

Participant Tells of C.I.A. Ruses to Hide Glomar

By SEYMOUR M. HERSH

The Central Intelligence Agency used secret stairways, fake offices, hideaway apartments and even set up a spurious marine engineering concern in Los Angeles as part of an effort to maintain the secrecy of its 1974 attempt to salvage a sunken Soviet submarine, according to a participant in the project.

The participant, Wayne R. Collier of Houston, who was in charge of recruitment for the unsuccessful project, told in a recent series of interviews of elaborate and expensive cover efforts that he said were employed by the C.I.A.

Mr. Collier, who now works for an oil company, also said that the C.I.A.—anticipating success in the project—had planned to announce publicly the recovery of the entire submarine in an effort to curb the growing criticism of the agency for its role in the Watergate scandals.

"The C.I.A. knew that if this project was successful then it would take a lot of 'heat' off the agency and prove to the American people that we do have the best intelligence network in the world and that it is very important to have these type operations conducted," he said.

Human Error Cited in Failure

In an interview published yesterday in The New York Times, Mr. Collier and his younger brother, Billy C. Collier, told how a human error had been responsible for the C.I.A.'s failure to recover all of the submarine, which sank in 1968 about 750 miles north of Hawaii. Only the forward third of the vessel was salvaged.

The brothers said that the agency had invested more than \$500 million in the project, roughly half of it in construction costs for the main recovery vessel, the Glomar Explorer. The huge ship was built between 1971 and 1974 in a Chester, Pa., shipyard ostensibly for Howard R. Hughes's Summa Corporation, and—so the C.I.A. cover story went—was going to be a revolutionary development in deep-sea ocean mining, capable of sweeping up valuable minerals from the ocean floor.

The vessel was said publicly to be managed by Global Marine Inc., a California-based shipping concern known for its expertise in deep-sea drilling and exploratory work. In fact, according to Wayne Collier, and independently confirmed by others, Global Marine played a far more significant role.

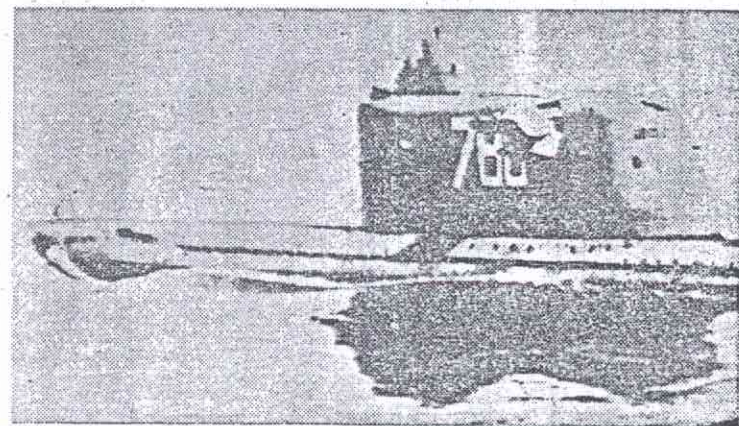
One of its vice presidents, John R. Graham, now deceased, was a main designer of the submarine recovery vessel, according to Mr. Collier. Mr. Graham and others who were involved in the design and mechanical aspects of the vessel were employees of a new subsidiary of Global Marine, known as Global Marine Development Inc., he said. The concern was organized by the C.I.A. for security reasons, Mr. Collier said.

The new concern, which has about 75 employees, was established in separate quarters in the Tishman Building in Los Angeles and it was in those offices, Mr. Collier said, that he began recruiting the ship's crew. The emphasis in recruiting, he said, was on those men—primarily Southerners—who would unquestionably accept the C.I.A.'s explanation for the necessity of the salvage operation and the secrecy that went with it.



The New York Times/Steve Northup and United Press International

The Glomar Explorer, above, which was used in a 1974 attempt to salvage a Soviet Golf Class submarine, type shown below, from the Pacific Ocean. Wayne R. Collier, inset, was in charge of recruitment for the project.



Only about 20 percent of the men and women employed by the development company knew the true purpose of the Glomar Explorer's mission, he said. Engineers and technicians, who were kept uninformed, spent hundreds of hours designing deep-sea dredging gear and similar devices that would never be construct-

from the Deep South was going to sit up and lie all day. It went over real good and the agency was real pleased with me."

Mr. Collier, 33 years old, is a native of Louisiana who had worked as an undercover narcotics agent for the Justice Department before joining the submarine recovery project as a C.I.A. contract employee.

The C.I.A.'s headquarters for the recovery program were in a small office building in the San Fernando Valley outside of Los Angeles that also was leased in part by the Summa Corporation. Even in that building, Mr. Collier recalled, the C.I.A. men made a practice of leaving the elevator on the fifth floor and then walking via a specially built staircase to a series of secret offices on the sixth floor.

Mr. Collier said that a senior C.I.A. official once explained that deception was necessary because there were, in fact, some offices on the sixth floor that had been leased to the Veterans' Administration, a Federal agency. Since the fifth-floor offices were marked "Summa Corp.-Global Marine," Mr. Collier said, it was decided not to run the risk of having a C.I.A. official observed going both into the Global Marine offices on the fifth and also going to the sixth floor, where there were known Federal Government offices.

The C.I.A.'s concern, Mr. Collier said, was that someone would conclude that the Global Marine offices were associated with the Government. "This may sound silly," Mr. Collier added, "but it was one of the agency's methods of operating and they were very strict with the policy."

All C.I.A. employees, he said, had to get off the elevator at the fifth floor and use the secret stairway to get to their upstairs office.

As a further precaution, Mr. Collier said, the C.I.A. also maintained a series of rented rooms in the Tishman Building, two floors below those of the development company. Those were for emergency use in case it was discovered that the agency was running the operation out of its San Fernando office, he said.

Weekly Meetings Described

On Fridays, Mr. Collier said, officials from the development company and from C.I.A. headquarters would meet to discuss the operation in one of two "safe houses," fashionable apartments leased in nearby Santa Monica and Long Beach. The apartments were regularly inspected for wiretaps, bugs, or other means of electronic surveillance by C.I.A. security men, he said.

Mr. Collier said that those project members who were not in the C.I.A. had another term for the apartments—"cool houses." "That was because they were cool to talk in and cool to party in and play in," he said.

Once recruited and cleared for a briefing on the submarine recovery project, a process that often took three months or more, Mr. Collier said, the crew members were provided with two weeks of intensive training by the C.I.A. at a special facility near Redwood City, Calif.

There the men studied rudimentary Russian, he said, and received intensive instruction on what to expect aboard the Soviet vessel. A mock submarine was also constructed so the men could practice disassembling the craft, Mr. Collier said.

Throughout the period of recruiting and intensive training, he added, there were no security breaches and only one potential crew member chose not to work on the project after being briefed.

ed, Mr. Collier said, as well as purchasing such equipment.

"That made just about every word that came out of my mouth a lie," he said. "I was used to it, having worked undercover for three years and besides, no one