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CENTRAL INTELLIGENCE AGENCY

**INFORMATION REPORT** 25X1A

COUNTRY Finland/USSR

SUBJECT Trade Agreement Details/Petroleum Products Specification/  
Analysis of Soviet Aviation Gas

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(BY SOURCE)

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DATE (OF INFO.) 21 Jan 1954

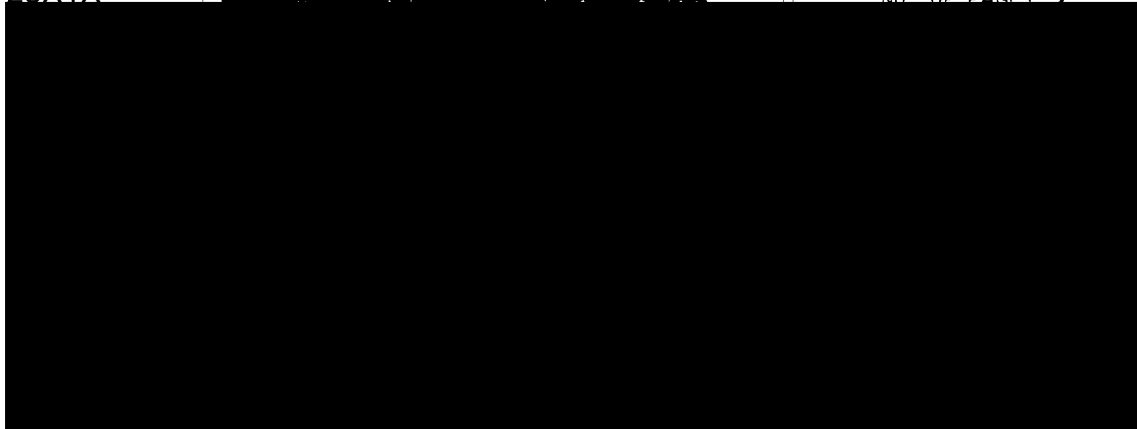


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1) During the 1954 importation period, the USSR will supply following quantities (we mention in brackets the approximate quantities imported during the 1954 importation period):

|  |                     |                     |
|--|---------------------|---------------------|
| Motor Gasoline                         | 300,000 tons        | (261,467 tons)      |
| Aviation Gasoline                      | 500 "               | ( 25 " )            |
| Turbo Fuel                             | 500 "               | ( - " )             |
| Kerosene                               | 18,000 "            | ( 22,083 " )        |
| Vaporizing Oil                         | 55,000 "            | ( 55,445 " )        |
| Gas Oil                                | 100,000 "           | ( 93,843 " )        |
| Distillate Fuel Oil<br>(Marine Diesel) | 130,000 "           | (107,379 " )        |
| Residual Fuel Oil                      | 160,000 "           | (156,786 " )        |
| Lubricating Oils                       | 9,250 "             | ( 4,095 " )         |
| <b>Total</b>                           | <b>773,250 tons</b> | <b>(700,823 " )</b> |

In excess of the above, the Soviets will also supply smaller quantities of solvent naphthas, white spirits, toluol, paraffin and asphalt, totalling approximately 18,000 tons.

The prices for Finland for 1954 are advised to be based on Platt's Oilgram's Low Gulf quotation f.o.b. export harbours, i.e. Constanta, Batum or Tuapse. The Russian-Finnish company, who acts as agents for all imports of main petroleum products from the USSR and Rumania, debits an agent's commission of 1% on above mentioned f.o.b. prices for all quantities delivered through the Finnish authorities to marketers other than their own small marketing company.

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2)

The motor gasoline will be loaded 76 Oct. CFR Motor Method quality.

The aviation gasoline is supposed to be a quality corresponding to avgas 100/130, but from a sample we arrived at a specification as in attachment No. 1.

Turbo fuel is called (quality T-1), but no specifications are known yet.

For Kerosene is given the colour specification only (Stamper 2-0.1 (corresponding to Saybolt 16.5)). We know from experience that the kerosene last year sometimes had a very poor cloudpoint, between -22°C and 31°C only.

As vaporizing oil is offered a quality with 50 oct. CFR Motor Method, but the distillation curve does not come up to our local requirements.

Regarding the gasoil the quality will depend on whether the products will be supplied from Rumania or the export harbours on the east side of the Black Sea, which is not yet known. The Rumanian gasoil has been a 56-58 diesel index quality with for Finnish conditions very unsuitable cloudpoint, around +10 only. The gasoil shipped from Batum has a diesel index of approximately 48, but an ASTM cloudpoint and an ASTM pour point which sometimes go down to -30°C and -40°C, respectively.

The distillate fuel oil will presumably be a mixture of 95% of the above mentioned alternative gasoil qualities and 5% of residual fuel oil.

Residual fuel oil (the so-called mazut has a viscosity of 20-25° Engler at 50°C and an ASTM pour point of +10 to +15°C. There has also been some talk about an alternative quality with viscosity 12-15° Engler at 50°C and pour point -5°C, but this quality would have a sulphur content of 2.5%, the above mentioned quality having below 0.5% sulphur.

Regarding lubricating oils it might be mentioned that no high grade qualities seem to be available.

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3)

negotiations about re-exportation of Soviet oil products through the Finnish authorities to Western European countries were carried out in Moscow.

The reason for these negotiations, from the viewpoint of the Finnish Government, is to get some of Finland's fairly large currency amounts receivable from the Eastern bloc transferred to Western currencies which, as well known, still are scarce in Finland. Among others, re-exportation to Switzerland of 100,000 tons mazut, pour point -5°C, was discussed.

Further they preliminarily discussed re-exportation to Sweden, Belgium, France, Western Germany, Italy and South America, and one of the representatives of the Finnish Government advised the suppliers that he was interested in re-exporting gasoil, distillate fuel oil, mazut, crude oil, toluol, and paraffin.

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Attachment No. 1

"Certificate of Gasoline Analysis No. 1820/53

Aviation Gasoline, T.B.  
Herttoniemi

Arrived 22 Dec Ready 30 Dec Helsinki, 30 Dec 53  
Specific weight at 15°C 0.7252 ASTM D910-52T AN-P-486

Octane No. C.F.R.-M.M. 96.5  
Distillation: Initial Boiling Point 43°C  
Final 164°C max 170° max 170°  
Residue % 1.3 max 1.5 max 1.5  
Loss % 1.7 max 1.5 max 1.5  
Total % 97.0 min 97

|                |      |      |
|----------------|------|------|
| % Distilled at | 50°C | 3.0  |
|                | 60°  | 10.0 |
|                | 70°  | 19.5 |
|                | 80°  | 29.0 |
|                | 90°  | 38.5 |
|                | 100° | 49.0 |
|                | 110° | 61.5 |
|                | 120° | 75.0 |
|                | 125° | 80.0 |
|                | 130° | 85.0 |
|                | 140° | 91.0 |
|                | 150° | 94.5 |
|                | 160° | 96.5 |
|                | 164° | 97.0 |

|                                   |            |                      |      |            |
|-----------------------------------|------------|----------------------|------|------------|
| 10% distilled at                  | 58°C       | max 70°              | 75°  | -10% min   |
| 50% " "                           | 90°C       | max 105°             | 105° | -50%       |
| 90% " "                           | 135°C      | min 100° max 125°    | 135° | -90%       |
| Tetraethyl lead content ml/U.S.G. | 4.36       | 91-98 max 2.0 ml/USG | max  | 4.6        |
| Sulphur %                         | 0.02       | max 0.05             | max  | 0.5        |
| Steam pressure REID lbs/sq in.    | 7.3        | max 7.0              | max  | 7.0        |
| Colour                            | Orange red | 91-98-Blue           |      | 91-98-Blue |

- end -

|              |        |              |            |
|--------------|--------|--------------|------------|
| 751.11       | 21M(N) | 7-12/735.613 | N(FM)      |
| 751.11       | N(FM)  | 7-12/735.62  | N(FM)      |
| 7-11/735.611 | 21M(N) | 7-12/735.63  | N(FM)      |
| 7-11/735.613 | 21M(N) | 7-12/735.64  | N(FM)      |
| 7-11/735.62  | 21M(N) | 7-12/735.65  | N(FM)      |
| 7-11/735.63  | 21M(N) | 7-12/735.66  | N(FM)      |
| 7-11/735.64  | 21M(N) | 7-12/711.116 | N(FM)      |
| 7-11/735.65  | 21M(N) | 7-12/711.115 | N(FM)      |
| 7-11/735.66  | 21M(N) | 2-5/735.613  | N(FM)      |
| 7-11/735.68  | 21M(N) | 751.111      | 21M(N)(MD) |
| 7-11/711.116 | 21M(N) | 751.111      | M/D(N)(FM) |
| 7-11/711.115 | 21M(N) | 751.111      | N(FM)(MD)  |
| 7-12-735.611 | N(FM)  |              |            |

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