

13 June 1956

MEMORANDUM FOR: Chief, SR/7/DOB

SUBJECT : Skiff Demonstration and Communications Test, 14/6/56

APPROVED FOR RELEASE DATE: 27-Oct-2011

1. The planned schedule of activities for Thursday night, 14 June 1956 is as follows:

Cancelled

- 1800 C/O and agents arrive at Trumpy's dock.
- 1800 - 1900 Agent's complete equipment check and last minute preparations.
- 1900 Chief, SR/7/DOB and [redacted] arrive at dock. Skiff and accompanying craft depart dock for Round Bay area.
- 1900 - 2000 Enroute to Round Bay area.
- 2000 Commence communications test between operating skiff and Kent Island station 15 miles away.
- *2030 - 2100 Cease communications tests and proceed to area A.
- 2100 - 2200 Agents cache skiff using RB-90, then proceed to shore and hide recovery line. Agents remain ashore for approximately 15 minutes.
- 2200 - 2300 Agents uncache skiff using the RB-90 and pump-up to buoyant condition.
- 2300 - 2400 Agents follow predesignated compass runs. Accompanying craft checks accuracy. (Note - compasses involved have been compensated and variations posted on each vessel.)
- 2400 - 2430 Skiff and Accompanying craft return to dock and secure.

*2. The alternate plan in the event of communications trouble will be as follows:

- 2030 - 2100 Skiff closes to 12 miles between stations.
- 2100 - 2130 Repeat communications tests.
- 2130 - 2200 If difficulty is experienced again, skiff closes to 10 miles.

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DOCUMENT NO. 34
 NO CHANGE IN CLASS.
 DECLASSIFIED
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 NEXT REVIEW DATE:
 AUTH: HR 75-2
 DATE: June 8 REVIEWER: [redacted]

2230 - 2300 Repeat communications tests.
2300 Cease communications tests regardless of outcome.
2300 - 2330 Proceed to area A.
2330 - 2430 Cache skiff following same plan as above.
2430 - 0130 Uncache skiff as above.
0130 - 0230 Complete compass runs.
0230 - 0300 Secure at dock.

NOTE: Observers may leave earlier if desired. Communications Tests can be ceased at 2130 on alternate plan if necessary.

Chief, Training Staff SR/7/DOB

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Pat

SKIFF TRAINING SCHEDULE, 8 May to 15 June 1956

1956

- 8 May Dock side training.
- 9 May Open engine hatch and inspect, clean gas system, including bowls and carburetor; check gas line couplings, sponge out compartment, measure engine temp, check water pump packing, charge bottles, run buoyant.
- 10 May Air tests on engine and gas tanks. Cache at pier for 1 hour. Recover. Run buoyant 2 1/2 hours. Paint same. (A open up and start)
- 11 May B open up and start. Both run buoyant and semi-submerged, both inside. Cache in 14' for week end.

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- 14 May A recover. Day runs, buoyant and semi-submerged. Compass runs, cache and B recover (10').
- 15 May Day work. 6 hours compass runs, semi-submerged. No cache.
- 16 May Open engine compartment to check water and gas systems. Day work, buoyant and semi-submerged. Several short caches and recover using stbd bottle and cross connection.
- 17 May (1800 - 0100) Begin night work. Run up river after dark, compass runs, buoyant and semi-submerged, cache area A at 2300.
- 18 May (2000 - 0300) Recover, make night runs with compass, semi-submerged, secure at dock.
- 19 May Engine calibrate new compass at 0300.

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- 21 May (2000 - 0300) Night runs, river area. Cache overnight, leaving area by RB-68's or 90 and automobile.
- 22 May (2000 - 0300) 2100 tender and 2 men rendezvous Area A. Recover using RB-68's or 90 and swimmer. Use both air bottles. Night runs in river. Secure at dock.
- 23 May (2000 - 0300) Night runs river area, straining compass runs. Two hour cache and recover, using RB-68's or 90 and remaining ashore 1 mile away until time to recover. Re-cache for night at Area G exiting by automobile.
- 24 May (2000 - 0300) Return Area A by automobile, recover, night runs in river, secure at dock.
- 25 May (2000 - 0300) Night runs, cache at Area G for week end, exiting by automobile after using RB-68's or 90.

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- 28 May (2100 - 0400) Tender and shore party rendezvous 2200 off Area C. Uncoachs using RB-68's or 90, and swimmer. Night runs, 4 hours. Secure at dock.
- 29 May (2100 - 0400) Night runs, 4 hours cache in Area C leaving area by RB-68's or 90, and auto.
- 30 May Memorial Day (holiday)
- 31 May (2100 - 0400) Tender and shore party rendezvous 2200 off Area C. Uncoachs using RB-68's or 90, and swimmer. Night runs 3 hours; re-cache Area C or D and exit area by RB-68's or 90, and auto.
- 1 June (2100 - 0400) Tender and shore party rendezvous 2200 off cache area. Uncoachs using RB-68's or 90. Night compass runs 3 hours. Re-cache Area A for week end, exiting by RB-68's or 90, and auto.
- 4 June (2100 - 0400) Tender and shore party rendezvous 2200 Area A. Uncoachs using RB-68's or 90. 3 hours night compass runs. Secure at dock.
- 5 June (2100 - 0400) Night runs, 4 hours, cache in Area C or D exiting by RB-68's or 90, and auto.
- 6 June (2100 - 0400) Use RB-12 and 15 HP special motor, $\frac{2}{3}$ tank. ~~RENDER AND SHORE PARTY RENDEZVOUS 2200 OFF AREA C. UNCOACHS USING RB-68'S OR 90, AND SWIMMER. NIGHT RUNS 3 HOURS; RE-CACHE AREA C OR D AND EXIT AREA BY RB-68'S OR 90, AND AUTO.~~ to 6 gal. plus 3 - 50# sand bags ~~OR PREFERABLE EQUIPMENT.~~ Run 5 hours in all at 3500 rpm using boat compass and steering courses. Land on Kent Island near North Range, steering steady compass course from Greenbury Pt. lighthouse (course is 115° true (if no current). Deflate RB-12, completely, re-inflate, launch RB-12 and steer compass course 295° true to Greenbury Pt. lighthouse. (Tender accompany on roundtrip, one mile astern.) Secure at dock.
- 7 June (2100 - 0400) Tender and shore party rendezvous 2200 caching area. Uncoachs using RB-68's or 90. Night compass runs. Secure at dock.
- 8 June (2100 - 0400) Night runs, 4 hours, cache in Area C, exiting by RB-68's or 90, and auto.
- 11 June 2100 Tender and shore party rendezvous Area K. Uncoachs using RB-68's or 90 and start 15 Knot, 60 mile run, 2200 rpm for first 5 hours, then slowing to 2000 rpm. Steer compass course during night, Eastern Bay Area.

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- 12 June 1200 to 1300 Complete run. Secure at dock
- 13 - 15 June Light work, completing any needed Skiff and EB-12 work.
- 18 June Repaint Skiff if not done previous week. Final adjustments, crates, ready for shipment by 22 June, along with EB-12 and 15 HP engine in separate crates.

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L. Hoff

30 November 1955

MEMORANDUM FOR: TSS/Records Management Office

ATTENTION:

SUBJECT: Material Being Sent to Vital Documents Repository

1. The following material is forwarded herewith for inclusion in the vital documents repository:

- a. One "Skiff" Operating and Instruction Manual.
- b. One copy of "Description and General Characteristics of Semi-Submersible Skiff" dated 25 November 1955.
- c. One set of design plans as follows:

Drawing Number	Subject	Date
1035-3-Alt II	Construction Sections	3/24/53
1035-4-Alt II	Construction Profile and Beam Plan	2/5/53
1035-5-Alt IV	Engins Compartment	2/5/53
1035-11-Alt V	Crew Compartment	2/5/53
1035-15-Alt I	Rudder	2/5/53
1035-16-Alt I	Steering Gear	5/8/53
1035-17-Alt III	Ballast Water Pump Sheaves	2/20/53
1035-20-Alt O	Deck Hatches	6/16/53
1035-21-Alt I	Lifting Tug	7/1/53
1035-3A	Fastening Schedule	4/3/53
1035-C3-4	Profile and General Arrangement	9/2/54
1035-C3-6	Machinery Arrangement	8/27/54
1035-C3-7	Ballast Piping	2/6/54
1035-C3/22	Air and Vent Piping	8/3/54
1035-C3-23	Lead Ballast Storage	7/23/54

2. For identification purposes, this material should be listed under the title "Semi-Submersible Skiff, TSS/WAG."

Chief, TSS/WAG

Attachments:

- 1 Operating and Instruction Manual
- 1 Copy of "Description and General Characteristics of Semi-Submersible Skiff"
- 1 Set of design plans, 15 prints in all

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2 November 1955

MEMORANDUM FOR THE FILES:

SUBJECT: Skiff Layup, at Annapolis

- a. Dry out hull thoroughly with sponge.
- b. Drain all water from engine jackets and water pump, and ballast pump.
- c. Fill engine water pump grease cup with grease.
- d. Drain gas tank and lines.
- e. Remove spark plugs and squirt a sufficient quantity of thin lubricating oil on top of pistons to insure a protective film on pistons, rings, and cylinder walls. The motor should then be cranked for two minutes to insure complete covering.
- f. Remove battery. Compass, fathometer, blower and snorkel can be stored in skiff.
- g. Grease all six topside relief valve springs.
- h. Clean skiff both inside and outside, repainting as required.
- i. Wipe down all metal parts with oily cloth to insure a light film of oil on all such parts that are exposed.
- j. Hatch covers should be taken off and hatches left open for ventilation. Leave crew compartment hatch in open position.
- k. Store in a weatherproof building or shed, under a canvas or similar cover that is spaced far enough above craft to avoid impairing ventilation.

Monthly Checks:

- a. Inspect inside and outside for evidence of corrosion and condensation.
- b. Wipe down to remove dust.
- c. Remove spark plugs, squirt thin oil on top of pistons, and turn engine over with hand crank for two minutes to relubricate pistons, rings and cylinder walls.
- d. Apply heavy film of oil to all exposed metal parts.
- e. Be sure hatches are left open for ventilation.

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