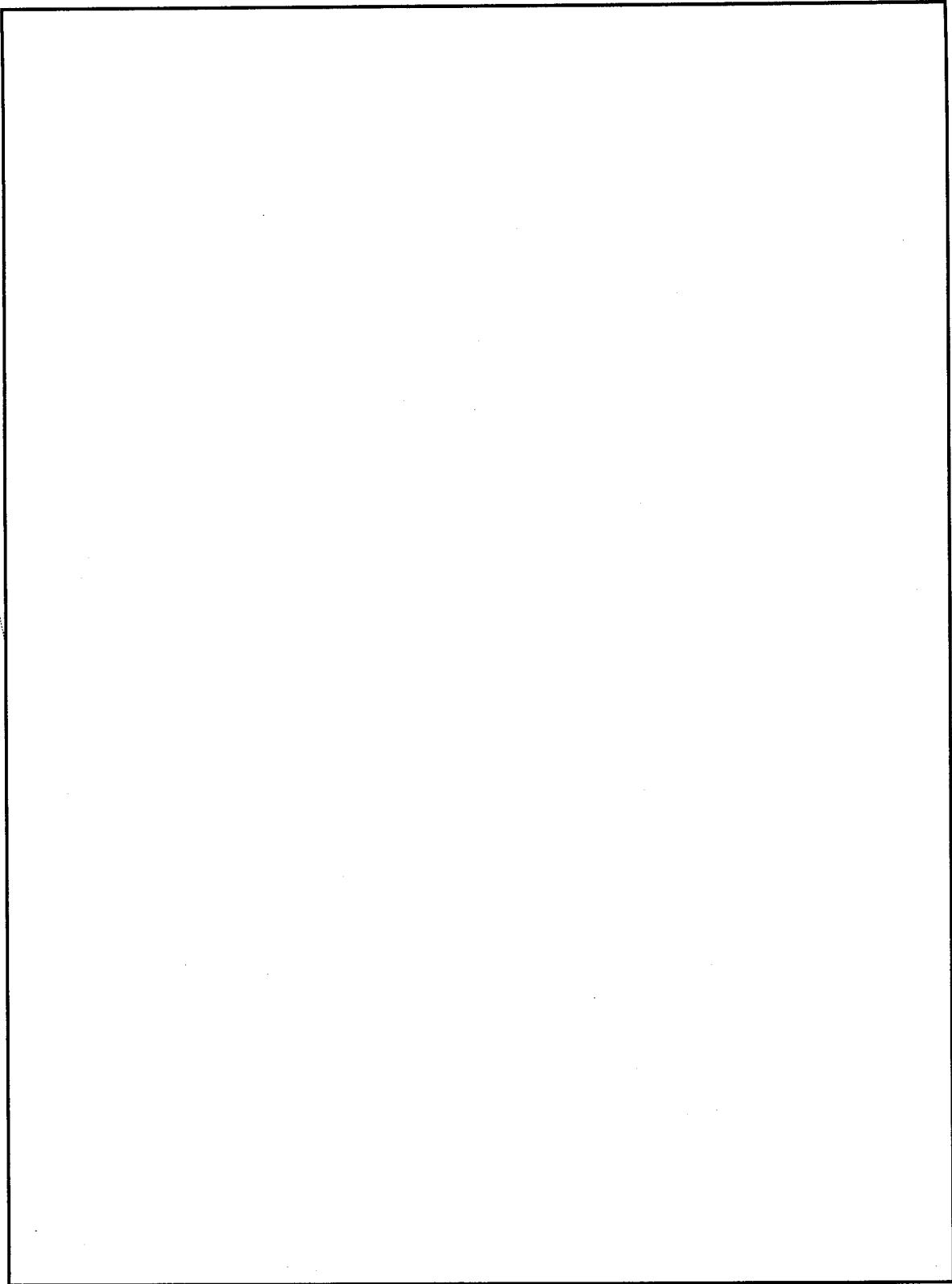
~~TOP SECRET UMBRA~~

DOCID: 3042817

REF ID:A450105

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

~~TOP SECRET UMBRA~~



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

(b) (1)
(b) (3) -50 USC 403
(b) (3) -8 USC 798
(b) (3) -P.L. 86-36

[REDACTED]

The MULLER was accompanied by an escort at all times until her final recall in October 1969. The three destroyers assigned normally operated outboard of the MULLER but within quick reaction range for periods of no less than five days.

The special provisioning and refueling requirements of the destroyers necessitated several changes to the schedule routine the ship had previously employed (see Section 5, p. 103).

SIXTH DEPLOYMENT AUGUST 1968-OCTOBER 1969

On 6 August 1968, the USNS MULLER commenced what was to be her last deployment.

[REDACTED]

On 16-17 December the ship was off-station in dry dock in Tampa, Florida undergoing repairs to generators.

[REDACTED]

Deactivation of the USNS MULLER

In July 1969, CNO in response to the proposed Navy FY-70 reduction in funding, recommended the immediate inactivation of the USNS VALDEZ and USNS MULLER. The MULLER was due for her annual yard overhaul in September, but due to CNO's proposal to withhold obligational authority to cover her operations, COMSTS recommended the ship be diverted as soon as possible to NORVA to commence stripping operations.

[REDACTED]

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

[Redacted]

The ship arrived on 16 October and removal o(b) (1)
sponsor's equipment began immediately. On 28 Oc(b) (3)-50 USC 403
[Redacted] was deactivated. (b) (3)-P.L. 86-36

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

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

CHRONOLOGY OF CRUISES BY SHIP

USS OXFORD [redacted] /AGTR-1)

04 January 1962 - 08 May 1962

East coast [redacted]

16 July 1962 - 02 March 1963

[redacted]

May 1963 - 06 September 1963

East coast [redacted]

31 December 1963 - 31 June 1964

Caribbean

19 February 1964 - 10 June 1964

West coast [redacted]

05 August 1964 - 02 December 1964

West coast [redacted]

03 February 1965 - 03 June 1965

West/East coast [redacted]
Subic

17 June 1965 - 31 August 1965

25 September 1965 - 31 October 1965

11 November 1965 - 18 December 1965

16 February 1966 - 05 March 1966

12 March 1966 - 05 June 1966

19 June 1966 - 28 July 1966

12 August 1966 - 07 September 1966

13 September - 28 October 1966

03 November 1966 - 6 December 1966

13 December 1966 - 12 January 1967

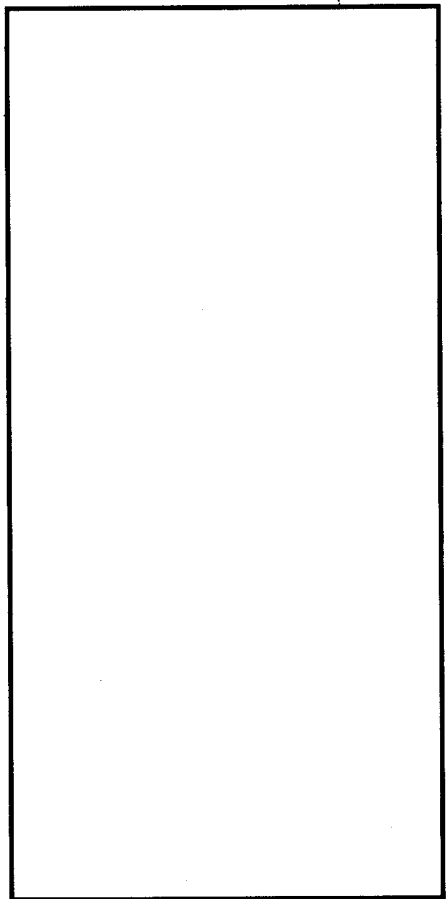
23 January 1967 - 24 April 1967

05 May 1967 - 03 July 1967

20 September 1967 - 29 November 1967

12 December 1967 - 15 March 1968

18 April 1968 - 17 July 1968



~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

28 July 1968 - 23 August 1968

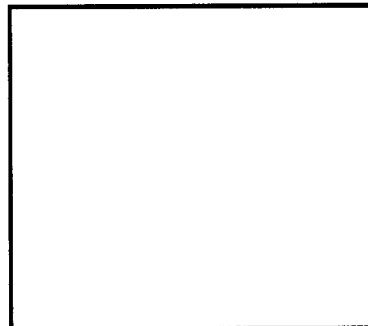
21 September 1968 - 21 December 1968

03 January 1969 - 09 April 1969

24 April 1969 - 27 July 1969

11 August 1969 - 03 November 1969

DEACTIVATED



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

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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

USS GEORGETOWN [redacted] (AGTR-2)

19 April 1964 - 26 May 1964

[redacted]

01 July 1964 - 26 October 1964

East coast

[redacted]

06 January 1965 - 30 March 1965

West coast

[redacted]

[redacted] Key West

03 April 1965 - 08 May 1965

[redacted]

21 July 1965 - 13 October 1965

East coast

[redacted]

15 December 1965 - 07 March 1966

North coast

[redacted]

18 May 1966 - 30 June 1966

[redacted]

05 July 1966 - 23 August 1966

05 October 1966 - 21 December 1966

North Coast

[redacted]

08 March 1967 - 13 May 1967

North coast

[redacted]

16 May 1967 - 30 June 1967

[redacted]

17 October 1967 - 04 November 1967 Refresher training GTMO

07 November 1967 - 22 November 1967

23 November 1967 - 13 December 1967

[redacted]

16 December 1967 - 26 March 1968

Mediterranean Ops

08 June 1968 - 09 August 1968

[redacted]

18 September 1968 - 05 October 1968

06 October 1968 - 27 January 1969

East coast

[redacted] / Indian

Ocean/ [redacted]

28 January 1969 - 07 March 1969

South Atlantic-

[redacted] Norva

DEACTIVATED

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

USS JAMESTOWN [redacted] (AGTR-3)

09 April 1964 - 17 August 1964

Norfolk-Med- [redacted]
[redacted] Norva

14 October 1964 - 03 February 1965

West coast [redacted]

24 March 1965 - 23 July 1965

East/West coast [redacted]
[redacted]

23 October 1965 - 02 January 1966

[redacted]

07 January 1966 - 01 April 1966

22 April 1966 - 03 July 1966

14 July 1966 - 30 September 1966

11 October 1966 - 23 December 1966

31 December 1966 - 02 February 1967

12 April 1967 - 11 July 1967

07 August 1967 - 13 November 1967

19 November 1967 - 20 February 1968

03 March 1968 - 13 June 1968

02 July 1968 - 30 September 1968

17 October 1968 - 15 January 1969

07 February 1969 - 17 March 1969

31 March 1969 - 30 June 1969

18 July 1969 - 18 October 1969

[Large redacted area]

DEACTIVATED

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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

USS BELMONT [redacted] (AGTR-4)

- 02 December 1964 - 21 December 1964 Bremerton-Norfolk
- 18 January 1965 - 01 March 1965 Shakedown cruise to GTMO
- 26 April 1965 - 16 July 1965 [redacted]
- 15 September 1965 - 28 January 1966 West coast [redacted]
- 17 March 1966 - 19 July 1966 West coast [redacted]
(28 May - 02 July [redacted])
- 08 September 1966 - 14 November 1966 Northwest coast [redacted]
- 02 February 1967 - 08 June 1967 Circumnavigation
[redacted]
- 15 August 1967 - 03 October 1967 West coast [redacted]
- 04 October 1967 - 16 November 1967 East coast [redacted]
- 17 November 1967 - 14 December 1967 West coast [redacted]
transit to CONUS
- 15 May 1968 - 14 June 1968 Refresher training at
GTMO
- 15 June 1968 - 25 September 1968 West coast [redacted]
- 26 September 1968 - 30 October 1968 Indian Ocean/West/
West coast [redacted]
- 31 October 1968 - 28 Novmeber 1968 Transit South Atlantic/
East coast [redacted]
[redacted] Norva
- 18 June 1969 - 30 October 1969 Mediterranean

DEACTIVATED

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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

USNS VALDEZ [redacted] (T-AG-169)

December 1961 - February 1962	South Atlantic	[redacted]
February 1962 - September 1962	West coast	[redacted]
October 1962 - March 1963	West coast	
08 March 1963 - 24 January 1964	West coast	
26 February 1964 - 09 August 1964	West coast	
16 August 1964 - 10 February 1965	East coast	
21 March 1965 - 20 October 1965	East coast	
26 October 1965 - 15 December 1965	West coast	
27 December 1965 - 24 May 1966	East coast	
21 June 1966 - 10 October 1966	East coast	
20 October 1966 - 13 December 1966	West coast	
03 January 1967 - 30 March 1967	East coast	[redacted]
09 April 1967 - 16 April 1967	[redacted]	
21 April 1967 - 22 May 1967	Mediterranean	
18 December 1967 - 16 May 1968	East	[redacted]
17 May 1968 - 28 August 1968	West coast	[redacted]
29 August 1968 - 18 September 1968	Transit to CONUS for overhaul	
23 January 1969 - 18 February 1969	[redacted]	operations
19 February 1969 - 26 August 1969	West coast	[redacted]
27 August 1969 - 18 September 1969	Transit to CONUS	

DEACTIVATED

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

USNS MULLER (T-AG-171)

30 April 1963 - 21 April 1964

26 May 1964 - 01 April 1965

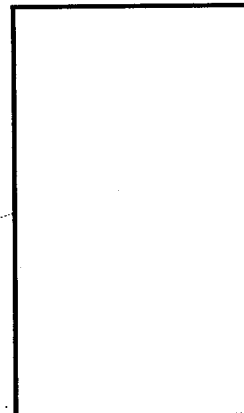
10 May 1965 - 21 May 1966

02 July 1966 - 15 May 1967

25 June 1967 - 11 June 1968

06 August 1968 - 07 October 1969

DEACTIVATED



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

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

RATIO OF ON-STATION TIME BY SHIP

USS OXFORD 1967-1969

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

1967

ON STATION 66%

OFF STATION 33%

* 80 days off station for annual overhaul in Japan and further delay due to engine failure.

1968

ON STATION 73%

OFF STATION 27%

* 33 Days delay in Subic, P.I. for engine repairs.

1969 (308 days only)

ON STATION 79%

OFF STATION 11%

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

USS GEORGETOWN [redacted] 1967-1969

1967

ON STATION 38%

OFF STATION 62%*

* 66 days in Norfolk, Va. for normal RAV.
109 days in Norfolk, Va. for annual overhaul.

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

1968

ON STATION 51%

OFF STATION 49%

* 13 days delay in Naples, Italy due to [redacted]
74 days in Norfolk, Va. for normal RAV.
74 days in Norfolk, Va. for normal RAV.

1969 (only 63 days)

ON STATION 85%

OFF STATION 15%

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

USS JAMESTOWN 1967-1969

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

1967

ON STATION 64%

OFF STATION 36%

* 69 days for overhaul at Yokosuka, Japan
27 days in Subic for engine repairs.

1968

ON STATION 81%

OFF STATION 19%*

* 17 days in Subic due to generator failure.

1969 (291 days only)

ON STATION 78%

OFF STATION 22%

* 23 days in Subic for engine repairs.
18 days in Subic for upkeep.

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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

USS BELMONT 1967-1969

1967

ON STATION 48%

OFF STATION 52%

- * 32 days in Norfolk, Va. for normal RAV.
- 67 days in Norfolk, Va. for normal RAV.

1968

ON STATION 34%

OFF STATION 66%*

- * 105 days annual overhaul/refresher training.
- 14 days in Tema, Ghana for engine repairs.
- 33 days in Norfolk, Va. for normal RAV.

1969 (304 days only)

ON STATION 34%

OFF STATION 66%*

- * 140 days in port Norfolk.

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

USS LIBERTY 1966

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

1966

ON STATION 51%

OFF STATION 49%*

* 72 days annual overhaul
53 days in Norfolk, Va. for RAV.

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

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

USNS VALDEZ 1967-1969

1967

ON STATION 59%

OFF STATION 41%*

* 86 days state-side overhaul in New York.
6 days in Luanda, Angola for engine repairs.

1968

ON STATION 55%

OFF STATION 45%*

* 91 days in Norfolk, Va. for TRSSCOMM repairs.

1969 (261 days only)

ON STATION 64%

OFF STATION 36%*

* 35 days in port New York for TRSS COMM repairs.
26 days in Monrovia, Liberia for transmitter repairs.

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

USNS MULLER [REDACTED] 1967-1969

(b) (1)
(b) (3)-50 USC 403
(b) (3)-P.L. 86-361967

ON STATION 588

OFF STATION 428*

- * 23 days for yard overhaul in Florida.
- 40 days annual overhaul.

1968

ON STATION 528

OFF STATION 488*

- * 24 days in port due to [REDACTED]
- 12 days in Key West due to engine failure.
- 42 days annual overhaul in Hoboken, N.J.
- 14 days in Tampa, Florida for generator repairs.

1969 (289 days only)

ON STATION 638

OFF STATION 378*

- * 41 days for installation of destruct and scuttle devises.
- 4 days for cooling system repairs.
- 4 days for bidder's survey.

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~(b) (1)
(b) (3)-50
USC 403
(b) (3)-P.L.
86-36SECTION 5CONSIDERATIONS AFFECTING OPERATIONSMSTS AND MONTHLY SCHEDULE SUBMISSIONS

The monthly preparation and submission of schedules by [] for the MSTS vessels (USNS VALDEZ and USNS MULLER), resulted in a recurring problem. The monthly schedules were prepared and submitted according to the informal guidelines established when the ships first joined the [] fleet (i.e., [] prepared schedules for the following month and coordinated them informally with MSTSLANT before submitting them through official channels to JCS). This procedure continued after scheduling procedures were defined and documented in []. On numerous occasions, proposed schedules were subject to modifications at the request of MSTS. These changes appeared inconsistent with the informal guidelines developed in the past and caused an excessive amount of communications in finalizing the schedules.

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

A TDY visit to HQMSTSLANT in Brooklyn, N.Y. was arranged in order to discuss the development of schedules (the USNS MULLER's in particular). The meeting took place on 01 November 1968 with []

It was agreed that the operating ratio should be maintained at no more than 25 days at sea following 5 days in Port Everglades. This was the MSTS requirement for normal operations - for occasional operational requirements, MSTS would not object to a slight extension of on-station time beyond the 25 day operating period.

Because of provisioning and refueling requirements for the MULLER and her escort, MSTS requested the 25 day at-sea period be subdivided as follows: 1 day enroute from Port Everglades to station; 9 days on-station (ninth day for visit at Key West Buoy for mail etc); 4 days on-station; 1 day to Key West for water and return to station; 9 days on-station; 1 day return to Port Everglades. The 5 days in Port Everglades included the day of arrival and day of departure. Naturally, due to normal constraints, this schedule would be interrupted from time to time, but it was deemed impractical to deliberately vary the pattern without sound justification.

~~TOP SECRET UMBRA~~

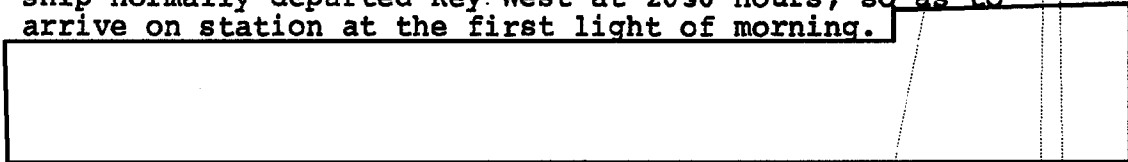
~~TOP SECRET UMBRA~~

MSTS preferred that arrivals to and departures from ports be restricted to days other than Saturday, Sunday or holidays. Though such timing had little cost effect on the MSTS crew personnel, additional costs for tugs, berthing, stevedore support, etc., made these arrivals and departures expensive. However, MSTS agreed to support these arrivals and departures in emergency or urgent operational situations.

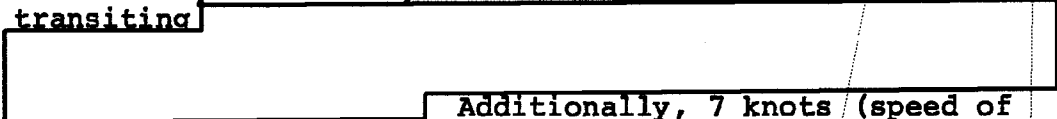
(b) (1)
(b) (3)-50 USC 403
(b) (3)-P.L. 86-36

MSTS would not support the need for an overnight port call in Key West (once standard operating procedure), except in the case of an emergency or urgent operational requirement. MSTS allowed only 5 days in port liberty for each 25 days at sea; any additional in port time would reduce the 5 day port call in Port Everglades. Since the majority of the MSTS crew maintain homes and families in Port Everglades, port calls elsewhere could result in a morale problem.

The one-day port call in Key West for water and provisioning took place mostly during day light hours. The ship normally departed Key West at 2030 hours, so as to arrive on station at the first light of morning.



In the event of the threat of extreme weather conditions, the MULLER would normally head for Port Everglades and ride out the storm in port. Attempt to avoid the storm by transiting



Additionally, 7 knots (speed of ship) was insufficient to maintain a heading against the heavy wind and seas which normally extend far beyond the actual eye of the storm. It was agreed [redacted] would be advised immediately of the departure of the ship in the event of a storm threat, and that the decision to move the ship in this situation was a command decision for the Master (skipper)/MSTS.

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

With full appreciation that [redacted] and in view of the numerous administrative and logistical constraints, MSTS informally proposed that MSTS prepare and forward the initial monthly schedule [redacted] for review and modification/concurrence, instead of the reverse which had been the standard operating procedure. Upon coordination/concurrence, the proposed schedule would be forwarded in accordance [redacted] procedures. It was also agreed that schedule modifications proposed [redacted]

~~TOP SECRET UMBRA~~

~~TOP SECRET UMBRA~~

[] should include [] reason for the change (e.g. "urgent technical requirement, embark visitors", etc), so that MSTS could better appreciate [] effectively coordinate internal MSTS requirements.

This proposal was formally made to and accepted []

In concluding the meeting, MSTS requested that [] [] visit MSTS approximately every six months for coordination of operations.

~~TOP SECRET UMBRA~~