

PAGE 2 RUCMVL 0845 S E C R E T

LT COL MICHAEL BLOCH TELEPHONED TO A USNA FOLLOWING SEVEN POINTS AS QUOTE: FURTHER INFORMATION ON YESTERDAY'S INCIDENT WITH THE AMERICAN SHIP UNQUOTE.

1. SHIP WAS SIGHTED AND RECOGNIZED AS A NAVAL SHIP 15 MILES FROM COAST.

2. PRESENCE IN A FIGHTING AREA DBL AGAINST INTERNATIONAL CUSTOM.

3. THE AREA IS NOT A COMMON PASSAGE FOR SHIPS.

4. EGYPT HAD DECLARED THE AREA CLOSED TO NEUTRALS.

5. LIBERTY RESEMBLES THE EGYPTIAN SUPPLY SHIP EL QUSEIR.

6. SHIP WAS NOT FLYING FLAG WHEN SIGHTED. SHE MOVED AT

QUOTE HIGH SPEED UNQUOTE WESTWARD TOWARD ENEMY COAST.

7. US NAVY HAD EARLIER REPORTS OF BOMBARDMENT OF EL QUSEIR FROM SEA.

COMMENT: LT COL BLOCH WENT ON HEAD OFF SEVEN POINTS. A USNA PRESSED HIM FOR A LABEL FOR THE STATEMENT ASKING IF THIS WERE AN OFFICIAL EXPLANATION OF INCIDENT. COL BLOCH COULD NOT SUPPLY A BREAKDOWN ON HIS OWN AND A USNA REQUESTED HE CONSULT WITH SOME AUTHORITY WHO COULD. BLOCH STOP.

WBACK IN TWO MINUTES WITH THE ABOVE

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QUOTED HEADLINE: WHILE EL QUSEIR BEARS A HIGHLY SUPERFICIAL RESEMBLANCE TO LIBERTY, A USNA CAN NOT UNDERSTAND HOW TRAINED PROFESSIONAL NAVAL OFFICERS COULD BE SO LAX IN CARRYING OUT YESTERDAY'S

ATTACK. CERTAINLY US NAVY MUST BE WELL DIRTIED IN IDENTIFICATION OF EGYPTIAN SHIPS. EL QUSEIR IS LESS THAN HALF THE SIZE, IS MANY YEARS OLDER, AND LACKS THE ELABORATE ANTENNA ARRAY AND HULL MARKINGS OF LIBERTY.

3. A USNA EVALUATES YESTERDAY'S ERRONEOUS ATTACK RESULTED FROM TRIGGER HAPPY EAGERNESS TO CLEAN SOME PORTION OF THE GREAT VICTORY BEING SEIZED BY ID ARMY AND AIR FORCE AND IN WHICH NAVY WAS NOT SHARING. GP 3. 87

DECLASSIFIED

Classification (cancelled) (changed to  
by authority of

on

(Date) (Signature) (Rank)

OFFICE OF THE JUDGE ADVOCATE GENERAL OF THE NAVY

RECORD OF ALL EVENTS OF THE DAY

TIME	EVENTS
1633	FATAL CRASH NO. 2 IN THE AREA OF THE COAST GUARD CREST AREA IN THE PORT. THE COAST GUARD OFFICER SAID "BOATS NOT BELIEVED TO BE USABLE"
1635	CHINA TO 3000 MAGNETIC. C/S FROM NE APPROX 1/3 TO 2 KNOTS THIS INFORMATION ARRIVED AT 1641
1641	C/S TO A/E 1/3 CANNOT CONTROL SWIFT AT 2 KNOTS
1642	SIBS LIST 260° ON THE 1000 MAGNETIC, 12° ON WITTON
1645	MESSAGE RECEIVED FROM COMINTL 1 THAT RESISTANCE IS IN THE WAY
1655	SHIP DEPARTS WITHIN 1/4 OF PORT
1701	STOP STEERING RUDDER 40° ON 330° MAGNETIC
1702	NEW HEADING 330° MAGNETIC
1703	STOP ON PORT ANCHOR
1704	STOP BAND 1/3
1705	STOP BAND 2/3 10 PATHONS UNDER THE KEEL
1706	NEW HEADING 315° MAGNETIC
1707	NEW HEADING 310° MAGNETIC
1708	ENCOUNTERED TO SIBS DEPT. 1000 W. T. FRAMES 52° 78' N. COURSE CONTINUOUSLY SOUTH OF TANKS CAPTURED SIBS SIBS END IN THE COURSE OF FRAMES 52° 78' HEADING. SIBS HAS 90° DO NOT FEEL IT WITHIN 10000 YARDS. BEHIND MORE TARDIS HITS.
1709	STOP ANCHOR IN BATHY CENTRAL
1712	HEADING 321° MAGNETIC
1713	TORPEDO BOATS PROBABLY LOST. NO. OUT OF SIGHT
1714	BOAT POSITIONS MTS 52° 51' MAGNETIC (2) BEHIND SIBS
1716	327° MAGNETIC HEADING
1717	STOP. NO P.D.R. BEARING
1718	PROTHOMETER BACK IN OPERATION 26 P.M. UNDER THE KEEL
1719	48 P.M. UNDER THE KEEL
1721	HEADING 325° MAGNETIC
1722	STOP / STOP FULL RUDDER
1723	STOP ANCHOR 2/3 RIGHT FULL RUDDER
1724	HEADING 325° MAGNETIC / 10 P.M. UNDER THE KEEL HEADING 330° MAGNETIC
1725	NEW HEADING 335° / MAGNETIC NOW PASSING 210° MAGNETIC 25 PATHONS UNDER THE KEEL HEAD 350° MAG 355° MAG 360° MAG

EXHIBIT 6(2) TO LIBERTY COURT OF INQUIRY

EX 6(2)



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LT COL MICHAEL BLOCH TELEPHONED IN ALUSNA FOLLOWING SEVEN POINTS AS QUOTE: FURTHER INFORMATION ON YESTERDAY'S INCIDENT WITH THE AMERICAN SHIP UNQUOTE:

1. SHIP WAS SIGHTED AND RECOGNIZED AS A NAVAL SHIP 13 MILES FROM COAST.
2. PRESENCE IN A FIGHTING AIR DRL AGAINST INTERNATIONAL CUSTOM.
3. THE AREA IS NOT COMMON PASSAGE FOR SHIPS.
4. EGYPT HAD DECLARED THE AREA CLOSED TO NEUTRALS.
5. LIBERTY RESEMBLES THE EGYPTIAN SHERLY SHIP EL QUSEIR.
6. SHIP WAS NOT FLYING FLAG WHEN SIGHTED. SHE MOVED AT QUOTE HIGH SPEED UNQUOTE WESTWARD TOWARD EGYPT COAST.
7. US NAVY HAD EARLIER REPORTS OF BOMBARDMENT OF EL QUSEIR FROM SEA.

COMMENT: LT COL BLOCH WERE READING OFF SEVEN POINTS. ALUSNA PRESSED HIM FOR A LABEL FOR THE STATEMENT ASKING IF THIS WERE AN OFFICIAL EXPLANATION OF INCIDENT. COL BLOCH COULD NOT SUPPLY A PRELIMINARY ON HIS OWN AND ALUSNA REQUESTED HE CONSULT WITH SOME AUTHORITY WHO COULD. BLOCH EL QUSEIR IN TWO MINUTES WITH THE ABOVE.

PAGE 3 RUCMVL 0845 S E C R E T

QUOTE HEADLINE: WHILE EL QUSEIR BEARS A HIGHLY SUPERFICIAL RESEMBLANCE TO LIBERTY, ALUSNA CAN NOT UNDERSTAND HOW TRAINED PROFESSIONAL NAVAL OFFICERS COULD BE SO BLIND TO CARRY OUT YESTERDAY'S ATTACK. CERTAINLY THE NAVY MUST BE WELL DIRLED IN IDENTIFICATION OF EGYPTIAN SHIPS. EL QUSEIR IS LESS THAN HALF THE SIZE, IS MANY YEARS OLDER, AND LACKS THE ELABORATE ANTENNA ARRAY AND HULL MARKINGS OF LIBERTY.

3. ALUSNA EVALUATES YESTERDAY'S ERRONEOUS ATTACK RESULTED FROM DIRECT HAPPY EAGERNESS TO CLEAN SOME PORTION OF THE GREAT VICTORY BEING SHARED BY JOY ARMY AND AIR FORCE AND IN WHICH NAVY WAS NOT SHARING. GP 3, BT

DECLASSIFIED

Classification (cancelled) (changed to \_\_\_\_\_)  
 by authority of \_\_\_\_\_  
 on \_\_\_\_\_  
 (Date) (Signature) (Rank)  
 OFFICE OF THE JUDGE ADVOCATE GENERAL OF THE NAVY

8 JUNE 1967

0900-1410

OOD LT O'CONNOR

CICWD KRIVER

235 ASSUMED THE WATCH STEAMING INDEPENDENTLY  
 01 Lus. 49°N 17 SPY 10 KNOWN GROUP FROM ROTA,  
 SPAIN TO GP AREA. THE AIR/SEA WF, AA/SEA/46  
 AND AN/USN 1E ARE IN OPERATION. THE  
 SEA STATE IS CALM AND VISIBILITY IS GOOD.  
 RADIO SQUAD IS AIRCRAFT DISTRESS ON

1617 Boat Approaching Starboard Side At  
High Speed (Approx 12 Miles)

1618 Hoisted International Search Flag

1619 2 Unident Jets Approaching Starboard Side

1621 Stop All Engines No Steer

1622 Left Standard Rudder

1623 All Engines Ahead  $\frac{1}{3}$

1624 Shift Rudder Aft 50%

1625 214-17 High Speed Patrol Boat  
50 Cal Forward

350 50 Aft Aircraft

Circled Boat

1631 Maintain 8 knots

1632 Boats Flying Israeli Colors

1632 "TORPEDO BOATS BUILT TO BE ISRAELI"  
Captains Statement

1633 Gun Boats Retreating

1634 Ship is under way at 340 miles/hr

1642  $\frac{1}{5}$  to  $\frac{1}{3}$  after steering  
Hull is tracked maintaining 1/5

1645 Three Gun Boats have turned away

1653 90 to 200 rpm

1655 Wind blown to compass that

Prices were taken of the attacking

As reported

1702 Please see attached log pages

CERTIFIED TO BE A TRUE COPY OF THE USS LIBERTY (AGTR-5) UNDERWAY LOG  
D.L. BURSON

32



U. S. S. L. O. + (AG-TR-5)

AT-OR ENROUTE FROM *Port of Origin* TO *Port of Destination*

NOTES: \* TO TENTHS; USE WHOLE NUMBERS FOR OTHER ITEMS  
 \*\* ON GETTING UNDER WAY AND ANCHORING  
 BLANK SPACES IN HOURS FOR DATA WHEN CLOCKS ARE SET BACK  
 BEGIN NEW SERIES OF PAGE NUMBERS EACH CALENDAR YEAR  
 USE REVERSE SIDE FOR ADDITIONAL REMARKS

TABLE 1			TABLE 2 - ENTRIES IN GALLONS										
ZONE TIME	AVG. RPM ALL SHFS	SPD IN KNOTS	ITEM	FUEL OIL		WATER				LUBE OIL			
				HEAVY	DIESEL	POTABLE	FEED	PURE	OTHER	DIESEL	STEAM	OTHER	
01	45.0	10.0	BROUGHT FWD AT 0000	661580	4102	35495	45522				35	545	628
02	45.0	10.0	REC'D TODAY										
03	45.0	10.0	INCREASE BY INVENTORY										
04	45.0	10.0	DISTILLED TODAY	XXXX	XXXX	7810	4020				XX	XX	XX
05	45.0	10.0	TOTAL RECEIPTS	661580	4102	43305	53942						
06	45.0	10.0	EXPENDED BY USE	6640		28866	6873						
07	45.0	10.0	EXPENDED BY INVENTORY										
08	45.0	10.0	TOTAL EXPENDED	1610		28866	6873						
09	45.0	10.0	ON HAND AT 2400 TODAY	652940	4102	14439	47069						

USE EXCEPTIONAL CARE TO WRITE THIS LOG LEGIBLY AND KEEP IT CLEAN

10	25.1	5.0
11	25.0	5.0
12	25.0	5.0
13	25.0	5.0
14	25.0	5.0
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DISPLACEMENT	FORWARD		AFT		MEAN.		TONS	
	FT	IN	FT	IN	FT	IN	FT	IN

MILES - (0000-2400) TOTAL DISTANCE THROUGH WATER FROM NAVIGATOR'S DATA (NOT DISTANCE MADE GOOD)

ENGINE MILES - (0000-2400) FROM TABLE 1

SUM OF HOURS TIMES ENGINE SPEEDS *115* DAYS OUT OF DOCK *720*

**INSTRUCTIONS**

The Engineering Log may be written with pencil or pen, as most convenient. The ORIGINAL writing is the LEGAL RECORD and must be preserved. It is not necessary to make a copy except when one or more pages are sent away from a ship in commission.

Table 1 and the REMARKS must be written at the time events occur. Other tables may be written before noon the following date.

REMARKS shall be written by "watches" underway; and by "day's duty" at anchor. They shall be signed by the Engineer Officer of the Watch or Day before going off duty.

Remarks shall be a chronicle of important events. They shall include; first, boilers in use; second, engine combination in use; third, major speed changes, such as "one-third," "standard," "full"; fourth, casualties to personnel or material within or under the cognizance of the engineer department; fifth, special entries required by Navy Regulations, Bureau of Ships' Manual, instructions and letters of the Bureau of Ships.

ALTERATIONS OR ERASURES ARE NOT PERMITTED. NECESSARY CORRECTIONS SHALL BE MADE ONLY IN THE MANNER PRESCRIBED BY ART. 1036 NAVY REGULATIONS.

**DISPOSITION**

For disposal of this record see current records disposal instructions for vessels of the U. S. Navy.

REMARKS - USE REVERSE SIDE	CLOCKS SET
TIME ZONE DESCRIPTION <i>-3</i>	BACK OR AHEAD HRS MINUTES AT
<i>00-04 (leave) ... from Port, ...</i>	
<i>45.0 R.P.M., 10.0 knots, standard speed ...</i>	
<i>13.0 knots, T.B. ...</i>	

ALL PREVIOUS EDITIONS ARE OBSOLETE

FOR OFFICIAL USE ONLY (WHEN FILLED IN)

EXHIBIT 16 TO LIBERTY COURT OF INQUIRY EX 16 31





0004 (cont) low pressure air compressors, and the master  
 gyro compass. Told following machinery in out of Commission  
 IEC air - conditioning unit, utility boat, and the fresh  
 water motor. 0001 shifted fuel oil heater from #1 to #2.  
 0002 shifted fuel oil service pumps from #2 to #1. 0004  
 shifted low pressure air compressor from #1 to #3. 0005  
 shifted main air ejectors from forward to after set. 0006  
 shifted fuel oil cooler from #1 to #2. 0007 shifted fuel  
 water pumps from #1 to #2. 0100 Done #1 boiler overhaul  
 etc. 0110 Tested and dropped 4-74-3-W into 5-77-0-W.  
 Tested at 050 a.p.m. 0200 changed and cleaned screens  
 on #1 boiler. 0330 Requested permission from the C.O.B.  
 to clean boiler #1 boiler, permission not granted. 0304  
 Received permission from the C.O.B. to clean boiler #1  
 boiler. 0304 commenced cleaning boiler #1 boiler. 0314  
 completed cleaning boiler #1 boiler. 0330 shifted,  
 inspected, and cleaned fuel oil strainers on the main  
 engines, #2, and #3 ship's service turbo-generators.  
 Soundings and security patrol reported conditions normal.  
 Main Battle State and inspection, conditions normal.

7/2/67

04-08 underway and before report, 0440 Requested and  
 received permission from the C.O.B. to light fire under  
 #2 boiler. 0444 lighted fire under #2 boiler. 0505  
 secured fire under #2 boiler. 0510 Tested and dropped  
 4-74-3-W into 5-77-0-W. Tested at 050 a.p.m. 0527  
 cleaned and changed screens on #1 boiler. 0555 Requested

APPROVED: SIGNATURE AND RANK

CORRECT: SIGNATURE AND RANK

USN COMMANDING

*D.H. [Signature]*

USN ENGINEER OFFICER

317



04-08 (Cont'd) and received permission from the O.O. to  
 allow trial on #1 boiler @ 0555 commenced blowing trial  
 on #1 boiler. @ 0606 completed blowing trial on #1 boiler.  
 @ 0615 boiler oil completed blow down, taking from the main  
 oil tank and vital auxiliary machinery, conditions  
 satisfactory. @ 0630 #1 boiler inspected, and cleaned boiler oil  
 witness on the main engine, #2, and #3 - ship service  
 steam generator, sounding and security patrol required  
 conditions normal. Made Routine tests and inspections,  
 conditions normal.

*Charles K. Hauck MM13*

08-12 underway and before report @ 0700 shifted dist. to  
 #1 Dist. unit from 4-74-3-W to 3-79-0-W. @ 0755  
 #1 boiler on surface about. @ 0800 Requested and  
 received permission from the O.O. to shift steering  
 units from starboard to port. @ 0800 shifted steering  
 units from starboard to port. @ 0809 Requested and  
 received permission from the O.O. to shift fuel under  
 #2 boiler. @ 0809 shifted fuel under #2 boiler. @ 0815  
 shifted fuel under #3 boiler. @ 0830 started boiler  
 oil pump with suction on the main boiler oil tank and  
 discharging to the main boiler oil tank. @ 0832 #1 boiler  
 on surface about. @ 0840 started #1 auxiliary condenser  
 pump. @ 0845 started #1 auxiliary condenser pump. @ 0845 shifted  
 dist. to #2 Dist. unit from 3-79-0-W to 3-75-0-W  
 and shifted fuel under suction from 3-75-0-W to 3-79-0-W.  
 @ 0855 shifted off #1 ship service (to be replaced). @ 0901

APPROVED: SIGNATURE AND RANK	CORRECT: SIGNATURE AND RANK
<i>[Signature]</i>	<i>[Signature]</i>
USN COMMANDING	USN ENGINEER OFFICER
	318

08-12 (Cont'd) 9/5 to 1/3 25 P.M.'s. @0915 Put #1 ships service turbo-generator on the line paralleled with #2 and #3 ships service turbo-generators. @0920 Took #2 ships service turbo-generator off the line leaving #1 and #3 ships service turbo-generators in parallel supplying ships service bus, research and lighting bus ties. @0922 Split the electrical load leaving #1 ships service turbo-generator supplying ships service bus tie and #3 ships service turbo-generator supplying research and lighting bus tie. @0927 Set the R.P.M.'s on #2 ships service turbo-generator with no load at 1200 R.P.M.'s. Tested the unregulated trip on #2 ships service turbo-generator, trip set at 1310 R.P.M.'s, tested satisfactory. @0947 Paralleled #2 ships service turbo-generator with #1 ships service turbo-generator supplying ships service bus tie. @0949 Took #1 ships service turbo-generator off the line leaving #2 ships service turbo-generator supplying ships service bus tie. @1000 Set the R.P.M.'s on #1 ships service turbo-generator with no load at 1200 R.P.M.'s. Tested the unregulated trip on #1 ships service turbo-generator, trip set at 1310, tested satisfactory. @1006 Paralleled #1 ships service turbo-generator with #2 ships service turbo-generator supplying ships service bus tie. @1007 Paralleled #3 ships service turbo-generator with #1 and #2 ships service turbo-generators supplying ships service bus and research and lighting bus ties. @1030 Requested permission from the C.O. to start trials on #1

APPROVED: SIGNATURE AND RANK

USN COMMANDING

CORRECT: SIGNATURE AND RANK

*D. H. ...* USN ENGINEER OFFICER

319  
A-4212

08-12 (Cont'd) boiler, permission not granted. @1035 Changed and cleaned burner on #1 boiler. @1109 Received permission from the O.O. to blow tubes on #1 boiler. @1109 Commenced blowing tubes on #1 boiler. @1110 Took #3 ships service turbo-generator off the line leaving #1 and #2 ships service turbo-generators parallel supplying ships service bus, vessel and lighting bus tied. @1115 Set the R.P.M.'s on #3 ships service turbo-generator with no load at 1200 R.P.M.'s. Tested the overspeed trip on #3 ships service turbo-generator, trip set at 1320, tested satisfactory. @1120 Secured #3 ships service turbo-generator. @1123 Secured #3 auxiliary condenser pump. @1125 Secured #3 auxiliary circulation pump. @1125 Completed blowing tubes on #1 boiler. @1130 Lifted, inspected, and cleaned lube oil return on the main engines, #1, and #2 ships service turbo-generators. Made Routine tests and inspections, conditions normal.

*R. J. Brown RUSN*

12-16 Underway and below except, @1155 Tested and dropped 4-74-3-w into 5-19-0-w. Tested at 050 a.p.m. @1200 lifted distillate of #1 distilling unit from 3-95-0-w to 4-74-3-w. @1310 General quarters drill. @1313 Set Conduction alarm. @1314 Set Conduction alarm. @1355 Secured #3 general quarters drill. @1405 General quarters, remainder attack. @1406 Inspected fire probe #2 boiler. @1406 Manoverboard at various aspects. @1407 Set Conduction alarm. Commenced lighting off #2 generator. @1408 Secured #1 and #2 distilling units with clean oil. @1418 Down the conduction alarm.

APPROVED: SIGNATURE AND RANK

USN COMMANDING

CORRECT: SIGNATURE AND RANK

*D. H. Holden USN*

USN ENGINEER OFFICER

326



12-14 (Cont) on #2 boiler. Open the turbo and main steam stop on #2 boiler. @ 1419 Open the generator valve on #2 boiler. @ 1420 Shifted fuel oil injection from 41-74-2-F to 41-74-1-F. @ 1435 Lost electrical power due to trip. @ 1440 Started #2 generator with atmospheric exhaust system open; regaining electrical power. @ 1442 Started #2 auxiliary condenser and circulating pumps. @ 1450 Put #3 1/2 generator to atmospheric exhaust. @ 1452 Started #3 auxiliary condenser and circulating pumps. @ 1453 Parallel #2 and #3 1/2 generators supplying 20 bus and lighting. Made various adjustments to engine and auxiliary machinery for proper operation all conditions in main control stand normal.

R. J. Brantley USN

16-24. Manovering as before except. @ 1610 Shifted power #2 to #1 reactor unit, kept #2 reactor unit and all auxiliaries running. @ 1700 took tube oil samples on the main engines and on #2 and #3 1/2 generators. Conditions satisfactory. @ 1930 Shifted fuel oil and cleaned fuel oil strainers on the main engines and on #2 and #3 1/2 generators. @ 1945 Let off #1 distilling unit and steam and distill going to bilges. @ 2000 Shifted distilling on #1 distilling unit to 3-29-0-W and clean to 1-0-0 drain system. @ 2300 Shifted fuel oil and cleaned fuel oil strainers on the main engines and on #2 and #3 1/2 generators. All main engine continuous checks and monitoring. Checking and adjusting main and auxiliary machinery for proper operation. All conditions in main control stand normal.

R. J. Brantley USN

321

APPROVED: SIGNATURE AND RANK

CORRECT: SIGNATURE AND RANK

USN COMMANDING

R. J. Brantley LT

USN ENGINEER OFFICER

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 10000

GYRO  
 SIG

Error

(QUALITY) IMPROVED BY 200 24 1941  
 LIT OFF COMPASS FOR GETTING HEADWAY  
 ARRIVED AT 445 PHOENIX, SECURED COMPASS  
 LIT OFF COMPASS FOR GETTING HEADWAY  
 ARRIVED AT DAKAR, SECURED COMPASS  
 LIT OFF COMPASS FOR LEAVING PORT  
 GYRO FAILURE, SECURED COMPASS  
 REPERMED @ 20 AMP FUSE + @ 2 AMP FUSE  
 REPACKED MAIN ROTOR BEARINGS  
 Checked accuracy of USS Wilson 20-5

9058  
 9374  
 9374  
 9544  
 9544  
 9981  
 9981  
 10,218  
 10,218  
 10,888  
 10,888  
 11,359  
 11,359  
 11,647  
 11,647  
 11,762  
 11,762  
 11,762  
 11,762  
 16,802  
 16,802  
 1180  
 1150  
 1850  
 2321  
 0  
 2609  
 0  
 0  
 504  
 504

KAMIKAZI AND COURT LIBRARY OF 61 LIBRARY EXE

11 X 1

5 JUNE

TIME

BEARING  
EL ARISH  
512.3

RANGE  
N.L.

POINT

1003

164/14

512.3 117.3

EL ARISH

164

14

N.L.

154

17.5

MICROFILM

164

24.1

MT. TOP

203

29.5

RT. SIDE N.

211

24.1

PT.

1039

vis

48.4

vis

189

17

EL ARISH

14

N.L.

1112

162

13.6

vis  
178.2

14.0

EL ARISH

094.5

25.4

EL ARISH

LAND

1145

173 / 189

150

CERTIFIED TO BE A TRUE COPY OF THE USS LIBERTY (AGTR-5) BEARING LOG

*D.L. Burson*  
D.L. BURSON  
COMMANDING OFFICER

EXHIBIT 18 TO LIBERTY COURT OF INQUIRY EX-18 35



8 JUNE 1967

TIME	LAT°	LONG°	INT.	REMARKS
0000	31° 59' N	32° 24' E	AFK	
0100	31° 59' N	32° 35' E	AFK	
0200	31° 58.5' N	32° 47.8' E	AFK	
0300	31° 58' N	33° 00' E	AFK	
0400	31° 57' N	33° 10' E	ROD	
0500	31° 47' N	33° 20' E	ROD	
0600	31° 41' N	33° 30' E	ROD	
0700	31° 38.5' N	33° 35' E	C/S	
<del>0800</del>	31° 34' N	33° 50.8' E	C/S	
0900	31° 27' N	33° 54' E	C/S	
1000	31° 27' N	33° 51' E	C/S	
1100	31° 24' N	33° 41' E	C/S	
1200	31° 22.2' N	33° 41.1' E	ROD	
1300	31° 23' N	33° 35' E	C/S	

CERTIFIED TO BE A TRUE COPY OF THE USS LIBERTY (AGTR-5) DRT LOG

*D. L. Burson*  
 D. L. BURSON  
 COMMANDING OFFICER

EXHIBIT 19 TO LIBERTY COURT OF INQUIRY EX 19

THE FOLLOWING IS A LIST OF THE DEAD PERSONNEL.  
THE BODIES OF THESE PERSONS HAVE BEEN RECOVERED

LCDR ARMSTRONG, PHILIP M.	569825/1100
SN BLANCHARD, GARY R.	771 77 22
QM3 BROWN, FRANCIS (n)	778 76 70
CT3 HIGGINS, ALAN (n)	788 62 97
SN HOAR, CARL	774 46 48
CT2 MENDLE, ANTHONY	777 62 87
ICFN SKOLAK, DAVID	B50 17 83
PC2 SPICHER, JOHN C.	473 41 77
GMG3 THOMPSON, ALEXANDER	770 47 21
CF3 THORNTON, THOMAS R.	997 97 91
LT TOTH, STEPHEN S.	669613/1100
CF1 WALTON, FREDERICK J.	236 31 86
	236 31 86

EX. 20

EXHIBIT 20 TO LIBERTY COURT OF INQUIRY 30

PERSONNEL MISSING

CT3 WILLIAM B. ALLENBAUGH 684-49-96 USN  
CT2 RONNIE J. CAMPBELL 5861323 USN  
CT2 JERRY L. CONVERSE  
CT2 ROBERT B. EISENBERG 1760935 USN  
CT1 CURTIS A. GRAVES 5195824 USN  
CTSN LAWRENCE P. HAYDEN 7705370 USN  
CT1 WARREN E. HERSEY 4070711 USN  
CT2 RICHARD W. KEENE 1788275 USN  
CTSN JAMES L. LENAU 4475458 USN  
CTSA DAVID W. MARLBOROUGH 3160480 USN  
CTC RAYMOND E. LINN 5711374 USN  
CT3 DUANE R. MARGRAF 7739656 USN  
LT JAMES C. PIERCE 64980516462 USN  
CT1 JOHN CALEB SMITH 2377794 USN  
CTC MELVIN D. SMITH 4979576 USN  
CT3 PHILLIPPE C. TIEDTKE 9143264 USN  
CT3 CARL C. NYGREN 7887716 USN  
CPL EDWARD E. REHMEYER 2125919 USMC  
SGT J.L. RAPER  
CT3 JERRY L. GOSS  
CT1 JAMES M. LUPTON 5113128 USN  
  
CIVILIAN ALLEN M. BLUE 53142327 GC-7

EX 21

EXHIBIT 21 TO LIBERTY COURT OF INQUIRY



RESEARCH WOUNDED

The following is a list of the wounded Research Department personnel. Personnel are listed in alphabetical order according to name, and contains the rate and service number of each.

OFFICERS

LT. ENNES, James M.	653840/1615
LCDR. LEWIS, David E.	584572/1610
LT. O'CONNOR, James G.	671765/1615

ENLISTED

CT1 ADDINGTON, Reginald N.	349 53 80
CT3 ANDERSON, Joe D.	771 76 77
CT1 BAKER, Richard K.	486 80 12
CTSN BENEDICT, Nathan D.	139 55 74
CTSN BENNETT, Lee R.	998 13 79
CT3 BRONG, James V.	913 41 23
CT1 CARLSON, Richard C.	444 13 05
CT1 CARPENTER, Jefferie R.	535 14 05
CT2 DAVIDSON, James R.	699 64 72
CTSN EAKINS, Kenneth B.	794 04 69
CTSN ECKER, Kenneth P.	B51 36 48
CT3 HAWKINS, David W.	118 73 49
CT2 HENDRICKS, Charles R.	685 56 42
CT2 JOHNS, Fredrick K.	794 91 14
CT3 JOHNSON, Melvin P.	997 32 29
CTSN KAVANAUGH, James P.	918 51 32
CTSN KIRK, Eugene H.	918 81 30
CT3 KREUN, Loren W.	538 49 74
CT1 LENTINI, Joseph C.	594 81 55
#SSGT LOCKWOOD, Bryce F.	185 98 56
CT2 McFAGGEN, David L.	774 71 98
CT2 MEYER, Stephen E.	771 42 03
CT1 ROWLEY, Charles L.	458 48 03
CT3 SHAFER, Maurice B.	695 94 36
CTSN SHAW, David A.	904 39 56
CT3 SIX, Harold E.	777 58 53
*CTC THOMPSON, Harold J.	471 37 37
ET3 TIMMERMAN, Barry R.	770 11 63

CIVILIAN

BALLOCK, Donald L.

# Denotes United States Marine Corps  
\* Denotes Personnel retained on board

EX 22(a)  
EXHIBIT 22(a) TO LIBERTY COURT OF INQUIRY 30

GENERAL SERVICE  
WOUNDED LIST

ENGINEERING DEPT

EM2	LEMAY, William M.	773	35	21
IC1	RANDALL, John R.	517	81	45

DECK DEPT

SN	CASPER, Willaim E.	796	40	74
SN	CONCEPCION, Rodney C.	674	38	09
SN	COOK, Eddie L.	997	59	71
SN	FOLLIN, Donald F. Jr.	917	66	74
GMG3	HAZEN, David C.	696	84	98
SN	JACKSON, Thomas F.	689	15	99
SN	PAYAN, Salvado (n)	796	66	15
SN	PIERSON, Gerald A.	794	07	20
SA	RIELLY, Thomas J. Jr.	913	50	66
SN	SLAVENS, Larry T.	916	92	00
SN	SOPER, Larry L.	698	89	98
BMSM	WARD, Jerry W.	775	76	67
SN	WEAVER, Richard L.	999	88	63
SN	WILSON, George W.	529	34	49

OPS DEPT

YN3	BROWNFIELD, Virgil L.	794	23	49
SM2	DAVID, RUSSEL O.	683	33	65
SN	LAMAR, John D.	779	56	36
SMSN	MEADORS, Joseph L.	B71	04	56
QM3	POLLARD, Floyd H.	353	55	47

SUPPLY DEPT

SH2	HEROLD, Donald (n)	609	22	48
SN	LEMOND, Thomas W.	917	49	31
TN	MARFIL, Sofronio P.	776	90	09
SN	MATHEWS, Jimmy L.	998	21	92

EX 22 (b)  
EXHIBIT 22 (b) to LIBERTY COURT OF IND.

U.S.S. LIBERTY (AGTR-)  
FPO, NEW YORK 09501

Wounded Transferred

Name	Rate	Ser #
FRAN, Salvador	SN	796 66 15
REILLY, T. J.	SN	913 50 66
COOK, E.L.	SN	997 55 71
HEROLD, Donald	SH2	609 22 48
BENNETT, Lee Roy	STSN	998 13 79
HAZEN, David Carl	GM3	969 84 98
LEMAY, William Michael	FM3	773 35 21
LENTINI, J.C.	CT1	594 81 55
O'CONNOR, J.G.	LT	671765
WARD, J.W.	BM3	775 76 78
WEAVER, R.L.	SN	999 88 63
BROWNFIELD, V.L.	YN3	
LaTORRE, S.J.	EMFN	914 73 89
LOCKWOOD, BF	SSGT	
FNNES, JM	LT	
LEWIS, D.E.	LCDR	
TIMMERMAN, B.R.	ET3	
CARPENTER, J.R.	CT1	
TAYLOR, R.P.	ENS	
RANDALL, J.R.	IC1	
CASPER, W.E.	SN	(Deck dpt)
CONCEPCION, R.C.	SN	"
FOLLIN, D.F.JR.	SN	"
PIERSON, G.V.	SNSS	"
SLAVENS, L.J.	SN	"
SOPER, L.L.	SN	"
WILSON, G.W.	SN	"
DAVID, R.O.Jr.	SM2	
LAMAR, J.D.	SN	
MEADORS, J.L.	SMSN	
Pollard, F.H.	QM3	
LEMOND, T.W.	OTSN	
MARFIL, S.P.	TN	
MATHEWS, James L.	SN	
ADDINGTON, R. N.	CT1	
ANDERSON, J.D.	CT3	
BENEDICT, N.D.	CTSN	
BRONG, J.V.	CT 3	
CARLSON, R.C.	CT1	
CARP ENTER J.R.	CT1	
DAVIDSON R.C.	CT2	
EAKINS K.B.	CTSN	
ECKER K.P.	CTSN	
HAWKINS D.W.	CT3	
HENDRICKS, C.R.	CT2	
JOHNS, F.K.	CT2	
KAVANAGH, J.P.	CTSN	
KIRK, E.H.	CTSN	
KREUN, L. W.	CTSN	
LENTINT, J.C.	CT1	
MCFEGGAN, D.L.	CT2	

EX 22 (e)

EXHIBIT 22 (C) TO LIBERTY COURT OF INQUIRY



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WOUNDED PERSONS STILL ON BOARD

LUCAS, David L., ENS	710515/1105
McGONAGLE, W.L.; CDR	494467/1100
BENNETT, M., LT.	625125/1610
KIEFER, R.F., LT(MC)	
THOMPSON, H.J., CTC	471 37 37
VAN CLEAVE, T.L. HM1	298 39 72
SCHULMAN, S.L., HM3	353 96 33
BOSTIC, C. FN	
PAINTER, L.C. LT(JG)	692274/1105
LAMKIN, C.F. CTC	518 69 45
DURZEWSKI, H. SH3	546 83 16
QUINTERA, T.A. SN	796 43 22
STOUDT, J.D. BT3	B70 41 42
OWENS, E. BT2	549 85 64
ASWORTH, J.W. FN	699 53 81
NEWELL, J.P. BT3	776 08 93
THORN, L.B. MR3	
HEANEY, W.D. SN	918 44 65
PATTEN, D.A. CS3	904 30 77
BOTGHER, D.R. FN	779 52 59
CORNISH, G.R. MMFN	998 07 12
LaTORRE, L.J.	
CARNAHAN, D.N. CS3	B10 42 33
KISIEL, D.J. SA	998 70 04
BISHER, G.R. FN	B10 22 23
BYRD, D.R. FN	290 54 86
TRIPLETT, J.L. FN	354 81 55
ANDERSON, R.E. FA	B51 81 36
SIMPSON, M.R. FN	917 52 08
BOCCELLA, S. CS3	796 37 68
HRANKOWSKI, J.M. FN	B10 43 15
McINTURFF F. CTSN	B61 44 71
MARAIU, J.A. FN	916 29 05
DALLEY, R.L. CTSN	B20 04 91
LOSASSO, G.F. FN	796 18 83
VALDEZ, D. SK2	370 92 58
BOOTH, J.E. MM3	998 19 47
PERKINS, E.G. SK3	776 42 83
GILSON, R.D. RD3	794 71 33
WEDIG, G.J. CS2	428 92 84
KUKAL, R.G. CT1	539 00 34
BOWEN, L.L. CT2	796 85 28
SWEET, R.B. CT3	775 06 25
McFARLIN, T.L. CT3	795 25 54
BLOXHAM, G.L. CT2	774 27 59
SMITH, J.D. CTSN	777 19 71
EIKLEBERRY, D.M. CT2	914 81 10
PLEASANTS, C.L. CT1	535 78 10
DODD, M.F. CT2	599 79 51
BUCK, R.D. CT3	918 25 70
PEETOOM, H.C. CTSN	797 04 78
SNAIDER, D.C. CT2	776 28 26
POPLIELSKI, J.G. CT2	778 80 00

ADIO LOG

TOPNAV FORM 2810-1 (Rev. 11-58) Recorder Inc.

Log. "1" Stock 0107 708 1000

ACTIVITY	OPERATOR	CREW	CIRCUIT	FREQUENCY
USS LIBERTY AGTR-5	VAROUS	VAR.	BICOM	545K8C
TIME	TRANSMISSION			
0000Z	NEW RADIO DAY....FREESE RM3... <i>PLEASE</i>			
0430Z	SEC TWO OFF TO SEC ONE....FREESE RM3... <i>3</i>			
0430Z	SEC ONE ASSUMED GUARD THIS FREQ <i>1 HAWAIIAN RM2 HALMA...</i>			
1130Z	AS DE RS	K		
1158Z	AS DE RS	Z K		
	AS DE RS	WE ARE UNDER ATTACK; BE ADVISED WE ARE UNDER ATTACK K		
	RS DE SM	U ARE GARBLED, SAY AGAIN K		
	SM DE RS	I SAY AGAIN WE ARE UNDER ATTACK, WE ARE UNDER ATTACK INT QRK K		
	RS DE SM	U ARE STILL GARBLED SAY AGAIN K		
	SM DE RS	WE ARE UNDER ATTACK WE ARE UNDER ATTACK K		
	AS DE RS	WE ARE UNDER ATTACK DO U READ ME K		
1130X	SWITCHING XMITRS BUT NO LUCK,			
1204Z	AS DE RS	K		
	RS DE SM	K		
1208Z	SM DE RS	WE ARE UNDER ATTACK (REPEATED ABOUT 3 TIMES) K		
1140Z	RS DE SM	R R AR		
1141Z	SM DE RS	K		
1209Z	RS DE SM	K		
	SM DE RS	WE ARE UNDER ATTACK AND NEED IMMED ASSIST. K		
	RS DE SM	R INT ZNB ( ETC..) K		
	SM DE RS	ZNB (ETC..) K		
	RS DE SM	ZNB CORRECT AS I AM STANDING BY FOR FURTHER TRF K		
1214Z	SM DE RS	R R AR		
1146Z	SM DE RS	K		
1150Z	RS DE SM	K		
1218Z	SM DE RS	BE ADVISED WE HAVE BEEN HIT BY TORPEDO LISTING ABOUT 9 DEG REQUEST IMMED ASSIST K		
1220Z	RS DE SM	R R AR		
1152Z	SM DE RS	K		
1154Z	RS DE SM	K		
1224Z	SM DE RS	THREE UNIDENTIFIED A/C APPROACHING THE SHIP K		
1157Z	RS DE SM	R AR		
1227Z				
1233Z	DESTRUCTION BILL IN EFFECT			
1323Z	LOST POWER			
1355Z	COMM BACK UP			
1433Z	C.C TO 340 SPD 8 KTS.			
1445Z	FM CSF ASSISTANCE IS ON THE WAY.			
1500Z	LOST ALL POWER IN RDO LENT			

DATE	PAGE NO.
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EX 23 (OVER)  
 EXHIBIT 23 TO LIBERTY COURT OF INQUIRY

RADIO LOG

OPNAV FORM 2810-1 (Rev. 11-58) Recorder from FPSU Log. "I" Stock 0107 708 1000

ACTIVITY USS LIBERTY AGTR-5	OPERATOR VARIOUS	CREW VAR	CIRCUIT 6721 KCS	FREQUENCY
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TIME	TRANSMISSION
1933Z	T.....O.....L.....E./JH/
1939Z	RS DE BC RDO CK K BC DE RS R K
1940Z	RS DE BC R AR
1941Z	RS DE BC K BC DE RS K RS DE BC R REQUEST U CONFIRM NR OF MEN SERIOUSLY WOUNDED AND NR JUST WOUNDED
1943Z	BC DE RS R AS AR
1945Z	BC DE RS K RS DE BC K BC DE RS REF UR LAST 10 DEAD, NR SERIOUSLY INJURED 15 - 25 AND NR JUST UNJURED 100 K
	RS DE BC R I READ BACK FOR POSS CORR (REPEATED)
	BC DE RS R X K
1950Z	RS DE BC R AR
1951Z	RS DE DTG K RS DE SM BQ ADVISED DTG CALLING U K DTG DE SM RS REQ U SAY AGAIN K RS DE DTG (GARBLED) K DTG DE RS AS AR SM DE RW REQ U ACK AS RELAY FOR ME K
1953Z	RS DE SM R AR
1954Z	JTG DE RS R UR LAST K
2018Z	RS DE SM K SM DE RS U ARE WEAK AND BARELY READABLE K BC DE RS K RS DE BC R K BG DE BG REQ U AST AS RELAY BETWEEN SM AND ME RS IE BC R AR RS DE BC SM NEG TRF K
2019Z	BC DE RS R AR
2023Z	RS DE FC K FC DE RS K RS DE FC (GARBLED) K FC DE RS BE ADVISED U ARE WEAK AND BEARELY READABLE AS AR
	BC DE RS REQ U RELAY FOR SM FC K
	RS DE BC I PASS FROM FC FM FC TO RS STEEL JAW 702 WILL BE AIRBORNE 2100Z TO ASSIST RS IN NAVIGATION AND COMMUNICATION
	BT K
2030Z	BC DE RS R AR
2031Z	RS DE BC K BC DE RS K <del>BC DE RS</del> RS DE BC INT SERIOUSLY WOUNDED 15 -25 INCLUEDE IN NR WOUNDED 100 K

DATE 08 JUNE 1961	PAGE NO. 13
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(OVER)

TIME	TRANSMISSION
2031Z	T....O....L....E/JH/
	BC DE RS C K
2033Z	RS DE BC R AR
2038Z	RS DE BC K
	BC DE RS K
	RS DE BC I PASS FROM TOP HAND - REQ LIST OF
	MEN WOUNDED AND DEAD, NOT BY ANY INST
	BUT JUST NAME OF MEN DEAD AND WOUNDED
2040Z	BC DE RS R AR
2041Z	RS DE JTG ✓ RDO CK K
	JTG DE RS U ARE VERY WEAK AND BARELY READABLE K
2042Z	RS DE JTG R AR
2201Z	FC DE RS O K
	RS DE FC K
	FC DE RS -T-0-082202Z FM ROCKSTAR TO SECNAV
	INFO BUPERS, CHIEF BUMED, NAVFINCEN
	CLEVELAND, COMFIVE, CNO, CINCUSNAVEUR
	CINCLANFLT, COMSIXTHFLT, COMSERVLANT
	COMSERVRON EIGHT U/C C/ FILES BT K
2305Z	RS DE FC R AR
0000Z	NEW RADIO DAY.....09 JUNE 1967...FREESE RM3
0020Z	RS DE BC RDO CK K
	BC DE RS GOOD AND READABLE K
	RS DE BC R OUT
0138Z	RS DE SM RDO CK K
	SM DE RS U GOOD AND RADABLE K
0139Z	RS DE SM U GOOD AND RADABLE ALSO NEG TRF AR



RADIO LOG

OPNAV FORM 2810-1 (Rev. 11-58) Recorder from FF-1000 Stock 0107 708 1000

ACTIVITY	OPERATOR	CREW	CIRCUIT	FREQUENCY
USS LIBERTY (AGTR-5)	WARD, R12	SECT TWO	HI COM	11256.5

TIME	TRANSMISSION
1807Z	T-O-L-E
1850Z	FM COMSIXTHFLR TO LIBERTY - ESCORT WAY TO ASSIST DAMAGE AND IF POSSIBLE CONT CUS 340 MAG MAX SPD
1855Z	FM CSF TO R S <sup>ESCORT MADE @ MAX SPD DESTROYERS</sup> UNTIL 100 MI FM RESKT POSIT THEN TURN 27
1802Z	FM CS TO R S REQ UR 1800Z EST POSIT K
1803Z	SCHEMATIC DE R RGR UR LST FROM FAST CHARGER AR
	RS DE FF K
	FF DE RS K
	RS DE FF B ADVISED STA BELMONT IS CALLING U
	FF DE RS UR VWEAK AND BRLY RD/ABLE UNABLE TO
	READ BELONT K
1804Z	RS DE FF R ZUJ AR
	RS DE CP K
	CP DE RS K
	RS DE CP CALL SIGNS OF ESCORT ARE MATADORE
	AND BIG DIPPER K
1809Z	CP DE RS R AR
1815Z	
1820Z	RS DE DR ZX PASS FM FC DESTROYERS EXPECT TO
	<del>DR/DR/RS</del> RENDEVOUS WITH YOU AT 0700Z.
	TOMMORROW K
	R AR
	IND U TOR JCS MSG 080110Z K
	OUR FILES WERE DESTROYED AND WE
	ARE UNABLE TO GET TO THEM WE DO NOT
	ACKNOWLEDGE RECPT OF THIS MSG K
1829Z	RS DE CP R RGR AR
1715Z	C P DE RD 000 K
	RS DE C P K
	C P DE R S 00_081715Z (SEE FILES )
1742Z	R S DE C P QSL UR 081715Z AT TIME 1742Z K
1743Z	C P DE R S R AR
1800Z	R S DE CP K
	CP DE RS K
	<del>CP DE RS</del>
	RS DE CP GAY TIME GOLF ETA 0600Z HOLD EMPRE
	DOROTHY 081612Z K
	I READ BACK FOR POSS CORR (REPEATED
	C WA DOROTHY TO READ 081612Z K
1805Z	CP DE RS R AR
1806Z	SM DE RS K
	RS DE SM INT TOR COMSIXTHFLT 081917Z K
	SM DE RS INT CORR TOR COMSIXTHFLT 081917Z K
	RS DE SM C WA COMSIXTHFLT 080917Z K
1807Z	SM DE RS R AS AR
1808Z	SM DE RS K
	RS DE SM K
	SM DE RS UNABLE TO LOCATE DUE TO CARPT SEALE
	OFF K
1810Z	RS DE SM R AR

LOCAL TIME 1800

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(OVER)

TIME		TRANSMISSION
1810Z	T....O.....L....E/JH/	
1812Z	RS DE SM	K
	SM DE RS	K
	RS DE SM	REQUEST YOU STEAR COURSE 300 DEG FOR RENDEZOUS MAKE FOUR HOUR POSIT RPTS THIS NET K
	SM DE RS	REQ U SAY AGAIN AA RENDEZOUS K
1817Z	RS DE SM	R I SAY AGQIN AA RENDEZOUS (REPEATED
1819Z	SM DE RS	R AR
	RS DE SM	K
	SM DE RS	K
		WE ARE STEARING 300 DEG MAGNATIC AND ALSO WE ARE UNABLE TO GIVE POSIT
1824Z	RS DE SM	R AR
1830Z	RS DE CP	INT TRFC K
	CP DE RS	NEG K
1833Z	RS DE CP	R AR
1842Z	RS DE DR	K
	DR DE RS	K
1843Z	RS DE DR	RR AS AS AR
1844Z	RS DE DTG	K
	DTG DE RS	U ARE VERY WEAK AND BARELY READABLE REQ U REBAY THRU STA CP K
1845Z	RS DE DTG	R AR
1850Z	RS DE FC	K
	FC DE RS	K
	RS DE FC	INT U HAVE CAPABILITY OF SWIFTING FREQS K
	FC DE RS	BELIEVED ZUE HOWEVER IF NOT HEARD 15 MIN REQ SWIFT BACK TO THIS FREQ K
	RS DE FC	R DO NOT SWIFT FREQS YET, I WILL CONTACT NCS K
1853Z	FC DE RS	R AR
1856Z	RS DE DR	K
	DR DE RS	K
	RS DE DR	INT KNOW FREQ 4B K
	DR DE RS	C K
1859Z	RS DE DR	R AS AR
1901Z	ATTEMPTING TO QSY	
1915Z	QSY COMPLETED	
1918Z	AA DE RS	RDO CK K
	DE BC	(GARBLED) K
	AA DE RS	SAY AGAIN AND GIVE LONG COUNT K
	RS DE BC	U GOOD AND READABLE K
1923Z	BC DE RS	R AR
	RS DE BC	RDO CK K
	BC DE RS	R K
	RS DE BC	R AR
	RS DE CP	RDO CK K
	CP DE RS	R K
	RS DE CP	R AR
	RS DE FC	RDO CK K
	FC DE RS	R K
	RS DE FC	R AR

27

27

27

27

ACTIVITY	OPERATOR	CREW	CIRCUIT	FREQUENCY
USS LIBERTY (AGTR-5)	VARRIOUS	VAR	HI COMM	11256.5 KC
TIME	TRANSMISSION			
0001Z	NEW RDO DAY NEW LOG 08 JUN 67 ----- E. FREESE, RM3			
0430Z	SECT TWO OFF TO SECT ONE E. FREESE, RM3			
0430Z	SECT ONE ASSUMED WATCH THIS FREQ <i>Halman Room</i>			
1153Z	ANY STA DE RCK STR K A S DE R S Z K A S DE R S WE ARE UNDER ATTACK WE ARE UNDER ATTACK K R S DE SCHEMATIC U ARE GARBLED, SAY AGAIN K S M DE R S WE ARE UNDER ATTACK WE ARE UNDER ATTACK K A S DE R S WE ARE UNDER ATTACK WE ARE UNDER ATTACK K A S DE R S WE ARE UNDER ATTACK DO U READ ME K			
1200Z	SWITCHING XMITRS BUT NO LUCK A S DE R S K R S DE SCHEMATIC K			
1208Z	S M DE R S WE ARE UNDER ATTACK ( RPTED ABOUT THREE T) R S DE S M R R AR S M DE R S K			
1209Z	R S DE S M K S M DE R S WE ARE UNDER ATTACK AND NEED IMMED ASSIST R S DE S M R INT ZNB (ETC..) K S M DE R S ZNB (ETC..) K R S DE S M ZNB CORRECT AS I AM STANDING BY FOR FURTHER TRFK K			
1214Z	SM DE R S R R AR S M DE R S K R S DE S M K			
1217Z	S M DE R S BE ADVISED WE HAVE BEEN HIT BY TORPEDO LISTING ABOUT NINE DEG REQUEST IMMED ASSISTANCE K			
1220Z	R S DE S M R R AR S M DE R S K			
1224Z	R S DE S M K S M DE R S THREE UNIDENTIFIED A/C APPROACHING SHIP K R S DE S M R AR			
1227Z	R S DE S M R AR			
1233Z	EMEG DESTRUCT BILL IN EFFECT.			
1233Z	FROM 1233 TO 132 Z NO SIGS RECVD OR SENT			
1323Z	POWER FAILURE LOST POWER THROUGH SHIP			
1355Z	POWER RESTORED, PATCH PANELS IN RDO CENT INOPP. SHIFTED CONTROL TO XMITR ROOM			
1355Z	XMITR ROOM ASSUMES CONTROL COMMUNICATIONS, WARD, IM2 SUPVSR.			
1356Z	HAVE HI COMM XMITR ON AIR BUT HAVE NO RCVR IN POSITION.			
1400Z	FST CHARGER DE R S Z Z Z I PASS IN THE BLIND WE ARE UNDER ATTACK BY A/C AND HIGH SPD SURFACE CRAFT I SAY AGAIN Z Z Z I PASS IN THE BLIND WE ARE UNDER ATTACK BY A/C AND HIGH SPD SURFACE CRAFT K			
1402Z	AT THIS TIME WE HAVE COORDINATION ESTABLISHED BETWEEN XMITR ROOM AND RDO CENTRL RDO CENTRL HAS RCVR AND WE HAVE XMITR IN LOCAL POSIT. WE PASS TRF ON XMITR AND RDO RELAYS OTHER			

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EX 24

EXHIBIT 24 TO LIBERTY COURT OF INQUIRY

(OVER)

RADIO LOG

OPNAV FORM 2810-1 (Rev. 11-58) Recorder from FP pg. "1" Stock 0107 708 1000

ACTIVITY	OPERATOR	CREW	CIRCUIT	FREQUENCY
USS LIBERTY (GTR-5)	WARD, RM2	SECT TWO	HI COLM	11256.5

TIME	TRANSMISSION
1707Z	T-O-L-E
1750Z	FM COMSIXTHFLR TO LIBERTY - ESCORT WAY TO 095151 DAMAGE AND IF POSSIBLE CONT CUS 340 MAG MAX SPD
1855Z	FM CSF TO R S <sup>ESCORT TRACK @ MAX SPD DESTROYERS</sup> UNTIL 100 MI FM RRST POSIT THEN TURN 2
1802Z	FM CS TO R S REQ UR 1800Z EST POSIT K
1803Z	SCHEMATIC DE R RGR UR LST FROM FAST CHARGER AR
	RS DE FF K
	FF DE RS K
	RS DE FF B ADVISED STA BELMONT IS CALLING U
	FF DE RS UR VWEAK AND BRLY RDABLE UNABLE TO
1814Z	RS DE FF READ BELONT K
	RS DE CP R ZUJ AR
	CP DE RS K
	RS DE CP K
1809Z	CP DE RS CALL SIGNS OF ESCORT ARE MATADORE
1815Z	AND BIG DIPPER K
1820Z	RS DE DR R AR
	<del>DR</del> / <del>DE</del> / <del>RS</del> ZX PASS FM FC DESTROYERS EXPECT TO
	DR DE RS RENDEVOUS WITH YOU AT 0700Z.
	RS DE CP TOMMORROW K
	CP DE RS R AR
	IND U TOR JCS MSG 080110Z K
	OUR FILES WERE DESTROYED AND WE
	ARE UNABLE TO GET TO THEM WE DO NOT
	ACKNOWLEDGE RECPT OF THIS MSG K
1829Z	RS DE CP R RGR AR
1715Z	C P DE RS 000 K
	RS DE C P K
	C P DE R S 00-081715Z (SEE FILES)
1742Z	R S DE C P QSL UR 081715Z AT TIME 1742Z K
1743Z	C P DE R S R AR
1800Z	R S DE CP K
	CP DE RS K
	<del>CP</del> / <del>DE</del> / <del>RS</del> GAY TIME GOLF ETA 0600Z HOLD EMPRE
	RS DE CP DOROTHY 081612Z K
	CP DE RS I READ BACK FOR POSS CORR (REPEATED
1805Z	CP DE RS C WA DOROTHY TO READ 081612Z K
1806Z	SM DE RS R AR
	RS DE SM K
	SM DE RS INT TOR COMSIXTHFLT 081917Z K
	RS DE SM INT CORR TOR COMSIXTHFLT 081917Z K
1807Z	SM DE RS C WA COMSIXTHFLT 080917Z K
1808Z	SM DE RS R AS AR
	RS DE SM K
	SM DE RS K
	UNABLE TO LOCATE DUE TO CARPT SEALE
	OFF K
1810Z	RS DE SM R AR

LOCAL TIME (100)

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(OVER)



TIME	TRANSMISSION
1402Z	T O L E STATIONS ANSWER, ADVISE OR INQUIRY.
1405Z	FAST CHARGER DE R S ZZZ K R S DE F C K F C DE R S BT REQ IMMED ASSISTANCE. TORPEDO HIT STBD MIDSHIP. FLOODING. LIST WAS AT NINE DEG. APPROX CASUALTIES FOUR DEAD, THREE SERV WOUNDED, FIFTY WOUNDED. RADAR, FATHOMETER, AND GYRO INOP. WILL REQUIRE NAV AID CONSISTING OF SEA AND AIR ESCORT. LAST KNOWN POSIT, TIME 1405Z THIRTY ONE DEG THIRTY FIVE POINT FIVE MIN NORTH, THIRTY THREE DEG TWENTY NINE MIN EAST BT K
1410Z	R S DE F C R R AR
1410Z	FROM 1 10Z TO 1 3Z NO SIGS RCVD OR SENT
143Z	F C DE K S CHANGED CUS TO 340 DEG AT EIGHT KTS K
1434Z	R S DE F C R AR
1445Z	R S DE F C K
	F C DE R S K
	R S DE F C ASSISTANCE IS ON THE WAY K
1447Z	F C DE R S I. AR
1447Z	SOMETIME BETWEEN 1405Z AND 1445Z ET S HAVE BROUGHT A R390 RCVR TO POSITION IN XMIT ROOM AND NOW IS TU. ED AND IN OPERATION
	XMITR ROOM NOW ASSUMES ALL COMMUNICATIONS CONTROL .. JPW
1500Z	LOST ALL POWER
1520Z	APPROX TIME .. POWER RETURNED ALL XMITRS INOP EXCEPT WRT-2 NUMBER TWO .. ALL ANTENNAS DESTROYED OR INOP EXCEPT PORT TUNER
1550Z	R S DE S M K
	S M DE R S K
	R S DE S M I PASS FM FAST CHARGER BT ESCORT ON WAY TO ASSIST DAMAGE AND IF POSSIBLE CONT CUS 34 M. GNETIC AND MAX SPD UNTIL 100 MILES FROM PRESENT POSIT THEN TURN TO 270 DEG K
1552Z	S M DE R S R AR
1555Z	R S DE S M I PAS. FM FAST CHARGER BT ESCORT PROCEEDIN AT MAX SPD DESTROYERS K
1555Z	S M DE R S R AR
1602Z	R S DE CACTUS PETE K
	C P DE R S K
	R S DE C P I PASS FM F C BT REQ UR 1800Z EST POSIT K
1602Z	C P DE R S R ZUJ AR
	R S DE FF (FANFARE) K
	FF DE R S K
1604Z	R S DE F F BE ADVISED STA BELMONT CALLING U K UR WEAK AND BARELY READABLE . UNABLE TO READ STA BELMONT K
	F F DE R S R ZUJ AR
1604Z	R S DE F F R ZUJ AR
	R S DE C P K
	C P DE R S K
	R S DE C P CALL SIGSNC OF ESCORT ARE MATADORE AND BIG DIPPER K
1609Z	C P DE R S R AR

RADIO LOG

OPNAV FORM 2810-1 (Rev. 11-58) Recorder from FPS Stock 0107 708 1000

ACTIVITY USS LIBERTY (AGTR-5)

OPERATOR WARD, RM2

CREW TWO

CIRCUIT HI COMM

FREQUENCY 11256.5 K

TIME	TRANSMISSION
1609Z	T O L E
1611Z	C P DE R S K R S DE C P K C P DE R D PASS TO F C MY 1800Z POSIT 31°35'N 33° 32'E NORTHWEST AT 10 KTS K
1614Z	R S DE C P R AR
<del>1617Z</del>	JPW
1620Z	R S DE DERRAIL K D R DE R S K R S DE D R I PASS FM F C BT DESTROYERS EXPECT TO RE. DEZVOUS WITH U AT APPROX 0700Z TOM.MORIO
1621Z	D R DE R S R AR
1622Z	R S DE C P K C P DE R S K R S DE C P I PASS FROM FANFARE BT INT TOR JCS MSG 030110Z K
1623Z	C P DE R S ZUJ AR
1625Z	CP DE R S K R S DE C P K C P DE R S PASS TO FANFARE BT OUR FILES WERE DESTRO E DURING BATTLE WE DO NOT ACKNOWLEDGE RECEIP OF THIS MSG RPT DO NOT ACKNOWLEDGE RECEIP OF THIS MSG K
1629Z	R S DE C P R AR
1715Z	C P DE R S 000 K R S DE C P K C P DE R S -O-031715Z (SIE FILES)
1742Z	R S DE C P QSL UR 031715Z AT TIME 1742Z K
1743Z	C P DE R S R AR
R S DE C P	K
1800Z	C P DE R S K R S DE C P GAY TIME GOLF ETA 0600Z HOLD E PRESS DOROTHY 031612Z K
	CP DE R S I READ BACK FOR PO S CORR (REPEATED) K
	R S DE C P C WA DOROTHY TO READ 081612Z K
1805Z	C P DE R S R AR
1806Z	R S DE S M K S M DE R S K R S DE S M INT TOR COMSIXTHFLT 081917Z K S M DE R S INT CORR INT TOR CSF 081917Z K R S DE C P C WA C S F 080917Z K
1807Z	C P DE R S R ZUJ AR
1810Z	C P DE R S K R S DE C P K C P DE R S COMMUNICATIONS SPACES DESTROYED DURING BATTLE, UNABLE TO LOCATE SUBJ MSG DUE SPACES SEALED OFF DO NOT ACKNOWLEDGE RECEI OF SUBJ MSG K
1810Z	R S DE C P R AR

DATE

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(OVER)

TIME	TRANSMISSION
1810Z	T O L E ...../JH/
1812Z	RS DE SM K SM DE RS K RS DE SM REQUEST YOU STEER COURSE 300 DEG FOR RENDEZOUS MAKE FOUR HOUR POSIT REPORTS THIS NET K SM DE RS REQ U SAY AGAIN AA RENDEZOUS K RS DE SM R I SAY AGAIN AA RENDEZOUS (REPEATED) K 1817Z SM DE RS R AR 1819Z SM DE RS K RS DE SM K SM DE RS WE ARE STEERING COURSE 300 DEG MAGNETIC AND ALSO WE ARE UNABLE TO GIBE POSIT K 1824Z RS DE SM R AR 1830Z RS DE CP INT TFC K CP DE RS NEG K 1833Z RS DE CP R AR 1842Z RS DE DERAILS K DR DE RS K 1843Z RS DE DR R AS AR 1844Z RS DE GAY TIME GOLF K GTG DE RS U ARE VERY WEAK AND BARELY READABLE REQUES U RELAY THRU STA CP K 1845Z RS DE GTG R AR 1850Z RS DE FASTCHARGER K FC DE RS K RS DE FC INT U HAVE CAPABILITY OF <del>8</del> SHIFTING FREQS BELIEVED ZUE, HOWEVER IF NOT HEARD 15 MIN REQ SHIFT BACK TO THIS FREQ K FC DE RS RS DE FC R DO NOT SHIFT FREQS YET, I WILL CONTACT NCS K 1853Z FC DE RS R AR 1856Z RS DE DR K DR DE RS K RS DE DR INT KNOW FREQ 4B K DR DE RS C K RS DE DR R AS AR 1859Z 1901Z ATTEMPTING TO QSY 4B 1915Z QSY COMPLETED 1918Z ANY STA DE RS RDO CK K RS DE BLUECAT (GARBLD) K BC DE RS SAY AGAIN AND GIBE LONG COUNT K RS DE BC U GOOD AND READABLE K 1923Z BC DE RS R AR 1924Z RS DE BC RDO CK K BC DE RS R K RS DE BC R AR 1925Z RS DE CP RDO CK K 1930Z CP DE RS R K RS DE CP R AR 1931Z RS DE FC RDO CK K 1932Z FC DE RS R K RS DE FC R AR

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RADIO LOG

OPNAV FORM 2810-1 (Rev. 11-58) Recorder from FPSC

Stock 0107 708 1000

ACTIVITY USS LIBERTY (AGTR-5)	OPERATOR HALMAN RM2	CREW ONE	CIRCUIT HI-COM	FREQUENCY 6721.5KCS
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TIME	TRANSMISSION
1933Z	T.....O.....L.....E/JH/
1939Z	RS DE BC RDO CK K BC DE RS R K
1940Z	RS DE BC R AR
1941Z	RS DE BC K BC DE RS K RS DE BC R REQUEST U CONFIRM NR OF MEN SERIOUSLY INJURED AND NR JUST WOUNDED K.
1943Z	BC DE RS R AR
1945Z	BC DE RS K RS DE BC K BC DE RS REF YOUR LAST - 10 DEAD, NR SERIOUSLY INJURED 15 TO 25 AND NR JUST INJURED 100 K
1950Z	RS DE BC R I READ BACK FOR POSS CORR (REPEATED) K BC DE RS R AR
1951Z	RS DE GTG K GTG DE RS K RS DE <del>SM</del> SM BE ADVISED GTG CALLING U K GTG DE RS BE ADVISED U ARE WEAK AND BARELY READABLE SAY AGAIN K (GARBLED) K AS AR REQ U ACT AS RELAY FOR ME K
1953Z	RS DE SM R AR
1954Z	RS DE SM (GARBLED) K SM DE RS U ARE WEAK AND BARELY READABLE K BC DE RS K RS DE BC R K BC DE RS REQ U ACT AS RELAY BETWEEN SM AND ME K RS DE RS R AR
2016Z	RS DE BC SM NEG TRF K
2017Z	BC DE RS R AR
2018Z	RS DE FC K
2923Z	FC DE RS K RS DE FC (GARBLED) K RS DE FC (GARBLED) K FC DE RS BE ADVISED U ARE WEAK AND BARELY READABLE AS AR BC DE RS REQ U RELAY FOR FC K RS DE BC I PASS FROM FC FM FC TO RS STEEL JAW 702 WILL BE AIRBORNE 2100Z TO ASSIST RS IN NAVIGATION AND COMMUNICATION K
2030Z	BC DE RS R AR
2031Z	RS DE BC K BC DE RS K RS DE BC INT SERIOUSLY WOUNDED 15 TO 25 INCLUDED IN NUMBER 100 K

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(OVER)



RADIO LOG

OPNAV FORM 2810-1 (Rev. 11-58) Recorder from FPSC

Stock 0107 708 1000

ACTIVITY USS LIBERTY (AGTR-5)	OPERATOR FREESE RM3	CREW TWO	CIRCUIT HI-COMM	FREQUENCY 6721.5KCS
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TIME	TRANSMISSION
0001Z	NEW RADIO DAY..... 09 JUNE 1967 /... FREESE RM3
0020Z	RS DE BC RDO CK K
	BC DE RS GOOD AND READABLE K
0021Z	RS DE BC R AR
0138Z	RS DE SM RDO CK K
	SM DE RS U GOOD AND READABLE K
0139Z	RS DE SM U GOOD AND READABLE ALSO NEG TFC AR
0200Z	SHIFTED MOST TFC TO FLEET COMMON UHF
0201Z	STATION BC CONTINUED TO GIVE RDO CKS EVERY 15 MIN.
0500Z	SECURED FROM THIS CIRCUIT, STATION MATADOR ASSUMED GUARD THIS FREQ / HALMAN RM2... <i>Halman</i> ...

DATE 09 JUNE 1967	PAGE NO. 1 OF 31
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(OVER)

June 1967

Statement by Captain R. L. ARTHUR, 415899/140  
Sixth Fleet Maintenance Officer

1. A preliminary estimate of the time required to make permanent shell repairs repairs to and necessary associated interior strength members is two to three weeks.
2. A firm estimate will require a detailed survey, not expected to commence until 15 June.

R. L. Arthur

EXHIBIT 25 TO LIBERTY COURT OF INQ

EX 25

3



08 XLVPYWZFA ILCY.  
0 RUQKRQ  
1 RUQKRM 001DLV 1660016  
2 Y SSSSS  
3 150016Z JUN 67 ZFF1  
4 COMDESRON ONE TWO  
5 RUQKRQ/CINCUSNAVEUR

27

E C R E T

08 ADMIRAL MCCAIN FROM KIDD. DELIVER AT BREAKFAST.  
09 REF TELECON, YOUR 141740Z NOT RCVD AS OF 142355Z; HOWEVER  
10 REQUESTED 8 JUNE CHROMOLOGY FOLLOWS:  
11 APPROACHING LAND FROM THE WEST DURING THE EARLY MORNING  
12 HOURS OF 8 JUNE, PROJECTED OPERATIONS OF LIBERTY FOR THE  
13 MORNING AND AFTERNOON OF THE DAY WAS TO PROCEED TO A POINT  
14 (POINT ALPHA) THENCE TO 31-22.3N 33-42E (POINT BRAVO) THENCE  
15 TO 31-31N 33-00E, (POINT CHARLIE) RETRACING THIS TRACK  
16 UNTIL NEW ORDERS RECEIVED. SHIP WOULD OPERATE NORTH OF THIS  
17 TRACK LINE AT ALL TIMES. IF FIXES COULD NOT BE ACCURATELY  
18 MAINTAINED AS POINT CHARLIE WAS APPROACHED IT WAS INTENDED  
19 TO HEAD DUE NORTH UNTIL THE 100 FATHOM CURVE WAS CROSSED  
20 AND THE TRACK MOVED TO THE NORTH TO MORE OR LESS MOVE BACK AND  
21 NORTH ON THE GENERAL AVERAGE OF THE 100 FATHOM CURVE. NORMAL

22 08 TWO RUQKRM 001DLV S E C R E T  
23 STEAMING SPEED WAS TO BE FIVE KNOTS. NORMAL STEAMING COLORS  
24 WERE FLOWN AND NORMAL NAVIGATIONAL LIGHTS LIGHTED AT NIGHT.  
25 THERE WAS NO INTENTION TO STEAM AT DARKEN SHIP AT ANY TIME  
26 AND THE SHIP DID NOT EVEN EXERCISE AT DARKEN SHIP DRILL DURING  
27 DEPLOYMENT

28 ALL TIMES BRAVO UNLESS OTHERWISE INDICATED  
29 04 STEAMING ON 130T, SPD 10 KNOTS  
30 09 PASSED THROUGH POINT ALPHA CHANGED CSE TO 253T  
31 10 SINGLE JET A/C (UNIDENTIFIED) CROSSED ASTERN DISTANCE 3-5  
32 MILES - CIRCLED SHIP FROM STBD TO PORT AND RETURNED TO UAR  
33 (INLAND, LOCATING TWO TRANSMITTED (LIBERTY 080742ZJUN).  
34 15 DECREASED SPD TO 5 KNOTS  
35 16 ANOTHER A/C CIRCLED SHIP-HIGH  
36 16 ANOTHER A/C CIRCLED SHIP LOCATING THREE DRAFTED FOR  
37 TRANSMISSION AT 081022Z (BUT MAY NOT HAVE BEEN TRANSMITTED)  
38 22 PASSED THROUGH POINT BRAVO C/C TO 283T  
39 20 EXERCISED AT G.Q. DRILL  
40 23 SECURED FROM G.Q. DRILL  
41 31 3 SMALL SURFACE CONTACTS HELD ON RADAR 32,000 YARDS BEARING  
42 T - REPORTED TO BRIDGE AS 3 SURFACE CONTACT

43 08 THREE RUQKRM 001DLV S E C R E T

44 03 RADAR REPORTS POSSIBLE A/C PASSING OVER SURFACE CONTACTS.  
45 08 SINGLE A/C SIGHTED APPROACHING SHIP FROM 135 DEG RELATIVE  
46 MILES DISTANCE, ALTITUDE APPROXIMATELY 7000 FT.  
47 PASSED DOWN TRACK OF SHIP  
48 03 LOUD EXPLOSION - PORT SIDE AMIDSHIPS  
49 05 SOUNDED GENERAL ALARM - LARGE FIRE IN VICINITY OF FRAME 85,  
50 LEVEL WHERE FUEL FOR MOTOR DRIVEN FIRE PUMPS ARE LOCATED.  
51 05 ALL AHEAD FLANK SIGNALLED BY ENGINE ORDER TELEGRAPH.  
52 05-1410 SHIP UNDER REPEATED AIR ATTACK WITH TWO OR  
53 MORE A/C MAKING COORDINATED STAFFING, ROCKET, AND INCENDIARY RUNS  
54 ON SHIP. THREE MAJOR FIRES TOPSIDE COVERING LARGE AREAS OF  
55 DECK WITH FLAMES AND HEAVY SMOKE A TOTAL OF EIGHT MEN WERE  
56 KILLED OR DIED AS A RESULT OF INJURIES RECEIVED DURING THE AIR A  
57 TACK. ONE KILLED AND ONE MORTALLY WOUNDED ON BRIDGE, TWO KILLED  
58 AT MACHINE GUN 51, ONE KILLED AT MACHINE GUN 52, ONE DIED FROM  
59 WOUNDS RECEIVED ON THE MAIN DECK STARBOARD SIDE AND TWO DIED  
60 FROM WOUNDS RECEIVED ON THE 01 LEVEL PORT SIDE. APPROXIMATELY SEVENTY  
61 MORE WOUNDED, INCLUDING COMMANDING OFFICER, THROUGHOUT TOPSIDE  
62 AS FROM SHRAPNEL AND SHOCK OF EXPLODING ROCKETS.  
63 09 BEGAN MAKING TURNS FOR 18 KNOTS .

64 08 FOUR RUQKRM 001DLV S E C R E T  
65 01 3 MTB'S SIGHTED ABAFT STARBOARD  
66 AT DISTANCE 4-5 MILES



...RED BY DENSE SMOKE FROM BU...  
ONE ROUND FIRED BY MACHINE GUN 51. C.O. ORDERED HOLD FIRE.  
MACHINE GUN 53 OPENED FIRE. C.O. SENT ENS LUCAS AROUND PORT  
OF BRIDGE TO GET MACHINE GUN 53 TO CEASE FIRING  
WORD PASSED TO STANDBY FOR TORPEDO ATTACK TO STARBOARD.  
COMMENCED STRAFING STARBOARD SIDE OF SHIP  
TORPEDO PASSED 75 YARDS ASTERN OF SHIP.  
TORPEDO HIT STARBOARD SIDE AMIDSHIPS.  
SIX MEN DIED AS A RESULT OF THE TORPEDO HIT AND MTB  
FIRE.  
LOST ELECTRICAL POWER THROUGHOUT THE SHIP.  
LOST STEAM PRESSURE- SECURED ENGINES AND BOILERS -  
GAUGES AND METERS IN FIREROOM AND ENGINE ROOM WERE KNOCKED  
TORPEDO HIT IN RESEARCH COORDINATION CENTER WHERE  
APPROXIMATELY TWENTY MEN WERE AT G.Q. STATIONS. THESE SPACES

FIVE RUQKRM 00IDLV S E C R E T  
...DIED INSTANTLY AND MOST PERSONNEL IN THIS SPACE DIED OF  
...ER BLAST OR DROWNING. NO SIGNS OF LIFE EMANATING FROM COORDINATION  
...ER AND ADJACENT SPACES WHICH COULD NOT BE OPENED WITHOUT  
...ER OF FLOODING OTHER SPACES.  
...MTB'S STANDING AWAY FROM THE SHIP. ONE MTB HAS HULL NUMBER  
-17  
...ONE MTB RETURNED TO SHIP AND SIGNALLED "DO YOU NEED HELP"  
...ENGLISH. C.O. SIGNALLED "NEGATIVE"  
...MTB'S RETIRED TOWARD SHORE  
...HELICOPTER BEARING STAR OF DAVIS MARKINGS APPROACHED SHIP,  
...SIDE, HOVERING AT ABOUT 500 YDS DISTANCE.  
...SECOND HELICOPTER APPROACHED SHIP.  
...MARKINGS ON HELICOPTERS ARE 04 AND 08 OR D4 AND D8. HELICOPTER  
...REPEATED PASSES AROUND AND OVER SHIP. THEY WERE NOT  
...SERVED TO PICK UP ANY BODIES, PERSONS OR DEBRIS.  
...POWER RESTORED TO BRIDGE BUT RUDDER DID NOT ANSWER -  
...FINUED STEERING FROM AFTER STEERING.  
...MTB'S APPROACHING SHIP STARBOARD SIDE 7-8 MILES DISTANT.  
...ING NEXT HOUR AND A QUARTER THE MTB'S RETURNED TO THE SHIP  
...RAT TIMES AND BY 1713 THEY HAD RETIRED OUT OF SIGHT OVER

SIX RUQKRM 00IDLV S E C R E T  
...HORIZON.  
...TWO UNIDENTIFIED JET A/C APPROACHED SHIP FROM THE STBD SIDE  
...RECONVOITERED FROM A DISTANCE.  
...ATTEMPTING TO CLEAR AREA STEERING NORTHERLY COURSE AT SPEEDS  
...YING FROM 0 TO 8 KNOTS. PERSONNEL CASUALTIES WERE TREATED IN  
...WARDROOM ON A CONTINUING BASIS, DAMAGE CONTROL AND FIRE  
...HTING CONTROLLED FLOODING AND DAMAGE, ENGINEERING  
...UALTIES WERE RESTORED BUT STEERING WAS BY HAND FROM AFTER  
...ERING.  
...ISRAELI HELICOPTER APPROACHED SHIP - CIRCLED CLOSE ABOARD  
...ATTEMPTED TO SIGNAL - THEY APPEARED TO DESIRE TO LOWER  
...ONE TO THE DECK - C.O. CONSIDERED REFEIVING HIM ON FORECASTLE  
...RULED THIS OUT AS TO HAZZARDOUS. REPEATED ATTEMPTS TO  
...MUNICATE WERE UNSUCCESSFUL. AND AT 1852 COPTER DROPPED  
...ESSAGE PACKET ON FORECASTLE. THE MESSAGE, WRITTEN ON A CALLING  
...D OF THE U.S. NAVAL ATTACHE TEL AVIV, ASKED "HAVE YOU  
...UALTIES". SHIP TRIED BY SEVERAL MEANS TO INDICATE, DURING NEXT  
...MINUTES THAT THERE WERE MANY CASUALTIES BUT THERE WAS NO  
...ICATION THAT THE MESSAGE WAS UNDERSTOOD. THE MUTILATED  
...IES OF THREE DEAD CREW MEMBERS HAD NOT YET BEEN REMOVED

SEVEN RUQKRM 00IDLV S E C R E T  
...M THE FORECASTLE AND MUST HAVE BEEN OBSERVED FROM THE  
...ICOPTER. THE HELICOPTER DEPARTED THE SHIP SHORTLY BEFORE  
...SET (ABOUT 1905) SHIP CONTINUED STEAMING THROUGH NIGHT TO  
...U WITH ESCORTS DISPATCHED BY COMSIXTHFLT  
...FOREGOING CONSTITUTES DETAILED RECONSTRUCTION FROM QM NOTEBOOK,  
...LOG, BELL BOOK AND BEST RECOLLECTION OF CO/CHIEF ENGR/  
...OFF/BRIDGE PERSONNEL. ALL CONCUR

3

DECLASSIFIED

Classification (Controlled) (Change to)  
by authority of OPNAV memo Ser 009032/TS1  
on 29 June 1981 JG for Govt  
(Date)  
OFFICE OF THE JUDGE ADVOCATE GENERAL OF THE NAVY (Rank)

Copy 4 of 7 copies  
EX 27  
345



05 June 1967

MEMORANDUM

From: Commanding Officer, USS LIBERTY (AGOR-5)  
To: All COD/JOOD/CIC Personnel

Subj: Modified Condition of Readiness Three and Unidentified Contacts

1. Effective immediately, two men will be stationed on the forecastle as additional lookouts/gun crews to establish and maintain a modified Condition of Readiness Three Watch on a twenty-four hour basis until further notice. All .50 caliber machine guns are to be kept on station with ammunition in mount tray. (Rounds to be next to but not in chamber). Lookouts and forecastle gun mount personnel are to man mounts on engaged side and defend the ship in the event of surprise air/surface attack while regular General Quarters teams are being assembled. Control of fire to be IAW LIBERTY Gunnery Doctrine.
2. Any unidentified surface contact approaching the ship on a collision or near collision course at a speed of 25 knots or more is to be considered acting in a hostile manner and condition of Readiness One is to be set immediately.
3. Any unidentified air contact(s) directly approaching the ship on an apparent straffing/bombing/torpedo attack attitude is (are) to be considered acting in a hostile manner and condition of Readiness One will be set immediately.
4. When any craft - surface/air/sub-surface is sighted and identified as enemy, condition of Readiness One will be set immediately to engage enemy and repel attack.
5. Maximum effort must be made to minimize personnel/material damage, safeguard the watertight integrity of the ship, and continue performance of primary mission. It is better to set general quarters in doubtful cases than to be taken by surprise and be unable to fight the ship. Take immediate action as may be required by the situation, then advise me of what steps have been taken.

Respectfully,

*W. L. McGonagle*  
W. L. MCGONAGLE

Copy to:

*JK*  
Executive Officer  
Gunnery Officer

*Ex 28*

*EXHIBIT 28 TO LIBERTY COURT OF INQUIRY*

*28*  
*346*

1. ORDNANCE INSTALLATIONS AND CAPABILITIES.

The ordnance installation aboard the USS LIBERTY consist of four single mount .50 caliber machine guns located port and starboard on the O1 level frame 37 and port and starboard on the O3 level frame 89. These guns are .50 caliber Browning Machine Guns, M2, Heavy Barrel with a rate of fire of 450 to 500 rounds per minute. The guns have a firing arc of 220° in the forward mounts port and starboard and 140° in the amidships mounts, all mounts have limit rails installed to prevent the guns from shooting in to the ship's superstructure. They may be used to defend against either low flying aircraft or small surface craft, but their primary function is to act as a deterrent to any attempt by hostiles to board the ship.

2. STANDARD COMMANDS AND REPORTS.

In order for the .50 caliber mounts to be as effective as possible, there must be a thoroughly understood and standardized system of commands and reports utilized.

a. Standard Procedures. The following actions will be carried out when General Quarters is sounded:

1. Gun crews proceed immediately to stations bringing the topside if not already mounted.
2. When sufficient personnel are on station, the station will report "Manned" to Gun Control over the 5JP circuit.
3. When ready to open fire at a reduced rate with sufficient personnel on hand, each station will report "Ready".
4. When the station is in a fully ready condition with sufficient personnel to service the station at a normal rate, and ammunition is nearby, the station reports "Manned and Ready".
5. During peacetime when conditions do not require the breaking out of ammunition, the reports of "Ready" and "Manned and Ready" will be modified by the words "Except for Ammunition".

b. Ammunition Commands.

1. "Ammunitions Type"(followed by a type such as armor piercing or ball) is a command to gun crews to designate the type of ammunition.
2. "Replace Ammunition" is a command to replace all ammunition expended from ready stowage. A report of completion is made when the ammunition has been replaced.

c. Firing Commands.

1. "Standby" is the command for loaders to prepare to load.
2. "Load" is a command to load the guns. This command may be omitted, in which case the guns are loaded at the command "Commence firing".
3. "Commence Fire" is the command from the controlling station to load and open fire on previously specified targets or to resume fire after a command to "Check Fire".

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4. "Check Fire" is the command to discontinue fire, usually temporarily. All other functions of the control parties and gun crews continue. Loaded hot guns must be fired as soon as possible on safe bearings in accordance with established procedures.

5. "Silence" is a command used in case of a serious or potentially serious casualty. It may be given by an observer or by any other person. At the command Silence every man in the vicinity freezes in his tracks and remains there without noise or confusion until further orders are given.

6. "Carry On" is the command to continue normal battery operations that have been interrupted by the command "Silence".

7. "Cease Fire" is the command to stop firing. A command to cease fire does not signify the end of an action or mission. As soon as "Cease Fire" is given, hot guns are unloaded on safe bearings as soon as possible. Immediately after "Cease Fire" all guns will report any casualties to material or personnel experienced during action and the status of the gun, whether loaded or clear followed shortly by an accurate account of ammunition expended.

8. "At Ease" is the command given to allow the men at stations to relax when they must remain at stations.

d. Open Fire Doctrine.

The command to "Commence Fire" will normally come from the Commanding Officer via the Gun Control Officer. Exceptions to this are made during wartime as follows:

<u>Surface Target</u>	<u>Gun Control</u>	<u>Mt. Operator</u>
a. submarine or periscope, not previously identified as being friendly, sighted.	X	
b. torpedo or wake directed toward ship.	X	
c. positively identified enemy close aboard during a melee.	X	X
<u>Air Target</u>		
a. Plane(s) making a threatening approach.	X	
b. Plane(s) making surprise attack.	X	X
c. Any plane attacking after an air engagement has started.	X	X
d. Radio control bomb or Rocket approaching.	X	X

3. TARGET DESIGNATION AND ACQUISITION PROCEDURES.

a. Bearing: All reports of bearing are given in three digits. All ciphers in bearing reports are pronounced "zero". For example bearing 050 is reported "zero five zero".

b. Range: 1. When the range is an even hundred or thousand, it is reported as the number of hundreds or thousands as in the following example:

"Range eight hundred" (800)

"Range three thousand" (3000)



2. When the range is below 1000 and not an even hundred each digit is pronounced. For example:

"Range nine seven hundred" (970)

3. When the range is above 1000 and ends in an even hundred it is reported as follows:

"Range four seven hundred" (4700)

- c. Altitude: The absence of height finding radar makes an estimate of altitude largely guess work and since there is no automatic or mechanical fire control it is largely unimportant.
- d. Position Angle: The angle above the horizon of and aircraft in degrees as follows:
  - "Position angle one" ( 1 degree)
  - "Position angle forty seven" (47 degrees)
- e. Due to the limited ordnance capabilities of LIBERTY the primary responsibility for target acquisition is with the mount operator. Initial target designation may come from gun control, but as indicated in Open Fire doctrine, it may be initiated by the mount operator.

4. FIRE CONTROL DOCTRINE-SURFACE.

- a. Type and method of fire. Rapid continuous fire is accomplished in short bursts (three to five rounds per barrel) until hitting gun range is established, at which time a shift is made to normal rapid continuous fire.
- b. Spotting is direct and will be corrected by the individual gunner.
- c. Maximum range of opening fire is 2000 yards.
- d. Type of projectiles API, API-T, and Incendiary.

5. FIRE CONTROL DOCTRINE - ANTI AIRCRAFT FIRE.

- a. Type and method of fire - All firing is continuous fire. Fire is interrupted only when the target is obscured.
- b. Maximum range of open fire is 2000 yards.
- c. Type of projectile - API, API-T, and Incendiary.
- d. Priority of targets - based on best estimate of enemy capabilities or threats.

6. PREFIRING CHECK OFF LIST.

Prior to operation of the .50 caliber machine gun the following items must be checked by the mount operator. A similar inspection will be held after firing.

- a. Check the general appearance of the weapon.
- b. Pull the bolt to the rear, release, and check for smooth operation.
- c. Check the cover latch and be sure that the spring has enough tension to keep the cover securely latched.

6. PREFIRING CHECK OFF LIST (Cont'd)

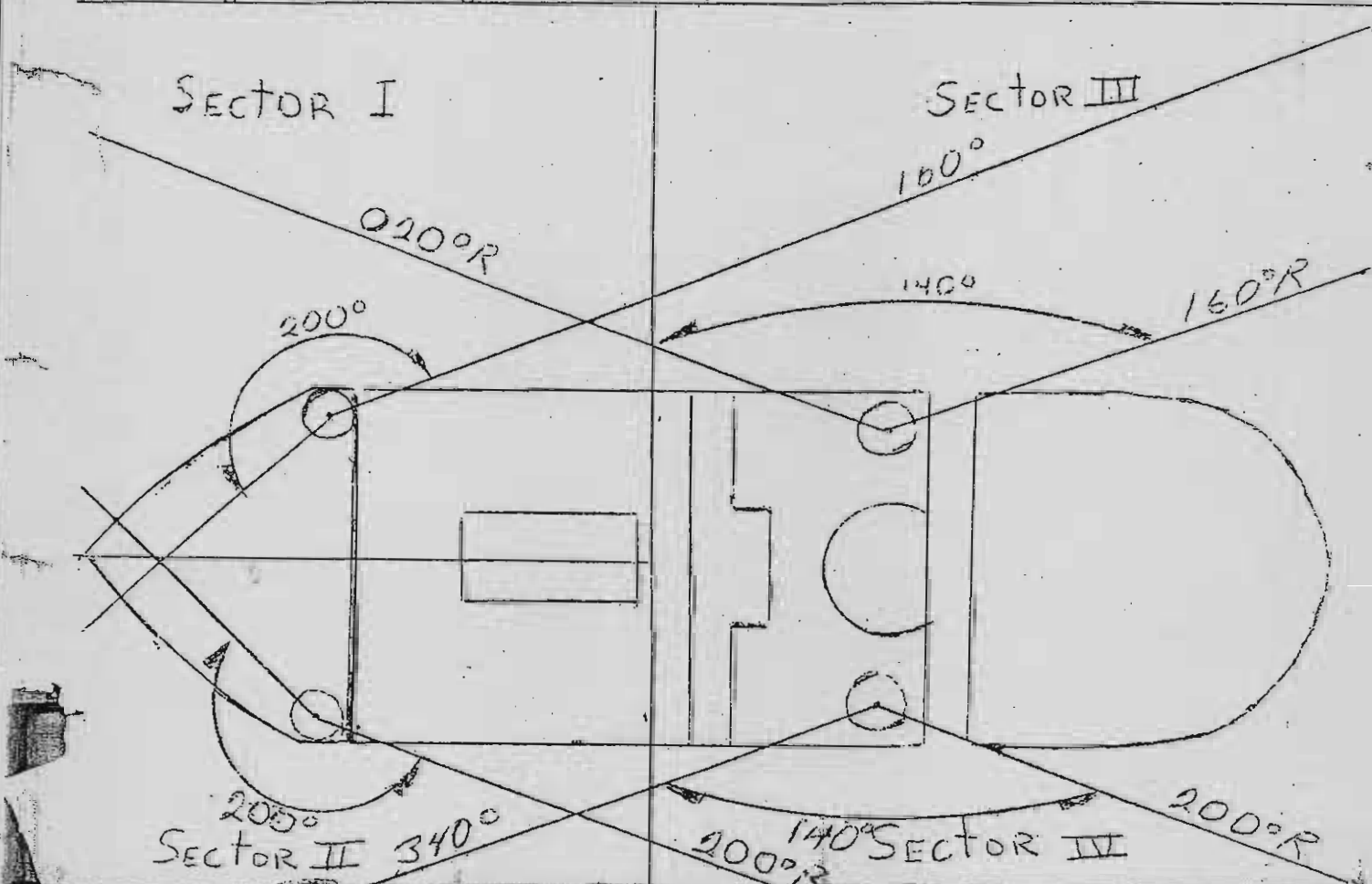
- d. Raise the cover and check the functioning of the cover ant pawl.
- e. Move the belt feed lever from side to side and make sure the belt feed mechanism moves in its full travel in both directions.
- f. Check the back plate latch and lock.
- g. Check to see if the bore is clear.
- h. Check the head space.
- i. Check timing.

7. FIRING SECTORS AND FIRING ARC.

The mount firing sectors are as follows: Mount 51 from  $000^{\circ}$  to  $090^{\circ}$ R; mount 52 from  $270^{\circ}$ R to  $360^{\circ}$ R; Mount 53 from  $090^{\circ}$ R to  $160^{\circ}$ R; Mount 54 from  $200^{\circ}$ R to  $270^{\circ}$ R. Any target in these arcs or sectors is the responsibility of the respective mount.

The mounts firing arcs are limited as follows: Mount 51 from  $320^{\circ}$ R to  $160^{\circ}$ R; Mount 52 from  $200^{\circ}$ R to  $040^{\circ}$ R; Mount 53 from  $020^{\circ}$ R to  $160^{\circ}$ R; Mount 54 from  $200^{\circ}$ R to  $340^{\circ}$ R.

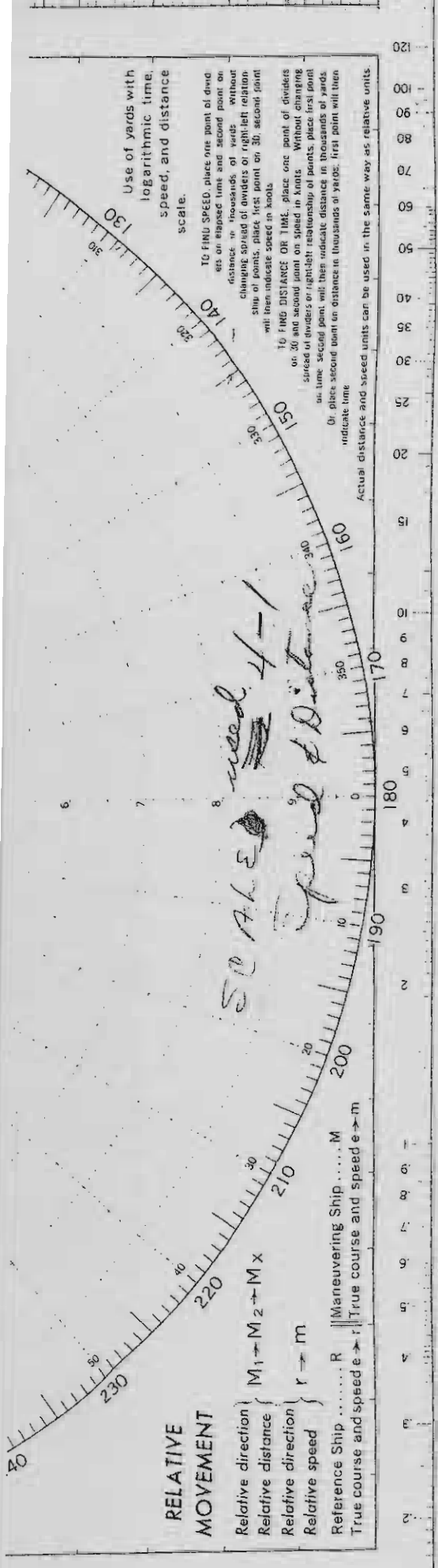
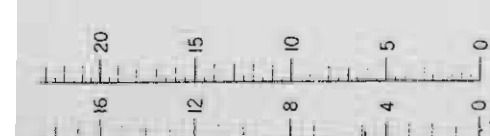
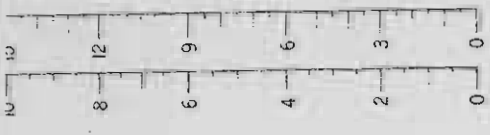
Mount 51's firing sector is designate Sector I, Mount 52's firing sector is designated Sector II, Mount 53's firing sector is designated Sector III, Mount 54's firing sector is designated Sector IV.



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**RELATIVE MOVEMENT**

Relative direction }  $M_1 \rightarrow M_2 \rightarrow M_x$   
 Relative distance }  
 Relative direction }  $r \rightarrow m$   
 Relative speed }  
 Reference Ship ..... R || Maneuvering Ship ..... M  
 True course and speed  $\rightarrow$  || True course and speed  $\rightarrow$  m

**LOGARITHMIC TIME, SPEED, AND DISTANCE SCALE**

Use of miles with logarithmic time, speed, and distance scale.

**TO FIND SPEED:** place one point of dividers on elapsed time and second point on distance in miles. Without changing spread of dividers or right-left relationship of points, place first point on 60; second point will then indicate speed in knots.

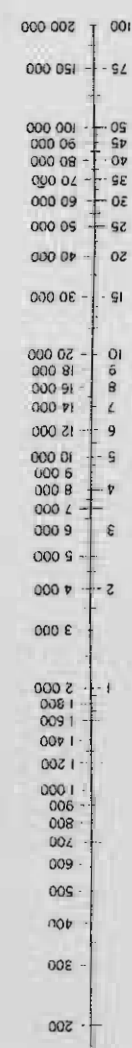
**TO FIND DISTANCE OR TIME:** place one point of dividers on 30 and second point on speed in knots. Without changing spread of dividers or right-left relationship of points, place first point on time; second point will then indicate distance in thousands of yards.

**TO FIND SPEED:** place one point of dividers on elapsed time and second point on distance in thousands of yards. Without changing spread of dividers or right-left relationship of points, place first point on 30; second point will then indicate speed in knots.

**TO FIND DISTANCE OR TIME:** place one point of dividers on 30 and second point on speed in knots. Without changing spread of dividers or right-left relationship of points, place first point on time; second point will then indicate distance in thousands of yards.

Actual distance and speed units can be used in the same way as relative units.

**TIME in minutes**



**DISTANCE in yards**  
 Relative or actual  
**DISTANCE in miles**

**Use of 3-scale nomogram.**

Given any two corresponding quantities, solve for third by laying rule through points on proper scales and read intersection on third scale.

Price \$1.00

Per Pad of 50

**H.O. 2665-10**

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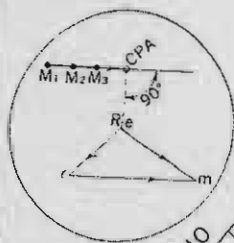
345  
 346-H



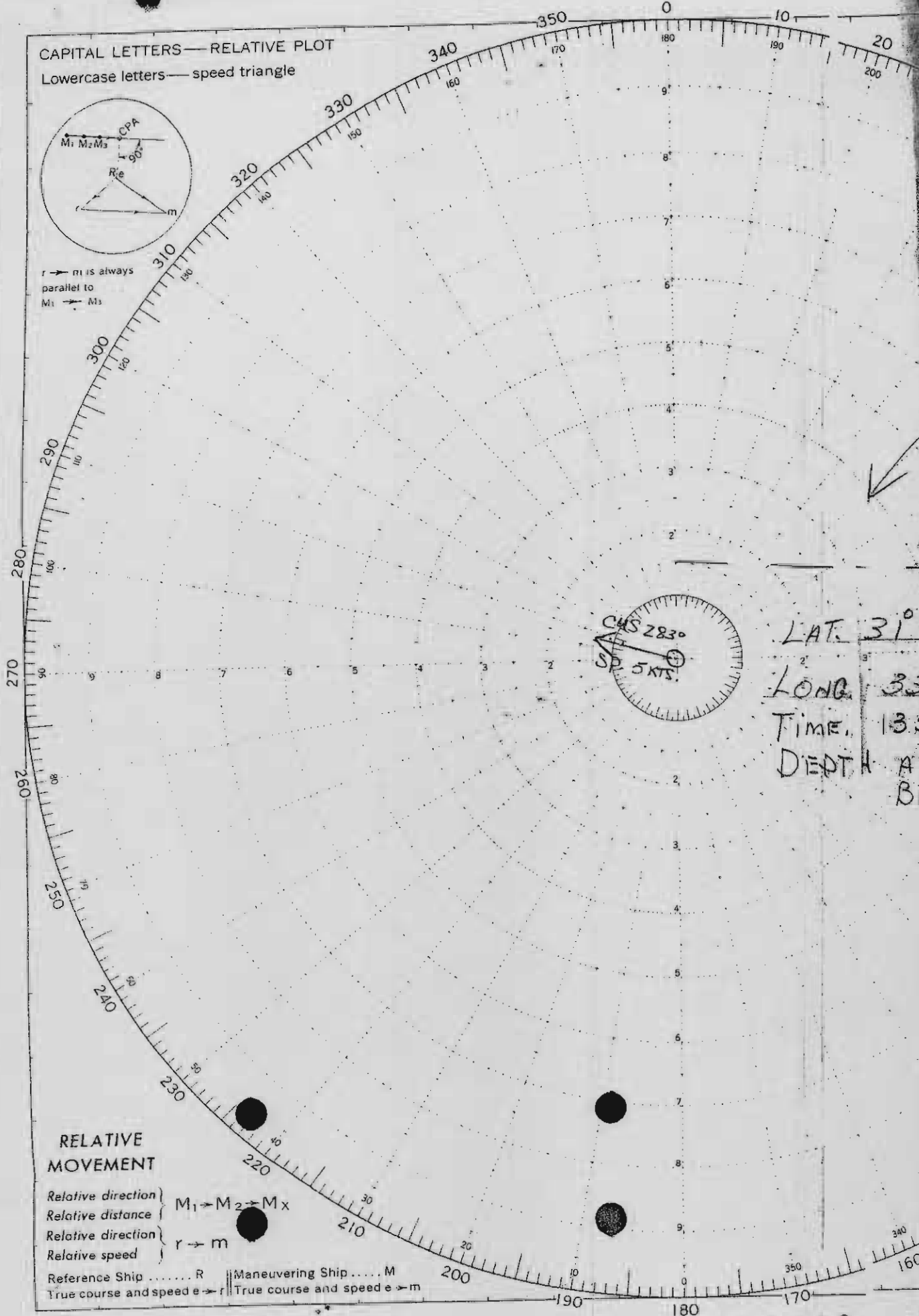
SCALES  
2:1 3:1

40 60  
38 57  
36 54  
34 51  
32 48  
30 45  
28 42  
26 39  
24 36  
22 33  
20 30  
18 27  
16 24  
14 21  
12 18  
10 15  
8 12  
6 9  
4 6  
2 3  
0 0

CAPITAL LETTERS — RELATIVE PLOT  
Lowercase letters — speed triangle



$r \rightarrow m$  is always parallel to  $M_1 \rightarrow M_3$



**RELATIVE MOVEMENT**

Relative direction }  $M_1 \rightarrow M_2 \rightarrow M_x$   
 Relative distance }  
 Relative direction }  $r \rightarrow m$   
 Relative speed }  
 Reference Ship ..... R | Maneuvering Ship ..... M  
 True course and speed  $e \rightarrow r$  | True course and speed  $e \rightarrow m$

**LOGARITHMIC TIME, SPEED, AND DISTANCE SCALE**

Use of miles with logarithmic time, speed, and distance scale.

TO FIND SPEED, place one point of dividers on elapsed time and second point on distance in miles. Without changing spread of dividers or right-left relationship of points, place first point on 60, second point will then indicate speed in knots.

TO FIND DISTANCE OR TIME, place one point of dividers on 60 and second point on speed in knots. Without changing spread of dividers or right-left relationship of points, place first point on time; second point will then indicate distance in miles. Or, place second point on distance in miles, first point will then indicate time.

Actual distance and speed units can be used in the same way as relative units.

Use of 3-scale nomogram.

Given any two corresponding quantities, solve for third by laying rule through points on proper scales and read intersection on third scale.

~~3534~~  
~~3541 (STAMP)~~

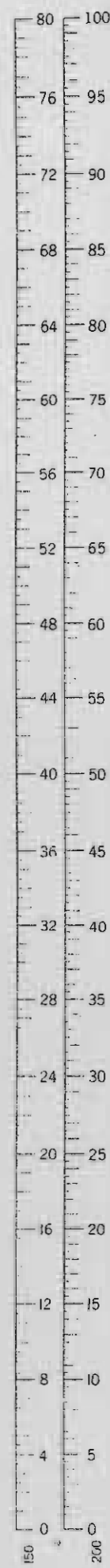
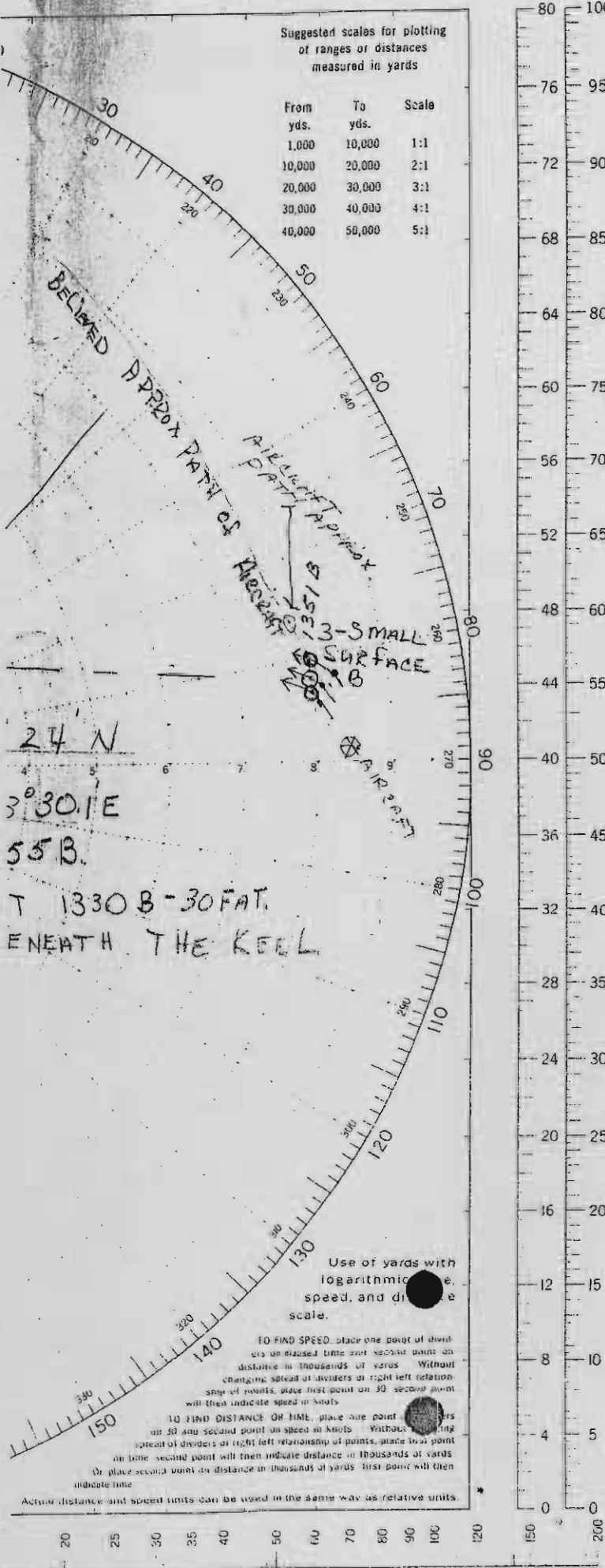
Exhibit 32

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Suggested scales for plotting of ranges or distances measured in yards

From yds.	To yds.	Scale
1,000	10,000	1:1
10,000	20,000	2:1
20,000	30,000	3:1
30,000	40,000	4:1
40,000	50,000	5:1



Use of yards with logarithmic scale, speed, and distance

TO FIND SPEED, place one point of dividers on elapsed time and second point on distance in thousands of yards. Without changing spread of dividers at right left relationship of points, place first point on 30 second point will then indicate speed in knots.

TO FIND DISTANCE OR TIME, place one point of dividers on speed in knots. Without changing spread of dividers at right left relationship of points, place first point on time second point will then indicate distance in thousands of yards. Or place second point on distance in thousands of yards first point will then indicate time.

Actual distance and speed times can be used in the same way as relative units.

TIME in minutes

5 000	10 000	12 000	14 000	15 000	18 000	20 000	30 000	40 000	50 000	60 000	70 000	80 000	90 000	100 000	150 000	200 000
5	6	7	8	9	10	15	20	25	30	35	40	45	50	75	100	

DISTANCE in yards  
Relative or actual  
DISTANCE in miles

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20	25	30	35	40	50	60
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SPEED in knots  
Relative or actual