

DISPATCH		CLASSIFICATION SECRET	DISPATCH SYMBOL AND NO. EGFA-36618
TO Chief, SR Chief, SE Chief of Station, Germany			DISPATCH SYMBOL AND NO. <input type="checkbox"/> <input type="checkbox"/>
FROM Chief of Base, Frankfurt			DATE 11. Jan. 1963
SUBJECT FYKAT REDWOOD REDSKIN ABAEYSS Report of Meeting with ABAEYSS-1.			<input type="checkbox"/> MARKED FOR INDEXING <input checked="" type="checkbox"/> NO INDEXING REQUIRED <input type="checkbox"/> INDEXING COPY BE SUBMITTED BY QUALIFIED HQ DESK ONLY
ACTION REQUIRED See paragraph 11 below.			

- REFERENCES
- A. FROB-3735, 21 December 1962
 - B. DIR-09170, 8 January 1963

1. On 7 January the undersigned met with ABAEYSS-1 for a four-hour debriefing session. Contact with ABAEYSS-1 was effected through who notified us of the return of ABAEYSS-1 on 21 December (see reference A). The debriefing took place in the home of ABAEYSS-1 in Salzgitter-Steterburg and in the presence of

2. ABAEYSS-1 left Salavat on 10 December. He travelled by train to Moscow, thence by air to Stuttgart via Copenhagen. In Stuttgart he obtained spare parts from a sub-contractor which were urgently needed in Salavat as replacements for parts damaged through use of a wrong type of oil furnished by the Soviets. (NOTE: ABAEYSS-1 was not able to further identify the type/grade oil in question). On 13 December ABAEYSS-1 returned to Moscow by air via Stockholm and delivered the spare parts to a waiting Soviet courier from Salavat. ABAEYSS-1 returned from Moscow on 16 December and, travelling by train, reached Braunschweig on 18 December.

3. On no occasion during his travels in the USSR did ABAEYSS-1 observe any GM or GM associated equipment. He was particularly attentive when travelling through Ufa and Kuybyshev. Since we have briefed ABAEYSS-1 on two previous occasions on GM indicator requirements as contained in Section II, C, of the GM handbook, we are reasonably certain that he knows what to look for.

4. Contact with Soviets: ABAEYSS-1 knows of our interest in obtaining biographic and personality information on potentially vulnerable Soviets. He was unable, however, to come up with any information of interest. He stated he had refrained from developing closer personal contact with any Soviet because of the watchful eye of Yuri Boris FRACHOV (see para D, EGFA-37447) whom ABAEYSS-1 regards as Salavat's foremost KGB agent, placed there for the sole purpose to watch the Germans. Since there are only seventeen Germans left at Salavat there seems to be no further need for FRACHOV's services and ABAEYSS-1 has heard the rumor that he will soon be transferred. After FRACHOV's departure ABAEYSS-1 intends to entertain and cultivate some of the Soviets whom he, on the basis of observations made over a period of time, feels may be of interest to AIS. We gave ABAEYSS-1 every encouragement to do so.

5. Status of high-pressure polyethylene plant: Production at the plant runs in full swing and according to plan. Of the five production lines, four are in operation, the fifth line being in reserve. ABAEYSS-1 stated that on the basis of the present production output of each line the planned yearly production of 24,000 tons will be accomplished. Part of the polyethylene produced at the plant is shipped to an unknown destination in Leningrad. The quality of the polyethylene is described by ABAEYSS-1 as being first rate. The selling price of the polyethylene to consumers in the USSR is said to be two-and-a-half rubles per kilogram, to satellite consumers five rubles per kilogram. The present complement of German technicians consists of seventeen persons. Plans call for gradual withdrawal of this force by mid-1963. ABAEYSS-1 tentatively plans to remain at the site until December 1963 when all guarantees for the machinery installed will have expired.

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6. New construction at Salavat: ABAEYSS-1 reported that an unknown Dutch firm has been awarded a contract to build a plant for production of urea in the KOMBINAT 18 environs at Salavat. The machinery for the project (said to amount to 4,000 tons) is already in storage in Salavat. Erection activities are scheduled to begin in early 1963 and are to be concluded by October 1963. The buildings housing the urea plant are nearing completion. Some Dutch engineers have already arrived in Salavat; more are to be added gradually. All are supposed to live in the housing area formerly occupied by the German technicians; ABAEYSS-1 also disclosed that (fnu) BERESOVSKIY (see para 7, ECPA-36028), chief of KOMBINAT 18 travelled to the Netherlands some months ago for consultation with the Dutch firm involved.

7. Answers to requirements submitted in ECPA-13924: ABAEYSS-1 has no information concerning erection activities of Montecatini in the USSR other than that already reported in ECP-5823 (raw). He furnished the attached two sketches of tank cars observed in the KOMBINAT. Concerning color markings he noted green, yellow and orange color markings (see attachment for location of color markings). One day in late Summer of 1962 he counted 70 tank cars on railroad sidings in the KOMBINAT, ca. 50 of which had green markings and 20 cars bore yellow markings. He believes that the green colored cars are used for sulfuric acid; he was unable to say what the yellow color designation stood for. He also counted 5 orange marked cars (see sketch) and believes that they are used for the transport of propane.

8. Cuban crisis: ABAEYSS-1 stated that the Germans in Salavat were unaware of the Cuban crisis at the time. He said the Germans were suddenly deprived of newspaper deliveries from Germany but had been unable to learn the reason for the stoppage. Local newspapers and radio did not report on the crisis and no unusual activity took place in Salavat which could have betrayed an existing crisis. As a matter of possible interest to us, ABAEYSS-1 reported that he learned in November through a letter received from Germany that two German technicians on their way back from Salavat on 20 October 1962 had experienced a 24-hour delay on route since the train in which they were riding was not permitted to go the usual route through Kuybyshev. The train was routed instead through Ulyanovsk with the explanation that the normal route through Kuybyshev was "blocked".

9. In response to our request to attempt to obtain a Salavat city map or other Soviet maps from the area, ABAEYSS-1 brought with him a 1962 edition of a map of the Bashkirskaya oblast, scale 1:600000. The map is used for school purposes in the USSR. It was obtained by ABAEYSS-1 from a Soviet mechanic in Salavat who, ABAEYSS-1 believes, obtained it through friends in Ufa. City maps of Salavat are unavailable. We are attaching the map for what it may be worth.

10. Future erection activity by ABAEYSS in the USSR: ABAEYSS-1 disclosed that his firm will build two more high-pressure polyethylene plants in the USSR. Contractual agreements for the two plants have allegedly been drawn up. ABAEYSS-1 has no information as to the time-table involved, but heard that one of the plants is to be built in Salavat again and the other plant in or around Ufa. ABAEYSS-1 also believes that the announced visit of four Soviets from Salavat to ABAEYSS is most probably connected with the new contract and that the visitors will be handled by top brass of ABAEYSS. ABAEYSS-1 knows the four Soviet visitors personally but has no vulnerability information on any of them.

11. Contact with ABAEYSS-1 continues to be maintained through [] [] We are not planning at this time to have another meeting with ABAEYSS-1 prior to his return to Salavat on 24 January 1963, but could arrange such a meeting if, on the basis of the foregoing information, Headquarters should have additional questions and/or requirements for ABAEYSS-1. We would appreciate it if any Headquarters' requirements would be available here not later than 21 January 1963.

12. FRQ I and FRQ II information on ASAEVSI-1 will follow separately.

Alto?

APPROVED:

[] []

Attachments:

- A. (2) Sketches (herewith)
- B. Map of Bashkirskaya oblast (herewith)

Distribution:

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