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# C.I.A. Ends Plan to Raise Soviet Sub

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By NICHOLAS M. HORROCK

Special to The New York Times

WASHINGTON, Jan. 13—The Central intelligence Agency has abandoned plans to raise a sunken Soviet submarine because the site of the wreck is now patrolled by Russian signal vessels, senior intelligence officers said today.

Thus ends a \$250 million project to recover nuclear warhead missiles and code books carried by the submarine when it sank in the Pacific 750 miles Northwest of Hawaii in 1968.

In recent briefings before the Senate and House Intelligence Committees, William E. Colby, head of the C.I.A., and Carl Duckett, chief of the C.I.A.'s Directorate for Science and Technology, attributed the agency's inability to complete the mission to disclosures by the news media.

After the disclosures, they said, the Soviet navy has patrolled the site with a vessel to signal if any ships return to salvage. The United States would face a confrontation with the Russians if it attempted an overt salvage of one of its vessels, intelligence sources have said.

## Dispute on Ownership

The submarine was to have been salvaged by the Glomar Explorer, a ship that was built and commissioned under the guise of a deep sea mining research vessel for Howard R. Hughes, the billionaire industrialist.

A dispute has arisen with the Los Angeles tax authorities over whether Mr. Hughes or the C.I.A. owns the vessel. Intelligence officials have privately maintained that the ship belongs to the C.I.A.

These officials confirmed to-

## Site of Wreck Patrolled by Russian Ships — Clash Feared

day several press reports that the C.I.A. was trying to find some other use for the sophisticated ship.

Although the project's goal was not achieved, intelligence officials have told the Senate and House committees that it was worthwhile and well-executed. Several United States naval sources have told The New York Times that the project was well managed.

According to intelligence officials' accounts of the project, the Russian submarine suffered internal explosions and sank northwest of Hawaii shortly after leaving her home port at Vladivostok in the summer of 1968. The Soviet Navy instituted a sea search, which attracted the attention of United States naval observers.

The Russians apparently could not find what they were looking for. The Americans deduced that a submarine was being sought and plotted the site of the wreck. It was in 16,500 feet of water.

The C.I.A. selected the Hughes Summa Corporation to be a "cover" for a recovery effort. The Glomar Explorer was built at a Delaware shipyard and put to sea as part of the fleet of the Global Marine Company, which maintains research vessels and oil drilling ships around the world.

The Glomar reached the salvage site in the summer of 1974. The operation could be conducted only in certain summer months, because the sea is too rough at other times.

The ship found the sub-

marine and began to raise her. However, as the submarine neared the surface, she broke apart. The portion recovered contained the bodies of many of the crew, but no warheads or code materials.

The C.I.A. planned to return the following summer, 1975, intelligence officials said. However, in late 1974, information on the project began to appear in United States newspapers.

Several Congressional committees pledged investigations of the project, but none has taken place. The House and Senate Intelligence Committees requested and received extensive briefings on the matter.

Critics have asked why Howard Hughes was selected for the operation, whether he received windfall profits and whether the project was necessary.