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OPTICAL TECHNOLOGY DIVISION
OPTO-MECHANICAL DESIGN ENGINEERING

Memorandum ME 52

TO: Distribution


DATE: August 20, 1971

FROM: L.B. Molaskey ✓

SUBJECT: Trip Report - Recovery of RV #3

The writer attended two meetings in Washington on the Recovery of RV #3. The first meeting, at HQS, with D. Patterson was for the purpose of bringing Don up-to-date on our progress and to make arrangements for the second meeting which was held at the office of Capt. Larcombe in Room Number 4D-472 in the Pentagon.

The purpose of the meeting in the Pentagon was to discuss the proposed recovery technique with Navy personnel and to define the hardware interfaces involved. Participants at the meeting were:

Captain Larcombe	(Navy)
Commander E. Moore	(Navy)
	(HQS)
L.B. Molaskey	(SSC)

Capt. Larcombe presented slides of the Trieste II showing the overall configuration. He did not, however, have detailed information and/or drawings which are required to interface the proposed hardware. A manual, "FBM Developmental System - External Control Mechanism (U)" Volume 5 Part 2, was made available at the meeting. This manual provides adequate detail of the "manipulator" but does not show the relationship of the manipulator to the remainder of the vehicle and vehicle mounted equipment.

A review of the proposed recovery technique indicated that scheme appeared to be compatible with the capability of the Trieste and in some ways was preferable to the techniques being investigated by the Navy. A significant point brought out by Cdr. Moore was that the use of a net or other sling type of device would undoubtedly stir up the sediment on the ocean floor to the extent that the operator's visibility would be reduced essentially to zero for periods of up to an hour. This would curtail the operation until the very slow currents on the bottom cleared the water or until the sediment cloud settled. A technique which did not disturb the bottom until after the payload was secured, such as the hook technique proposed, therefore, would be far less time consuming.

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Memorandum ME 52 (Continued)

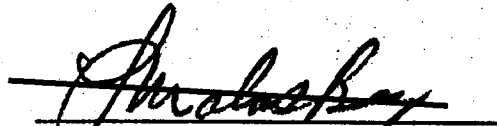
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Capt. Larcombe indicated that the Navy is considering the use of a purse net which could be dragged along the bottom. If the payload is not imbedded too deeply into the mud the net would cause the unit to tumble into its pocket and when lifted would completely surround the unit. It could be transferred to the support ship in the same manner as originally proposed. This technique, however, has a potential light exposure problem at the 120 foot transfer depth if the unit has any large holes and is held at that depth for any length of time.

Capt. Larcombe indicated that he would request the information required as it was now understood (He investigated the availability of the drawings, etc. at the Pentagon hoping that we could go over it the next morning. I agreed to stay over but the only source of the drawings proved to be in San Diego, and it would take a few days to get here). Capt. Larcombe suggested that we review the drawings and get together with his office personnel again. He also suggested that we continue with the hook concept layouts and design but prior to committing the hardware to fabrication that we contact and visit with the crew and inspect the vehicle (at San Diego). He indicated that such arrangements could easily be made from his office.

The meeting adjourned with agreement to provide the drawings requested and if required to hold another meeting at the Pentagon to decide the most economical and effective approach to be selected. Contact between SSC and Capt. Larcombe will continue to be handled through HQS.


L. B. Molaskey

8-20-71

LBM/cj

cc: M.F. Maguire
H.W. Robertson
R.W. Jones
C. Karatzas
P. Petty

(HQS)