

U.S. Naval Nuclear Weapons in Sweden

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Summary

For the past thirty years, the U.S. government has been consistently violating Sweden's non-nuclear policy. U.S. Navy warships have routinely carried nuclear weapons into Sweden during its "goodwill" visits. The U.S. has violated Sweden's non-nuclear status at least 31 times, seven times in the 1960s, 13 in the 1970s, 11 in the 1980s. Since 1983, when Sweden explicitly stated its opposition to nuclear port calls, the U.S. Navy has brought nuclear weapons into Sweden six times.

The presence of U.S. naval nuclear weapons in Sweden has been made possible by the U.S. policy of "neither confirming nor denying" (NCND) the presence of nuclear weapons on any naval vessels at any time. Despite Sweden's active participation in the international disarmament debate, the government has preferred not to challenge the U.S. directly on NCND. Swedish non-nuclear policy is reiterated whenever ships call at Swedish ports, but the government does not ask or verify if there are nuclear weapons on board visiting ships. The underlying assumption of Swedish political leaders has always been that the United States is abiding by Swedish policy.

In the mid-1980s, the issue of nuclear port visits to Sweden became more heated. Naval nuclear operations became more transparent and nuclear weapon transits became known for a fact. As land-based nuclear weapons were brought under control with conclusion of the INF Treaty, and the fifty percent reduction in intercontinental nuclear weapons, sea-based nuclear weapons, with no arms control restraints, became a more obvious contrast. The firm non-nuclear stance of New Zealand captured the attention of Swedish politicians and public, and finally Denmark's Parliamentary crisis about enforcing Denmark's non-nuclear policy, which brought about a snap election of May 1988 and brought the naval nuclear issue closer to home.

At the same time that Denmark was debating its policy vis a vis nuclear port visits, the Swedish Social Democratic Party at its 1987 Congress moved to resolve the port visit problem. The compromise approach was that Sweden would work to get the nuclear states to abandon their NCND policy. Failing that strategy, Sweden would act on its own to enforce its non-nuclear position. The Swedish government was given three years by the Party.

Between 1987-1990, Sweden took a number of steps in the United Nations and at other fora to move the issue of naval arms control, and abandonment of the NCND policy forward. But the United States government refused to budge. As the three year deadline approached, the Swedish government increasingly and aggressively described the non-confrontation approach as the only one which will achieve political results. But it is itself

acting naively.

The NCND policy may have as its theoretical justification the doctrine of nuclear deterrence, and the achievement of military security, but it is practically employed to circumvent public debate and the non-nuclear policies of numerous countries. The policy has its origins in 1957, when U.S. nuclear weapons were first permanently deployed on the soil of European NATO allies.¹ As such, all of the NATO members accepted the policy, even though it did not initially take account of naval nuclear weapons in transit. It is a policy that Sweden is not obligated to accept. Yet to challenge the NCND policy has come to symbolize a grave diplomatic challenge, and others have been met with strong threats and recriminations when they have done so.

One conclusion drawn by many expert observers is that, since it is "known" that naval ships carry nuclear weapons routinely, non-nuclear governments actively collude with the United States on accepting port visits. This conclusion is only partly true. The NATO members, in formally endorsing the NCND policy 33 years ago, have become swept up in the subsequent arguments that the policy is tantamount to the very implementation of the nuclear umbrella, and thus, alliance membership. According to State Department sources, the "highest officials" of NATO countries can find out whether ships are carrying nuclear weapons or not, but this is considered privileged information that cannot be acted upon. In the case of New Zealand, which was also tied to the United States in a similar defense alliance to NATO (ANZUS), it was Prime Minister David Lange's use of just such information relating to an upcoming U.S. naval port visit that led to its break with the U.S. Secretary of State George Schultz felt that he could no longer "trust" the New Zealand Prime Minister.

¹ Although the NCND policy was confirmed by the U.S. government in 1958, NATO agreed to such a policy in 1957; See letter released under the Freedom of Information Act, from Richard A. Ericson, Jr., U.S. Ambassador in Iceland, to Olafur Johannesson, Minister for Foreign Affairs, Iceland, 11 August 1980, the partial text of which follows:

With respect to allegations about the presence of nuclear weapons in Iceland, it is longstanding U.S. policy neither to confirm nor deny the presence of nuclear weapons anywhere. However, U.S. Government policy is in accord with the decision taken by the NATO Heads of Government in 1957 in Paris, wherein it was announced that 'the deployment of these stocks (referring to stocks of nuclear warheads available for the defense of the alliance) and missiles, and arrangements for their use, will accordingly be decided in conformity with NATO defense plans and in agreement with the states directly concerned.'

Sweden, on the other hand, does not have a defense agreement with the United States, is not under the U.S. nuclear umbrella, does not jointly participate in nuclear weapons or military operations and planning, and has never explicitly accepted the NCND policy, other than through common practice. The government's strategy of changing a policy which has at it very root unimpeded operations of naval forces, and avoidance of non-nuclear policies, is thus impossible. As the 1990 Party Congress approaches, political leaders will be faced with an important decision about enforcing Sweden's non-nuclear policy.

It is with this context in mind, that we undertook to do a study of port visits to Sweden. Throughout the debate, the arguments put forward by the Swedish government indicates that it "believes" that the U.S. does not bring nuclear weapons into Sweden. Our conclusion, on examining 73 port visits to Sweden over a 30 year period is that the Swedish government is misinformed. Nuclear weapons have, and continue to be, brought into Sweden during routine port visits.

The evidence, unfortunately, is unambiguous. Ships load their nuclear weapons before their forward deployments, and they hardly ever unload them. No special procedures are taken when entering non-nuclear countries, other than implementation of the NCND policy. In the eyes of the U.S. Navy and the U.S. government, it is a practice that has worked for over 30 years, and there is no compelling reason to change.

'Where is the proof?,' Foreign Minister Sten Andersson asks. We hope that the details brought forth in this report, the combined effort of months of intensive research, and years of experience with the subject matter, answers that question. We can think of no greater example of continuing nuclear abuse of the high seas, nor a better example of poor international relations.

The Nuclear Port Visit Controversy in Sweden

"In Sweden, we do not permit visiting warships to carry nuclear arms."² This is how Prime Minister Ingvar Carlsson described Sweden's policy when he addressed the United Nations General Assembly in June 1988. The occasion was the UN Special Session on Disarmament, and Carlsson did not mention naval visits by chance, nor was his emphasis part of the hyperbole of international disarmament gatherings.

A year earlier, Sweden's largest party, the Social

² Statement by the Prime Minister of Sweden, Mr. Ingvar Carlsson, on June 1, 1988, in the General Debate of the Special Session of the General Assembly of the United Nations Devoted to Disarmament, UN Document A/S-15/PV.2, 1 June 1988.

Democrats, decided at its national Congress, to urge the Swedish government to seek a resolution of the port call issue in international fora. The strategy would be to attempt to change the "neither confirm nor deny" (NCND) policies of the nuclear weapons states.³ The directive of the Party was a compromise with those that wanted nuclear-capable ship visits banned altogether. The logic was that since nuclear-capable ships did not come to Sweden very often, and when they did they were informed about Swedish non-nuclear policies, they likely left their nuclear weapons at home. To some, the artful compromise of going the international route was a way of forestalling a New Zealand type confrontation with the United States. Others simply believed that it was feasible to convince the United States to abandon its secrecy policy and declare that its ships did not carry nuclear weapons into non-nuclear Sweden.

The Party Congress resolution was taken up by the Swedish Parliament which directed the government to act in international fora to achieve the goal of elimination of NCND. The Parliament's decision, however, was not open ended. The government would have three years, after which the political strategy would be reevaluated. At the end of the three year period loomed another Social Democrat Party Congress in the Autumn of 1990. The overwhelming sentiment among party members was that if the government were unsuccessful with their persuasion, Sweden should act on its own to ensure that its non-nuclear policy was respected during foreign port visits.

Sweden has a longstanding policy restricting nuclear weapons from its territory. The issue of nuclear weapons associated with naval port visits, however, is relatively recent.⁴ Nuclear

³ One assumption of the Swedish Parliament directive is that the Soviet Union has a NCND policy. We think that is not correct. NCND should not be confused with general military secrecy. The Soviet Union, particularly prior to glasnost, may have had oppressive secrecy policies, but a policy of neither confirming nor denying the presence of nuclear weapons on their ships or at storage sites it did not have. The Soviets just had a deny policy, a regime of strict secrecy. NCND may have as one of its side effects for the United States basic military secrecy, but the primary purpose, and the root of all the controversy, is about circumventing public opinion and non-nuclear policies of friendly nations. This is not a problem that the Soviets have had to deal with.

⁴ In November 1974, for example, the Swedish Minister of Defense stated in Parliament that possible nuclear weapons onboard visiting warships did not constitute an infringement on Sweden's neutral status; cited in Jan Prawitz, Special Assistant for Disarmament, Swedish Ministry of Defense, "The NICNOD

weapons entering Sweden's territorial waters and ports arose in the early 1980s, when the political and public debate on the question of a nuclear weapons free zone in Northern Europe was again sparked by the European anti-nuclear movements. The 1980s anti-nuclear activity in Europe was exemplified by concern about the specifics of nuclear weapons deployments, and as Greenham Common and Mutlangen became common rallying points in countries with nuclear weapons on their soil, others without nuclear weapons became aware of naval nuclear weapons and their presence.

In early 1983, the Swedish policy of refusing to accept temporary port calls of foreign warships with nuclear weapons aboard was explicitly stated by Prime Minister Olaf Palme.⁵ When permission to visit a port is granted to a foreign power, the clearance includes a written statement that "there is a general prohibition against foreign naval vessels carrying nuclear weapons when visiting Sweden. The Swedish government takes it for granted that this prohibition will be strictly observed."⁶

The position of the Swedish government on compliance with its non-nuclear policy, and particularly the position of current Foreign Minister Sten Andersson, is based upon trust. Swedish authorities neither check nor demand guarantees that visiting ships actually comply with Swedish policy. In the words of Andersson, "According to international law, foreign warships must accept the laws, the procedures, and government statements of the host nation. This is a respect for the principle of sovereignty, which is strictly sought by all Nordic states."⁷

While the national government maintains the position that the United States and the other nuclear powers abide by Swedish policy, local authorities have not been so trusting. The Social Democratic Party Congress decision in 1987 followed public protests against ship visits, as well as reactions by local authorities. In October 1985, the cruiser USS Ticonderoga (CG-47) and the frigate USS Halyburton (FFG-40) visited Gothenburg,

Controversy," 20 February 1990, p. 17, footnote 33.

⁵ Prawitz, "The NiCNOD Controversy," 20 February 1990, p. 17.

⁶ Foreign Minister Sten Andersson, Answers given in Swedish parliament on 8 May 1990 in response to questions by members of parliament; Protokoll 1989/90 Nr. 117, 9 May 1990, p. 7. This is the exact language of all diplomatic clearance letters for foreign naval port calls.

⁷ Foreign Minister Sten Andersson, Answers given in Swedish parliament on 8 May 1990 in response to questions by members of parliament; Protokoll 1989/90 Nr. 117, 9 May 1990, p. 34.

sparkling protests by local groups.⁸ Although the USS Halyburton was known not to be nuclear-capable, the USS Ticonderoga clearly was. The Swedish government reportedly had to make "deals" with city officials to allow the ships to enter.

When the Swedish Defense Department cleared the nuclear-capable Royal Navy frigate HMS Brazen (F91) to visit Gothenburg three months later in January 1986, the federal government -- facing strong local opposition -- had to agree to a compromise docking the frigate at a naval facility far away from the downtown port.⁹ Local authorities cancelled a civil reception and other honors, reportedly embarrassing the national government.¹⁰

After Parliament directed the Swedish government to take up the NCND, it raised the issue in several UN fora. In June 1988, at the UN Special Session on Disarmament, Prime Minister Carlsson bluntly stated that the "secrecy traditionally surrounding the deployment of nuclear weapons at sea does not build confidence. On the contrary, it is confidence-blocking. Therefore, the nuclear-weapon powers should abandon their outdated policy of neither confirming nor denying the presence or absence of nuclear weapons on board any particular ship at any particular time."¹¹ Carlsson also raised the issue of naval nuclear weapons and arms control. He told the UN that, "The huge number of tactical nuclear arms, which are routinely carried around the world by the naval vessels of the nuclear-weapon states, constitute in themselves a threat to international security."¹²

On 29 May 1989, Foreign Minister Andersson told members of parliament that in addition to the UN activity, quiet diplomacy

⁸ Ramesh Thakur, "Nuclear ship visits: the Nordic practice," New Zealand International Review, Vol. XII, No. 3, May/June 1987, p. 20; and Prawitz, "The NiCNOD Controversy," 20 February 1990, p. 20.

⁹ Jan Prawitz, "The NiCNOD Controversy," 20 February 1990, p. 20.

¹⁰ Since this incident, the United Kingdom has reportedly not sent nuclear-capable ships to Sweden. Ramesh Thakur, "Nuclear ship visits: the Nordic practice," New Zealand International Review, May/June 1987, p. 20.

¹¹ Statement by the Prime Minister of Sweden, Mr. Ingvar Carlsson, on 1 June 1988, in the General Debate of the Special Session of the General Assembly of the United Nations Devoted to Disarmament.

¹² Ibid. (emphasis added)

was also being attempted. "As recent as last week," the Minister told Parliament, "I met the American Foreign Secretary, James Baker. We had a long discussion about port visits. I described the Swedish concern and made it quite clear that it is prohibited visiting vessels from bringing nuclear weapons with them over our borders. And I believe that after this he understood our concerns better. Our discussion has not ended."¹³ Andersson went on to say that he understands the complexity of the issues being raised: "I wish to stress that I have the greatest understanding for the concern felt by many on the nuclear powers' policy of neither confirming nor denying the presence of nuclear weapons on ships. Both the public and the government has reacted. Naturally, this practice also creates concern ... [whether] different guests conducting port visits actually respect the Swedish ban against nuclear weapons."¹⁴

Sweden has continued its work in the UN, banding with other governments interested in the issue of naval arms control. It was particularly active in preparation of expert studies and in gatherings involving the naval arms control issue. On 3 May 1990, Finland, Indonesia, and Sweden jointly submitted a working paper at the UN Disarmament Commission, which stated that "the nuclear weapon states should reconsider their current practice of neither confirming nor denying the presence or absence of nuclear weapons on board any particular ship at any particular time."¹⁵

Five days later, Foreign Minister Andersson again appeared before the Parliament on the naval issue. This time, he was more defensive and combative. Despite Sweden's failure to get the United States to change its NCND policy, Andersson painted a grim picture of serious consequences for Sweden should the government be forced to enforce Swedish non-nuclear policy:

What would happen if Sweden adopts unilateral measures concerning port visits? It is my conviction that a decision now on a changed policy in this matter would have a great negative effect. I would go as far as to say that it would cause irreversible political damage. First, by such a one sided step we would miss a number

¹³ Foreign Minister Sten Andersson, Answers given in Swedish parliament on 29 May 1989 in response to questions by members of parliament; Protokoll 1989/90 Nr. 123, 30 May 1990, p. 34.

¹⁴ Ibid.

¹⁵ "Naval Armaments and Disarmament: Promoting Global Progress in the field of Disarmament and Confidence- and Security-Building Measures at Sea," UN General Assembly, A/CN.10/139, 3 May 1990, p. 2.

of opportunities for Nordic cooperation, for example the question of a nuclear weapons free zone. As we know, part of that work is the question of port visits. Thus we would also lose the possibilities of achieving what we all agree we should try to accomplish as soon as possible; that is, a change in the nuclear powers' doctrine of neither confirming nor denying the presence of nuclear weapons on their vessels. We would even lose some of our possibilities for working in the area of disarmament. Adopting a unilateral Swedish measure in this matter would result in our being isolated and blocked in other matters of world policy in a time when Sweden's role is requested. It would mean a significant weakening of Swedish foreign policy.¹⁶

Referring to the case of Denmark and New Zealand, Andersson claimed that Sweden would be isolated from the United States.¹⁷ Clearly irritated with the opposition, including members of his own Party, Andersson exclaimed:

The difference between you and me is that I want to create a result when it comes to nuclear weapons. I want to get rid of all nuclear weapons. [...If we ban nuclear ships from our ports then all talk of] a nuclear weapons free zone [will be] gone and so will joint efforts in the UN and in other ways. That is the difference between you and me. I am a results-oriented politician. You make a skin-deep maneuver which prevents others from acting.¹⁸

Andersson insisted that a broader disarmament effort would obviate the need for NCND in the first place: "The Swedish government is going to continue the line that Sweden has followed in order to reduce and finally eliminate all sea-based nuclear weapons. As part of this policy, and this is important, we will continue in the UN to pursue the issue of complete elimination of all non-strategic sea-based nuclear weapons. This is a follow-up

¹⁶ Foreign Minister Sten Andersson, Answers given in parliament on 29 May 1989 in response to questions by members of parliament; Protokoll 1988/89 Nr. 123, 30 May 1990, pp. 34-35.

¹⁷ Foreign Minister Sten Andersson, Answers given in Swedish parliament on 8 May 1990 in response to questions by members of parliament, Protokoll 1989/90 Nr. 117, 9 May 1990, p. 13.

¹⁸ Foreign Minister Sten Andersson, Answers given in Swedish parliament on 8 May 1990 in response to questions by members of parliament; Protokoll 1989/90 Nr. 117, 9 May 1990, p. 11.

of the proposal by the Palme Commission. The complete elimination of all non-strategic nuclear weapons would result in the nuclear powers' practice of neither confirming nor denying nuclear weapons on vessels as being unnecessary."¹⁹

On 13 June 1990, Andersson attended a UN seminar in Helsingoer, Denmark, where he admitted frustration with U.S. intransigence. "Naval port visits are an implicit consequence of the freedom of navigation and serve important confidence-building functions," Andersson said. "Such visits used to inspire a great deal of public support. [However, the] practice of neither confirming nor denying the presence or absence of nuclear weapons on board particular vessels has undermined the confidence-building effect of port calls by raising a great deal of public concern. My government therefore urges all nuclear weapons states to abandon this confidence-blocking practice."²⁰ But mindful of the upcoming Social Democrat Party Congress, Andersson again called for broader action to be taken by Sweden, "If naval experts now seem to agree that tactical nuclear weapons on board surface ships have no useful military purpose -- if nuclear weapons at all have a military purpose -- why not try to settle this issue [...and] prohibit all naval tactical nuclear weapons."²¹

Nuclear Weapons Practices of the U.S. Navy

U.S. Navy ships fall into three categories, those which are not "nuclear-capable" in any way, those which have a contingent nuclear mission in wartime only, and those which are fully nuclear-capable in peacetime. The ships in the third category go through a time consuming mechanical, training, and certification process to carry nuclear weapons. Nuclear trained personnel are assigned to the ship on a permanent basis. Ships and their higher commands issue special instructions for securing, handling, stowing, firing and insuring the safety of nuclear weapons. And this process, which "certifies" the ship to regularly carry nuclear weapons is an ongoing one.

A ship is certified to carry nuclear weapons in consonance

¹⁹ Foreign Minister Sten Andersson, Answers given in Swedish parliament on 8 May 1990 in response to questions by members of parliament; Protokoll 1989/90 Nr. 117, 9 May 1990, pp. 7-8.

²⁰ Statement of Mr. Sten Andersson, Minister of Foreign Affairs of Sweden, at the UN Seminar on Confidence-Building Measures in the Maritime Domain, Helsingoer, Denmark, 13 June 1990.

²¹ Ibid.

with Navy battle plans and operational requirements. Ship classes are first assigned a nuclear weapons capability by the Chief of Naval Operations "in accordance with the contingency plans and validated Navy requirements for defense of ships, battle groups, anti-submarine warfare, and land-attack theater missions in support of ground forces and naval objectives."²² A ship's specific nuclear weapons capabilities are detailed in the official Naval Atomic Planning and Support Capabilities (NAPSAC) plan, which lists each nuclear-capable unit, and delineates "different types of combatants, support, and amphibious ships are assigned different weapons capabilities."²³

When a ship is officially assigned its capability, it is known as nuclear-capable.²⁴ According to the Navy, "nuclear weapons may be assigned only to those stations and units [ships] which have adequate storage, assembly, inspection, delivery, and security facilities to the extent required to implement approved missions. To this end, only those activities outlined in ...[the NAPSAC] which have been certified as nuclear capable units, or those activities authorized as provisional storage facilities,

²² Thomas B. Cochran, et. al., Nuclear Weapons Databook, Volume I: U.S. Forces and Capabilities (Cambridge, MA: Ballinger, 1984), p. 92.

²³ U.S. Department of the Navy, Loading and Underway Replenishment of Nuclear Weapons NWP 14-1 (Rev. D), July 1986, p. 1-1; released under the Freedom of Information Act (FOIA). See also U.S. Department of the Navy, "Procedures for Obtaining Shore Based Facilities Required for the Support of Nuclear Weapons," Chief of Naval Operations Instruction (OPNAVINST) 11012.1C, 19 December 1979, p. 1; released under the FOIA.

These procedures would be waived during wartime for the second category of ships. They do not receive regular nuclear weapons certification inspections and are not nuclear certified, yet have prepared nuclear weapons safety regulations and have assigned an officer to monitor nuclear weapons safety, in case a wartime or crisis need for them to transport nuclear weapons arises.

²⁴ The U.S. Defense Nuclear Agency defines a nuclear-capable ship as having "assigned responsibilities for assembling, maintaining, transporting, or storing war reserve nuclear weapons, their associated components and ancillary equipment;" U.S. Defense Nuclear Agency (DNA), Department of Defense Nuclear Weapons Technical Inspection System (U) (DNA TP 25-1/ARMY TM 39-25-1/NAVY SWOP 25-1/Air Force T.O. 11N-25-1), with Change number 7-3, 28 October 1983, p. 3; released under the FOIA.

will be authorized custody of nuclear weapons."²⁵

Nuclear Equipment and Personnel

In order for a ship to be nuclear-capable, appropriate rail, box, or vertical launchers must be fitted, and these must be connected to special fire control, arming and firing circuits. Since the use of nuclear weapons is tightly controlled, it is not just a matter of loading a nuclear version of a conventional weapon into any appropriate launcher.²⁶ Weapons magazines are specially outfitted with security alarms and sensors so that they can provide the requisite degree of security for nuclear warheads. Command spaces are outfitted with control devices to ensure proper firing and arming of nuclear weapons, and to guarantee "two-man control" of nuclear weapons decisions.

Each nuclear-capable ship has designated positions that are responsible for handling, maintenance, security, and use of nuclear weapons. On most surface warships, this includes a Weapons Officer in charge of all ordnance and weapons spaces, and Gunners Mates (GMs) responsible for warhead and missile maintenance and handling. The Weapons Officer is normally designated the Nuclear Safety Officer for the ship, and Chairman of the Nuclear Safety Council, which includes other officers. A second officer aboard the ship, or a senior petty officer will also be designated the Nuclear Weapons Handling Supervisor, responsible for the physical movement of a nuclear weapons in a

²⁵ Navy, "Procedures for Obtaining Shore Based Facilities Required for the Support of Nuclear Weapons," 19 December 1979, p. 1

²⁶ An example to illustrate this point are the four destroyers of the Kidd class (DDG-993), which are not nuclear-capable. These four ships were originally designed and built for the Shah of Iran, and were in various stages of construction in the United States when the Shah was overthrown. The ships were seized, and the U.S. Navy subsequently completed them and commissioned them as U.S. combatants. Because the command and control mechanisms of nuclear capability is imbedded in the basic design of modern vessels (everything from circuitry to ventilation of magazines), the Kidd class ships did not have basic attributes of nuclear-capability. Rather than go through the additional expense of adding nuclear capability to the four ships of the class, they were commissioned as they were designed without nuclear capability. One of the non-nuclear ships to visit Sweden in the 1980s, incidently, was the USS Kidd, which called in Stockholm, 4-9 April 1984.

launching ship.²⁷

Gunners Mates with nuclear weapons responsibilities are specially designated Gunner's Mate Technicians (GMTs).²⁸ Additional personnel are assigned secondary nuclear duties, in security details and handling teams. Once accepted for a nuclear weapons-related assignment, each person is continually observed/evaluated to assure their reliability.²⁹

Nuclear Certification Inspections

Once a ship is assigned a nuclear capability, has the proper equipment for launching or storing nuclear weapons, and has assigned the proper certified and trained personnel, it must be officially inspected and certified before it is allowed to execute its nuclear mission (i.e., stow or deliver nuclear weapons). These nuclear certification inspections are conducted by the Defense Nuclear Agency and the Navy, and determine whether a ship "is capable of performing its assigned nuclear mission."³⁰ Each prospective nuclear unit must receive a grade of satisfactory or better before it becomes or continues operational with nuclear weapons. If a unit is assigned the grade of unsatisfactory, a reinspection is scheduled as soon as

²⁷ U.S. Department of the Navy, Office of the Chief of Naval Operations, "Standard Organization and Regulations of the U.S. Navy," Chief of Naval Operations Instruction (OPNAVINST) 3120.32B, 26 September 1986, p. 3-61.

²⁸ U.S. Naval Education and Training Command, Gunner's Mate M 1 & C, NAVEDTRA Manual 10200-D, Revised 1979.

²⁹ These positions are part of the "Personnel Reliability Program (PRP)," which certifies individuals to have nuclear responsibilities. Personnel are certified for either "controlled" positions, or "critical" positions. Guards and handlers are in controlled positions, where they do not have direct access to the firing circuits of nuclear warheads. Warheads technicians and operational personnel who enable and launch nuclear weapons are in critical positions. Certification under the PRP means that personal behavior is monitored, and failure to adhere to higher standards of conduct can result in removal from nuclear duties. An audit of a ship's administration and compliance with the PRP is part of the nuclear certification inspections.

³⁰ DNA, Department of Defense Nuclear Weapons Technical Inspection System, p. 2.

practicable.³¹ There are approximately 275 U.S. naval units overall that are nuclear certified.³²

The basis for managing and conducting the Navy's nuclear certification and inspection program is contained in Special Weapons Ordnance Publication (SWOP) 25-1, Department of Defense Nuclear Weapons Technical Inspection System. This manual, promulgated by the Joint Chiefs of Staff, prescribes the DOD policies and standardized inspection criteria applicable to all Navy nuclear-capable units. Each individual ship is considered a nuclear-capable unit.

SWOP 25-1 specifies that nuclear-capable units must be certified at least once every 18 months to continue their certification.³³ Naval regulations state that ships and shore activities should be inspected at least once every 12 months by the service, although extensions of up to six months can be authorized, particularly if a ship is on extended deployment or in overhaul.³⁴ Nuclear-capable ships are inspected both by the Department of Defense's Defense Nuclear Agency, and by Navy inspectors (these inspections can also be combined, if necessary).

The Defense Nuclear Agency inspections are known as Defense Nuclear Surety Inspections (DNSI). They are conducted by the Defense Nuclear Agency's Field Command Inspection Team. DNSIs include an examination of a nuclear capable unit's "nuclear weapons technical assembly, maintenance, storage functions, logistic movement, handling, and safety and security directly

³¹ The five-year average failure rate for naval nuclear inspections in the Atlantic Fleet from 1981-1985 was 14.4 percent of all inspections conducted, or 144 unsatisfactory ratings; See annual Command Histories, Nuclear Weapons Training Group, Atlantic, FY 1980-1987, (released under the FOIA).

³² This includes individual combatant ships, supporting auxiliaries and amphibious ships, and shore stations (such as Naval Weapons Stations). See Joshua Handler and William M. Arkin, Nuclear Warships and Naval Nuclear Weapons 1990: A Complete Inventory, Neptune Papers No. 5, Greenpeace, September 1990.

³³ DNA, Department of Defense Nuclear Weapons Technical Inspection System, p. 4.

³⁴ U.S. Department of the Navy, Chief of Naval Operations, "Nuclear Weapons Technical Inspections," Chief of Naval Operations Instruction (OPNAVINST) 5040.6E, 17 June 1975, (For Official Use Only), p. 3.

associated with these functions."³⁵ They are conducted to insure that the military services are complying with Joint Chiefs of Staff guidance and Defense Department regulations pertaining to nuclear capability.

U.S. Navy inspections are known as Nuclear Weapons Acceptance Inspections (NWAIs) and Navy Technical Proficiency Inspections (NTPIs). An NWAIs is:

A technical inspection of a prospective Navy or Marine Corps nuclear capable unit, conducted by Navy and/or Marine Corps inspectors, to determine its readiness to perform technical assembly operations, maintenance, storage functions, logistic movement, handling and safety, and security directly associated with those functions. Drills are conducted to determine the units's ability to respond to a nuclear weapons accident or incident, and to determine whether security forces respond within required time limits. An NWAIs will be conducted prior to assignment of a new weapons capability, and on all afloat units upon completion of shipyard overhauls and prior to receipt of weapons.³⁶

Only training (inert) nuclear weapons are utilized during an NWAIs. These are specially manufactured models of nuclear warheads, which do not contain nuclear materials (plutonium, uranium, etc.), but have the same wiring configurations and components as regular nuclear weapons and are manufactured by the Department of Energy along with nuclear warheads. Each nuclear certified unit normally has custody of training warheads, or receives them from Naval Weapons Stations prior to inspections.

A Navy Technical Proficiency Inspection (NTPI) is conducted after a ship passes its initial NWAIs, and regularly thereafter, and consists of:

A technical inspection of a nuclear capable certified unit conducted by Navy and/or Marine Corps inspectors to determine their ability to accomplish their technical mission. The scope of the inspection will include examination of technical assembly, maintenance, logistic movement, storage functions, handling and safety, and security directly associated with these functions. In addition, drills will be conducted to determine the unit's ability to respond to a nuclear weapons accident or incident, and to determine whether security forces respond

³⁵ DNA, Department of Defense Nuclear Weapons Technical Inspection System, p. 3.

³⁶ Navy, "Nuclear Weapons Technical Inspections," p. 1.

within the required time limit.³⁷

Training or war reserve (live) nuclear weapons can be utilized during an NTPI.

In particular, these Navy inspections encompass:

a. Administration, including the record keeping of the status of personnel training and the allowance of personnel assigned nuclear weapons work on board;

b. Safety, including compliance with the Navy's nuclear safety program, and specifically the status of the Nuclear Safety Officer, the Nuclear Safety Council, and the ship's nuclear safety rules and required reading list of manuals, instructions and technical publications for personnel assigned nuclear weapons work;

c. Security, including the control, storage, and transmission of classified material directly relate to the unit's nuclear weapons mission and the nuclear weapons security forces training;

d. Technical operations, including a check out and test of the fire control/weapons control equipment that "are necessary to ensure the readiness and reliability of nuclear weapons;"

e. Command and Control, including the inspection of the Sealed Authentication System to ensure the "proper control, inventory, and personnel assignment;"

f. Emergency Destruction capability, including a drill with dummy material to insure the ship's ability carry out emergency destruct procedures;

g. Supply support;

h. Nuclear Weapons Accident/Incident (A/I) Response Capability, including a review of the ship's A/I Bill, an inspection of damage control radiation monitoring equipment and decontamination stations, and an A/I drill to evaluate the ship's response to nuclear weapons accident or incident;

i. Security Drill, including a drill to evaluate the ship's emergency forces ability to respond within the required time limits.³⁸

Nuclear weapons inspections of Atlantic Fleet ships are conducted by the Nuclear Weapons Training Group Atlantic, and by type sub-commands of the Atlantic Fleet (e.g., Naval Surface Force Atlantic and Naval Air Forces Atlantic and their

³⁷ Navy, "Nuclear Weapons Technical Inspections," p. 1.

³⁸ Navy, "Nuclear Weapons Technical Inspections," p. 1-3; See also U.S. Naval Education and Training Command, Gunner's Mate M 1 & C, Revised 1979, pp. 320-322.

subordinate groups and squadrons).³⁹ The inspections are quite extensive, usually lasting two or three days. Given the difficulty of the inspection, they are preceded by special Technical Assist Visits (TAVs) by specialized Nuclear Weapons Assist Teams (NWAT), where ship's crew are trained and observed. An outstanding NWAT/TAV is occasionally upgraded to a completed certification inspection.

Crew members also attend training classes and courses where they receive individual certification in handling, maintenance, and employment of nuclear weapons. Courses include nuclear weapons orientation, safety, supply and logistic procedures, shipboard security, control administration, and currently Tomahawk loading, handling and operations. Former courses included ASROC and Terrier handling. Most courses are held by the Nuclear Weapons Training Group Atlantic, either in Norfolk, Virginia, or aboard individual ships.

Nuclear Weapons Handling

When a ship is initially nuclear-certified by an NWA1, it prepares to load nuclear weapons on board. If it has already been nuclear certified, it likely already has nuclear weapons on board during an NTPI, unless it is returning from drydock or overhaul.

When in Navy custody, nuclear weapons are maintained in either shipment, storage, or strike configurations, depending on the operational commitment of the unit (ship or shore station). Nuclear weapons in shipment and storage configurations are in the custody of weapons depots, transportation agents, or logistics ships, prior to their issuance to operational units. Atlantic Fleet surface combatants load nuclear weapons at four primary locations; Naval Weapons Stations at Earle, New Jersey; Yorktown, Virginia; and Charleston, South Carolina; and Naval Station Mayport, Florida.⁴⁰ Ships either load nuclear weapons directly at the dock, receive them via barge, lighter, or floating crane operating from a weapons station, or via helicopter (the least preferred method), while moored at explosive loading anchorages.

³⁹ U.S. Department of the Navy, Nuclear Weapons Training Group, Atlantic, "Nuclear Weapons Training Group, Atlantic Organization and Regulations Manual; Promulgation of," NUWPNTRAGRULANTINST 3120.D, 8 November 1985, p. 3-2; released under the FOIA.

⁴⁰ Aircraft carriers normally receive nuclear weapons via the Naval Air Stations at their homeports -- Naval Air Station Norfolk, Virginia; and Naval Air Station Cecil Field, Florida -- in the Atlantic Fleet. Unless an aircraft carrier is going into extended overhaul, it does not unload its nuclear weapons.

Nuclear weapons are kept under armed guard and in the custody of a delivery courier as they are delivered to the combatant ship. When the nuclear weapons arrive at the ship, a dockside crane or floating crane, or in some instances the ship's booms are used to lift the weapons from the delivery vehicle to place them on the transfer deck.⁴¹ A security team is alerted on the receiving ship, the ship's magazine alarm systems are deenergized, and the weapons are transferred to the magazines (or to the launcher for ASROC missile equipped ships that do not have magazines). The ships' Weapons Officer takes official custody of the weapons after they have been inspected. The process typically takes several hours to complete, but often takes up to two days.

Loading of explosives is almost always done in daylight hours.⁴² Different types of nuclear weapons arrive at the ship in various configurations. All are brought aboard in fully assembled condition, except for the Terrier surface-to-air missile, where the booster is mated to the nuclear armed missile after being brought aboard and before it is placed in the ready service ring (the launcher/magazine).⁴³ The nuclear armed ASROC missile, called the ASROC rocket thrown depth charge (RTDC), arrives fully assembled, minus only the power supplies for the nuclear depth charge (which are packed and stored separately as part of the control of the warhead).

Some ships have a magazine for ASROC missiles, but most ships stow all of the complement of ASROC missiles, nuclear and conventional, in the eight-cell Mk 112 box launcher. The Spruance class (DD-963) ships are equipped with the ASROC weapon handling system (AWHS), and the missiles are loaded directly into a rotary stowage assembly/magazine located beneath the launcher. Missiles that have nuclear warheads are stowed in a ready-service condition in the same missile magazine as those with conventional warheads, and they require no special handling or testing once aboard the ship.⁴⁴

Weapons brought aboard surface combatants and aircraft

⁴¹ Navy, Loading and Underway Replenishment of Nuclear Weapons (U) NWP 14-1 (Rev. D), p. 2-1.

⁴² Naval Education and Training Command, Gunner's Mate M 1 & C, p. 18.

⁴³ U.S. Naval Training Command, Principles of Guided Missiles and Nuclear Weapons, NAVTRA 10784-B, 1984, p. 332. The combined Terrier missile and booster is over 26 feet long and weighs more than 1.5 tons.

⁴⁴ U.S. Naval Education and Training Command, Gunner's Mate (Missiles) First Class, NAVEDTRA 10291, 1987.

carriers are almost always in strike configuration. The ship's personnel perform routine authorized maintenance such as pressure monitoring of the warheads, and electrical continuity checks. Limited-life component (tritium) exchanges are only performed on tenders and at land-based depots. Nuclear weapons aboard launcher ships are never disassembled, and warheads are not removed from missiles other than for shipment.⁴⁵

Nuclear Operations During Forward Deployment

U.S. Navy ships operate on a typical 18-month deployment and work-up period. This normally consists of a six-month forward deployment followed by a year post-deployment standdown. During this year, personnel change assignments, new personnel are received into the crew, routine repairs are made, training is conducted, and inspections (including some conducted during short work ups at sea) are conducted as the ship prepares itself for the next six month forward deployment. Atlantic Fleet ships often travel to the Caribbean to conduct live gunnery, missile and anti-submarine training.

Every several years, ships leave their regular deployment cycles to go into shipyards for extended overhauls. At this point, the ship's nuclear and conventional weapons are completely offloaded, and the ship is decertified. At the end of the overhaul, when the ship returns to its homeport, an NWAIs is again conducted so the ship may resume its nuclear mission.⁴⁶ Overhauls are normally the period when ships also receive new capabilities, such as the new Tomahawk sea-launched cruise missiles, and certification of new nuclear capabilities begin.

Once ships leave on forward deployment, they are loaded with their initial complement of weapons and ammunition anticipated to be needed in operations plans of the Fleets, and the opening moves of a war. The proportion of nuclear-to-conventional weapons does not vary greatly on individual deployments, as ships will often operate in a variety of regions (e.g., the Mediterranean Sea and the North Atlantic) during one deployment. All surface combatants -- frigates, destroyers, cruisers, and battleships -- no matter their size, carry nuclear weapons on their forward deployments.

While forward deployed, the ship operates under stringent

⁴⁵ DNA, "Department of Defense Nuclear Weapons Technical Inspection System," p. 25-1.

⁴⁶ "Fleet units scheduled for overhaul or conversion should be decertified prior to entry into the shipyard. Following overhaul, an NWAIs must be conducted;" Navy, "Nuclear Weapons Technical Inspections," p. 5.

guidelines, including continuing security and "two-man control" of nuclear spaces and command and control materials. Formal checks are made of the magazines daily. These monitor the temperature and humidity of the weapons spaces, radiation levels of areas adjacent to nuclear weapons, and ventilation systems.⁴⁷ In addition, regular security and safety drills are conducted and the special FZ alarm system associated with nuclear weapons spaces is monitored.⁴⁸

The four or five nuclear specialists in each surface combatants' crew monitor the status of their weapons, reporting any discrepancies to the Weapons Officer, the commanding officer, and higher authorities. The Fleets report daily to the Defense Nuclear Agency (DNA) and the Joint Chiefs of Staff the status of their nuclear weapons allocations, and the DNA keeps daily track of each of over 20,000 nuclear warheads in the active ("war reserve") nuclear stockpile.

During port calls, a low profile security team maintains a watch over the nuclear weapons aboard the ship. Provisions are also taken for auxiliary security forces to come to the aid of security personnel if a security alarm is sounded or the ship is threatened. Personnel are normally reminded and briefed of the U.S. policy of neither confirming nor denying the nuclear capability of the ship, but no special provisions are taken that would focus undue attention on the vessel.

U.S. Nuclear Weapons in Sweden

Between 1960 and 1990, 58 U.S. Navy ships of all types made 73 visits to 10 Swedish ports: 34 in the 1960s, 19 in the 1970s, and 20 in the 1980s (see Tables 1 and 2). The pattern of visits, with one exception (four conventionally armed diesel-powered submarines visited Gothenburg on 20-22 June 1967, the only U.S. submarines to visit Sweden since 1960), remained fairly constant; ship visits coincided with major military exercises in the North Atlantic or Baltic Sea cruises (Baltops). Nearly all types of U.S. naval surface vessels, except aircraft carriers and battleships, called in Sweden.

Of the 73 U.S. ships to visit Sweden, 48 were nuclear-capable. These ships, according to official announcements and standard reference works had the capacity to either launch nuclear weapons or to transport them. Of the 48 ships, sufficient information is available to indicate that 31 brought

⁴⁷ Naval Education and Training Command, Gunner's Mate M 1 & C, p. 29.

⁴⁸ Naval Education and Training Command, Gunner's Mate M 1 & C, p. 53.

nuclear weapons to Sweden (see Appendix A). The other 17 nuclear-capable ships were either not carrying nuclear weapons because of their peacetime missions, or we have been unable to find sufficient documentation to state with certainty that they were carrying them when they visited Sweden.

Sweden's non-nuclear status has not only been violated at least 31 separate times by the United States, but it has been violated six times since 1983, when Prime Minister Olaf Palme officially announced that its non-nuclear policy included naval visits. The first nuclear ship to visit Sweden was probably the USS Luce (DLG-7), which visited Helsingborg on 5-8 March 1962. The Luce was possibly armed with nuclear Terrier surface-to-air missiles, and likely already received the new nuclear ASROC anti-submarine rocket thrown depth charge, which was introduced into the U.S. arsenal that year. The most recent nuclear armed ship to visit Sweden was the USS Dahlgren (DDG-43), which called at Karlskrona on 25-29 September 1988. The USS Ticonderoga (CG-47), which called at Stockholm, 2-6 July 1989, had already retired its nuclear ASROC missiles and was not nuclear-capable.⁴⁹

To determine if ships were actually nuclear armed and if nuclear weapons entered Sweden, we took a complete list of the foreign naval port visits to the country that has been compiled by the Swedish Ministry of Defense. We then examined each visit of the 48 nuclear-capable vessels on the list. For each vessel, we examined a number of primary U.S. Navy documents, the annual "Command History," the Deck Logs of the individual ship, the "Ship Manpower Document," and histories and regulations of the ship and higher commands.⁵⁰ In almost every case, we have been

⁴⁹ U.S. Department of the Navy, "Ship Manpower Document: USS Ticonderoga (CG 47)," Chief of Naval Operations Instruction (OPNAVINST) 5320.575, 7 December 1988.

⁵⁰ The official Command Histories have been regularly prepared for all ships since the early 1970s but are more spotty before then. These annual reports give a general chronology and narrative of the activities of the ship, including foreign port calls, inspections, and major activities. The details in the Command Histories vary depending on the diligence of the author, who is a member of the crew of the ship. The Command Histories record most of the nuclear inspections and drills conducted by the ship.

The Deck Log is the contemporaneous daily account of the major activities of the ship, its maneuvering, port calls, weapons movements, drills and alerts, and personnel transfers and injuries. The typical Deck Log for a ship runs hundreds of pages per year, and includes many details about nuclear weapons aboard the ship.

In addition to the Command Histories and Deck Logs, we also

able to determine that the ship was nuclear certified, we have determined when the ship loaded nuclear weapons prior to its forward deployment, and have verified that it did not unload nuclear weapons prior to its visit to Sweden. In some cases where insufficient records existed to provide information on weapons onloads, a record of constant nuclear inspections both before and after the visit to Sweden was considered sufficient evidence. Appendix A is a detailed profile and chronology of the 31 nuclear visits to Sweden.

To illustrate the type of information we collected, three ship visits are explained here in detail. One of the visits is from the 1960s, one is from the 1980s before Sweden's non-nuclear policy was made explicit, and one is from after 1983, when Sweden was officially alerting visiting warships as to its non-nuclear policy. Each visit took place by a ship assigned to a different U.S. homeport, involved onloads at three different Naval Weapons Stations on the East coast, and each was made to a different Swedish port. Our examination of these three visits demonstrates that U.S. Navy practices vis a vis the routine carriage of nuclear weapons has changed very little over the years. All three ships operated in the same manner, loaded their nuclear weapons before they left the United States, and visited a variety of foreign ports during their forward deployments. They never unloaded nuclear weapons on their forward deployments, nor did any of the other 45 ships that we examined. The inspections and patterns of weapons handling and operations, in addition, were identical to other ships listed in Appendix A.

Our overall conclusion, borne out by the increase in nuclear visits to Sweden in the 1970s and 1980s, even as the number of port visits declined, is that when U.S. combatant ships are capable of carrying nuclear weapons, they carry them. The large number of non-nuclear visits made by surface combatants in the 1960s was due either to the fact that the visits occurred before nuclear ASROC and Terrier weapons were introduced in 1961 and

examined documents of higher commands responsible for nuclear weapons control and support. Squadron and Group Command Histories contained details on inspections, and documents of the Atlantic Fleet provided general information on standard operating procedures for nuclear weapons. Command Histories and regulations of the Nuclear Weapons Training Group Atlantic and the Naval Weapons Evaluation Facility in Albuquerque, NM (responsible for technical safety of nuclear weapons) supplemented additional data about nuclear weapons inspections and safety. The official annual histories of the Defense Nuclear Agency Field Command also provided information on nuclear certifications and operations.

In some cases, primary documents could not be located or are still classified.

1962, or were undertaken by World War II and Korean War era ships that never became nuclear capable.

Case Study #1: USS Brumby (DE-1044) visit to Sweden, 1967

Early in the morning on 28 March 1967, the destroyer escort USS Brumby (DE-1044) approached the Sandy Hook Peninsula of New Jersey, some 15 miles (25 kilometers) south of New York City. The Brumby was underway to the Naval Weapons Station at Earle, New Jersey, following a short visit to the Boston Naval Shipyard where some trial equipment had been removed.

Brumby had been commissioned on 5 August 1965, and was designed to carry the ASROC nuclear anti-submarine missile, which was first deployed in 1961. It was homeported at Newport, Rhode Island.

The ship had offloaded all of its ammunition at Earle, New Jersey, prior to going into the Shipyard, and it now had to go back and fill its weapons magazines. Brumby moored at Leonardo Pier 3, Berth A2 at 0815 in the morning.⁵¹

The crew began to load the ship's conventional ammunition upon arrival at the weapon station. At 1000, an inspection of the weapons magazines reported all conditions normal, including humidity and temperature checks. The onload took all day and was completed at 1645. At that point 1,398 rounds of 5-inch/38 caliber artillery shells and 1,269 explosive charges had been brought onboard for the Brumby's two 5"/38 caliber guns, as well as various other small arms ammunition.⁵²

Early the next morning at 0731, the crew began to load nuclear-armed ASROC anti-submarine missiles.⁵³ The W44 nuclear warheads, attached to rocket thrown depth charges and ASROC missiles, were hoisted onboard from the pier together with conventional ASROC missiles which carried non-nuclear Mk 44 torpedoes. The ASROCs were placed in the designated eight-cell box launcher on the forward deck of the ship. The particular configuration of the Brumby with the above deck launcher, did not have an ASROC magazine below deck.⁵⁴ Loading nuclear weapons ceased at 1445 and the ship was secured from loading "special

⁵¹ USS Brumby (DE-1044) Command History for 1967. Enclosure 2, 28 February 1968, p. 1.

⁵² Deck Log of the USS Brumby (DE-1044), 28 March 1967.

⁵³ Deck Log of the USS Brumby (DE-1044), 29 March 1967.

⁵⁴ Norman Polmar, The Ships and Aircraft of the U.S. Fleet (Annapolis, Maryland: U.S. Naval Institute Press, 1987), p. 176.

ammunition."

Shortly after the nuclear weapons had been properly stowed in the missile launcher, and safety checks were made of all of the ammunition and missiles, the Brumby departed Naval Weapons Station Earle, New Jersey, setting the course for its homeport at Newport, Rhode Island. The ship arrived in Newport early the next morning, 30 March.⁵⁵

Most of April was spent in Newport, Rhode Island, preparing for the ship's participation in operation "Clove Hitch III," a combined amphibious operation designed to test the readiness of Marines and Navy personnel and ships operating together. Brumby departed for the exercise on 14 April and returned back at Newport on 1 May.

On 2 May, at 0830, the Brumby held a nuclear weapons accident and incident drill during which the crew exercised a simulated accident with a nuclear ASROC missile. The drill lasted for 30 minutes.⁵⁶ Thirty minutes after the exercise was completed, the floating-crane YD-75 came alongside the starboard bow together with a motorboat from the destroyer tender USS Yosemite (AD-19). The Naval Station at Newport did not have the capacity to handle nuclear weapons on land, and the destroyer tender was capable of effecting minor repairs and emergency handling.

While moored alongside the Brumby, the YD-75 crane lifted two conventionally armed Mk44 Mod 1 ASROC torpedoes from the Brumby onto the motorboat for transfer to the destroyer tender.⁵⁷ The Brumby continued work up for forward deployment, and on 19 May, two new conventional ASROC torpedoes were reloaded back on the Brumby from the USS Yosemite to complete the complement of weapons for the ship.⁵⁸

Early on 22 May, the Brumby departed Newport for a brief one-day cruise with 52 civilians aboard, including family of the ship's crew. The ship arrived back at Newport the same afternoon.⁵⁹ A "dependents cruise" is normally conducted during a ship's work-up period prior to it going on overseas deployment.

⁵⁵ Deck Log of the USS Brumby (DE-1044), 29-30 March 1967.

⁵⁶ Deck Log of the USS Brumby (DE-1044), 2 May 1967.

⁵⁷ Deck Log of the USS Brumby (DE-1044), 2 May 1967.

⁵⁸ Deck Log of the USS Brumby (DE-1044), 19 May 1967.

⁵⁹ Deck Log of the USS Brumby (DE-1044), 22 May 1967.

The following day, at 0851, a fire was reported in the ASROC box launcher. The crew was set at General Quarters and the ship prepared for an emergency-departure from the berth. However, five minutes later the fire alarm was called off. There was apparently no fire in the ASROC launcher after all. A daily inspection of the ships magazine one hour later revealed all conditions normal.⁶⁰ At about the same time floating crane YD-75 from the Yosemite approached the ship and offloaded conventional ASROC missiles. The crane departed three hours later.⁶¹

A week later, on 27 May, the crew began loading its final complement of ammunition at 0840. Following a daily inspection to the ship's magazines at 1000 reporting conditions normal, the ammunition onload was completed 1130.

At 0955 on the morning of 29 May 1967, the Brumby left its homeport and set course for Scandinavia as part of Task Group 83.1 in company of the aircraft carrier USS Essex (CVS-9) and its battlegroup. The Brumby was scheduled to make port visits to Oslo, Norway and Norrkoeping, Sweden.

The Atlantic crossing and operations with the Essex were uneventful, and the Brumby did not receive or unload weapons after it left Newport. Brumby detached from the Task Force on 7 June and entered the Baltic Straits on 15 June accompanied by the Norwegian submarine KNM Stadt (S-307). The Stadt detached later that day and the Brumby steamed alone into the Baltic Sea.

The Brumby arrived off Norrkoeping early in the morning on 30 June, and at 0615, Harbor pilot Mr. Thernsjo and Lieutenant Commander Klint of the Swedish Navy came on board. The ship continued towards the port, and at 0846 the nuclear-armed destroyer escort moored at Ohmans Quay in Berth 51 at Norrkoeping.⁶²

The ship was received by what was described in the ship's official Command History as an "anti-American demonstration." But according to the Commander, "the visit was normal in other respects as ship's company continued in their role as ambassadors of good will."⁶³

The ships magazines and launchers were inspected daily at

⁶⁰ Deck Log of the USS Brumby (DE-1044), 23 May 1967.

⁶¹ Deck Log of the USS Brumby (DE-1044), 23 May 1967.

⁶² Deck Log of the USS Brumby (DE-1044), 30 June 1967.

⁶³ USS Brumby (DE-1044) Command History for 1967, Enclosure 2, 28 February 1968.

1000 while docked in Sweden and everything was reported "normal."⁶⁴ Other events during the visit included:

- 30 June: The Major of Norrkoeping came on board returning the official call of Brumby's Commanding Officer. Commander of Fighter Wing F-13, Swedish Royal Air Force, came on board returning the official call of the Brumby's Commanding Officer.
- 1 July: The ship was opened to the public.
- 2 July: The ship was opened to the public.
- 3 July: The ship was opened to the public.
- 4 July: The ship was opened to the public.

On 5 July, at 0900 the Brumby left Norrkoeping. The magazines again received their daily inspection at 0930 and everything was reported "normal." At 1240, the harbor pilot Mr. Thernsjo left the ship and Brumby set a course for El Ferrol, Spain.⁶⁵ The ship then spent the remainder of the summer on operations in the Mediterranean Sea with the Sixth Fleet. On 22 September, the ship returned from its European cruise and arrived at back at its homeport at Newport, Rhode Island.

Case Study #2: USS Luce (DDG-38) visit to Sweden, 1981

On 23 July 1981, the guided missile destroyer USS Luce (DDG-38) arrived at Naval Weapons Station Charleston, South Carolina. The destroyer had been underway for exercises from its homeport at Mayport, Florida, for several days and was scheduled to unload weapons.⁶⁶

At Naval Weapons Station Charleston, the Luce moored to the starboard side of Pier AL1, and at 1033, the crew began to unload nuclear-armed Terrier surface-to-air missiles from the pier. The missiles and boosters were loaded into the large twin Mk 10 Mod 0 missile launcher at the stern of the ship.⁶⁷ The onload of Terrier missiles was stopped at 1310, and resumed at 1357. Loading was completed at 1535. The following morning, more nuclear-armed Terrier missiles were on loaded and at 1237,

⁶⁴ Deck Log of the USS Brumby (DE-1044), 30 June 1967.

⁶⁵ Deck Log of the USS Brumby (DE-1044), 5 July 1967.

⁶⁶ USS Luce (DDG-38) 1981 Command History, 8 March 1982, Enclosure 1, p. 6.

⁶⁷ Deck Log of the USS Luce (DDG-38), 23 July 1981. All conventional Terriers were phased out with the introduction of the non-nuclear Standard missiles by 1981. Norman Polmar, The Ships and Aircraft of the U.S. Fleet (Annapolis, Maryland: U.S. Naval Institute Press, 1981), p. 331.

Terrier missile handling was completed.⁶⁸

(On 9-10 July 1980, while the ship was at its homeport, the Luce had undergone a Navy Technical Proficiency Inspection (NTPI) conducted by inspectors of the Nuclear Weapons Training Group Atlantic. The ship was awarded a grade of satisfactory in all areas and was recertified to carry nuclear ASROC and Terrier weapons.)

The Luce departed Naval Weapons Station Charleston on 24 July and headed back to its homeport at Mayport, Florida, where it arrived the next day. The ship stayed in port at Mayport for the next month for work ups prior to overseas deployment. On 17 August, the ship was out of port briefly for sea trials but returned to Mayport, Florida, the same day. The next day, the Luce departed for participation in the operations Ocean Venture 81 and Ocean Safari 81, and a scheduled port visit to Gothenburg, Sweden.⁶⁹

The exercise Ocean Safari 81 took most of September and by the end of the month, the Luce steamed into the Baltic Sea to participate in operation Baltops 81 together with naval forces from Denmark and West Germany. During the exercise, the nuclear-armed destroyer encountered a number of warships from the Warsaw Pact.⁷⁰

Luce's participation in Baltops 81 ended on 8 October when it sailed into Gothenburg. A press conference was held after arrival and later on the Mayor of Gothenburg visited the ship.⁷¹ The Luce stayed in Gothenburg for six days. During this period, magazine temperature reports were issued daily, and more than 3,000 members of the public came on board the nuclear-armed destroyer during its open ship tours.⁷²

The Luce departed Gothenburg on 13 October and headed home. It arrived in Mayport, Florida on 26 October. The ship stayed in port all of November, and during that month as part of the

⁶⁸ Deck Log of the USS Luce (DDG-38), 24 July 1981.

⁶⁹ USS Luce (DDG-38) 1981 Command History, Enclosure 1, p. 5.

⁷⁰ USS Luce (DDG-38) 1981 Command History, Enclosure 1, p. 5.

⁷¹ USS Luce (DDG-38) 1981 Command History, Enclosure 1, p. 5.

⁷² USS Luce (DDG-38) 1981 Command History, Enclosure 1, p. 5.

training regimen, an exercise was held on board simulating an accident/incident with a nuclear-armed ASROC anti-submarine rocket.⁷³

On 3 December 1981, a nuclear weapons inspection team came on board the Luce and conducted a Navy Technical Proficiency Inspection (NTPI) to recertify the ship to continue to carry its nuclear weapons. The ship passed the two-day inspection and was recertified to stow and launch ASROC anti-submarine rocket thrown depth charges and Terrier surface-to-air missiles.⁷⁴

January and early February 1982 was spent conducting various anti-submarine and gunnery exercises in local operating areas, and on 8 February the Luce returned to Naval Weapons Station Charleston to offload its weapons prior to going into drydock at Philadelphia Shipyard, Pennsylvania, for the ship's regular overhaul.⁷⁵

The Luce moored at Pier B at the Naval Weapons Station early in the morning of 8 February and at 0900 the next morning, the crew began to offload the ship's conventional and nuclear weapons and ammunition. The offload of nuclear-armed Terrier missiles was completed at 1400.⁷⁶

Case Study #3: USS Dahlgren (DDG-43) visit to Sweden, 1988

Early in the morning on 30 July 1987, the guided missile destroyer USS Dahlgren (DDG-43) left its homeport at Naval Station Norfolk, Virginia, sailed under the Chesapeake Bay Bridge and steamed up the York River for Naval Weapons Station Yorktown, Virginia.

The destroyer had just returned from sea trials following a drydock period at the Metro Machine Shipyard in Norfolk, Virginia. Prior to the drydock, the ship had completely unloaded its weapons on 20-22 March. It successfully passed a Navy Technical Proficiency Inspection (NTPI) while in Norfolk on 26-27 June 1986. The ship was certified to carry both ASROC nuclear rocket thrown depth charges and nuclear-armed Terrier surface-to-air missiles.

⁷³ Deck Log of the USS Luce (DDG-38), 6 November 1981.

⁷⁴ USS Luce (DDG-38) 1981 Command History, Enclosure 1, p. 6.

⁷⁵ USS Luce (DDG-38) 1982 Command History, 29 August 1983, Enclosure 1, n.p.

⁷⁶ Deck Log of the USS Luce (DDG-38), 9 February 1982.

At 0550, the Dahlgren moored at the ammunition handling pier on the York River at the Weapons Station. At 0940, the ship's crew began to bring on board nuclear-armed Terrier surface-to-air missiles and nuclear-armed ASROC rocket thrown depth charges from the pier. At 1037, the first nuclear weapons were placed below deck and the onload was halted for a couple of hours. Onload of nuclear weapons continued again after two and a half hours.⁷⁷ Dahlgren departed Yorktown the following day and headed back to its homeport at Norfolk, Virginia.

The months of August, September, and early October were spent in transit between Norfolk and various exercises, as well as on a number of training and inspections cruises in the local area.

While in port at Naval Station Norfolk on 16 September, a weapons handling took place using floating crane YD-214, and on 29 September, the crew held a nuclear weapons accident/incident drill. As part of the exercise, a fire on the Terrier missile deck was simulated. On 30 September, the ship onloaded more conventional ammunition while moored at Norfolk.⁷⁸

The crew held another nuclear weapons accident exercise on 19 October, simulating a nuclear-armed Terrier missile being dropped on the deck. On 30 October, Dahlgren left Norfolk and headed up the York River to Naval Weapons Station Yorktown, Virginia, where additional ammunition was loaded.⁷⁹ The ship then participated in an anti-submarine warfare exercise during most of the month of November and returned back to Norfolk on 24 November. The Dahlgren was in port Norfolk all of December.⁸⁰

On 9 January 1988, the Dahlgren again returned to Naval Weapons Station Yorktown where it onloaded its complement of weapons and ammunition in preparation for forward deployment. Dahlgren then participated in an exercise where it simulated some of its upcoming operations in the Norwegian Sea, and returned to

⁷⁷ Deck Log of the USS Dahlgren (DDG-43), 30 July 1987.

⁷⁸ Deck Log of the USS Dahlgren (DDG-43), 16 September 1987, 29-30 September 1987.

⁷⁹ Deck Log of the USS Dahlgren (DDG-43), 19 and 30 October 1987. The ship's Command History 1987 reports the Dahlgren to be at Naval Weapons Station Yorktown on 22 October. According to the ship's Deck Log, however, the ship was in port Norfolk, Virginia, all that time.

⁸⁰ USS Dahlgren (DDG-43) Command History for 1987.

Norfolk at the end of the month.⁸¹

More in port inspections and sea trials took place in February and early March, and on 3 March, Dahlgren arrived at Yorktown again for a final ammunition onload prior to an extended overseas deployment. After returning to Norfolk, late on 4 March, the rest of that month and most of April were spent preparing the ship for the deployment.⁸²

On 25 April the Dahlgren got underway for the Mediterranean Sea and the Gulf of Oman. The next four months were spent on active operations under Sixth Fleet and Seventh Fleet control as part of the USS Forrestal aircraft carrier battlegroup.⁸³

On 28 August, the Dahlgren exited the Mediterranean Sea with its battlegroup and steamed north for participation in the Teamwork 88 naval exercise in the Norwegian Sea. During part of the exercise, the ship operated north of the Arctic Circle providing anti-air protection for amphibious forces landing in Norway.⁸⁴

After the Teamwork exercise ended, the Dahlgren entered the Baltic Sea. On 25 September it arrived in Karlskrona, Sweden where it moored at Verkon Pier at 1446.⁸⁵ During its four day visit, the captain received regular missile magazine temperature reports every morning between 0659 and 0804. The Dahlgren departed Karlskrona at 0803 on 29 September, and made a four day visit to Aarhus, Denmark 30 September-3 October.⁸⁶ From 3-8 October, the ship participated in Baltops 88, and returned to Norfolk, Virginia on 25 October 1988.

Conclusion

⁸¹ USS Dahlgren (DDG-43) Command History for 1988, Enclosure 1, n.p.

⁸² USS Dahlgren (DDG-43) Command History for 1988, Enclosure 1, n.p.

⁸³ USS Dahlgren (DDG-43) Command History for 1988, Enclosure 1, n.p.

⁸⁴ USS Dahlgren (DDG-43) Command History for 1988, Enclosure 1, n.p.

⁸⁵ Deck Log of the USS Dahlgren (DDG-43), 25 September 1988.

⁸⁶ Deck Log of the USS Dahlgren (DDG-43), 29 September 1988.

The evidence concerning the entry of nuclear weapons into Sweden as part of routine U.S. port visits is overwhelming. Given the high level of public interest in the issue, and the upcoming Social Democratic Party Congress in September 1990, the question is how the Swedish government should deal with the issue.

Sweden faces three dilemmas: the credibility of its non-nuclear policy; how to move forward achievement of naval arms control and regional nuclear free zones; and how to achieve influence and effectiveness in international organizations and negotiations.

The Swedish government makes a number of arguments as to why it should not force the issue of nuclear port visits with the United States. But the strategy of getting the U.S. to change its neither confirm nor deny policy hasn't achieved any movement forward on the specific issue of port visits to Sweden. Mindful of the overwhelming public sentiment on the subject of Sweden's non-nuclear status, on 8 May 1990, the Swedish Foreign Minister, Mr. Sten Andersson told Parliament that if a vessel with nuclear arms came to Sweden, "it would immediately be rejected and visits from that country would cease."⁸⁷ This position seems to leave the Swedish government with few options vis a vis nuclear port visits, as it can no longer maintain that it lacks sufficient evidence to believe that nuclear weapons enter Sweden.

Obviously one option open to the Swedish government is to prove for itself whether visiting warships have nuclear weapons. In the course of the debate over the last few years, a recurring question has been whether it is possible to determine whether a ship is actually carrying nuclear weapons. Minister Andersson is on record as stating that "no technique exists making it possible externally to determine if a ship carries nuclear weapons or not."⁸⁸ This is not correct. Experiments taken jointly in July 1989 by the Natural Resources Defense Council, a U.S. environmental organization, and the Soviet Academy of Sciences, indicate that in fact it is possible to detect nuclear weapons

⁸⁷ Foreign Minister Sten Andersson, Answers given in Swedish parliament on 8 May 1990 in response to questions by members of parliament; Protokoll 1989/90 Nr. 117, 9 May 1990, p. 13.

⁸⁸ Foreign Minister Sten Andersson, Answers given in Swedish parliament on 29 May 1989 in response to questions by members of parliament; Protokoll 1988/89 Nr. 123, 30 May 1989, p. 34.

with remote instrumentation.⁸⁹ Besides the successful detection of a nuclear-armed cruise missile aboard the Soviet cruiser Slava during the experiment in the Black Sea, the Soviets claim to have detected nuclear weapons aboard U.S. ships using a helicopter-mounted neutron detector. Finally, the Swedish government itself claimed in 1981 that it had detected nuclear weapons on the Soviet Whiskey submarine that stranded near Karlskrona.

The inspection of a foreign warship during an otherwise "goodwill" visit by the Swedish government would obviously be an unseemly affair. It is therefore doubtful that "proof" in this way will ever resolve the port visit problem.

This then brings us to the political strategy of attempting to overturn the neither confirm nor deny policy. While having no apparent effect on specific visits to Sweden, the strategy has had some impact in the overall naval arms control debate. Sweden's insistence in focusing attention on this secrecy problem cuts to the heart of the issue, which is democracy and public intervention. But the rapid changes which have occurred in the world, and the overwhelming opinion growing for nuclear disarmament and not just nuclear arms control, may mean that events have overtaken Sweden's strategy.

The question is no longer whether abandonment of NCND will push forward naval nuclear disarmament. U.S. and Soviet navies are already involved in a process of spontaneous nuclear disarmament. The United States has retired a large portion of its non-strategic naval nuclear arsenal in the 1980s, and the U.S. Congress has cancelled virtually every new non-strategic naval nuclear weapons under development. The Soviet Navy, as part of overall military perestroika in the Soviet Union, is declining in size, and is also reducing its reliance on nuclear weapons. The Soviet Union has already begun denuclearizing its Baltic Fleet, as well as its bases around the Baltic supporting naval forces and naval aviation.

Sweden has made it clear in international fora, along with a growing number of other countries, that naval forces must eliminate their non-strategic nuclear weapons and that there must be naval arms control. The United States has consistently opposed any such coordinated action; the Soviet Union has been supportive. But here again we have new political realities. The U.S. is against naval arms control negotiations, where it fears that its global movements and naval freedoms will be circumscribed by multilateral treaties; yet it has moved, nonetheless, to reduce its reliance on nuclear weapons. The

⁸⁹ Steve Fetter, Thomas B. Cochran, et. al., "Gamma-Ray Measurements of a Soviet Cruise-Missile Warhead," Science, Vol. 248, 18 May 1990, pp. 828-834.

Soviet Union, with a less global Navy, has been pushing negotiations as a means of constraining U.S. naval forces, yet has done much less than the United States to reduce its naval nuclear arsenal.

Thus Sweden's diplomatic activities in international fora have helped to allow various countries to stake out their position on naval arms control, but they have not forced basic changes in the U.S. (and NATO) stance. What is missing is some teeth behind Swedish diplomacy.

If Sweden were to step forward like New Zealand and have a consistent non-nuclear policy, diplomats and officials fear that they would lose their place at the negotiating table. We do not agree with this assessment. Sweden is not neutral when it comes to the nuclear question, it is not a broker between pro and con sides. It is an anti-nuclear country, and is known as such.

The major stumbling block to completion of nuclear disarmament for non-strategic naval forces, is the build-up of enough pressure on the United States (and NATO) to abandon old thinking, and to realize that non-nuclear navies would improve everyone's security. The debate in Sweden over this issue, although coming to a head after the major push of anti-nuclear activity during the 1980s, coincidentally is occurring at a crucial time for nuclear navies. The reason is that these navies are at a fork in the road. They can invest in new nuclear capabilities for the future, or they can move forward allowing the process of slow spontaneous disarmament to continue until their weapons are retired from old age.

The exception, though, is the long-range sea-launched cruise missile. The U.S. and Soviet navies are in the middle of deploying these new nuclear systems. Because they have a range of some 2,500 kilometers, they have been seen as being quasi-strategic weapons, useful for strikes on the homeland of the other side. In fact, their inclusion in the START Treaty confirms such a status.

As the United States Navy has retired its older ASROC and Terrier nuclear weapons on board its surface vessels, it is deploying the new Tomahawk sea-launched cruise missile. Tomahawk is currently arming 36 surface vessels; by the mid-1990s, about 100 surface vessels will have the capacity to deliver the missile. The nuclear missile has been deployed with U.S. forces since 1984, but a Tomahawk-equipped ship has never been to Sweden. Because the nuclear versions of the ASROC and Terrier have been retired, the next U.S. nuclear surface combatant to come to Sweden will carry this new nuclear cruise missile.

The visit of a Tomahawk ship to Sweden would force the government not only to take a stand on its specific non-nuclear

policy, but also to push forward the general issue of naval arms control. New conditions in the post Cold War period focuses even more attention on this nuclear weapon, and Sweden will be challenged to respond.

Although the U.S. has reduced its nuclear armed surface fleet from 187 to 32 ships with retirement of nuclear ASROC and Terrier, it still has no intention to change the NCND policy. Full deployment of the Tomahawk will again increase the number of surface vessels that carry nuclear weapons, and port calls in non-nuclear countries (and other ports hostile to nuclear ships) will continue. The issue is nuclear weapons and their future, a continued debate over NCND at this point is merely a diversion.

"We wish to challenge those who may wish to pursue a selective logic arguing for disarmament and openness in certain fields but not in others."⁹⁰ These words by Foreign Minister Andersson were intended to outline Sweden's position on security matters. Ironically, they could also be used to describe Swedish non-nuclear policy. Lack of openness radiates from the nuclear port visit issue, and the neither confirm nor deny policy has allowed Sweden to turn a "blind eye" to continuous violations of its non-nuclear policy.

Sweden is faced with a security challenge because it has put too much faith in the willingness of its friends to honor its non-nuclear stance. The increasing transparency of nuclear operations, much of it rooted out by the efforts of peace researchers and activists, played an important role in the current crisis. Without the knowledge we currently have of naval nuclear operations and practices, the Swedish government could continue to compromise its non-nuclear policy, arguing, as Minister Andersson does, that opposing nuclear ship visits is less important than Sweden's other diplomatic initiatives.

Swedish non-nuclear policy is thus itself dependent on NCND. Despite the Prime Minister's belief that naval nuclear weapons "are routinely carried around the world by the naval vessels of the nuclear-weapon states," two top Swedish officials speculated in April 1989 that, "Neither have we any reason to believe that any visiting state has broken this rule [of prohibiting nuclear weapons in Swedish ports]. In compliance with normal, friendly relations between nations, we assume that the visiting country respects Swedish regulations. We look upon the visit as such an

⁹⁰ Statement by Mr. Sten Andersson, Minister for Foreign Affairs of Sweden, at the UN seminar on Confidence-Building Measures in the Maritime Domain, Helsingoer, Denmark, 13 June 1990.

acknowledgement; our rules are accepted."⁹¹

Here is where the port visit issue touches on the questions of international law and foreign relations. Most Swedish commentators on the nuclear port visit issue put special emphasis on the importance of visits as a means for neutral Sweden to maintain friendly contacts with other nations.⁹² But since the United States has consistently violated Sweden's non-nuclear policy, and one could say, some part of its sovereignty, what price has Sweden paid?

When Sweden consents to violations of its non-nuclear policy by allowing port visits, it squanders important influence it could have with its friend to improve the general international security environment. Similarly, using its influence to get the United States to comply with its non-nuclear policy would serve to increase the credibility of all sorts of other international laws and customs.

Among the many attributes of nuclear weapons, their hostility towards democracy and public participation is perhaps one of their greatest threats. Nuclear weapons "protected" nations and people, but their existence has increasingly become dependent on secrecy.

As the Cold War era closes, nuclear weapons fade further into the background as important devices for achieving security. Even as the threat of nuclear war between East and West declines, though, their impact on the public continues. Either because of the sloppiness which secrecy breeds, or just because of their sheer complexity, nuclear weapons bring with them a wide variety of public dangers, particularly long term health hazards. Each day, we become aware of the enormous problems associated with nuclear clean-up, disposal, and waste.

Sweden's neutrality policy, its role in international affairs, and its disarmament initiatives, have had the effect at crucial times during the Cold War period to catalyze important movements. Now, as changes go on all around, as the old arguments and doctrines fall, again the country should rise to the occasion. The system of mistrust and lies that surrounds nuclear weapons no longer can be supported.

⁹¹ Pierre Schori and Jan Nygren, "Sweden can only have one foreign policy," Dagens Nyheter, 19 April 1989. Pierre Schori is Under Secretary of State for Foreign Affairs, and Jan Nygren is Under Secretary of State for Defense.

⁹² See, e.g., Pertti Joenniemi, et. al., "The Port Call Issue: Nordic Considerations," Bulletin of Peace Proposals, Vol. 21, No. 3, September 1990.

Table 1.
U.S. Naval Ship Visits to Sweden (1960-1990)

<u>Date of Visit</u>	<u>Ship Name (Hull No.)</u>	<u>Port</u>	<u>Nuclear Weapon</u>
1960-1969¹			
7-14 Mar 1960	Northampton (CLC-1) ²	Stockholm	Not nuclear-capable
13-16 Jul 1960	Barry (DD-933)	Stockholm	Not nuclear-capable ³
21-23 Jul 1960	Barry (DD-933)	Gothenburg	Not nuclear-capable ⁴
3-10 Oct 1960	Rhodes (DD-384)	Landskrona	Not nuclear-capable
30 Nov-12 Dec 1961	Charles F. Adams (DDG-2)	Gothenburg	Possibly ASROC ⁵
4-6 Dec 1961	Farragut (DLG-6) ⁶	Stockholm	Possibly ASROC
7-8 Dec 1961	Farragut (DLG-6)	Malmoe	Possibly ASROC
*5-8 Mar 1962	Luce (DLG-7) ⁷	Helsingborg	Probable ASROC, possible Terrier ⁸
*28 Jun-2 Jul 1962	Dahlgren (DLG-12) ⁹	Sundsvall	ASROC, possible Terrier
4-9 Sep 1963	Newport News (CA-148)	Stockholm	Not nuclear-capable
20-24 Aug 1965	Valcour (AVP-55)	Gothenburg	Not nuclear-capable

¹ It is not believed that any ship visits prior to 1962 brought nuclear weapons into Sweden. Early nuclear weapons aboard surface vessels included the Talos surface-to-air missile, ASROC rocket thrown depth charge, and the Terrier surface-to-air missile. Production of W30 Talos nuclear warheads began in February 1959; production of W44 ASROC nuclear warheads began in May 1961; and production of W45 Terrier nuclear warheads began in January 1962; Thomas B. Cochran, et.al., Nuclear Weapons Databook: Volume II, U.S. Warhead Production (Cambridge, Mass: Ballinger, 1987), p. 10.

² The Northampton was reclassified as a Command Ship on 15 April 1961.

³ The Barry was not equipped with ASROC in 1960. However, during a FRAM I modernization in 1967 the ship was equipped with an ASROC launcher.

⁴ The Barry was not equipped with ASROC in 1960. However, during a FRAM I modernization in 1967 the ship was equipped with an ASROC launcher.

⁵ The W44 ASROC nuclear warhead began full scale production in May 1961; the Charles Adams likely did not carry the nuclear missile on its visit to Sweden.

⁶ The Farragut was reclassified as DDG-37 on 30 June 1975.

⁷ The Luce was reclassified as DDG-38 on 30 June 1975.

⁸ The W45 Terrier nuclear warhead began full scale production in January 1962; the Luce likely carried the nuclear missile on its visit to Sweden.

⁹ The Dahlgren was reclassified as DDG-43 on 30 June 1975.

24-26 Aug 1965	Brownson (DD-868)	Karlskrona	Possibly ASROC ¹⁰
24-26 Jul 1965	Valcour (AVP-55)	Karlskrona	Not nuclear-capable
27 Aug-1 Sep 1965	Brownson (DD-868)	Norrkoeping	Possibly ASROC
*11-15 Sep 1965	Little Rock (CLG-4) ¹¹	Stockholm	Talos ¹²
27-30 Sep 1965	Raleigh (LPD-1)	Gothenburg	None ¹³
3-7 May 1966	Thomas J. Gary (DER-326) ¹⁴	Gothenburg	Not nuclear-capable
4-6 Jul 1966 ¹⁵	Borie (DD-704)	Helsingborg	Not nuclear-capable
14-18 Jul 1966	Canisteco (AO-99)	Gothenburg	Not nuclear-capable
14-19 Jul 1966	Furse (DD-882)	Malmoe	Possibly ASROC ¹⁶
20-25 Jul 1966	Edward McDonnell (DE-1043) ¹⁷	Norrkoeping	Probable ASROC ¹⁸
20-26 Jul 1966	Beatty (DD-756)	Karlskrona	Not nuclear-capable
20-26 Jul 1966	Furse (DD-882)	Kalmar	Possibly ASROC
22-26 Jul 1966	John W. Weeks (DD-701)	Halmstad	Not nuclear-capable
*21-25 Aug 1966	Conyngham (DDG-17)	Malmoe	ASROC
*21-25 Aug 1966	Lawrence (DDG-4)	Malmoe	ASROC
22-26 Aug 1966	Belknap (CLG-26) ¹⁹	Stockholm	Probable ASROC, Terrier ²⁰

¹⁰ ASROC was installed on Brownson in early 1964 as part of the FRAM I refit for improved anti-submarine warfare capabilities.

¹¹ The Little Rock was built as a light cruiser (CL), reclassified as a guided missile light cruiser (CLG) upon installation of the nuclear-armed Talos surface-to-air missiles, and finally reclassified again as a guided missile cruiser (CG-4) on 30 June 1975.

¹² The first W30 Talos nuclear warheads were produced in February 1959. The larger cruisers carried the nuclear Talos.

¹³ Although the Raleigh has the capacity to transport various Marine Corps nuclear weapons, and is nuclear certified, it is not believed to carry nuclear weapons in peacetime.

¹⁴ The Thomas J. Gary was later reclassified as a destroyer escort (DE).

¹⁵ One internal Swedish MOD working paper ("Orlogsbesok: Amerikanska besok i Sverige 1961-1966) (undated and unpublished)] states that the USS Borie was in port Helsingborg 1-6 July 1966. Another paper (also undated and unpublished) states the visit occurred on 4-6 July 1966. Both papers list source to be "Clearance Go 1073."

¹⁶ The Furse was given a FRAM I refit for improved anti-submarine warfare capabilities in 1963 and equipped with ASROC.

¹⁷ The Edward McDonnell was reclassified as a frigate (FF) on 30 June 1975.

¹⁸ Insufficient records are available to determine whether the Edward McDonnell visited Sweden with nuclear weapons.

¹⁹ The Belknap was reclassified as a guided missile cruiser (CG) on 30 June 1975.

20-22 Jun 1967	Sablefish (SS-303)	Gothenburg	Not nuclear-capable
20-22 Jun 1967	Sea Owl (SS-405)	Gothenburg	Not nuclear-capable
20-22 Jun 1967	Sea Robin (SS-407)	Gothenburg	Not nuclear-capable
20-22 Jun 1967	Tusk (SS-426)	Gothenburg	Not nuclear-capable
29 Jun-5 Jul 1967	Kankakee (AO-39)	Gothenburg	Not nuclear-capable
*30 Jun-5 Jul 1967 ²¹	Brumby (DE-1044)	Norrkoeping	ASROC
*30 Jun-5 Jul 1967 ²²	Stickell (DD-888)	Sundsvall	ASROC ²³

1970-1979

*7-11 Jul 1974 ²⁴	Julius A. Furer (DEG-6) ²⁵	Stockholm	ASROC
*11-14 Oct 1974	John King (DDG-3)	Gothenburg	ASROC
*11-14 Oct 1974	McCandless (DE-1084) ²⁶	Gothenburg	ASROC
31 Oct-3 Nov 1975	Forrest Sherman (DD-931)	Malmoe	Not nuclear-capable
*5-8 Oct 1976	William S. Sims (FF-1059)	Stockholm	ASROC ²⁷
*6-9 Oct 1976	Jonas Ingram (DD-938)	Karlskrona	ASROC
*28 Jun-1 Jul 1977	Semmes (DDG-18)	Gothenburg	ASROC
*5-8 Nov 1977	Dahlgren (DDG-43)	Stockholm	ASROC, Terrier
*5-8 Nov 1977 ²⁸	Dupont (DD-941)	Karlskrona	ASROC ²⁹
*5-8 Nov 1977	MacDonough (DDG-39)	Stockholm	ASROC, Terrier
23-27 Aug 1978	Compass Island (AG-153)	Gothenburg	Not nuclear-capable

²⁰ There is insufficient evidence to determine whether the Belknap carried nuclear weapons into Sweden in 1966.

²¹ The Brumby was reclassified as a frigate (FF) on 30 June 1975.

²² Stickell's 1967 Command History reports the visit ended on 4 July.

²³ The Stickell was given a FRAM I refit in early 1964 for improved anti-submarine warfare capabilities and equipped with the ASROC weapons system.

²⁴ Julius A. Furer's 1974 Command History lists the ship to be inport 8-10 July 1974.

²⁵ The Julius A. Furer was reclassified as a guided missile frigate (FFG) on 30 June 1975.

²⁶ The Elmer Montgomery was reclassified as a frigate (FF) on 30 June 1975.

²⁷ During a major overhaul in 1970, the ship was given a FRAM I refit for improved anti-submarine capabilities during which the ASROC system was installed.

²⁸ Dupont's 1977 Command History reports the visit ended on 6 November 1977.

²⁹ As part of a major overhaul in 1971 the ship was given a FRAM I refit for improved anti-submarine capabilities during which the ASROC system was installed.

12-22 Sep 1978
19-22 Sep 1978
19-22 Sep 1978
*19-22 Sep 1978
3-5 Oct 1978
*6-10 Oct 1979
*19-22 Oct 1979
*19-22 Oct 1979

Shreveport (LPD-12)
Francis Marion (LPA-249)
Spartanburg County (LST-1192)
Elmer Montgomery (FF-1082)
Raleigh (LPD-1)
Richard E. Byrd (DDG-23)
Patterson (FF-1061)
Richard E. Byrd (DDG-23)

Helsingborg
Malmoe
Gothenburg
Gothenburg
Gothenburg
Gothenburg
Stockholm
Stockholm

None³⁰
Not nuclear-capable
None³¹
ASROC
None³²
ASROC
ASROC
ASROC

1980-1990

4-9 Oct 1980
*10-13 Oct 1980
*10-13 Oct 1980
*8-13 Oct 1981
*24-27 Sep 1982
*24-27 Sep 1982³⁵
24-27 Sep 1982
4-10 Oct 1982

Trenton (LPD-14)
Caron (DD-970)
Wainwright (CG-28)
Luce (DDG-38)
Belknap (CG-26)³⁴
Elmer Montgomery (FF-1082)
Monongahela (AO-178)
Raleigh (LPD-1)

Malmoe
Stockholm
Stockholm
Gothenburg
Stockholm
Stockholm
Stockholm
Stockholm
Gothenburg

None³³
ASROC
ASROC, Terrier
ASROC, Terrier
ASROC, Terrier
ASROC
Not nuclear-capable
None³⁶

³⁰ Although the Shreveport has the capacity to transport various Marine Corps nuclear weapons, and is nuclear certified, it is not believed to carry nuclear weapons in peacetime.

³¹ Although the Spartanburg County has the capacity to transport various Marine Corps nuclear weapons, and it does not carry nuclear weapons in peacetime.

³² Although the Raleigh has the capacity to transport various Marine Corps nuclear weapons, and is nuclear certified, it is not believed to carry nuclear weapons in peacetime.

³³ Although the Trenton has the capacity to transport various Marine Corps nuclear weapons, and is nuclear certified, it is not believed to carry nuclear weapons in peacetime.

³⁴ The USS Belknap (CG-26) is not listed in the Swedish MOD letter that cleared the USS Elmer Montgomery (FF-1082) and the USS Monongahela (AO-178) to visit Stockholm 24-27 September 1982 ("Orlogsbesok i Stockholm fran USA," 10 August 1982), but Belknap's Command History for 1982 gives a detailed description of the visit to Stockholm.

³⁵ In the port-clearance for the USS Elmer Montgomery (FF-1082) and USS Monongahela (AO-178), the Swedish MOD also lists the then ASROC-equipped Spruance class destroyer USS Conolly (DD-979) to visit Stockholm 24-27 September 1982. However, the ship's Deck Log reveals that the Conolly never made it to Stockholm but was redirected from the North Sea to operations in the Mediterranean Sea for operations off Lebanon.

³⁶ Although the Raleigh has the capacity to transport various Marine Corps nuclear weapons, and is nuclear certified, it is not believed to carry nuclear weapons in peacetime.

*20-27 Jun 1983	Aylwin (FF-1081)	Malmoe	ASROC
4-9 Apr 1984	Canisteo (AO-99)	Stockholm	Not nuclear-capable
*4-9 Apr 1984	Connole (FF-1056)	Stockholm	ASROC
4-9 Apr 1984	Kidd (DDG-993)	Stockholm	Not nuclear-capable
8-12 Oct 1985	Halyburton (FFG-40)	Göthenburg	Not nuclear-capable
*8-12 Oct 1985	Ticonderoga (CG-47)	Göthenburg	ASROC
*1-5 Oct 1986	Moinester (FF-1097)	Stockholm	ASROC
17-19 Oct 1987	Aubrey Fitch (FFG-34)	Stockholm	Not nuclear-capable
*17-19 Oct 1987	Hayler (DD-997)	Stockholm	ASROC
*25-29 Sep 1988	Dahlgren (DDG-43)	Stockholm	ASROC
26-29 Sep 1988	Savannah (AOR-4)	Karlskrona	None ³⁷
2-6 Jul 1989	Ticonderoga (CG-47)	Göthenburg	None ³⁸
		Stockholm	Terrier

* Designates visit when sufficient evidence exists that nuclear weapons were brought into Sweden (see Appendix A).

³⁷ Although the Savannah has the capability to transport nuclear weapons, it is not believed to carry nuclear weapons in peacetime.

³⁸ The Ticonderoga phased out its nuclear ASROC missiles prior to 1988.

Table 2
U.S. Navy Ships Visiting Sweden, by Type (1960-1990)

<u>Type</u>	<u>1960s</u>	<u>1970s</u>	<u>1980s</u>	<u>Total</u>
Submarines	4	-	-	4
Cruisers ¹	4	-	4	8
Destroyers ²	18	9	5	32
Frigates ³	3	5	6	14
Amphibious Ships ⁴	1	4	2	7
Supply Ships ⁵	4	1	3	8
Total	34	19	20	73

¹ Includes heavy cruisers (CA), task fleet command ships (CLC), guided missile cruisers (CG), light cruisers (CL), and guided missile light cruisers (CLG).

² Includes destroyers (DD), radar picket destroyers (DDR), and guided missile destroyers (DDG). Destroyer escorts (DE), re-classified as Frigates (FF) in June 1975, and radar picket escorts (DER), later re-classified as destroyer escorts (DE), have been counted as frigates. Likewise, guided missile frigates (DLG) and guided missile destroyer escorts (DEG) that were re-classified as guided missile destroyers (DDG), and guided missile frigates (FFG) in June 1975 are counted as their post-1975 classification.

³ Includes frigates (FF) and guided missile frigates (FFG). Before June 1975, most frigates were classified as destroyer escorts (DE).

⁴ Includes amphibious amphibious transport ships (LPA), amphibious transport dock ships (LPD), and tank landing ships (LST).

⁵ Includes miscellaneous auxiliaries (AG), oilers (AO), replenishment fleet tankers (AOE), and small seaplane tenders (AVP).

Table 3
U.S. Navy Nuclear-capable Ships Visiting Sweden (1960-1990)

<u>Type</u>	<u>1960s</u>	<u>1970s</u>	<u>1980s</u>	<u>Total</u>
Cruisers ¹	2	-	3	5
Destroyers ²	12	8	4	24
Frigates ³	2	5	4	12
Amphibious Ships ⁴	1	3	2	6
Supply Ships ⁵	-	-	1	1
Total	17	16	14	48

¹ Includes heavy cruisers (CA), task fleet command ships (CLC), guided missile cruisers (CG), light cruisers (CL), and guided missile light cruisers (CLG).

² Includes destroyers (DD), radar picket destroyers (DDR), and guided missile destroyers (DDG). Destroyer escorts (DE), reclassified as Frigates (FF) in June 1975, and radar picket escorts (DER), later re-classified as destroyer escorts (DE), have been counted as frigates. Likewise, guided missile frigates (DLG) and guided missile destroyer escorts (DEG) that were reclassified as guided missile destroyers (DDG) and guided missile frigates (FFG) in June 1975 are counted as their post-1975 classification.

³ Includes frigates (FF) and guided missile frigates (FFG). Before June 1975 frigates were classified as destroyer escorts (DE).

⁴ Includes amphibious transport ships (LPA), amphibious transport dock ships (LPD), and tank landing ships (LST).

⁵ Includes miscellaneous auxiliaries (AG), oilers (AO), replenishment fleet tankers (AOE), and small seaplane tenders (AVP).

Table 4
U.S. Navy Nuclear-armed Ships Visiting Sweden (1960-1990)

<u>Type</u>	<u>1960s</u>	<u>1970s</u>	<u>1980s</u>	<u>Total</u>
Cruisers ¹	1	-	3	4
Destroyers ²	5	8	4	17
Frigates ³	1	5	4	10
Total	7	13	11	31

¹ Includes heavy cruisers (CA), task fleet command ships (CLC), guided missile cruisers (CG), light cruisers (CL), and guided missile light cruisers (CLG).

² Includes destroyers (DD), radar picket destroyers (DDR), and guided missile destroyers (DDG). Destroyer escorts (DE), re-classified as Frigates (FF) in June 1975, and radar picket escorts (DER), later re-classified as destroyer escorts (DE), have been counted as frigates. Likewise, guided missile frigates (DLG) and guided missile destroyer escorts (DEG) that were re-classified as guided missile destroyers (DDG) and guided missile frigates (FFG) in June 1975 are counted as their post-1975 classification.

³ Includes frigates (FF) and guided missile frigates (FFG). Before June 1975 frigates were classified as destroyer escorts (DE).

Table 5
Swedish Ports Visited by U.S. Navy Ships (1960-1990)

<u>Port</u>	<u>1960s</u>	<u>1970s</u>	<u>1980s</u>	<u>Total</u>
Gothenburg	11	8	5	24
Halmstad	1	-	-	1
Helsingborg	2	1	-	3
Kalmar	1	-	-	1
Karlskrona	3	2	1	6
Landskrona	1	-	-	1
Malmoe	4	2	2	8
Norrkoeping	3	-	-	3
Stockholm	6	6	12	24
Sundsvall	2	-	-	2
Total	34	19	20	73

Table 6
Swedish Ports Visited by Nuclear-capable U.S. Navy Ships (1960-1990)

<u>Port</u>	<u>1960s</u>	<u>1970s</u>	<u>1980s</u>	<u>Total</u>
Gothenburg	2	7	4	13
Helsingborg	1	1	-	2
Kalmar	1	-	-	1
Karlskrona	1	2	1	4
Malmoe	4	-	2	6
Norrkoeping	3	-	-	3
Stockholm	3	6	7	16
Sundsvall	2	-	-	2
Total	17	16	14	48

Table 7
Swedish Ports Visited by Nuclear-armed U.S. Navy Ships (1960-1990)

<u>Port</u>	<u>1960s</u>	<u>1970s</u>	<u>1980s</u>	<u>Total</u>
Gothenburg	-	5	2	7
Helsingborg	1	-	-	1
Karlskrona	-	2	1	3
Malmoe	2	-	1	3
Norrkoping	1	-	-	1
Stockholm	1	6	7	14
Sundsvall	2	-	-	2
Total	7	13	11	31

Table 8
Types of U.S. Naval Nuclear Weapons Visiting Swedish Ports (1960-1990)

<u>Port</u>	<u>ASROC</u>	<u>ASROC/Terrier</u>	<u>TALOS</u>	<u>Total</u>
Gothenburg	7	1	-	8
Helsingborg	-	1	-	1
Kalmar	1	-	-	1
Karlskrona	3	1	-	4
Malmoe	5	-	-	5
Norrkoeping	3	-	-	3
Stockholm	10	5	1	16
Sundsvall	1	1	-	2
Total	30	9	1	40

Appendix A: Thirty-one Nuclear Port Visits to Sweden

This appendix includes, in alphabetical order, a chronology of nuclear port visits by U.S. Navy vessels to Sweden between 1960-1990. Each ship includes a profile, a history of its nuclear certification and training, and a list of its North Atlantic military exercises around the time of its Swedish visits.

The detailed chronology highlights the ship's activities around its visit to Sweden. Included are weapons onloads and offloads prior to leaving the United States, local training exercises, nuclear inspections and preparations for inspections, etc. This information is taken largely from the ships' annual Command Histories and daily Deck Logs. Excluded is extraneous data not bearing on the nuclear capability of the ship.

The detail provided for ships is varied, and depends upon the details of the original documents. After examining 48 visits by nuclear-capable vessels to Sweden, the common elements about nuclear weapons operations and activities -- inspections around a visit, security alarms, safety and security patrols, visits by special training teams -- we were able to establish enough of a pattern to determine whether a ship had nuclear weapons or not. Often the documents do not specifically refer to nuclear weapons, but use terminology or entries that are only associated with nuclear capabilities.

USS Aylwin (FF-1081)

Commissioned: 18 September 1971
Homeport: Norfolk, VA
Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 21-26 June 1983

Nuclear weapons certification and training history:

09/08-19/81	Nuclear Weapons Acceptance Inspection (NWAI)
05/00/83	Nuclear Weapons Acceptance Inspection (NWAI)
02/22-24/84	Nuclear Weapons Assist Team (NWAT) visit
03/07-09/84	Nuclear Weapons Acceptance Inspection (NWAI)
03/13-14/84	Defense Nuclear Surety Inspection (DNSI)
07/01-02/85	Navy Technical Proficiency Inspection (NTPI)
12/15-16/86	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Ocean Safari 83, 7-17 June 1983
- Baltops 83, 23 June-2 July 1983
- Ocean Safari 85, 28 August-20 September 1983
- Baltops 85, 7-25 October 1983

Chronology of port visits to Sweden:

6 May 1981 Weapons onload at pier Bravo, Naval Weapons Station Charleston, SC, following overhaul.

May-Aug 1981 In and out of Charleston for various inspections and local exercises.

21-22 Aug 1981 Weapons onload at pier Bravo, Naval Weapons Station Charleston, SC.

Aug-Sep 1981 In Port Everglades, FL, for weapons tests and underway for Andros Island, Bahamas; and Guantanamo Bay, Cuba.

8-19 Sep 1981 During an intensive period of Refresher Training at Guantanamo Bay, Cuba, the ship successfully completed a Nuclear Weapons Acceptance Inspection (NWAI).

Sep-Dec 1981 At Guantanamo Bay, Cuba; Weapons Range Vieques, Puerto Rico; Naval Station Roosevelt Roads, PR; Charleston, SC; Bermuda; local operations; and back at Charleston, SC.

Jan-Jun 1982 Underway for SAFEPASS, Maritime East Atlantic Operations (MAREASTOPS), and READEX 5-82; and back to Charleston, SC.

Jun-Dec 1982 Deployed overseas for operations in the Mediterranean and Black Seas.

Jan-Mar 1983 In homeport at Charleston, SC.

24 Mar-29 Apr 1983 Entered drydock at Naval Base, Norfolk, VA, for extensive hull and sonar dome work.

30 Apr 1983 Returned to Charleston, SC.

May 1983 Nuclear Weapons Acceptance Inspection (NWAI) successfully completed.

4-5 May 1983 At Naval Weapons Station Earle, NJ, for weapons onload following NWAI.

29 May 1983 Departed Charleston, SC, for operation Ocean Safari 83 and Baltops 83.

21-26 Jun 1983 In port Malmoe, Sweden.

3-5 Jul 1983 In port Aalborg, Denmark.

25 Jul 1983 Returned to Charleston, SC, and spent the remainder of the month and all of August in port. During that period the ship completed maintenance and supply inspections, gunfire training, a weapons onload and a dependent's cruise.

29 Aug 1983 At Naval Weapons Station Earle, NJ, for one day weapons onload.

Sep-Oct 1983 At Naval Station Roosevelt Roads, PR and Vieques, PR for training; port visits to Cartagena, Columbia; Puerto Cabello, Venezuela; Naval Station Roosevelt

<p>Nov-Dec 1983</p> <p>Jan-Feb 1984</p> <p>22-24 Feb 1984</p> <p>7-9 Mar 1984</p> <p>13-14 Mar 1984</p>	<p>Roads, PR; St. Kitts-Nevis; St. John, Antigua; Naval Station Roosevelt Roads, PR; Nassau, Bahamas; and back at Charleston, SC. Then onto Newport, RI, and back again to Charleston, SC.</p> <p>On to "No Notice" operations with USS America aircraft carrier battle group; back to Charleston, SC; COMPTUEX 1-84; back to Charleston, SC; activities in local Charleston operations areas (OPAREAS); In port for rest of the year.</p> <p>At Charleston, SC; READEX 1-84; then back at Charleston, SC.</p> <p>Nuclear Weapons Assist Team (NWAT) visited while in port Charleston, SC.</p> <p>Nuclear Weapons Acceptance Inspection (Nwai) held while in port Charleston, SC.</p> <p>Defense Nuclear Surety Inspection (DNSI) held while in port Charleston, SC.</p>
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USS Belknap (CG-26)

Commissioned:	7 November 1964
Homeport:	Gaeta, Italy
Nuclear weapons:	ASROC (1961-September 1989) Terrier (1962-September 1988)

Visited Sweden with Nuclear Weapons: 24-27 September 1982

Nuclear weapons certification and training history:

12/08-10/82	Navy Technical Proficiency Inspection (NTPI)
12/08-10/82	Defense Nuclear Surety Inspection (DNSI)
01/09-11/85	Nuclear Weapons Assist Team (NWAT) visit
11/14-20/85	0923 Nuclear Weapons Handling course
01/00/86	unknown Nuclear weapons inspection
06/23-24/87	Defense Nuclear Surety Inspection (DNSI)

Participated in the following North Atlantic naval exercises:

- Straight Laced 66, August-September 1966
- Northern Wedding 82, 6-17 September 1982
- Baltops 82, September 1982

Chronology of port visits to Sweden:

<p>1975-1980</p>	<p>The Belknap suffered a serious collision with the aircraft carrier USS John F. Kennedy during operations in the</p>
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Mediterranean in November 1975. Onboard nuclear weapons narrowly escaped the blaze which burned down the Belknap's superstructure. The ship was towed back to the United States for overhaul and extensive repair and was recommissioned on 10 May 1980.

1980 The Naval Weapons Evaluation Facility, Kirtland Air Force Base, Albuquerque, NM, starts preparations for a Special Safety Study on the USS Belknap to recertify it to carry nuclear weapons. Command History for year classified.

1981
23-26 Jun 1981 Personnel from the Naval Weapons Evaluation Facility, Kirtland Air Force Base, Albuquerque, NM, conduct Special Safety Study of the ASROC and Terrier nuclear weapons systems aboard the Belknap.

Jan-Apr 1982 Overseas deployed to the Mediterranean Sea.

9 Apr 1982 While underway a nuclear weapons attack exercise is conducted.

26-27 May 1982 At Naval Weapons Station Yorktown, VA, to offload all ammunition in preparation for restricted availability (repairs) period.

1 Jun-16 Jul 1982 Belknap in drydock.

19-21 Jul 1982 At Naval Weapons Station Yorktown, VA., for full ammunition onload following drydock, including Terrier and ASROC missiles.

Aug 1982 Trained both in port and at sea in preparation for two month North Atlantic deployment, during which the ship served as flagship.

23 Aug 1982 Departed Norfolk for operation Northern Wedding 82 and Baltops 82.

18-22 Sep 1982 In port Copenhagen, Denmark with USS Harry E. Yarnell.

24-27 Sep 1982 In port Stockholm, Sweden.

19 Oct 1982 Belknap arrived back at Norfolk, VA.

Oct-Dec 1982 Belknap stays at Norfolk, VA, for the rest of the year.

8-10 Dec 1982 Navy Technical Proficiency Inspection (NTPI) and Defense Nuclear Surety Inspection (DNSI) held - "set a new standard of excellence for nuclear safety and security."

USS Brumby (FF-1044)

Commissioned: 5 August 1965
Homeport: Portland, ME
Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 30 June-5 July 1967

Nuclear weapons certification and training history:

05/02/67	Nuclear weapons Accident/Incident Drill
04/14-16/69	Navy Technical Proficiency Inspection (NTPI), passed with grade of excellent
07/13/74	Nuclear weapons Accident/Incident Drill
11/06/74	Navy Technical Proficiency Inspection (NTPI)
01/17/76	Nuclear weapons Accident/Incident Drill
01/31/76	Nuclear weapons Accident/Incident Drill
02/19-20/76	Navy Technical Proficiency Inspection (NTPI)
11/16/76	Nuclear weapons Accident/Incident Drill
10/27/79	Preparations for nuclear weapons inspection
01/14-15/80	Defense Nuclear Surety Inspection (DNSI)
02/12-13/85	Defense Nuclear Surety Inspection (DNSI)
06/03-06/86	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Teamwork 76, 10-24 September 1976
- Ocean Safari 79, October 1979

Chronology of port visits to Sweden:

8-9 Mar 1967	In port Naval Weapons Station Earle, NJ, Leonardo Pier 3, Berth A4, to offload all ammunition prior to entering drydock.
28-29 Mar 1967	At Naval Weapons Station Earle, NJ, Leonardo Pier 3, Berth A2, to onload weapons. Loaded nuclear weapons from 0731-1445.
2 May 1967	In port Newport, RI, where an ASROC nuclear weapons accident/incident drill and a torpedo transfer with the USS Yosemite (AD-19) is conducted.
19 May 1967	In port Newport, RI, where two ASROC missiles are loaded from the USS Yosemite (AD-19).
23 May 1967	In port Newport, RI, where two ASROC missiles are unloaded.
27 May 1967	In port Newport, RI, where an ammunition loadout takes place.
29 May 1967	Underway for operations in Northern Europe.
9-14 Jun 1967	In port Oslo, Norway.

30 Jun-5 Jul 1967 In port Norrkoeping, Sweden.
22 Sep 1967 Brumby returns to Newport, RI, where an
ASROC weapons handling takes place.
12 Oct 1967 While in port Newport, RI, an additional
weapons transfer takes place.

USS Caron (DD-970)

Commissioned: 1 October 1977
Homeport: Norfolk, VA
Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 10-12 October 1980

Nuclear weapons certification and training history:

07/10-11/80	Navy Technical Proficiency Inspection (NTPI)
11/24-25/81	Defense Nuclear Surety Inspection (DNSI)
03/07-11/83	ASROC handling training held by GMTC Waggy
04/28/83	Nuclear Weapons Acceptance Inspection (Nwai)
06/18-22/84	Nuclear Weapons Assist Team (NWAT) held 0923 Course
06/23-27/84	Navy Technical Proficiency Inspection (NTPI)
06/06-07/85	Navy Technical Proficiency Inspection (NTPI)
08/12-15/86	Nuclear Weapons Assist Team (NWAT) visit
09/11-12/86	Defense Nuclear Surety Inspection (DNSI)
09/15/86	Navy Technical Proficiency Inspection (NTPI)
06/08-09/87	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval
exercises:

- Teamwork 80, 10-24 September, 1980
- Baltops 80, September-October 1980

Chronology of port visits to Sweden:

1979	Command History for year classified.
20 Mar 1980	In Naval Weapons Station Yorktown, VA, for ammunition onload.
28 Mar 1980	Departs Norfolk, VA, for operations in Northern Europe.
12 Apr 1980	Caron moored portside to floating dock Los Alamos, Holy Loch, UK.
18-28 Apr 1980	Caron conducts special operations "Agressive Knight" surveillance of Soviet KIEV aircraft carrier battle group, becoming the first Spruance class destroyer to operate above the Arctic Circle.
29 Apr 1980	USS Harland County (LST-1196) joins up with Caron.

16 May 1980	Caron returns to Norfolk, VA.
29-31 May 1980	At Naval Weapons Station Yorktown, VA, starboard side of southern end ordnance handling pier for weapons offload.
10-11 Jul 1980	A Navy Technical Proficiency Inspection (NTPI) is held.
14-16 Jul 1980	At Naval Weapons Station Yorktown, VA, berth 7, for weapons onload.
10-24 Sep 1980	Participated in operation Teamwork 80.
Sep-Oct 1980	Participated in operation Baltops 80.
10-12 Oct 1980	In port Stockholm, Sweden.
14-16 Oct 1980	In port Helsinki, Finland.
6 Nov 1980	Caron returns to Norfolk, VA.

USS Connole (FF-1056)

Commissioned:	30 August 1969
Homeport:	Newport, RI
Nuclear weapons:	ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 4-9 April 1984

Nuclear weapons certification and training history:

07/06-09/83	Nuclear Weapons Assist Team (NWAT) conducts 0923 Course
07/26-29/83	Nuclear Weapons Assist Team (NWAT) visit
08/16-17/83	Navy Technical Proficiency Inspection (NTPI)
08/00/85	Nuclear Weapons Assist Team (NWAT) visit
09/00/85	Nuclear Weapons Acceptance Inspection (Nwai)
03/19-20/87	Defense Nuclear Surety Inspection (DNSI)

Participated in the following North Atlantic naval exercises:

- Teamwork 84, 28 February-22 March 1984
- Baltops 84, 2-18 April 1984

Chronology of port visits to Sweden:

6-9 Jul 1983	Nuclear Weapons Assist Team (NWAT) comes on board Connole to conduct a 0923 nuclear weapons handling course while in port Newport, RI.
26-29 Jul 1983	A Nuclear Weapons Assist Team (NWAT) visits the Connole while in port Newport, RI.
16-17 Aug 1983	Successfully underwent a Navy Technical Proficiency Inspection (NTPI) following a brief period of "submarine services" in Narragansett Bay Operating Area.
Sep 1983	In port Newport, RI.

15 Oct 1983	Stopped at Earle, NJ., for a weapons onload prior to special operations in Central America.
Oct-Dec 1983	Connole transits through the Panama Canal and returns; calls at Puerto Cortes, Honduras; Fort Lauderdale, FL; back to Newport, RI.
Jan-Feb 1984	In port Newport, RI.
14-16 Feb 1984	In port Naval Weapons Station Yorktown, VA, for an ammunition and weapons onload prior to North Atlantic deployment.
24 Feb 1984	Returns to Norfolk, VA.
5-22 Mar 1984	Participated in operation Teamwork 84.
27 Mar-1 Apr 1984	In port Aarhus, Denmark.
4-9 Apr 1984	In port Stockholm, Sweden.
10-13 Apr 1984	Participated in operation Baltops 84.
29 Apr 1984	Connole returns to Newport, RI. Ship remains at Newport until 19 June, when it operates locally at sea in gunnery exercise and provides anti-submarine warfare services for nuclear attack submarine USS Gato. Ship then returns back to Newport and takes part in a number of local exercises.
8-9 Jul 1984	At Naval Weapons Station Yorktown, VA, unloading ammunition.
7-9 Aug 1984	At Naval Weapons Station Earle, NJ, where the ship conducted "a final weapons and ammunition offload" prior to overhaul. Stayed in overhaul the rest of the year.
25 Apr 1985	A revised Ship Manpower Document is issued for the Connole, continuing to assign four nuclear specialized Gunner's Mates (GMTs) to the ship's crew.

USS Conolly (DD-979)

Commissioned:	14 October 1978
Homeport:	Norfolk, VA
Nuclear weapons:	ASROC (1961-September 1989) Tomahawk (1984-present)

Visited Sweden with nuclear weapons: Visit canceled due to diversion of ship to eastern Mediterranean Sea during Lebanon crisis.

Nuclear weapons certification and training history:

05/01-02/80	Nuclear Weapons Acceptance Inspection (NWAI)
09/17/85	Tomahawk/W80 nuclear warhead command disablement system training

09/03-04/86	Defense Nuclear Surety Inspection (DNSI)
01/04-18/88	Nuclear Weapons Assist Team (NWAT) visit
06/29/88	Cruise Missile Tactical Qualification Assist Team
07/29/88	Cruise Missile Tactical Qualification Assist Team
10/24-26/88	Nuclear Weapons Assist Team (NWAT) visit
11/14-18/88	0923 Course is held
11/28-30/88	Nuclear Weapons Assist Team (NWAT) visit
12/15-16/88	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Northern Wedding 82, 6-17 September 1982

Chronology of port visits to Sweden:

1981	Command History for year classified.
5 Feb 1981	At Whiskey-1 Anchorage, Hampton Roads, VA to receive ammunition via barge YD-229.
1-11 Nov 1981	Exportable training (0911 and 0927 courses) provided by personnel from Nuclear Weapons Training Group Atlantic.
1982	Command History for year classified.
18 Feb 1982	Connolly arrives at Norfolk, VA, following overseas deployment.
1-2 Jun 1982	In Naval Weapons Station Yorktown, VA, for ammunition offload prior to drydock.
18-20 Aug 1982	At Naval Weapons Station Yorktown, VA, for ammunition onload following drydock.
23 Aug 1982	Underway for participation in operation Northern Wedding 82.
20 Oct 1982	Arrived back in Norfolk, VA.
24-27 Sep 1982	The USS Conolly (DDG-979) was scheduled to visit Stockholm, Sweden, during this time period, but was rescheduled for operations in the Mediterranean Sea due to the situation in Lebanon, and the port visit was canceled.
4 Jan 1983	In Naval Weapons Station Yorktown, VA, for ammunition onload.
9 Jun 1983	In Naval Weapons Station Yorktown, VA, Berth 8, for ammunition onload prior to deployment.
16-17 Jan 1984	In port Naval Weapons Station Yorktown, VA, for complete weapons offload prior to drydock. All nuclear weapons are removed from the ship.

USS Conyngham (DDG-17)

Commissioned: 13 July 1963
Homeport: Norfolk, VA.
Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with Nuclear Weapons: 21-25 August 1966

Nuclear weapons certification and training history:

03/28/65	Nuclear weapons Accident/Incident Drill
04/03-04/65	Nuclear weapons Accident/Incident Drill
04/05/65	Navy Technical Proficiency Inspection (NTPI)
08/25/65	Nuclear weapons Accident/Incident Drill
09/03/65	Nuclear weapons Accident/Incident Drill
09/06/65	Nuclear weapons Accident/Incident Drill
10/00/72	Navy Technical Proficiency Inspection (NTPI)
05/08-09/73	Navy Technical Proficiency Inspection (NTPI)
03/03-04/76	Nuclear Weapons Acceptance Inspection (NWAI)
01/26/77	Nuclear weapons Accident/Incident Drill
03/03-04/77	Navy Technical Proficiency Inspection (NTPI)
08/24-25/78	Navy Technical Proficiency Inspection (NTPI)
03/31/81	Nuclear Weapons Acceptance Inspection (NWAI)
05/00/81	Nuclear Weapons Assist Team (NWAT) visit
06/07/81	Nuclear Weapons Acceptance Inspection (NWAI)
07/19/82	Nuclear weapons Accident/Incident Drill
07/22/82	Nuclear weapons Accident/Incident Drill
12/08-09/86	Defense Nuclear Surety Inspection (DNSI)
01/00/87	Defense Nuclear Surety Inspection (DNSI)

Participated in the following North Atlantic naval exercises:

- Northern European cruise, 1966
- Strong Express 72, 14-28 September 1972
- Swift Move 73, 1-13 October 1973
- Northern Wedding 82, 6-17 September 1982
- Teamwork 84, 28 February-22 March 1984
- Teamwork 88, 31 August-16 September 1988

Chronology of port visits to Sweden:

28 Mar. 1965	While in port at Norfolk, VA, Pier 20, Berth 206, an ASROC nuclear weapons accident drill is conducted in preparation for an upcoming inspection.
29 Mar 1965	Ship continued in port and handled ASROC weapons in preparation for upcoming inspection.
3 Apr 1965	While in port at Norfolk, VA, Pier 20, Berth 206, an ASROC nuclear weapons accident drill is conducted in preparation for an upcoming inspection.

4 Apr 1965	Another ASROC emergency drill is conducted in Norfolk, VA.
5 Apr 1965	A Navy Technical Proficiency Inspection (NTPI) is held by Destroyer Squadron 26 and Nuclear Weapons Training Center.
17 May 1965	While in port Norfolk, ASROC missiles are offloaded.
28 May 1965	Floating crane YD-214 moors alongside to starboard and delivers ASROC missiles to Conyngham.
7-9 Jun 1965	At Naval Weapons Station Yorktown, VA, Berth #3 for weapons onload.
28-29 Jun 1965	Returned to Naval Weapons Station Yorktown, VA, Berth #3 for weapons onload.
29 Jul 1965	While in Norfolk, VA, Pier 20, Berth 202, Conyngham handles ASROC.
25 Aug 1965	While in port Norfolk, VA, Pier 20, Berth 206, an ASROC emergency drill is conducted.
3 Sep 1965	Another ASROC emergency drill is held.
6 Sep 1965	Another ASROC emergency drill is held.
21-25 Aug 1966	In port Malmoe, Sweden accompanied by USS Lawrence (DDG-4).
5 Sep 1966	Conyngham arrives back at Norfolk, VA.

USS Dahlgren (DDG-43)

Commissioned:	8 April 1961
Homeport:	Norfolk, VA
Nuclear weapons:	ASROC (1961-September 1989) Terrier (1962-September 1988)

Visited Sweden with nuclear weapons: 28 June-2 July 1962
5-8 November 1977
25-29 September 1988

Nuclear weapons certification and training history:

07/27/63	Nuclear weapons Accident/Incident Drill
09/03/63	Nuclear weapons Accident/Incident Drill
12/02-03/76	Nuclear Weapons Acceptance Inspection (Nwai)
12/22-23/76	Nuclear Weapons Acceptance Inspection (Nwai)
06/26-27/86	Navy Technical Proficiency Inspection (NTPI)
09/29/87	Nuclear weapons Accident/Incident Drill
10/19/87	Nuclear weapons Accident/Incident Drill

Participated in the following North Atlantic naval exercises:

- Northern European Cruise, 1962
- Ocean Safari 77, September-October 1977

- Baltops 77, 2-10 November 1977
- Teamwork 88, 31 August-16 September 1988
- Baltops 88, Early October 1988

Chronology of port visits to Sweden:

1962	The Dahlgren takes part in the naval blockade of Cuba.
4-5 Feb 1962	At Naval Weapons Station Yorktown, VA, Pier #2, for weapons onload following drydock. Weapons loaded include ASROC and Terrier missiles and 5-inch and 3-inch ammunition.
23 Feb 1962	While in port Norfolk, VA, Dahlgren offloads one ASROC to the destroyer tender USS Shenandoah (AD-41).
4 Jun 1962	At Naval Weapons Station Yorktown, VA, Ammunition Pier, for reload of ASROC missiles.
28 Jun-2 Jul 1962	In port Sundsvall, Sweden.
4-9 Jul 1962	In port Copenhagen, Denmark.
10-14 Jul 1962	In port Oslo, Norway.
15-16 Oct 1962	At Naval Weapons Station Yorktown, VA, Ammunition Pier, for off loading Terrier missiles and loading new missiles.
27 Nov 1962	At Naval Weapons Station Yorktown, VA, Ammunition Pier, for complete offload of all ASROC, Terrier, and artillery ammunition prior to going into drydock.
2-3 Dec 1976	While In port Norfolk, VA, the Dahlgren is given a Nuclear Weapons Acceptance Inspection (Nwai) and fails inspection.
22-23 Dec 1976	While in port Norfolk, VA, the Dahlgren passes a "retest" Nuclear Weapons Acceptance Inspection (Nwai).
21-24 Jan 1977	At Naval Weapons Station Yorktown, VA, Ammunition Pier for weapons onload following operations in Virginia Capes (VACAPES) Operations area. Nuclear ASROC missiles are loaded from ammunition barge (YFN-647) tied up on starboard side.
Jan-May 1977	Following onload of nuclear weapons, Dahlgren returns to Norfolk, VA; and then participates in CARIBREX 1-77 with stops at Naval Station Roosevelt Roads, PR. After returning to Norfolk, VA, Dahlgren conducts an anti-submarines warfare exercise at Narragansett Bay. Local operations are then conducted in the Virginia area, before the ship

returns to Naval Station Roosevelt Roads, PR for training.

23-26 May 1977 While anchored at Whiskey-4, Hampton Roads, Dahlgren commenced nuclear ASROC handling.

Jun-Jul 1977 Dahlgren conducts refresher training at Guantanamo Bay, Cuba; and special operations off Cuba in early July. Dahlgren then calls at Port Everglades, FL, before returning to Norfolk.

9 Aug 1977 Dahlgren makes brief stop at Naval Weapons Station Yorktown, VA, Berth #3 for weapons handling evolution.

26 Aug 1977 Dahlgren calls at Naval Station Roosevelt Roads, PR, Pier 3, Berth #4 following weapons training.

30 Aug 1977 Dahlgren arrives at Naval Weapons Station Yorktown, VA, Berth #3, for weapons onload prior to proceeding to Norfolk.

27-28 Sep 1977 In Naval Weapons Station Yorktown, VA, Ammunition Pier, for nuclear ASROC missile transfer prior to North Atlantic operations.

28 Sep 1977 Underway for operation Ocean Safari 77.

Oct 1977 Operation Baltops 77.

5-8 Nov 1977 In port Stockholm, Sweden.

2 Dec 1977 Dahlgren arrives back at Norfolk, VA.

26-27 Jun 1986 Dahlgren successfully passes a Navy Technical Proficiency Inspection (NTPI) while in port Norfolk, VA.

7-9 Jul 1986 Went to Earle, NJ, and Yorktown, VA, for a weapons onload following visit to New York City.

Aug-Dec 1986 Deployed overseas to the Mediterranean Sea.

mid-Feb 1987 Dahlgren returns to Norfolk, VA.

20-22 Mar 1987 Arrives at Naval Weapons Station Yorktown, VA, for complete weapons offload prior to entering drydock.

30-31 Jul 1987 Conducted nuclear and conventional weapons onload in Naval Weapons Station Yorktown, VA, following drydock period.

Jul-Sep 1987 In port Norfolk, VA, and on various local exercises.

16 Sep 1987 While moored in port Norfolk, VA, Pier 24, Dahlgren loads weapons brought alongside by floating crane VD-214.

29 Sep 1987 A Terrier nuclear weapons accident/incident drill is held simulating fire on the Terrier deck.

30 Sep 1987	While moored in port Norfolk, VA, Pier 25, a conventional ammunition onload takes place.
19 Oct 1987	While moored in port Norfolk, VA, Pier 24, a Terrier nuclear accident/incident drill takes place, simulating a dropped weapon on the Terrier deck.
30 Oct 1987	Dahlgren transits to Naval Weapons Station Yorktown, VA, for ammunition onload.
3 Nov 1987	Dahlgren moors at Naval Station Naval Station Roosevelt Roads, PR, Pier #3, and commences handling ASROC and torpedoes on the ship.
9 Jan 1988	Dahlgren arrives at Naval Weapons Station Yorktown, VA, for an ammunition onload.
Jan 1988	Participated in local exercise simulating anti-submarine warfare conditions in the Norwegian Sea.
31 Jan 1988	While moored in port Norfolk, VA, Pier 21, Dahlgren has high temperature alarm in the missiles house and forward.
Feb 1988	In port readiness and logistics inspections and various local sea trials.
3-4 Mar 1988	Dahlgren spends two days at Naval Weapons Station Yorktown, VA, conducting ammunition and missile onload prior to overseas deployment.
30 Mar 1988	While enroute Mediterranean Sea from Bermuda, steaming as part of the USS Forrestal (CV-59) aircraft carrier battlegroup, the ship assisted in recovering a missile canister that had been dropped overboard from the Forrestal.
May-Aug 1988	Operated in the Mediterranean Sea, Red Sea, and Gulf of Oman as part of the Forrestal battlegroup.
27 Aug 1988	While at anchor off Benidorm, Spain, a high temperature alarm was sounded in the missile magazine.
Sep 1988	Participated in operation Teamwork 88.
16 Sep 1988	Operating in Solbergfjord near Sorreisa, Norway.
25-29 Sep 1988	In port Karlskrona, Sweden. The Command History curiously states that it is, "The first visit by a U.S. warship to that country in over 12 years." But it is the first visit to Karlskrona since 1977, not Sweden. While In port

30 Sep-3 Oct 1988 Karlskrona, magazine reports were issued daily.
In port Aarhus, Denmark. While In port Aarhus, magazine reports were issued daily.

3-8 Oct 1988 Participated in operation Baltops 88.
25 Oct 1988 Dahlgren arrives back in Norfolk, VA.

USS Dupont (DD-941)

Commissioned: 8 September 1956
Homeport: Norfolk, VA
Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 5-8 November 1977

Nuclear weapons certification and training history:

03-04/00/74 Navy Technical Proficiency Inspection (NTPI)
06/00/76 Navy Technical Proficiency Inspection (NTPI)
03/00/78 0923 Course
04/17-18/78 Nuclear Weapons Assist Team (NWAT) visit
05/31/78 Navy Technical Proficiency Inspection (NTPI)
12/00/80 Nuclear Weapons Acceptance Inspection (NWAI)
01/09/81 Nuclear Weapons Acceptance Inspection (NWAI)

Participated in the following North Atlantic naval exercises:

- STANAVFORLANT, June-October 1974
- Joint Maritime Course, July-August 1974
- Ocean Safari 77, October 1977
- Baltops 77, November 1977

Chronology of port visits to Sweden:

8-10 Mar 1975 Dupont moors at Naval Weapons Station Yorktown, VA, to offload all nuclear and conventional weapons and ammunition following extended forward deployment with port visits to Norway and Denmark, and prior to going into overhaul.

26 Jan 1976 Dupont visits Naval Weapons Station Yorktown, VA, for a full weapons onload following its overhaul.

5-13 Jun 1976 While in port Naval Station Norfolk, VA, a Nuclear Weapons Acceptance Inspection (NWAI) is held.

27 Sep 1976 Dupont deploys to the Middle East.
2 Mar 1977 Dupont arrives back at Naval Station Norfolk, VA.

21-25 Aug 1977 Dupont conducts independent ship

29 Sep 1977	exercises in the Virginia cape (VACAPES) operating area, and conduct a load out of ammunition to be used for training. Dupont is in port Naval Weapons Station Earle, NJ, for a major ammunition and weapons onload in preparation for upcoming forward deployment.
29 Sep 1977	Dupont leaves for overseas for Northern Europe for operations Ocean Safari 77 and Baltops 77.
16-29 Oct 1977	Joined Ocean Safari 77 in the Bay of Biscay.
5-6 Nov 1977	In port Karlskrona, Sweden.
7-11 Nov 1977	The ship continues operations in the Baltic Sea with the Swedish and Danish navies.
2 Dec 1977	Dupont arrives back at Norfolk, VA.

USS Elmer Montgomery (FF-1082)

Commissioned:	30 October 1971
Homeport:	Mayport, FL
Nuclear weapons:	ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 19-22 September 1978
 24-27 September 1982

Nuclear weapons certification and training history:

04/03/74	Nuclear weapons Accident/Incident Drill
04/05/74	Nuclear weapons Accident/Incident Drill
04/18/74	Prepared for nuclear weapons inspection
04/22-23/74	Navy Technical Proficiency Inspection (NTPI)
04/24/74	Nuclear weapons Accident/Incident Drill
03/24-04/04/76	Nuclear Weapons Assist Team (NWAT) visit
04/01/76	Nuclear Weapons Acceptance Inspection (Nwai)
08/07-09/78	Nuclear Weapons Assist Team (NWAT) visit
08/07-09/78	Nuclear Weapons Acceptance Inspection (Nwai)
11/15-16/79	Defense Nuclear Surety Inspection (DNSI)
05/28-06/12/86	Nuclear Weapons Assist Team (NWAT) visit
06/07/86	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Magic Sword 73, September-October 1973
- Swift Move 73, October 1973
- Baltops 73, October 1973
- Northern Wedding 78, September 1978
- Northern Wedding 82, 6-17 September 1982
- Teamwork 88, 31 August-16 September 1988
- Sharem 76, September 1988

Chronology of port visits to Sweden:

12 Apr 1978 Loaded ammunition at Naval Weapons Station Earle, NJ, following overhaul.

Apr-Aug 1978 Independent operations and in port Mayport, FL; at Naval Station Roosevelt Roads, PR, for weapons training; at St. Croix, U.S. Virgin Islands; at Guantanamo Bay, Cuba; back to Mayport, FL.

7-9 Aug 1978 While in port Mayport, FL, a Nuclear Weapons Assist Team (NWAT) came aboard for preparation of a Nuclear Weapons Acceptance Inspection (Nwai).

15-17 Aug 1978 A Nuclear Weapons Acceptance Inspection (Nwai) was held while at Mayport, FL.

18 Aug 1978 Loaded conventional and nuclear weapons while in port Mayport, FL.

22 Aug-19 Sep 1978 Deployed to the North Atlantic for participation in operation Northern Wedding 78.

20-25 Sep 1978 In port Gothenburg, Sweden along with USS Spartanburg County (LST-1196). A minor fire is reported onboard LST-1196 at 0507 but is extinguished at 0511.

30 Oct 1978 Arrived at Mayport, FL.

Nov-Dec 1978 Independent steaming exercise in the Jacksonville area; In port Mayport, FL; conducted a number of inspection, include conventional Harpoon anti-ship missile certification.

11-12 Jan 1979 Ammunition and weapons offload at Naval Weapons Station Charleston, SC, prior to entering drydock.

4-5 Feb 1979 Ammunition and weapons onload Naval Weapons Station Charleston, SC, following drydock.

15-16 Nov 1979 A Defense Nuclear Surety Inspection (DNSI) is conducted while the ship is in port Mayport, FL.

Dec 1979 Following an exercise on 5-6 December the ship transited to Naval Weapons Station Charleston, SC, to offload weapons for a drydocking period in preparation for a restricted availability.

1980 Command History for year classified.

1981 Command History for year classified.

1982 Command History for year classified.

Aug-Oct 1982 Deployed to the North Atlantic for naval exercise Northern Wedding 82.

24-27 Sep 1982	In port Stockholm, Sweden.
20 Oct 1982	Arrived back in Mayport, FL.
1983	Command History for year classified.
27-29 Jan 1983	In port Naval Weapons Station Yorktown, VA, to unload conventional and nuclear weapons prior to going into drydock for overhaul.
2-4 Oct 1983	In port Naval Weapons Station Yorktown, VA, to load nuclear ASROC and conventional weapons following drydock. Gunners Mate Technician (GMT3) Dermody is sent to sickbay with possible crushing of first two fingers of right hand due to ASROC handling handtruck accident.
1984	Command History for year classified.
26-27 Aug 1985	A Defense Nuclear Surety Inspection (DNSI) is conducted.

USS Hayler (DD-997)

Commissioned:	5 March 1983
Homeport:	Norfolk, VA
Nuclear weapons:	ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 17-19 October 1987

Nuclear weapons certification and training history:

05/19-20/84	Nuclear Weapons Acceptance Inspection (NWAI)
08/19-20/85	Defense Nuclear Surety Inspection (DNSI)

Participated in the following North Atlantic naval exercises:

- Ocean Safari 87, 31 August-18 September 1987
- Baltops 87, September-October 1987
- Teamwork 88, 31 August-16 September 1988

Chronology of port visits to Sweden:

1984	Command History for year classified.
19-20 May 1984	A Nuclear Weapons Assist Team (NWAT) visit following a drydock period in late 1983 is successfully turned into a Nuclear Weapons Acceptance Inspection (NWAI).
1985	Command History for year classified.
19-20 Aug 1985	A Defense Nuclear Surety Inspection (DNSI) is conducted.
9 Jun 1986	At Naval Weapons Station Yorktown, VA, for weapons onload, including ASROC,

6 Dec 1986 1987 prior to operation Unitas XXVII in Latin America.
 24-26 Sep 1987 The Hayler returns to Norfolk, VA.
 27-30 Sep 1987 Command History for year classified.
 30 Sep-5 Oct 1987 In port Stavanger, Norway.
 16-20 Oct 1987 Hayler drops anchor off Copenhagen, Denmark.
 23-24 Nov 1987 In port Aarhus, Denmark. Hayler receives daily ASROC magazine report between 0930-1030 while in Aarhus.
 In port Stockholm, Sweden.
 Hayler arrives back at Naval Weapons Station Yorktown, VA, for complete weapons offload prior to going into drydock.

USS John King (DDG-3)

Commissioned: 4 February 1961
 Homeport: Norfolk, VA
 Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 11-14 October 1974

Nuclear weapons certification and training history:

07/27/73	Nuclear weapons Accident/Incident Drill
08/03/73	Nuclear weapons Accident/Incident Drill
08/15/73	Nuclear weapons Accident/Incident Drill
08/17/73	Nuclear weapons Accident/Incident Drill
08/20/73	Nuclear weapons Accident/Incident Drill
08/21/73	Navy Technical Proficiency Inspection (NTPI)
04/16/74	Nuclear weapons Accident/Incident Drill
04/17/74	Nuclear weapons Accident/Incident Drill
04/21/74	Nuclear weapons Accident/Incident Drill
04/22/74	Nuclear weapons Accident/Incident Drill
04/23/74	Navy Technical Proficiency Inspection (NTPI)
08/00/76	Nuclear Weapons Acceptance Inspection (NWAI)
09/09-10/84	Nuclear Weapons Assist Team (NWAT) visit
09/13-14/84	Navy Technical Proficiency Inspection (NTPI)
08/12-14/85	0923 Course
08/00/85	Navy Technical Proficiency Inspection (NTPI)
10/14-18/85	Nuclear Weapons Assist Team (NWAT) visit
11/04-08/85	Nuclear Weapons Assist Team (NWAT) visit
11/21-22/85	Navy Technical Proficiency Inspection (NTPI)
03/26-27/87	Defense Nuclear Surety Inspection (DNSI)

Participated in the following North Atlantic naval exercises:

- Northern Merger 74, September 1974
- Baltops 74, October 1974

- Ocean Safari 79, September-October 1979
- Baltops 79, October 1979

Chronology of port visits to Sweden:

27 Jul 1973	While underway, an ASROC nuclear weapons accident/incident drill is conducted in preparation for an upcoming nuclear certification inspection.
3 Aug 1973	While in port Naval Station Norfolk, VA, Berth 235, an ASROC nuclear weapons accident/incident drill is held in preparation for an upcoming nuclear certification inspection.
15 Aug 1973	While in port Naval Station Norfolk, VA, an ASROC nuclear weapons accident/incident drill is held in preparation for an upcoming nuclear certification inspection.
17 Aug 1973	While in port Naval Station Norfolk, VA, an ASROC nuclear weapons accident/incident drill is held in preparation for an upcoming nuclear certification inspection.
20 Aug 1973	While In port Naval Station Norfolk, VA, an ASROC nuclear weapons accident/incident drill is held in preparation for an upcoming nuclear certification inspection.
21 Aug 1973	While in port Naval Station Norfolk, VA, a Navy Technical Proficiency Inspection (NTPI) is conducted and nuclear ASROC missiles aboard the ship are handled.
1 Sep 1973	While in port Naval Station Norfolk, VA, a high temperature alert is triggered in the ASROC missile magazine.
18-19 Sep 1973	The John King moors at Naval Weapons Station Yorktown, VA, Berth #3, to load ASROC missiles and 5-inch ammunition.
12 Feb 1974	John King again arrive Naval Weapons Station Yorktown, VA, "for a quick missile and 5-inch ammunition loadout prior to getting underway for the Atlantic Fleet Weapons Range (AFWR) to participate in 'Operation Springboard 74.'" "
16-17 Apr 1974	While in port Naval Station Norfolk, VA, Berth 202, two ASROC nuclear weapons accident/ incident drills are held in preparation for an upcoming Navy Technical Proficiency Inspection (NTPI).
21-22 Apr 1974	While in port Naval Station Norfolk, VA,

23 Apr 1974	Pier 20, Berth 6, two ASROC nuclear weapons accident/incident drills are held in preparation for an upcoming Navy Technical Proficiency Inspection (NTPI). Navy Technical Proficiency Inspection (NTPI) successfully completed while in port Naval Station Norfolk, VA, Pier 20, Berth 6.
16-17 May 1974	At Naval Weapons Station Yorktown, VA, for offload of all weapons prior to drydock repair of boiler.
17 Jul 1974	While in drydock at Newport News Naval Shipyard, Portsmouth, VA, the ship completed a concurrent Technical Assist Visit (TAV) by a nuclear weapons team.
15-19 Aug 1974	At Naval Weapons Station Yorktown, VA, Berth #3, to receive a complete weapons loadout following drydock, including nuclear ASROC missiles.
27 Aug 1974	While in port Naval Station Norfolk, VA, Pier 20, Berth #6, an ASROC handling drill is held.
4 Sep 1974	While in port Naval Station Norfolk, VA, Pier 20, Berth 206, an ASROC missile is handled on the ship.
16-27 Sep 1974	Participated in operation Northern Merger.
29 Sep-3 Oct 1974	In port Arendal, Norway.
3-11 Oct 1974	Participated in Baltops 74.
11-14 Oct 1974	In port Gothenburg, Sweden, "the first port visit of an American Naval unit since 1967."
30 Oct 1974	John King arrives back at Naval Station Norfolk, VA.
Nov-Dec 1974	Operations in Virginia capes (VACAPES) area twice; Most of December is spent in port.
Jan-Apr 1975	Tender availability at Naval Station Norfolk, VA; participated in COMPUTEX 5-75 off New England; restricted availability in Norfolk, VA; operation LANTREAEX 2-75; in St. John's, Antigua; then return to Norfolk, VA.
2-5 Apr 1975	Conducted a complete ammunition and weapons offload at Naval Weapons Station Yorktown, VA, Ammunition Pier, in preparation for overhaul. Ammunition barge YFN-798 arrives port side to offload missiles and ammunition.

USS Jonas Ingram (DD-938)

Commissioned: 8 July 1956
Homeport: Mayport, FL
Nuclear Weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 6-9 October 1977

Nuclear weapons training and certification history:

02/00/76 Propable Nuclear Weapons Assist Team (NWAT)
visit
05/00/76 Nuclear Weapons Acceptance Inspection (NWAI)
09/00/76 Propable Nuclear Weapons Assist Team (NWAT)
visit
10/12-13/77 Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Teamwork 76, September 1976
- Baltops 76, September-October 1976

Chronology of port visits to Sweden:

1 Aug 1970 The Jonas Ingram is recommissioned following anti-submarine warfare conversion in the Philadelphia Naval Shipyard, PA, during which an ASROC system was installed.

6 Feb 1976 While in port Naval Station Mayport, FL, the Jonas Ingram prepares for upcoming Operation Propulsion Plant Examination (OPPE), scheduled for 23-24 March and the Nuclear Weapons Acceptance Inspection (NWAI), slated for mid-May. "Both inspection were requirements for the ship since it had been decertified in both areas prior to entering her ROH [overhaul] in 1975."

May 1976 Nuclear Weapons Acceptance Inspection (NWAI).

4 Sep 1976 Departs Naval Station Mayport, FL, for operation Teamwork 76 in the North Atlantic.

Sep 1976 The ship ventures far up the Namsos Fjord of Norway to provide simulated gunfire support for Marine Corps amphibious assault group.

24-25 Sep 1976 Inport Haugesund, Norway.

28 Sep-11 Oct 1976 Participated in operation Baltops 76 in the Baltic Sea. During the operations the Jonas Ingram rescued seven Finnish survivors of a sunken coastal vessel,

6-9 Oct 1976
9 Nov 1976

and according to the Commander of the Destroyer Squadron, "this rescue operation elicited favorable front page news in Sweden, and considerably enhanced the image of the U.S. Navy." In port Karlskrona, Sweden. Jonas Ingram arrives back in Mayport, FL.

USS Julius A. Furer (FFG-6)

Commissioned: 11 November 1967
Homeport: Newport, RI (1967-1973)
Charleston, SC (1973-)
Nuclear Weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 7-11 July 1974

Nuclear weapons certification and training history:

02/16-17/70	Navy Technical Proficiency Inspection (NTPI)
11/23-24/70	Navy Technical Proficiency Inspection (NTPI)
04/00/77	Propable Nuclear Weapons Assist Team (NWAT) visit
04/29-30/77	Navy Technical Proficiency Inspection (NTPI)
04/29-30/77	Technical Standardization Inspection (TSI)
05/24-26/78	Nuclear Weapons Assist Team (NWAT) visit
06/22-23/78	Navy Technical Proficiency Inspection (NTPI)
06/29/78	Navy Technical Proficiency Inspection (NTPI)
05/24/79	Nuclear Weapons Assist Team (NWAT) visit
06/06-07/79	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- STANAVFORLANT, March-August 1974
- Dawn Patrol 74, April 1974
- Bright Horizon 74, April-May 1974
- Baltops 74, July 1974
- Silver Jubilee, June-July 1977
- Highwood, July 1977
- Northern Wedding 78, August-September 1978

Chronology of port visits to Sweden:

16-17 Feb 1970 Julius A. Furer conducts annual Navy Technical Proficiency Inspection (NTPI). The commander of Destroyer Division 202 visits together with the Nuclear Weapons Training Center, U.S. Atlantic Fleet. The ASROC team was highly praised for its commendable performance. A merit

grade of 95.6 (outstanding) was achieved.

23 Jun 1971 Julius A. Furer moors to Naval Weapons Station Yorktown, VA, Ammunition Pier, to load ammunition and weapons following overhaul.

13 Oct 1971 Julius A. Furer moors at Naval Weapons Station Yorktown, VA, to load weapons and ammunition.

13 Jun 1972 Underway from Newport, RI, for overseas deployment in the Mediterranean Sea.

18 Dec 1972 Returns to Newport, RI.

23-24 Apr 1973 At Naval Weapons Station Earle, NJ, for complete weapons offload prior to restricted availability at the Boston Naval Shipyard, MA.

13 Sep 1973 At Naval Weapons Station Charleston, SC for weapons onload prior to forward deployment.

19 Mar 1974 Departs Charleston, SC, enroute Europe and North Atlantic for operations as part of the NATO Standing Naval Force Atlantic (STANAVFORLANT).

25 Apr-8 May 1974 Participated in preparation Dawn Patrol, Bright Horizon, and Bold Game.

9-13 May 1974 In port Frederikshavn, Denmark.

14 May 1974 Operation Bright Horizon continues.

15-16 May 1974 Inport Frederikshavn, Denmark.

18-27 May 1974 Inport Oslo, Norway.

2-7 Jul 1974 Inport Aalborg, Denmark.

8-10 Jul 1974 Inport Stockholm, Sweden.

11-15 Jul 1974 Operation Baltops 74.

15-19 Jul 1974 Inport Copenhagen, Denmark.

20-22 Jul 1974 Inport Oslo, Norway.

3 Aug 1974 Arrives back at Charleston, SC.

USS Lawrence (DDG-4)

Commissioned: 6 January 1962
 Homeport: Norfolk, VA
 Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 21-25 August 1966

Nuclear weapons certification and training history:

01/24/64 Nuclear weapons Accident/Incident Drill
 01/25/64 Nuclear weapons Accident/Incident Drill
 01/27/64 Nuclear weapons Accident/Incident Drill
 (possible inspection)
 03/17/64 Nuclear weapons Accident/Incident Drill
 07/06/66 Preparation for nuclear weapons inspection

07/19-20/66	Navy Technical Proficiency Inspection (NTPI)
05/03/67	Nuclear weapons Accident/Incident Drill
05/05/67	Nuclear weapons Accident/Incident Drill
05/22/67	Nuclear weapons Accident/Incident Drill
05/23/67	Nuclear weapons Accident/Incident Drill
05/29/67	Nuclear weapons Accident/Incident Drill
06/02/67	Nuclear weapons Accident/Incident Drill
06/05/67	Nuclear weapons Accident/Incident Drill
05/01-02/75	Nuclear weapons Accident/Incident Drill
05/05-06/75	Nuclear weapons Accident/Incident Drill
05/09/75	Navy Technical Proficiency Inspection (NTPI)
03/27-28/80	Defense Nuclear Surety Inspection (DNSI)
10/01-02/84	Defense Nuclear Surety Inspection (DNSI)
01/18/86	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- [1966 unknown]
- Ocean Safari 75, September-October 1975
- Baltops 75, October 1975

Chronology of port visits to Sweden:

23-24 Nov 1964	At Naval Weapons Station Yorktown, VA, Berth #5, for complete offload of missiles and ammunition prior to entering overhaul on 25 November. An ammunition barge moored to starboard offloads ASROC nuclear missiles and components.
27 Apr 1965	Lawrence departs shipyard and proceeds to Naval Weapons Station Yorktown, VA, for loading of missiles and ammunition following overhaul.
May-Jun 1965	Lawrence spends time in port Naval Station Norfolk, VA; on qualification tests off Norfolk; on missile firings at Atlantic Fleet Weapons Range (AFWR) in Puerto Rico; at Guantanamo Bay, Cuba; at Ochos Rios, Jamaica; and St. Thomas, U.S. Virgin Islands.
30 Jul 1965	Lawrence enters Naval Weapons Station Yorktown, VA, to replenish missiles and ammunition prior to Sixth Fleet deployment in the Mediterranean Sea.
17 Dec 1965	Lawrence returns to Norfolk, VA.
Jan-Feb 1966	In Caribbean for missile firing; in San Juan, PR; in St. Croix, U.S. Virgin Islands; at Cape Kennedy, FL.
3 May 1966	At Naval Weapons Station Yorktown, VA for weapons onload and replenishment

following weapons training.
 Mar-Jun 1966 In Miami, FL; at Norfolk, VA; in operations off of the Virginia capes (VACAPES) operations area; in New York City; back to Norfolk, VA; then off for local training cruise; Caribbean operations; and back at Naval Station Norfolk, VA at the end of June.
 6 Jul 1966 While in port Naval Station Norfolk, VA, preparations commence for an upcoming Navy Technical Proficiency Inspection (NTPI), to be conducted by Destroyer Squadron 18.
 19-20 Jul 1966 A Navy Technical Proficiency Inspection (NTPI) is conducted while in port Naval Station Norfolk, VA.
 21 Jul 1966 Left Norfolk, VA, and proceeded to Naval Weapons Station Yorktown, VA, for a brief conventional missile transfer.
 3 Aug 1966 Departed Norfolk for North Atlantic cruise.
 21-25 Aug 1966 In port Malmoe, Sweden together with the USS Conyngham (DDG-17).
 5 Sep 1966 Lawrence arrives back at Norfolk, VA.

USS Little Rock (CLG-4)

Commissioned: 27 August 1944; converted to guided missile light cruiser (CLG), 23 May 1959
 Homeport: Norfolk, VA
 Nuclear Weapons: Talos (February 1959-March 1979)

Visited Sweden with nuclear weapons: 11-15 September 1965

Nuclear weapons training and certification history:

10/03-05/66 Nuclear Weapons Acceptance Inspection (NWAI)

Participated in the following North Atlantic naval exercises:

- None known

Chronology of port visits to Sweden:

25 Jul 1960 Little Rock departs Philadelphia Shipyard, PA, for month long sea trials, during which six dummy Talos missiles were fired to test the ability of the ship to withstand blast damage from a Talos firing.
 15 Oct 1960 Little Rock proceeds to the missile

firing range off the coast of Puerto Rico, where she fired eight Talos missiles during a two week period. Little Rock became the first missile ship to score a direct hit on a drone. The ship arrives at Naval Weapons Station Yorktown, VA, following overhaul "to be armed with an improved Talos missile."

2 May 1963

24 Aug 1965

11-15 Sep 1965

7 Nov 1965

12-14 Nov 1965

Departed Naval Station Norfolk, VA, for a six-week cruise in the North Atlantic. In port Stockholm, Sweden. Arrived back at Norfolk, VA. Little Rock arrives at Naval Weapons Station Yorktown, VA, "for the purpose of emptying magazines" prior to going into drydock.

USS Luce (DDG-38)

Commissioned: 20 May 1961
 Homeport: Mayport, FL
 Nuclear weapons: ASROC (1961-September 1989)
 Terrier (1962-September 1988)

Visited Sweden with nuclear weapons: 5-8 March 1962
 8-13 October 1981

Nuclear weapons certification and training history:

04/26/63	Nuclear weapons Accident/Incident Drill
08/24/63	Nuclear weapons Accident/Incident Drill
03/04-05/75	Navy Technical Proficiency Inspection (NTPI)
02/26/76	0923 Course
03/23/76	Navy Technical Proficiency Inspection (NTPI)
04/06-07/78	0923 Course
04/22-25/78	Nuclear Weapons Assist Team (NWAT) visit
05/08-09/78	Nuclear Weapons Acceptance Inspection (NWA)
03/05-07/79	Nuclear Weapons Assist Team (NWAT) visit
04/18-20/79	Nuclear Weapons Assist Team (NWAT) visit
05/07-09/79	Defense Nuclear Surety Inspection (DNSI)
	Navy Technical Proficiency Inspection (NTPI)
05/05-17/80	Nuclear Weapons Assist Team (NWAT) visit
07/09-10/80	Navy Technical Proficiency Inspection (NTPI)
06/25/81	Nuclear weapons Accident/Incident Drill
11/06/81	Nuclear weapons Accident/Incident Drill
12/03-04/81	Navy Technical Proficiency Inspection (NTPI)
11/12-15/85	Nuclear Weapons Assist Team (NWAT) visit
11/20-22/85	Navy Technical Proficiency Inspection (NTPI)
01/26-28/87	Nuclear Weapons Assist Team (NWAT) visit
02/23-24/87	0923 Course
03/16-18/87	Nuclear Weapons Assist Team (NWAT) visit

04/23-24/87 Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Northern European cruise, 1962
- Teamwork 76, September 1976
- Northern Wedding 78, September 1978
- Baltops 78, September-October 1978
- JMC 793, November 1979
- Ocean Safari 81, September 1981
- Baltops 81, September-October 1981
- Ocean Safari 85, August-September 1985

Chronology of port visits to Sweden:

Aug 1961	Luce departs Boston Naval Shipyard, MA, enroute Mayport, FL. On the way to Mayport, the Luce stops at Naval Weapons Station Charleston, SC, "where she took on her first load of missiles and ammunition."
Nov 1961	Luce proceeds to Boston Naval Shipyard, MA, for post shakedown availability, and stops at Naval Weapons Station Charleston, SC, for weapons offload.
Jan 1962	After departing Boston Naval Shipyard, MA, the Luce stops at Naval Weapons Station Charleston, SC, for weapons onload.
14 Feb 1962	Luce departs Mayport, FL, for a cruise to the Mediterranean and Northern Europe.
5-8 Mar 1962	In port Helsingborg, Sweden.
8-12 Mar 1962	In port Aarhus, Denmark.
12 Jul 1962	Luce returns from forward deployment and arrives at Naval Ammunition Depot (NAD) Charleston, SC (subsequently Naval Weapons Station), Pier A, to offload ammunition and Terrier missiles, including conventional, nuclear, and training warheads.
17-18 Apr 1963	At Naval Weapons Station Yorktown, VA, Pier 2, Berth #5, for complete weapons offload prior to entering shipyard period. Ammunition, missiles, and torpedoes are offloaded.
30 Oct 1978	Luce arrives back at Norfolk, VA, after participated in operation Northern Wedding 78, Baltops 78, and after ports visits to Denmark and Finland.

5-7 Mar 1979	A Nuclear Weapons Assist Team (NWAT) visits the Luce for training in preparation for upcoming nuclear certification inspection.
20-21 Mar 1979	Commences weapons loadout at Naval Weapons Station Charleston, SC.
18-20 Apr 1979	A Nuclear Weapons Assist Team (NWAT) visits the Luce for training in preparation for upcoming nuclear certification inspection.
7-9 May 1979	Luce undergoes a Defense Nuclear Surety Inspection (DNSI) and receives a grade of satisfactory in all areas with the exception of security, which fails inspection. Luce is immediately reinspected by the Nuclear Weapons Training Group, Atlantic in a Navy Technical Proficiency Inspection (NTPI) and awarded a grade of satisfactory in all areas.
18-20 Sep 1979	In port Reykjavik, Iceland.
26 Sep 1979	Anchor in Asver Fjord, southern Norway.
30 Sep-1 Oct 1979	In port Narvik, Norway.
6-16 Nov 1979	Participated in Operation JMC 793.
16 Dec 1979	Luce arrives back in Mayport, FL.
5-7 May 1980	Luce receives a Nuclear Weapons Assist Team (NWAT) visit to prepare for upcoming nuclear certification inspection.
9-10 Jul 1980	Luce undergoes a Navy Technical Proficiency Inspection (NTPI) by the Nuclear Weapons Training Group Atlantic while at Mayport, FL, and is awarded a grade of satisfactory in all areas.
29-30 Sep 1980	Transits to Naval Weapons Station Charleston, SC, for weapons loadout.
25 Jun 1981	Ammunition and missiles are onloaded at Mayport, FL. A Terrier nuclear security alert drill and fire drill is conducted as part of the day's activities.
23-24 Jul 1981	Moored at Naval Weapons Station Charleston, SC, starboard side Pier AL1, to conduct Terrier missile handling.
Aug 1981	Returns to homeport at Mayport, FL, and conducts brief sea trials in the local area in preparation for forward deployment.
18 Aug 1981	Underway for operation Ocean Venture 81 and Ocean Safari 81.
28 Sep 1981	Luce commences participated in operation Baltops 81.
8-13 Oct 1981	In port Gothenburg, Sweden. During

26 Oct 1981	visit, magazine reports were reported issued daily.
3-4 Nov 1981	Luce arrives back at Mayport, FL. While in port Mayport, FL, the Terrier and ASROC nuclear magazines are worked on.
6 Nov 1981	While in port Mayport, FL, conducted an ASROC nuclear weapons accident/ incident drill.
11 Nov 1981	While in port Mayport, FL, a security alert is sounded in the Terrier and ASROC launchers.
3-4 Dec 1981	Navy Technical Proficiency Inspection (NTPI) inspection is held.
Jan-Feb 1982	Luce is underway for the Jacksonville operating area (JAX OPAREA) for anti-submarine warfare and gunnery exercises.
8-10 Feb 1982	Luce conducts complete weapons offload at Naval Weapons Station Charleston, SC, Pier B, prior to overhaul.

USS MacDonough (DDG-39)

Commissioned:	4 November 1961
Homeport:	Charleston, SC
Nuclear weapons:	ASROC (1961-September 1989) Terrier (1962-September 1988)

Visited Sweden with nuclear weapons: 5-8 November 1977

Nuclear weapons certification and training history:

05/22/74	Completed nuclear ASROC certification
05/15/75	Nuclear Weapons Assist Team (NWAT) visit
05/22-23/75	Nuclear Weapons Acceptance Inspection (NWAI)
03/25/76	Prepared for nuclear weapons inspection
04/14/76	Navy Technical Proficiency Inspection (NTPI)
04/22/76	Nuclear Weapons Assist Team (NWAT) visit. Nuclear Weapons Acceptance Inspection (NWAI) passed.
05/07/76	Instructions issued for review of last Navy Technical Proficiency Inspection (NTPI); Custody items exchanged for nuclear weapons.
03/09/77	Nuclear Weapons Assist Team (NWAT) visit
03/29-31/77	0923 Course
04/13-15/77	Nuclear Weapons Assist Team (NWAT) visit
05/08-09/78	Nuclear Weapons Assist Team (NWAT) visit
05/15/78	Navy Technical Proficiency Inspection (NTPI)
06/15/83	Navy Technical Proficiency Inspection (NTPI)
04/00/85	Navy Technical proficiency Inspection (NTPI)
04/24-26/85	Nuclear Weapons Assist Team (NWAT) visit
09/00/85	Nuclear Weapons Assist Team (NWAT) visit

12/00/85

Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- STANAVFORLANT 75
- Ocean Safari 75, November 1975
- Danish Operations 75, December 1975
- Ocean Safari 77, September-October 1977
- Baltops 77, October-November 1977
- Teamwork 84, February-March 1984

Chronology of port visits to Sweden:

15 May 1975	MacDonough has Nuclear Weapons Acceptance Team (NWAT) visit while at Naval Weapons Station Charleston, SC. The visit concentrated on Terrier security alert drills.
22-23 May 1975	MacDonough undergoes Nuclear Weapons Acceptance Inspection (NWAII) while at Naval Weapons Station Charleston, SC.
27-28 May 1975	MacDonough conducts ASROC nuclear weapons onload at Naval Weapons Station Charleston, SC, Pier A.
25-27 Aug 1975	In port Reykjavik, Iceland as part of NATO's Standing Naval Force Atlantic (STANAVFORLANT). The ship is first anchored in Helguvik Bay, then moored at the NATO refueling pier, and later anchored in Engeyjorsund Bay. Other STANAVFORLANT ships present include the USS Sellers (DDG-11).
30 Aug-2 Sep 1975	In port Bergen, Norway as part of STANAVFORLANT. The USS Sellers (DDG-11) is also present.
6-8 Sep 1975	Anchored in Harstad, Norway as part of STANAVFORLANT. The USS Sellers (DDG-11) is also present.
11-15 Sep 1975	In port Tromsø, Norway.
15-16 Sep 1975	Anchored in Kasfjorden, Norway.
15-17 Sep 1975	Participated in operations in the Norwegian Sea.
17-21 Sep 1975	In port Narvik, Norway.
23 Sep 1975	Moored at refueling pier, Knappen (possibly Bergen), Norway.
10-20 Oct 1975	Participated in operation Ocean Safari 75.
26-28 Nov 1975	Participated in Danish operations in the Baltic approaches.
28 Nov-1 Dec 1975	In port Aarhus, Denmark.
1-3 Dec 1975	Participated in Danish operations in the

20 Dec 1975	Baltic approaches.
17-18 Feb 1976	Arrives back in Norfolk, VA. MacDonough conducts nuclear weapons onload at Naval Weapons Station Charleston, SC, Pier A.
25 Mar 1976	The ship holds preparations for upcoming Navy Technical Proficiency Inspection (NTPI).
14 Apr 1976	Receives Navy Technical Proficiency Inspection (NTPI) and fails.
22 Apr 1976	A Nuclear Weapons Assist Team (NWAT) comes onboard the MacDonough to conduct special training and concludes a successful Nuclear Weapons Acceptance Inspection (Nwai).
7 May 1976	As part of a Change of Command while in port Naval Station Charleston, SC, instructions are issued to review the report of the last Navy Technical Proficiency Inspection (NTPI), and to take extra procedures associated with nuclear weapons in the future (i.e., keys, alarms, entry lists, sentries, security alerts, Z-5-0, etc.). The new commander also endeavors to ascertain the completeness of the Nuclear Weapons Safety and Security Program aboard the ship, review all of the safety rules for nuclear weapons, and ensure that all of required reading is completed for the quarter ending April 1976. Nuclear security custody items, such as Terrier Y-Stop Keys, the H-3144 Terrier Arming Tool, and the ASROC Power Supply Safe Combination are turned over for custody to the new Captain.
May-Jun 1976	The ship is in and out of Charleston, SC, for local operations.
1-2 Jul 1976	At Naval Weapons Station Charleston, SC, Wharf A, for ammunition onload.
3 Jul 1976	In port Naval Station Charleston, SC, where a weapons onload and offload takes place. Five Terrier missiles and seven boosters are offloaded and five missiles and nine boosters are onboard.
Jul-Dec 1976	Underway for operations UNITAS in Latin America; port calls at Naval Station Roosevelt Roads, PR; Venezuela; Brazil; Uruguay; Argentina; Peru; Panama; and Columbia. The ship arrives back at Charleston, SC, on 21 November.
12-14 Jan 1977	Complete weapons offload at Naval

	Weapons Station Charleston, SC, prior to entering drydock.
9 Mar 1977	Nuclear Weapons Assist Team (NWAT) conducted training at Charleston, SC, after drydock.
29-31 Mar 1977	MacDonough undergoes nuclear weapons training course 0923 (Nuclear Weapons handling) while in port Charleston, SC.
4-6 Apr 1977	Weapons and ammunition onload Naval Weapons Station Charleston, SC.
13-15 Apr 1977	Nuclear Weapons Assist Team (NWAT) visit while in port Charleston, SC.
15 Jun 1977	In port Naval Weapons Station Yorktown, VA, for weapons onload.
Jun-Aug 1977	Conducted Caribbean operations (CARIBOPS 2-77); called at Newport, RI; and conducted operation PROTRAMID in the Naragansett operating area.
3-5 Sep 1977	In port Naval Weapons Station Charleston, SC, Pier B, for weapons onload.
26 Sep 1977	In port Naval Weapons Station Charleston, SC, Pier B, for final weapons onload prior to extended forward deployment.
27 Sep-12 Oct 1977	Underway for operation Ocean Safari 77.
1 Nov 1977	Anchored at Aalbaek Bugt, Denmark, along with USS Dahlgren (DDG-43), USS Dupont (DD-941), USS Canisteo (AL-99) and USS Spruance (DD-963).
1-4 Nov 1977	Underway for operation Baltops 77.
4 Nov 1977	MacDonough anchors off Stockholm, Sweden.
5-8 Nov 1977	In port Stockholm, Sweden.
2 Dec 1977	Arrives back at Charleston Naval Base, SC.

USS McCandless (FF-1084)

Commissioned:	18 March 1972
Homeport:	Norfolk, VA
Nuclear weapons:	ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 11-14 October 1974

Nuclear weapons certification and training history:

06/19/73	Nuclear Weapons Assist Team (NWAT) visit
06/21-22/73	Nuclear weapons Accident/Incident Drill
06/28/73	Nuclear weapons Accident/Incident Drill
07/03/73	Nuclear weapons Accident/Incident Drill
07/18/73	Nuclear weapons Accident/Incident Drill

07/19-20/73	Nuclear Weapons Acceptance Inspection (NWAI)
07/22/73	Nuclear weapons Accident/Incident Drill
05/00/74	Prepared for nuclear weapons inspection
05/27-30/74	0923 Course
06/05-07/74	Nuclear Weapons Assist Team (NWAT) visit
06/17/74	Nuclear weapons Accident/Incident Drill
06/18-19/74	Navy Technical Proficiency Inspection (NTPI)
01/13-15/75	0923 Course
02/04-05/75	Nuclear Weapons Assist Team (NWAT) visit
04/15-17/75	Navy Technical Proficiency Inspection (NTPI)
12/22-26/75	0923 Course
04/23-25/84	Nuclear Weapons Assist Team (NWAT) visit
06/23-24/84	Nuclear Weapons Acceptance Inspection (NWAI)
11/19-20/85	Navy Technical Proficiency Inspection (NTPI)
04/14-16/87	Nuclear Weapons Assist Team (NWAT) visit
05/00/87	Prepared for nuclear weapons inspection
05/18-19/87	Defense Nuclear Surety Inspection (DNSI) and Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Northern Merger 74, September 1974
- Baltops 74, October 1974
- Possibly Ocean Safari 85, August-September 1985

Chronology of port visits to Sweden:

14-15 Mar 1973	Ammunition loadout at Naval Weapons Station Yorktown, VA, Pier #3.
3-4 Apr 1973	McCandless loads ammunition at Naval Weapons Station Yorktown, VA, Berth #3.
19 Jun 1973	While in port Naval Station Norfolk, VA, a Nuclear Weapons Assist Team (NWAT) from Nuclear Weapons Training Group, Atlantic, comes onboard in preparation for an upcoming Nuclear Weapons Acceptance Inspection (NWAI).
21-22 Jun 1973	While in port Naval Station Norfolk, VA, Pier 21, Berth #216, an ASROC nuclear weapons accident/incident drill is conducted in preparation for an upcoming Nuclear Weapons Acceptance Inspection (NWAI).
28 Jun 1973	While in port Naval Station Norfolk, VA, Pier 20, Berth #206, an ASROC nuclear weapons accident/incident drill is conducted in preparation for an upcoming Nuclear Weapons Acceptance Inspection (NWAI).
3 Jul 1973	While in port Naval Station Norfolk, VA, Pier 20, Berth #206, an ASROC nuclear

weapons accident/incident drill is conducted in preparation for an upcoming Nuclear Weapons Acceptance Inspection (Nwai).

11-12 Jul 1973 Ammunition loadout at Naval Weapons Station Yorktown, VA, Berth #7.

18 Jul 1973 While in port Naval Station Norfolk, VA, Pier 21, Berth #5, an ASROC nuclear weapons accident/incident drill is conducted in preparation for an upcoming Nuclear Weapons Acceptance Inspection (Nwai).

19-20 Jul 1973 While in port Naval Station Norfolk, VA, Pier 21, Berth #5, the ship undergoes a Nuclear Weapons Acceptance Inspection (Nwai) and "was certified for the handling and storage of nuclear weapons. The overall grade assigned for the inspection was OUTSTANDING with no technical deficiencies notes."

22 Jul 1973 While in port Naval Station Norfolk, VA, Pier 21, Berth #5, the ship conducts another ASROC nuclear weapons accident/incident drill.

27 Jul 1973 While in port Naval Station Norfolk, VA, Pier 21, Berth #206, McCandless loads ASROC components in preparation for at sea period.

Aug-Dec 1973 Deployed overseas as part of Middle East Force; port calls to Trinidad; Brazil; Angola; Mozambique; Mauritius; Malagasy Republic; Kenya; Seychelles; Pakistan; and Bahrain. McCandless takes part in operation MIDLINK 1-73 with Iran.

Jan 1974 McCandless returns from Middle East visiting Mozambique and Brazil; and arrives back at Naval Station Norfolk, VA, on 30 January.

6-29 Mar 1974 Tender availability with destroyer tender USS Puget Sound (AD-38).

May 1974 While in port Naval Station Norfolk, VA, McCandless prepares for the annual Navy Technical Proficiency Inspection (NTPI).

27-30 May 1974 While in port Naval Station Norfolk, VA, a Nuclear Weapons Training Group Atlantic 0923 Nuclear Weapons handling course is conducted.

5-7 Jun 1974 While in port Naval Station Norfolk, VA, Nuclear Weapons Assist Team (NWAT) from Commander Cruiser Destroyers Atlantic visits the ship to conduct nuclear weapons accident/incident drills.

17 Jun 1974	While in port Naval Station Norfolk, VA, a nuclear weapons accident/incident drill is held in preparation for an upcoming inspection.
18-19 Jun 1974	While In port Naval Station Norfolk, VA, A Navy Technical Proficiency Inspection (NTPI) is satisfactorily passed "with many areas being commended for exceptional performance by Commander Destroyer Squadron Ten, the senior observer.
Jul-Aug 1974	In and out of Norfolk, VA for various local training activities and readiness and logistics inspections.
16-29 Sep 1974	Participated in operation Northern Merger.
29 Sep-3 Oct 1974	In port Oslo, Norway.
4-10 Oct 1974	Participated in operation Baltops 74.
11-14 Oct 1974	In port Gothenburg, Sweden along with USS John King (DDG-3).
30 Oct 1974	Arrived back at Naval Station Norfolk, VA.
31 Oct-17 Nov 1974	While in port Naval Station Norfolk, VA, McCandless conducts tender availability with USS Puget Sound (AD-38).
Nov-Dec 1974	In and out of Naval Station Norfolk, VA, for local training and inspections.
13-15 Jan 1975	While in port Naval Station Norfolk, VA the Nuclear Weapons Training Group Atlantic conducts onboard training in preparation for upcoming Navy Technical Proficiency Inspection (NTPI). Training includes a 0923 Nuclear Weapons handling course.
4-5 Feb 1975	Surface Forces Atlantic command Nuclear Weapons Assist Team (NWAT) concludes all preparations for the scheduled Navy Technical Proficiency Inspection (NTPI) to be held in March.
20 Feb 1975	The Navy Technical Proficiency Inspection (NTPI) in March is rescheduled for April to follow drydock.
24-25 Feb 1975	At Naval Weapons Station Yorktown, VA, Wharf #3, to offload all weapons and ammunition in preparation for going into drydock. Offload includes 430 5-inch (5"/54) rounds of ammunition, 15 ASROC missiles, and 18 torpedoes.

USS Moinester (FF-1097)

Commissioned:

2 November 1974

Homeport: Norfolk, VA
Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 1-5 October 1986

Nuclear weapons certification and training history:

02/20-26/84	Prepared for nuclear weapons inspection
02/28/84	Navy Technical Proficiency Inspection (NTPI)
01/01-07/85	Prepared for nuclear weapons inspection
01/08-09/85	Navy Technical Proficiency Inspection (NTPI)
10/23/85	0923 Course
11/18-20/85	Nuclear Weapons Assist Team (NWAT) visit
01/13-14/86	Navy Technical Proficiency Inspection (NTPI)
11/05-07/86	Nuclear Weapons Assist Team (NWAT) visit
11/24-25/86	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Possibly Ocean Safari 85, August-September 1985
- Northern Wedding 86, August-September 1986
- Baltops 86, October 1986

Chronology of port visits to Sweden:

23 Oct 1985	Moinester conducts 0923 nuclear weapons handling course while in port Naval Station Norfolk, VA, in preparation for upcoming Navy Technical Proficiency Inspection (NTPI).
18-20 Nov 1985	Nuclear Weapons Assist Team (NWAT) visits Moinester while in port Naval Station Norfolk, VA.
Dec 1985	In and out of Naval Station Norfolk, VA for local training and inspections.
9-10 Jan 1986	At Naval Weapons Station Yorktown, VA., for a pre-selected repair availability (SRA) ammunition download.
13-14 Jan 1986	Successfully completed a Navy Technical Proficiency Inspection (NTPI) while in port Naval Station Norfolk, VA.
Jan-Mar 1986	At Norfolk Naval Shipbuilding Company for restricted availability (SRA). Left on 11 March and stayed in port Naval Station Norfolk, VA.
9-10 Apr 1986	In Naval Weapons Station Yorktown, VA, Pier 3, Berth #5, starboard side for ammunition load prior to forward operations.
Apr-Jun 1986	Participated in NATO WESTLANT anti-submarine special operations; made port call in Bermuda.

27 Jun-29 Jul 1986 Intermediate Maintenance Availability (IMAV) with destroyer tender USS Yellowstone (AD-41) following main space fire.

8 Aug 1986 Made brief stop at Naval Weapons Station Yorktown, VA, for ammunition onload prior to forward deployment.

17 Aug 1986 Underway from Norfolk, VA, for operation Northern Wedding 86

1-5 Oct 1986 In port Stockholm, Sweden. First U.S. Navy ship in two years to visit this port.

5-11 Oct 1986 Participated in operation Baltops 86.

10-11 Oct 1986 At anchor in Aarhus Bay, Denmark.

11-16 Oct 1986 In port Aarhus, Denmark with USS Thorn.

3 Nov 1986 Moinester arrives back at Naval Station Norfolk, VA.

5-7 Nov 1986 Moinester receives a Nuclear Weapons Assist Team (NWAT) visit while in port Naval Station Norfolk, VA, in preparation for an upcoming inspection.

24-25 Nov 1986 Moinester passes a Navy Technical Proficiency Inspection (NTPI) while in port Naval Station Norfolk, VA.

USS Patterson (FF-1061)

Commissioned: 14 March 1970
 Homeport: Philadelphia, PA
 Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 19-22 October 1979

Nuclear weapons certification and training history:

08/06-07/79 Defense Nuclear Surety Inspection (DNSI)
 05/10-14/82 Nuclear Weapons Assist Team (NWAT) visit
 06/21-25/82 Nuclear Weapons Assist Team (NWAT) visit

Participated in the following North Atlantic naval exercises:

- Ocean Safari 79, September-October 1979
- Baltops 79, October 1979

Chronology of port visits to Sweden:

29-30 Aug 1977 At Naval Weapons Station Earle, NJ, Pier #3, for ammunition and weapons onload following overhaul.

4-7 Mar 1978 At Naval Weapons Station Charleston, SC, Pier A1, for ammunition onload.

1979	Command History for year classified.
6 Apr 1979	Offloaded weapons at Naval Weapons Station Charleston, SC.
30 May 1979	Arrived at Naval Weapons Station Charleston, SC, for weapons onload.
6-7 Aug 1979	Satisfactorily completed a Defense Nuclear Surety Inspection (DNSI).
24 Sep-5 Oct 1979	Participated in operation Ocean Safari 79.
6-10 Oct 1979	In port Frederikstad, Norway.
12 Oct 1979	Anchored off Skagen, Denmark.
12-19 Oct 1979	Participated in operation Baltops 79.
19-22 Oct 1979	In port Stockholm, Sweden.

USS Richard E. Byrd (DDG-23)

Commissioned:	7 March 1964
Homeport:	Norfolk, VA
Nuclear weapons:	ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 6-10 October 1979 and
19-22 October 1979

Nuclear weapons certification and training history:

09/23-10/14/72	Prepared for nuclear weapons inspection
11/12-12/04/72	Navy Technical Proficiency Inspection (NTPI)
02/05/74	Nuclear weapons Accident/Incident Drill
02/06-07/74	Navy Technical Proficiency Inspection (NTPI)
11/00/76	Prepared for nuclear weapons inspection
02/07-08/78	Navy Technical Proficiency Inspection (NTPI)
06/20-21/82	Defense Nuclear Surety Inspection (DNSI)
06/04-07/84	Nuclear Weapons Assist Team (NWAT) visit
06/21-22/84	Navy Technical Proficiency Inspection (NTPI)
06/02/86	Nuclear weapons Accident/Incident Drill
06/23/86	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Possibly Ocean Safari 79, September-October 1979
- Teamwork 84, February-March 1984
- Possibly Cold Winter 85, March 1985
- Possibly Blue Harrier 85, April 1985
- Bright Horizon 85, May 1985
- Northern Wedding 86, August-September 1986

Chronology of port visits to Sweden:

21-23 Jul 1975	At Naval Weapons Station Yorktown, VA, following Mediterranean Sea deployment and prior to entering drydock. Complete ammunition and missile offload takes
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place.

29-30 Jul 1976 Moored at Naval Weapons Station Yorktown, VA, Stony Point Wharf, Berth #7, for onload of ASROC, torpedoes, and Tartar missiles.

Aug-Nov 1976 Weapons trial (WSAT) at the Atlantic Underseas Test and Evaluation Center (AUTEK), Andros Island, Bahamas; return to Naval Station Norfolk, VA and operations in the Virginia capes (VACAPES) area; port calls at Naval Station Roosevelt Roads, PR; Guantanamo Bay, Cuba; and return to Naval Station Norfolk, VA.

Nov 1976 Preparation underway for Nuclear Weapons Acceptance Inspection (Nwai). Inspection successfully completed while in port Naval Station Norfolk, VA.

29 Nov-1 Dec 1976 In Naval Weapons Station Yorktown, VA, for ammunition onload.

Dec 1976 Exercise MARCOT 76 and various inspections at Naval Station Norfolk, VA.

Jan-Apr 1977 Participated in Caribbean operations (CARIBEX 1-77); called at Naval Station Roosevelt Roads, PR; St. Thomas, U.S. Virgin Islands; participated in COMPUTEX 4-77; and return to Naval Station Norfolk, VA.

11-12 Mar 1977 At Naval Weapons Station Yorktown, VA, Ammunition Pier, for ammunition onload.

Jun-Sep 1977 In port Naval Station Norfolk, VA, preparing for deployment with NATO's Standing Naval Force Atlantic (STANAVFORLANT); port calls in Bermuda; Naval Station Roosevelt Roads, PR; Charleston, SC; Bermuda; and Halifax, Canada.

23-25 Sep 1977 Participated in operation Cockfight, a Royal Navy exercise.

17-28 Oct 1977 Participated in operations Ocean Safari 77.

7-10 Nov 1977 Participated in Danish operations.

11-14 Nov 1977 In port Copenhagen, Denmark.

22-25 Nov 1977 Participated in Joint Maritime Exercise 773 work-up phase.

28 Nov-1 Dec 1977 Participated in Joint Maritime Course (JMC) 773 ocean phase.

17 Dec 1977 Arrived back at Naval Station Norfolk, VA.

Jan 1978 At Naval Station Norfolk, VA.

7-8 Feb 1978 Navy Technical Proficiency Inspection

Feb-Mar 1978	(NTPI) held while in port Norfolk, VA. At Naval Station Norfolk, VA;
5 Apr 1978	participates in ASWEX 1-78. At Naval Weapons Station Yorktown, VA,
Apr 1978	for an ammunition loadout. Caribbean operations for missile exercise and surveillance of Soviet naval force.
15 May 1978	At Naval Weapons Station Yorktown, VA, Ammunition Pier, for ammunition replenishment.
21 Jun 1978	At Naval Weapons Station Yorktown, VA, for final ammunition and weapons onload prior to Mediterranean Sea deployment.
29 Jun 1978	Deployed for Mediterranean Sea.
21 Jul 1978	The first of seven extensive underway logistic replenishments are conducted receiving stores and ammunition from USS Suribachi (AE-21).
8 Feb 1979	Arrives back at Naval Station Norfolk, VA.
Mar-Aug 1979	In and out of Naval Station Norfolk, VA for local operations and training and inspections.
16 Aug 1979	At Naval Weapons Station Yorktown, VA, "to onload missiles for the deployment and to take on gun ammunition for [naval gunfire support] NGFS qualification."
11 Sep 1979	Departed Naval Station Norfolk, VA, for operation Ocean Safari 79.
1-10 Oct 1979	In port Gothenburg, Sweden.
10-19 Oct 1979	Participated in operation Baltops 79 with USS Patterson (FF-1061). During this exercise, "Several [naval passing exercises] PASSEXS were conducted with Swedish patrol boats. In the Baltic, the U.S. force was subject to heavy surveillance by USSR units. Byrd and Patterson sailed through a Soviet [anti- submarine warfare] ASW exercise."
19-22 Oct 1979	In port Stockholm, Sweden.
8 Nov 1979	Arrived back at Naval Station Norfolk, VA.

USS Semmes (DDG-18)

Commissioned:	10 December 1962
Homeport:	Charleston, SC
Nuclear weapons:	ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 28 June-1 July 1977

Nuclear weapons certification and training history:

06/21/71	Nuclear Weapons Acceptance Inspection (NWAI)
03/15/72	Nuclear weapons Accident/Incident Drill
04/12/72	Prepared for nuclear weapons inspection
06/02/72	Nuclear weapons Accident/Incident Drill
06/08-09/72	Navy Technical Proficiency Inspection (NTPI)
08/21/72	Nuclear weapons Accident/Incident Drill
07/20-22/76	Nuclear Weapons Assist Team (NWAT) visit
07/28-30/76	Nuclear Weapons Assist Team (NWAT) visit
08/26/76	Nuclear Weapons Assist Team (NWAT) visit
09/01-02/76	Navy Technical Proficiency Inspection (NTPI)
11/22/76	Nuclear weapons Accident/Incident Drill
04/05-07/77	Nuclear weapons Accident/Incident Drill
03/05-09/79	Nuclear weapons Accident/Incident Drill
03/14/79	Nuclear Weapons Assist Team (NWAT) visit
04/23-25/79	Nuclear Weapons Assist Team (NWAT) visit
05/04-05/79	Nuclear Weapons Acceptance Inspection (NWAI)
05/06-08/80	Nuclear Weapons Assist Team (NWAT) visit
05/22-23/80	Defense Nuclear Surety Inspection (DNSI)
02/09-11/81	Nuclear Weapons Assist Team (NWAT) visit
03/25-27/81	Nuclear Weapons Assist Team (NWAT) visit
03/30-31/81	Navy Technical Proficiency Inspection (NTPI)
03/31-04/02/86	0923 Nuclear Weapons Handling course
04/01/86	Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Dutch Operations 71, October-November 1971
- Yellow Bird 71, November-December 1971
- Strong Express 72, September-October 1972
- Teamwork 80, September-October 1980
- Baltops 80, October 1980

Chronology of port visits to Sweden:

20-22 Jul 1976	While in port Charleston Naval Base, SC, Pier Q, Berth #3, a Nuclear Weapons Assist Team (NWAT) came aboard and conducted an ASROC nuclear weapons accident/incident drill as part of final preparations for an upcoming Navy Technical Proficiency Inspection (NTPI).
28-30 Jul 1976	While in port Charleston Naval Base, SC, Pier Q, Berth #3, the Naval Weapons Training Group Atlantic Nuclear Weapons Assist Team (NWAT) came aboard for additional assistance in preparing for the Navy Technical Proficiency Inspection (NTPI). A 0923 Nuclear Weapons handling Course was held on

board.

26 Aug 1976 While in port Charleston Naval Base, SC, Pier Papa, Berth 4A, the Nuclear Weapons Assist Team (NWAT) returned for a one day visit and conducted an ASROC nuclear weapons accident/incident drill.

1-2 Sep 1976 A Navy Technical Proficiency Inspection (NTPI) was held while in port Charleston, SC, and "the Semmes passed with flying colors."

Sep-Nov 1976 In and out of Charleston for local training and inspections; participated in COMPUTEX 1-77.

11-12 Nov 1976 Semmes moors at Naval Weapons Station Charleston, SC, Wharf A, Pier 2A, and loads weapons.

22 Nov 1976 While in port Charleston Naval Base, SC, Pier P, Berth 2A, an ASROC nuclear weapons accident/incident drill is held. Moored at Charleston, SC.

Dec 1976 Deployed overseas for Mediterranean Sea.

Jan-Mar 1977 While in port Gaeta, Italy, the crew held "valuable training for our ASROC Accident/Incident Team."

5-7 Apr 1977 In port Gothenburg, Sweden.

28 Jun-1 Jul 1977 Operation Highwood 77.

8-10 Jul 1977 Semmes arrives back at Charleston, SC.

1 Aug 1977 In Charleston Naval Base, SC, Pier Papa, Berth 5B, where the ship "off-loaded all ASROC Weapons in preparation for the upcoming overhaul."

24 Aug 1977

USS Stickell (DD-888)

Commissioned: October 1945

Homeport: Newport, RI (until July 1969)
Norfolk, VA (from July 1969)

Nuclear Weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 30 June-5 July 1967

Nuclear weapons certification and training history:

10/12/67 Navy Technical Proficiency Inspection (NTPI)

05/08/69 Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Northern European Cruise, June-July 1964
- ASW Operations, May-September 1967

Chronology of port visits to Sweden:

1964 In early 1964 the Stickell rejoins the Fleet following a major FRAM I conversion at Philadelphia Naval Shipyard, PA, which includes the installation of the ASROC missile system.

Jul 1965 Stickell enters a six week overhaul period at the Boston Naval Shipyard, MA.

19 Jan 1966 Stickell departs Newport, RI, for Pacific deployment off Vietnam.

10 Feb 1966 Stickell offloads anti-submarine weapons ("the necessary weapons") at Pearl Harbor, HI, prior to entering drydock for repair of minor underwater hull cracks.

14 Feb 1966 Stickell reloads the anti-submarine weapons that were stored while in drydock.

17 Aug 1966 Returns to Newport, RI.

29 Sep 1966 Stickell arrives at Naval Weapons Station Earle, NJ, "where she stowed all her ammunition in preparation for entering Boston Naval Shipyard for a three month overhaul period."

13-14 Feb 1967 Stickell onloads ammunition and weapons at Naval Weapons Station Earle, NJ, and Naval Station Norfolk, Virginia, following overhaul.

29 May 1967 Departs Newport, RI, for a four month Northern Europe and Mediterranean deployment as part of Task Group 83.1 which included the aircraft carrier USS Essex (CVS-9), USS Farragut (DLG-6), USS John Willis (DE-1027), and USS Lester (DE-1022). During this deployment the Task Force was shadowed "by Soviet AGI [intelligence] trawlers, overflowed by Soviet Bison jets, and surveyed from afar by Soviet destroyers, but there had never been a premeditated surveillance action bordering on harrassment."

8-11 Jun 1967 In port Bergen, Norway, together with the Task Group.

23-27 Jun 1967 In port Aarhus, Denmark, together with USS Lester (DE-1022). "Aarhus also proved to be the first Scandinavian port in which STICKEL suffered the embarassment of an anti Viet-Nam war demonstration. The peaceful demonstrators, a band of about 20

30 Jun-4 Jul 1967

college aged men and women, carried signs and photographic placards. They took station on the pier but were soon dispersed by the Aarhus police." In port Sundsvall, Sweden. "Upon arrival [the Commander] received official calls from the mayor of Sundsvall, the Commanding Officer of the Norrland Coast Artillery Defense, and the Commanding Officer of the 5th Regiment Royal Swedish Anti-Aircraft Corps. While at Sundsvall STICKELL fielded a basketball team to face the local hoopsters; two touch football teams who played an exhibition game in the city stadium for a near standing room crowd of 1000 people. On the 4th of July the ship and it's band 'The Destroyaires' hosted a dance on the flight deck for Sundsvall's Mod generation."

6 Jul 1967

While transiting the Baltic Sea enroute Londonderry operations, the Stickell sighted the Soviet sub chaser SO1 class pennant number 16, at 55-15 north, 13-39 east at 061755Z. "As STICKELL approached on course 271 degrees, speed 17 knots, number 16 slowed and became DIW waiting for STICKELL to overtake her. At 061810Z number 16 moved ahead, closed range, maneuvered to pass down STICKELL's starboard side, range 600 yards. Number 16 then turned and fell in astern at 900 yards. At 061840Z, number 16 closed to 600 yards on STICKELL's starboard quarter. At 061840Z she paralleled STICKELL course moving ahead to a position on the starboard bow, range 1000 yards. The sub chaser completed surveillance by again passing down the starboard side under the stern and then took position on the port quarter at 500 yards. During this entire incident STICKELL maintained course and speed (271 degrees - 17 knots). Personnel were seen photographing and making sketches of STICKELL."

12 Sep 1967

12 Oct 1967

Arrives back at Newport, RI. Completes annual Navy Technical Proficiency Inspection (NTPI) with a grade of 95.4 (outstanding). "Only four other ships in the Cruiser-Destroyer Force, U.S. Atlantic Fleet, earned this

grade of outstanding."

USS Ticonderoga (CG-47)

Commissioned: 22 January 1983
Homeport: Norfolk, VA
Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 8-12 October 1985

Nuclear weapons certification and training history:

02/28-03/02/83 Nuclear Weapons Assist Team (NWAT) visit
04/26-05/24/83 Nuclear Weapons Acceptance Inspection (NWA
07/05-06/84 Nuclear Weapons Assist Team (NWAT) visit
07/25-26/84 Defense Nuclear Surety Inspection (DNSI)
08/22-23/85 Defense Nuclear Surety Inspection (DNSI)
12/10-11/86 Navy Technical Proficiency Inspection (NTPI)

Participated in the following North Atlantic naval exercises:

- Ocean Safari 85, September 1985
- Baltops 85, October 1985
- Possibly Ocean Safari 87, August-September 1987
- Baltops 89, June 1989

Chronology of port visits to Sweden:

28 Feb-2 Mar 1983 Nuclear Weapons Assist Team (NWAT) visit while in port Charleston, SC.
3-4 Mar 1983 Ammunition loadout at Charleston, SC.
26 Apr-4 May 1983 While in port Guantanamo Bay, Cuba, a Nuclear Weapons Acceptance Inspection (NWA
10-11 Jul 1983 Ammunition offload at Naval Weapons Station Yorktown, VA.
29-30 Aug 1983 Ammunition onload at Naval Weapons Station Charleston, SC.
19-20 Sep 1983 Ammunition onload at Naval Weapons Station Yorktown, VA.
5-6 Jul 1984 While the Ticonderoga is in Naval Station Norfolk, VA, a Nuclear Weapons Assist Team (NWAT) conducts training in preparation for upcoming certification inspections.
25-26 Jul 1984 While in port Naval Station Norfolk, VA, a Defense Nuclear Surety Inspection (DNSI) and a Navy Technical Proficiency Inspection (NTPI) are passed. The NTPI

	reportedly was converted into a DNSI. The Ticonderoga is the first surface ship to get a "close out -- No Discrepancies -- nomination" by the inspectors.
Aug-Oct 1984	Ticonderoga conducts operations in the Virginia capes (VACAPES) area and visits the Naval Station Roosevelt Roads, PR.
16-18 Oct 1984	Ticonderoga offloads all weapons at Naval Weapons Station Yorktown, VA, prior to going into drydock.
Nov-Dec 1984	At Naval Station Norfolk, VA and in the shipyard.
8-10 Jan 1985	Ticonderoga is at Naval Weapons Station Yorktown, VA, Pier 5, Berth 9, for ammunition replenishment and nuclear weapons onload following drydock.
Jan-Apr 1985	Ticonderoga conducts Central America operations (CENTAM OPS) in the Caribbean and South American waters; port calls at Venezuela; and Honduras.
Apr 1985	Naval Weapons Station Yorktown, VA, for complete ammunition loadout prior to extended operations and forward deployments.
Apr-Aug 1985	Participated in Virginia capes operations (VACAPES OPS); exercise SEABAT; port call at Mayport, FL; and exercise READEX 2-85.
22-23 Aug 1985	While in port Naval Station Norfolk, VA, a Defense Nuclear Surety Inspection (DNSI) is conducted.
27 Aug 1985	Underway for operation Ocean Safari 85.
Sep 1985	Spent four days operating in Vestfjorden, Norway, "developing refinements for the Navy's Maritime Strategy. During this operations, Tico engaged over twenty attacking aircraft flying down the fjord to attack the carrier (USS America (CV-66)) in less than two minutes."
Sep 1985	Participated in operation Baltops 85 as part of the Iowa Battlegroup. This was "the first battleship in the Baltic in over 40 years, the first time for an AEGIS weapons system to be operating in the Baltic [on board the Ticonderoga], and the introduction of the LAMPS III helo embarked in the missile frigate Halyburton."
1-7 Oct 1985	In port Aarhus, Denmark.
8-12 Oct 1985	In port Gothenburg, Sweden.

5 Nov 1985

Returns to Naval Station Norfolk, VA.

USS Wainwright (CG-28)

Commissioned: 8 January 1966
Homeport: Charleston, SC
Nuclear weapons: ASROC (1961-September 1989)
Terrier (1962-September 1988)

Visited Sweden with nuclear weapons: 10-13 October 1980

Nuclear weapons certification and training history:

01/13-14/77 Nuclear Weapons Assist Team (NWAT) visit
02/22/77 Nuclear Weapons Acceptance Inspection (NWAI)

Participated in the following North Atlantic naval exercises:

- Teamwork 80, September 1980

Chronology of port visits to Sweden:

1976	Command History for year classified.
10-12 Jan 1977	Conducts ammunition onload at, Naval Weapons Station Charleston, SC, Pier A.
13-14 Jan 1977	Nuclear Weapons Assist Team (NWAT) visits and conducts "special Emergency November [nuclear weapons accident] drills to train the repair parties in handling nuclear accidents."
22 Feb 1977	Nuclear Weapons Acceptance Inspection (NWAI).
23-24 Feb 1977	In Naval Weapons Station Charleston, SC, Wharf A, Berth A2(42), for weapons onload.
23 Mar 1977	In port Naval Weapons Station Charleston, SC, for nuclear weapons onload.
1978	Command History for year classified.
1979	Command History for year classified.
1980	Command History for year classified.
1-2 Jul 1980	In Naval Weapons Station Charleston, SC, Wharf Alpha, for ammunition and weapons onload.
10-13 Oct 1980	In port Stockholm, Sweden.
14-17 Oct 1980	In port Helsinki, Finland along with the USS Caron (DD-970).
6 Nov 1980	Arrives back in Charleston Naval Base, SC.

USS William S. Sims (FF-1059)

Commissioned: 3 January 1970
Homeport: Mayport, FL
Nuclear weapons: ASROC (1961-September 1989)

Visited Sweden with nuclear weapons: 5-8 October 1976

Nuclear weapons certification and training history:

05/18/75 Decertified for carriage and use of nuclear weapons
08/12/76 Nuclear Weapons Acceptance Inspection (Nwai)
04/18/86 Nuclear Weapons Acceptance Insepction (Nwai)

Participated in the following North Atlantic naval exercises:

- Teamwork 76, September 1976
- Baltops 76, September-October 1976
- Bonded Item 76, October 1976

Chronology of port visits to Sweden:

29-30 Apr 1975 Arrives at Naval Weapons Station Charleston, SC, for offload of ammunition and weapons in preparations for going into the shipyard in June.

9 May 1975 While in port Mayport Naval Station, FL, the ship completed offload of all weapons and commenced a tender availability with the USS Yosemite (AD-19).

18 May 1975 The ship "was decertified for Nuclear Weapons."

19 May 1975 The ASROC launcher was offloaded for overhaul by the Naval Ordnance Rework Facility, Louisville, Kentucky. "At this point, the only ammunition on board was for small arms."

May 1975-Apr 1976 Overhaul.

12-13 Apr 1976 Sims is moored at Naval Weapons Station Charleston, SC, Pier Alpha, for weapons onload following overhaul.

Apr-Jul 1976 Sims is in Mayport, FL; Port Everglades, FL; at the Atlantic Underseas Test and Evaluation Center (AUTEK) Range, Andros Island, Bahamas; back at Mayport, FL; at Guantanamo Bay, Cuba; in Jamaica; at Naval Station Roosevelt Roads, PR.; and back at Mayport, FL. The ship qualifies its weapons and crew after extensive overhaul.

12 Aug 1976	Successfully completes a Nuclear Weapons Acceptance Inspection (Nwai) while at Mayport, FL.
1-2 Sep 1976	Sims arrives at Naval Weapons Station Charleston, SC, Wharf A, to complete weapons load-out prior to overseas deployment.
2 Sep 1976	Underway for operation Teamwork 76.
23-24 Sep 1976	In port Tromsø, Norway.
24-25 Sep 1976	Anchored off Tromsø, Norway.
25 Sep-1 Oct 1976	Participated in operation Baltops 76.
5-8 Oct 1976	In port Stockholm, Sweden.
8-17 Oct 1976	Underway for operation Bonded Item.
10 Nov 1976	Sims arrives back at Mayport, FL.

The Greenpeace Nuclear Free Seas Campaign and the Neptune Papers

The Neptune Papers monograph series is published in support of Greenpeace's Nuclear Free Seas campaign, a campaign whose goal is the elimination of all nuclear weapons and nuclear reactors from sea-going vessels.

The Nuclear Free Seas campaign was launched in July 1987, on the second anniversary of the sinking of the Greenpeace flagship Rainbow Warrior by French secret service agents.

The campaign involves political lobbying, research on naval nuclear issues, and non-violent direct actions to work against the deployment of nuclear weapons and nuclear reactors at sea. The Nuclear Free Seas campaign is active in Europe, North America and the Pacific.

The Neptune Papers

Neptune Papers No. 1: The Nuclear Arms Race at Sea, by William M. Arkin (October 1987), is an overview of the naval arms race in the 1980s.

Neptune Papers No. 2: Nuclear Warships and Naval Nuclear Weapons: A Complete Inventory, by Joshua Handler and William M. Arkin (May 1988), is a comprehensive list of naval vessels in the U.S., Soviet, British, French and Chinese navies that carry nuclear weapons or are propelled by nuclear power.

Neptune Papers No. 3: Naval Accidents 1945-1988, by William M. Arkin and Joshua Handler (June 1989), analyses worldwide naval accidents, with particular attention to nuclear-related accidents, from 1945 to 1988.

Neptune Papers No. 4: Naval Safety 1989, The Year of the Accident (April 1990), by Joshua Handler, Amy Wickenheiser and William M. Arkin, surveys worldwide naval accidents in 1989 and provides data on U.S. naval accident trends in the 1980s.

Neptune Papers No.5: Nuclear Warships and Naval Nuclear Weapons 1990: A Complete Inventory (September 1990), by Joshua Handler and William M. Arkin, updates Neptune Papers No.2 and examines the changes in naval nuclear forces in the past two years.

Neptune Papers No.6: U.S. Naval Nuclear Weapons in Sweden (September 1990), by Hans M. Kristensen, William M. Arkin and Joshua Handler, documents that U.S. Navy ships visiting Swedish ports between 1960 and 1989 routinely carried nuclear weapons in violation of Swedish non-nuclear policy.