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CIA HISTORICAL REVIEW PROGRAM

RELEASE IN FULL 1993

- 13. Senators Symington, Jackson and Dominick ask about the SA-6 missile, particularly its guidance system.

DCI and General Graham discussed. More information should be provided.

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- 14. Senator Jackson asked if the Soviets presently have naval infantry in the Mediterranean. Did they have naval infantry in the Mediterranean during the '67 war? Have they deployed naval infantry elsewhere outside of the Eurasian area?

DCI promised to provide.

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- 15. Senator Symington asked for a detailed analysis of each Soviet weapon employed in the present conflict and comparable U.S. weapons.

DCI promised this information but cautioned that it would require several months before our exploitation of captured equipment was completed.

Comment: Senator Symington asked the DCI to provide at least an interim report sooner than this.

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- 16. Senator Jackson asked about the capability of the Suez Canal to accommodate size and type of ships.

He obviously sees the possible opening of the Suez Canal as being of primary advantage only to the Soviets.

CIA

- 17. Senator Jackson asked how long it would take to clear the Canal once such a decision was made.

CIA

- 18. Senators Symington and Thurmond ask to whose advantage is it to open the Canal.

DCI briefly discussed.

EFF
X

- 19. Senator Dominick asked when will we have further information on possible break down of the present cease-fire in the Middle East.

DCI responded that our first information will probably come as a result of Dr. Kissinger's talks.

X

H. F. Hutchinson, Jr.
LTC USA

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12 November 1973

Question 16

Senator Jackson asked about the capability of the Suez Canal to accommodate size and type of ships (he obviously sees the possible opening of the Suez Canal as being of primary advantage only to the Soviets).

CIA Response

When the Suez Canal was closed in 1967 it could accommodate vessels with 38-foot drafts -- adequate for dry cargo ships and tankers up to 50,000 DWT fully loaded or larger ships up to 150,000 DWT in ballast. This operational capability stemmed from completion by early in 1964 of the first two stages of the three-stage "Nasser Project" that was begun in 1958 and aimed at widening and deepening the Canal for transit of larger ships entering the world tanker fleet. Although work was under way to carry out the last stage of the project to deepen the Canal to 40 feet, it was far from complete at the time of the Canal closure.

The USSR would probably benefit more than any other country from a reopening of the Suez Canal at its pre-closure depth. With only a few vessels larger than 50,000 DWT, most of the Soviet merchant fleet can transit the Canal fully loaded. If the canal opens, the USSR will be able to restore its once sizeable exports of petroleum from the Black Sea to India and Japan, over 5 million tons in 1966.

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At the same time, the added cost (\$30 to \$50 million annually) of that Black Sea trade with India, North Vietnam, and other countries east of Suez that the USSR has carried on via the roundabout Cape route since the June 1967 closure of the Canal will be eliminated. By eliminating 2,500 miles from each voyage between the Black Sea and the Indian Ocean, opening the Canal will also facilitate Soviet naval, fishing, oceanographic, and space support activities in that region. Naval ship transfers between the Far East and the Black Sea, and deployment and support voyages from the Black Sea to the Indian Ocean will require two weeks less steaming time. Although the main responsibility for Soviet naval operations in the Indian Ocean will probably remain with the Far East Fleet, the Black Sea fleet is likely to take on a key role in supporting and supplying units from the Far East Fleet.

Question 17

Senator Jackson asked how long it would take to clear the Canal once such a decision was made.

CIA Response

We estimate that the Canal probably could be restored to its pre-1967 operating capacity in about six months at a cost of

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some \$40 million, excluding the cost of repair to associated installations. Costs could run substantially higher if larger quantities of equipment were employed to expedite the work. Estimates of restoration cost include \$10 million for the removal of 14 sunken vessels in the Canal that could be raised in about three months. Dredging costs could run as high as \$30 million and take about six months to complete; it is assumed that dredging operations and salvage work would be conducted simultaneously.