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RIVER FLEET REPORTS SUCCESS

NORTHWESTERN RIVER BASIN COMPLETES PLAN -- Leningradskaya Pravda, No 160, 9 Jul 49

The second-quarter plan for the Northwestern river basin has been completed 109.3 percent. Deliveries of diabase stone, timber, and other freight have almost doubled in comparison with the second quarter 1948.

RIVER FLEET COMPLETES PLANS -- Rechnoy Transport, No 54, 8 Jul 49

The river fleet fulfilled the second-quarter freight-shipping plan 106 percent in tons and 104 percent in ton-kilometers. The plan for all basic freight -- petroleum, grain, salt, coal, and timber (in rafts and ships) -- was exceeded. Twenty-five percent more freight was shipped during the second quarter 1949 than during the corresponding period of 1948.

The June freight-shipping plan was fulfilled 103 percent in tons and 99.3 percent in ton-kilometers. During June the following ship lines operated successfully; they are listed according to achievement:

1. Volga Freight (Nikolin, head of ship line; Kaymov, head of political section)
2. Yenisey (Nazarov, head of ship line; Grabezhev, head of political section)
3. Moskva-Oka (Maslyakov, head of ship line; Novikov, head of political section)
4. Pechora (Ivanov, head of ship line; Kolbasnikov, head of political section)
5. Northwestern (Malov, head of ship line; Vitruk, head of political section)

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6. Don (Andreyev, head of ship line; Sushchiy, head of political section)
7. East Siberian (Pogodin, head of ship line; Dymov, head of political section)
8. Central Asiatic (Pashkevich, head of ship line; Seid-Mamedov, head of political section)
9. Dnepr (Savel'yev, head of ship line; Tyulenev, head of political section)
10. Neman (Parafonov, head of ship line; Polushkin, head of political section)
11. Moskva-Volga Canal (Shezagin, head of ship line; Shadskiy, head of political section)
12. Lena (Popov, head of ship line; Pestov, head of political section)
13. Amur (Bykov, head of ship line; Mokhrinskiy, head of political section).

The Volga Freight-Passenger Ship Line (Kaprov, head of ship line; Chorayayev, head of political section) failed to meet its passenger-carrying plan. The West Siberian Ship Line (Timofeyev, head of ship line; Pochuyev, head of political section) did not complete its plan for shipment of timber. The Volga Tanker Ship Line (Kuchkin, head of ship line; Pigalev, head of political section) did not complete its plan for outgoing shipments (plan po otpravleniyu) in ton-kilometers because petroleum products were not made available for planned voyages. The Kama Ship Line (Saburov, head of ship line; Krashennikov, head of political section) failed to complete its plan for fleet work (plan raboty flota) in ton-kilometers. The White Sea-Onega Ship Line (Novoselov, head of ship line; Dudkin, head of political section) and the Upper Irtysh Ship Line (Kibal'nik, head of ship line; Kadyrbayev, head of political section) failed to complete their plans in tons.

The Vyatka Ship Line (Venlomtsev, head of ship line; Mityayev, head of political section) did not fulfill its plan for outgoing shipments in ton-kilometers. The following ship lines failed to complete the plans for outgoing shipments and for fleet work in ton-kilometers: Northern (Modanov, head of ship line; Parfenov, head of political section); Shekana (Yeremin, head of ship line; Popov, head of political section); and Upper Dnepr (Geronin, head of ship line; Bondarovich, head of political section). The Belaya (Myasnikov, head of ship line; Balezin, head of political section), Sukhona (Shchepkin, head of ship line; Mukhin, head of political section), and Lower Irtysh Ship Lines (Karamzin, head of ship line; Korolev, head of political section) operated worst of all in June, failing to complete the plan on any of the three basic operation indexes.

The ministry's best ports and wharves, fulfilling the freight-handling plan, occupied the following places in June:

1. Gor'kiy (Dubovitskiy, head)
2. Moscow, Northern Port (Rumyantsev, head)
3. Khabarovsk (Maturin, head)
4. Moscow, Western Port (Shashkov, head)
5. Rostov-on-Don (Kiselev, head)
6. Leningrad (Voyl, head)
7. Moscow, Southern Port (Zvontsov, head)
8. Krasnoarmeysk (Lushkov, head)
9. Irkutsk (Ryl'skiy, head)

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10. Levshino (Polezhayev, head)
11. Dnepropetrovsk (Nediyenko, head)
12. Kiev (Litvinenko, head)
13. Stalingrad (Koz'min, head)
14. Omsk (Zotov, head)
15. Novosibirsk (Chumikov, head)

The following ports and wharves also operated well during June: Shcherbakov (Pisarev, head), Yaroslavl' (Magdalinskiy, head), Tomsk (Freydin, head), Krasnoyarsk (Chernousov, head), Mahar'yovo (Cheremikhin, head), Kineshma (Kotlyarov, head), Saratov (Gorbachev, head), Ufa (Crobenko, head), Kotlas (Bykov, head), Port imeni Lenin (Chernenko, head), Kherson (Kovalenko, head), Gomel' (Grigor'yev, head), Aral'sk (Kalinikov, head), and Chu-Say (Fedorov, head).

The following ports and wharves operated poorly in June: Liski (Bondarenko, head), Kalach (Khlebnoy, head), Farab (Saparov, head), Barnaul (Botonogov, head), and Blagoveshchensk (Shchegolev, head).

AMUR FLEET SPEEDS FREIGHT SERVICE -- Tikhookeanskaya Zvezda, No 138, 14 Jun 49

In the current navigation season, new mechanized methods have been adopted in the Khabarovsk River Port. Scrapers and railroad car scales are among the more important innovations. The use of bucket cranes and scraper installations has made it possible to handle 30 percent of all freight without using stevedores, thereby releasing 120 workers.

Improved port operations have speeded the turnaround time of ships in the Amur fleet. The steamship Kommunist (captain, Mostov), in May consistently exceeded the established speed and saved nearly 11 tons of fuel, despite difficult weather conditions. The steamship Furmanov (captain, Logashev) fulfilled its May plan 150 percent. On its last trip, the ship brought a heavy cargo to its destination 6 hours ahead of schedule.

LARGE TIMBER RAFTS FLOATED ON YENISEY -- Investiya, No 159, 8 Jul 49

In the last few days, huge timber rafts have been successfully transported on the Yenisey River, reaching their destinations several days ahead of schedule. The steamship Kolkhoznik recently arrived at its destination with a 26,000-cubic-meter timber raft train in tow and the steamship Pobeda arrived with a 46,000-cubic-meter timber raft train. The Pobeda is now preparing to set a new record by towing a 60,000-cubic-meter timber raft train.

RIVER SHIPS SAVE FUEL -- Rechnoy Transport, No 52, 1 Jul 49

The following ships led in saving fuel while completing the April-May plan:

Volga Tanker Fleet: Kulibin (captain, Chesnokov) saved 6.3 percent of its fuel; N. Khrushchev (captain, Krivtsov) saved 5.4 percent; Kollektivizatsiya (captain, Vavrin) saved 3 percent; Akademik Gubkin (captain, Tsapin) saved 4.1 percent.

Don River Steamship Fleet: M. Gor'kiy (captain, Kharchtonov) saved 197 tons of coal; General Vatutin (captain, Shlygin) saved 182 tons; Kommunar (captain, Kulagin) saved 114 tons; Lenin (captain, Yermolayev) saved 81 tons.

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Dnepr River Steamship Fleet: N. Krupskaya (captain, Chubarev) saved 15 tons of anthracite; Gogol' (captain, Korchevskiy) saved 13 tons of anthracite; Akademik Timiryazev (captain, Kopylov) saved 24 tons of anthracite; Deera (captain, Kotlyarenko) saved 22 tons of anthracite; Petrozavodsk (captain, Marchenko) saved 33 tons of anthracite; Kama (captain, Litvinenko) saved 2 tons of Diesel fuel.

Volga Basin Route Administration: Volzhskiy-17 (commander, Khrygin) saved 14.2 percent of its coal; Volzhskiy-13 (commander, Telenkov) saved 11 percent; Volzhskiy-6 (commander, Botanov) saved 11 percent; Volzhskiy-14 (commander, Nesterov) saved 7.6 percent; Volzhskiy-54 (commander, Karatushin) saved 7.1 percent of its coal; Volzhskiy-2 (commander, Mosichev) saved 6.8 percent of its fuel oil; Gryada (captain, Gur'yancov) saved 8.8 percent of its coal; Telabuga (captain, Iomakin) saved 17.4 percent of its fuel oil.

Rechnoy Transport, No 54, 8 Jul 49

The following ships have had good results in saving fuel: East Siberian Ship Line -- Frunze, M. Gor'kiy, Chkalov, Furmanov, 20-y MYuD, and Buryat-Mongol; Shekna Ship Line -- Krasnyy put', Yerevan, Koohegar, Krylov, Mga, Vytogorets, Diesel ship No 274, Shturval'nyy, Na strazhe, Partizan, Soyuz, and Yersh; Vyatka Ship Line -- Gertsen, In'va, and Belorussiya. The last three ships named are wood-burners.

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