

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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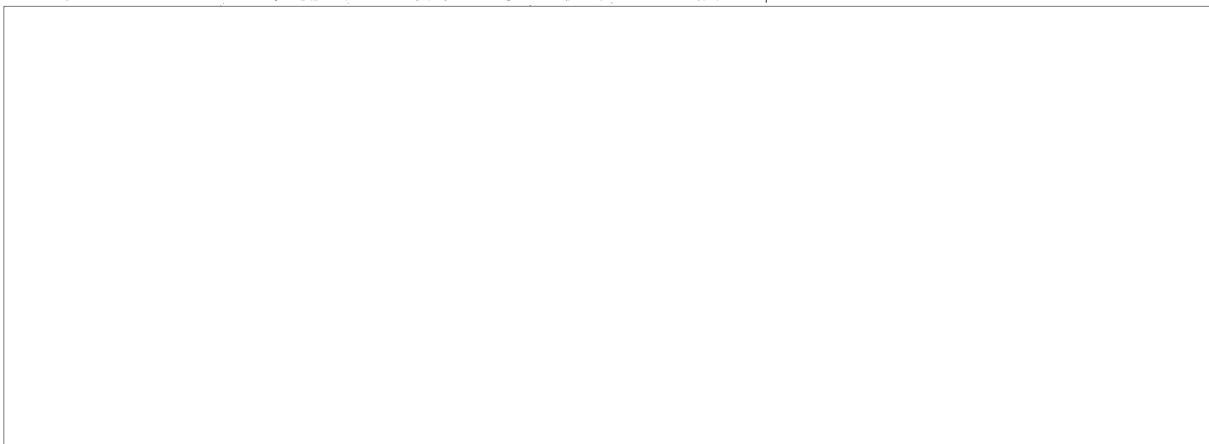
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1. The Ministry of the River Fleet was created in 1939 as an independent organization. Prior to that it was a part of the People's Commissariat for Water Transport (Narkomvod), and before that, in the early thirties, it was under the People's Commissariat for Communications (Putey Soobshcheniya). From 1939 to 1946 the Department of the River Fleet was called the People's Commissariat of the River Fleet (Narkomrechflot). In 1946, however, when all People's Commissariats were renamed ministries, the Narkomrechflot became the Ministry of the River Fleet (Minrechflot-MRF), its present title. This ministry is subordinate to the USSR Council of Ministers through the council's deputy, Lavrentiy Beriya. From 1939 until the present time, the Minister of the River Fleet has been General Director of the River Fleet Zosim Shashkov, a very capable organizer and an expert in river fleet matters. Shashkov is a former graduate of the Leningrad Water Transport Engineering Institute, class of 1935.
2. MRF headquarters were located in Moscow on Ploshchad Dzerzhinskogo. There were approximately 1,000 employees in the Ministry itself and probably over 100,000 in subordinate agencies and organizations. The main responsibilities of MRF were:
 - a. Transportation on rivers and canals;
 - b. Maintenance of the river fleet and river routes;
 - c. Creation of new river navigation lines.

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3. [redacted] the organization of MRF was far better than that of the Ministry of the Merchant Fleet. This can be attributed primarily to the more qualified personnel of MRF, the lesser degree of Soviet bureaucracy, and the fact that the MRF did not suffer as much from Yezhov's purge as did MMF, almost all of whose leading personnel were fired or arrested. The organizational structure of MRF was also much more stable than that of MMF; there have been no major organizational changes in this Ministry since the day of its creation. This stability extends to the leading personnel, who have suffered very few shifts. It is of interest to note that this Ministry has been headed since 1939 by the same man, Minister Shashkov, whereas the MMF through the same period has had six ministers, who were as follows: Pakhomov, who was declared an enemy of the people, and was never heard of since; Yezhov; Dukel'skiy, who disappeared under mysterious conditions; Shershov, who was fired; Afanas'ev, who became "ill" and never returned to the job; and, finally, the present minister, Novikov. Although this Ministry, like the MMF, is directly subordinate to Beriya, the influence of the MGB on the internal life of the Ministry and its agencies was not so pronounced. This immunity can be traced to the personal influence and respect enjoyed by MRF's chief, Shashkov, who knew how to protect his personnel.
4. The MRF was a "cherished child" of the Soviet Government, which was more interested in the development of internal waterways and transport lines than in overseas transport. In compliance with this policy, all new types of vessels, such as tugboats, etc, which can be used by both MMF and MRF, were assigned to the MRF, and only later, if ever, were similar vessels assigned to MMF. The same policy applies to bonuses for overfulfilled production; MRF personnel were treated far more liberally than MMF.
5. Scientific research work done in, and for, the MRF was organized in a more practical and satisfactory way than that done for MMF; MRF scientific projects aimed to satisfy practical requirements and, normally, did not have too theoretical or abstract a character, as was often the case in MMF scientific research.
6. MRF gave great consideration to the study and further exploitation of new internal waterways and the opening of navigation on small rivers and lakes.
7. The working norms for organizations and agencies of MRF (contained in about 40-50 volumes) were prepared in an excellent, exact way, and were used not only by the MMF, but by many other ministries and organizations in the USSR.
8. As distinct from the Ministry of the Merchant Fleet, which had Glavks (Glavnoye Upravleniye - Chief Directorate), the Ministry of the River Fleet had Tsuprs (Tsentral'noye Upravleniye - Central Directorate), an abbreviated title for all Central Directorates within the Ministry. [redacted] there is actually no difference in importance between a Glavk of the MMF and a Tsupr of the MRF; in fact, [redacted] these two offices, which perform parallel functions, were designated differently.
9. The Ministry of the River Fleet had a Director of the Political Department and five deputies, as follows:
- (a) The Director of the Political Department /name unknown/ (also the Minister's deputy) -- coordinated and supervised the indoctrination of all Ministry personnel into Communist ideology. He also exercised supervision over the reliability of employees to the regime. He was charged, in addition, with the over-all control of the MRF press, including the MRF newspaper River Transport (Rechnoy Transport), and all local newspapers of subordinate agencies and MRF field organizations.

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- (b) The Deputy Minister-Technical (name unknown) -- officially the first deputy. He coordinated the activity of the three main administrations, as follows:
- (1) Central Directorate of River Industry (TsURechProm)
 - (2) Central Technical Directorate (TsTU) composed of three sections:
 - a. Bureau of Inventions
 - b. Central Designing Bureau
 - c. Fuel and Energy Section
 - (3) Central Directorate of River Construction (TsURechStroy).
- (c) Deputy Minister, General Director of the River Fleet, 1st Class, Aleksandr Nikolayevich Vakhturov -- in charge of all MRF agencies and field organizations which operated southwest of the line: Neman R-Kama R-Volga R-Caspian Sea basin-Aral'skoye Sea-Lake Issyk Kul. He coordinated the activity of the two central directorates:
- (1) The Central Directorate of the Volga-Kama Basin (TsUpr), whose head was General Director River Fleet 2nd Class Romashchenko (fnu).
 - (2) The Central Directorate of the Southern Basins (director unknown).
- (d) The Third Deputy Minister (name unknown) -- coordinated the activity of MRF organizations and agencies northeast of the above line (see 9 (c) above). This deputy was in charge of two central directorates:
- (1) Central Directorate of Northern Basins: (no demarcation line known)
 - (2) Central Directorate of Eastern Basins: (no demarcation line known)
- (e) The Deputy Minister of Personnel (name unknown) -- coordinated the activity of the central directorates and one section:
- (1) Central Directorate of Personnel (TsUprKadrov). The TsUpr was Colonel, Director of Administrative Service River Fleet, (fnu) Korepanov.
 - (2) Central Directorate of Educational Institutions (TsUUZ) (head unknown)
 - (3) Central Militarized Guard (head unknown)
- (f) The Deputy Minister for General Administration -- Officially the second deputy of the Minister, but in practice the strongest and most important man in the Ministry, excluding Minister Shashkov. This deputy had under his administration a large number of TsUpr's and sections whose names and activity describe below. Although not officially broken into two groups, the large number of sections under this deputy minister may, for practical purposes, be divided into two distinct groups: technical services and administrative services (See Encl (A), "Organization Chart - MRF").

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10. One of the main characteristics of MRF organization, as distinct from MMF, was that whereas only very few of the merchant marine steamship companies had their own steamship agencies ashore ([redacted] Reydtanker, KaspTanker, and the Danubian Steamship Company, which is actually a river steamship company), almost all of the steamship companies belonging to the MRF, except those local and insignificant ones, such as the Sheksna River Steamship Co, Sukhona River Steamship Co, etc, had their own shore steamship agencies. Freight river steamship companies had freight river agencies (eksplotatsionnyy uchastok), and freight-passenger river steamship companies had freight-passenger river agencies (rayonnoye upravleniye).
11. Freight river agencies were equipped with loading and unloading facilities, a certain number of piers, freight and service vessels, and ship repair facilities. These agencies organized and facilitated the transport of freight on established river lines from one port to another. Agency offices were normally located in all river centers where there was a gravitation of certain types of cargoes. As distinct from an agency of a merchant marine steamship company, the freight river agencies were more important, and more independent of headquarters' control than in the merchant marine, insofar as they make their own planning of transports, based, however, on plans received from respective TsUprs. This is a logical consequence of the organization of river transport which often divided a long river into several separate exploitation areas [referred to also as Eksplotatsionnyy Uchastok, in the sense of the river's section], although the entire length of river, or even several rivers, were serviced by one river steamship company.
12. Freight-passenger river agencies had the task of organizing suburban and local freight and passenger transports. These agencies were equipped with facilities similar to freight river agencies, although on the smaller scale; the main task was to organize passenger transport. Since the river steamship companies in USSR were normally of the freight-passenger type, there were, within the MRF, many more freight-passenger than freight-river agencies.

Organization of the MRF /For the organizational chart of MRF, see Page 19. /

13. The Political Department of MRF had about 40 to 50 employees and exercised its supervision through the political sections which existed in all steamship companies, ship repair yards, shops, and ports. Normally, the activity of a steamship company political section is not limited to the immediate steamship company and its personnel, but extended as well to the personnel of the ports, yards, and shops serving this company, or even those just located in the basin. As a consequence of the organization of internal waterway transport, it was characteristic that the individual political shore organizations of the MRF were more closely connected with the one steamship company in which they operated than in the MMF, whose political shore installations usually served several steamship companies simultaneously.
- (a) In addition to these political sections, each steamship company had a party committee (Partiynnyy Komitet), whose secretary was appointed by, and was directly subordinate to, the TsKVVP(b) (Central Committee of All Union Communist Party (bolsheviks)). (This was a general policy, applicable to the MRF, MMF, and all other main governmental agencies.) The fields of responsibility of these two agencies often overlapped, which caused a constant fight between the two for the domination of the personnel entrusted to them. As a result of this internal feud, the working man was the one who suffered.

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- (b) The Political Department of MRF and the political sections of almost all steamship companies were composed of the following sections and subsections, respectively:
- (1) The Propaganda and Agitation Section organized and conducted both individual and mass propaganda for "political enlightenment" among the organization's personnel. The normal channel of this propaganda was through organized cells (kruzhki). Lectures were held two times weekly, three hours per day, or (as on ships, due to special working conditions) four to five times weekly, one hour daily. The other method of "enlightenment" was individual. An individual studied Party history and related material without any outside help, and appeared periodically before some representative of the political section in order to pass a required examination. This did not give the employee any advantage over his co-workers, except that he would be saved from the pressure exerted upon him by the Party, especially if such an employee was in a responsible position. In addition to propaganda and enlightenment programs, political sections organized weekly or even bi-weekly lectures on current political dogma and slogans.
 - (2) The Collective Work Section was mainly concerned with the promotion of the Stakhanov System among MRF workers. This was the program which fought against appearances which may be characterized as "an inheritance of the capitalist past", and included going to church on Sundays, the desire for a better job and better working and living conditions, loafing, drinking, etc. All these tendencies were qualified as incompatible with the Soviet state and contrary to its ideology. Unofficially, though, the main task of this section was to spy on MRF personnel.
 - (3) The Komsomol section was charged with the organization of Komsomol groups of MRF organizations. It is of interest to note that since the end of World War II membership has been on a constant decline. Youngsters did not like to join the Komsomol any more and very often avoided membership. The main reason for this, [redacted] was the poor experience, after WW II, of many sincere idealistic youngsters who came to realize the true aims of the Soviet Government. A rather widespread opinion in the USSR was that the "Komsomol is the best school for training enemies of the Soviet regime". Disaffection and defeatism among Komsomol members and the younger generation in the USSR presented a serious problem to the Soviet Government. 25X1
 - (4) The Party Office and Library was usually a room, or just a corner in some hall, with pictures of Lenin, Stalin, propaganda slogans, magazines, newspapers, books, etc. Periodical lectures, meetings, and discussions were held in this room. At larger shore installations of MRF these offices may have been composed of several rooms; on vessels they were normally located in a corner of some adequate room.
14. The Central Directorate of River Industry (Tsentral'noye Upravleniye Rechnoy Promyshlennosti - TsUpRechProm) was charged with the organization of work in industrial enterprises of MRF. 25X1

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15. The Central Technical Directorate (Tsentral'noye Tekhnicheskoye Upravleniye - TsTU). All technical problems connected with the utilization of shipyards and the repair of machinery from individual ships were handled by this organization. [redacted] 25X1
[redacted] 25X1

16. The Central Directorate of River Construction (Tsentral'noye Upravleniye Rechnogo Stroitel'stva - TsURechStroy) had about 40-50 employees; out of this number about 25 were engineers. The main tasks of this agency were as follows:

- (a) Planning, financing, and organizing construction works in new river ports and MRF industrial enterprises, reconstruction of those damaged or destroyed during WW II and modernization of old ones.
- (b) Technical supervision of construction and maintenance works in ports and industrial installations.
- (c) Financial control of above works.

Field agencies of the Central Directorate of River Constructions were the regional construction directorates, construction trusts, and construction sections (StroyUpravleniye, StroyTrest, StroyUchastok). The internal organization and scope of activity of these agencies was similar to those of GlavMorsstroy agencies of MMF. All larger steamship companies and river ports had either a construction directorate or a construction trust; smaller ones had construction sections. MRF shipyards and ship repair yards had their own construction agencies, referred to as offices of hospital construction (Otdel Kapital'nogo Stroitel'stva), which were directly subordinate to respective yards. The expansion and maintenance work done by these offices was not paid from the yards' exploitation funds, but out of special funds allocated for the exploitation and maintenance purposes of these yards. Construction, reconstruction, and maintenance of plants' housing projects and other facilities not strictly connected with production activity of said yards, however, was paid out of their exploitation funds. 25X1

17. The Central Directorate of Volga-Kama Basin (Tsentral'noye Upravleniye Volzhsko-Kamskogo Basseyna) was in charge of the organization of river transport in the Volga-Kama region and was composed of eight river steamship companies, as follows:

- (a) Volga Freight Steamship Company (Volzhskoye Gruzovoye Rechnoye Parokhodstvo - VGRP).
- (b) Volga Freight Passenger Steamship Company (Volzhskoye Gruzovoye Passazhirskoye Rechnoye Parokhodstvo - VGPRP).
- (c) Volga Tanker (Volzhskoye Neftenalivnoye Rechnoye Parokhodstvo - VolgaTanker).
- (d) Kama Steamship Company (Kamskoye Parokhodstvo).
- (e) Moscow-Volga Canal Steamship Company (Parokhodstvo Moskva-Volga Kanal).
- (f) Moscow-Oka Steamship Company (Moskovsko-Okskoye Parokhodstvo).
- (g) Belaya River Steamship Company (Bel'skoye Parokhodstvo).
- (h) Vyatka River Steamship Company (Vyatskoye Parokhodstvo). 25X1

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18. The Central Directorate of Southern Basins (Tsentral'noye Upravleniye Yuzhnykh Basseynov) was in charge of the organization of river transports in USSR southern regions and was composed of six river steamship companies, as follows:

- (a) Volga-Don Steamship Company (Volzhsko-Donskoye Parokhodstvo).
- (b) Dnepr Steamship Company (Dneprovskoye Parokhodstvo).
- (c) Upper Dnepr Steamship Company (Verkhne-Dneprovskoye Parokhodstvo).
- (d) Neman Steamship Company (Nemanskoye Parokhodstvo).
- (e) Middle Asiatic Steamship Company (Sredne-Aziatskoye Parokhodstvo).
- (f) Issyk-Kul' Steamship Company (Issyk-Kul'skoye Parokhodstvo).

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19. The Central Directorate of Northern Basins (Tsentral'noye Upravleniye Severnykh Basseynov) was in charge of the organization of river transports in USSR northern regions and was composed of six steamship companies as follows:

- (a) Northern Steamship Company (Severnoye Parokhodstvo).
- (b) Northwestern River Steamship Company (Severo-Zapadnoye Rechnoye Parokhodstvo - SZRP).
- (c) Sheksna River Steamship Company (Sheksninskoye Rechnoye Parokhodstvo).
- (d) Sukhona River Steamship Company (Sukhonskoye Rechnoye Parokhodstvo).
- (e) ~~White Sea~~ -Onega Steamship Company (Belomorsko-Oneshskoye Parokhodstvo).
- (f) Pechora Steamship Company (Pechorskoye Parokhodstvo).

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20. The Central Directorate of Eastern Basins (Tsentral'noye Upravleniye Basseynov Vostochnykh Rayonov) supervised and coordinated activities of the following seven steamship companies:

- (a) Lower Irtysh River Steamship Company (Nizhne-Irtyshskoye Rechnoye Parokhodstvo).
- (b) Upper Irtysh River Steamship Company (Verkhne-Irtyshskoye Rechnoye Parokhodstvo).
- (c) West Siberian Steamship Company (Zapadno-Sibirskoye Parokhodstvo).
- (d) Yenisey River Steamship Company (Yeniseyskoye Rechnoye Parokhodstvo).
- (e) East Siberian Steamship Company (Vostochno-Sibirskoye Rechnoye Parokhodstvo).
- (f) Lena River Steamship Company (Lenskoye Rechnoye Parokhodstvo).

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(g) Amur River Steamship Company (Amurskoye Rechnoye Parokhodstvo).

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21. The Central Directorate of Personnel (Tsentral'noye Upravleniye Kadrov - TsUprKadrov) had as its head Colonel-Director, Administrative Service, MRF, Vitaliy Yereyevich Korepanov; 25 to 30 employees worked in this administration, which was composed of the following sections:

(a) The Supervisory Personnel Section employed approximately five workers. This section handled the assignments of supervisory personnel of steamship companies, ports, and industrial installations; maintained the main file of personnel vested with the authority to hire and fire employees within their jurisdiction, and the rewards, promotions, bonuses, and leaves of these people. According to Soviet standards, rotation of supervisory personnel takes place every three to five years at the longest.

(b) The Technical Personnel Section (Sektor Inzhenerno-Tekhnicheskikh Kadrov) employed approximately eight employees. This section handled the same matters described above /see (a) this para/. In addition, it maintained strength charts of the technical personnel of MRF.

(c) The Nomenclature Personnel Section (Sektor Nomenklaturnykh Kadrov) had about eight to 10 employees. It handled personal matters of MRF employees whose assignment, transfer, and firing could be effected only with the consent of the RF minister or respective TsUpr

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(d) The Rank and File Personnel Section (Sektor Ucheta Kadrov) was staffed by approximately five employees. It registered the strength of the total personnel of MRF and subordinate agencies, and collected statistical data and prepared statistical charts representing these fluctuations.

(e) The Promotion-Bonus Section (Sektor Nagrashdeniya) had about five employees. The main task of this section was the evaluation of suggestions made by subordinate agencies for the granting of rewards, medals, orders, citations, promotions, etc. The final decision in each case, however, lay with the Minister of the River Fleet.

22. The Central Directorate of Educational Institutions (Tsentral'noye Upravleniye Uchebnykh Zavedeniy - TsUprUZ) was in charge of the overall planning, supervision, and coordination of activities of MRF educational institutions. The TsUprUZ had about 20 employees and was composed of the following sections:

(a) Section of Higher Educational Institutions -- There were about four inspectors and higher inspectors. Organized and supervised education in:

(1) The Water Transport Academy (Akademiya Vednogo Transporta) in Moscow -- organized in 1939 and, prior to WW II, permanently in Leningrad. This was a university-level school, organized similarly to the Merchant Marine Academy

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(2) The Leningrad Water Engineering Institute (Leningradskiy Institut Inzhenerov Vednogo Transporta - LIIVT).

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- (3) The Water Engineering Institute in Gor'kiy (Gor'kovskiy Institut Inzhenerov Vodnogo Transporta - GIIVT) -- one of the oldest Soviet water engineering schools, organized approximately 100 years ago. The organization and curriculum of this institute was almost identical to that of LIIVT. The over-all annual enrollment in both of these institutes is 600-700 students. The annual graduation was about 400-450 engineers from both schools.
- (b) The Section of Intermediate Educational Institutions and Ship-boy Schools (Sektor Srednikh Uchebnykh Zavedeniy i Shkol Yung) -- about eight to 10 employees worked in this section, which organized and supervised education in river schools (Rechnoye Uchilishche) and ship-boy schools. Both types of schools were organized similarly to equivalent maritime schools. Students of river schools wore a uniform consisting of a navy blue blouse, black trousers, and a black visor garrison cap with a white elliptical badge and black anchor. Blouses and overcoats were provided with navy blue shoulder boards and white piping. Students of Ship-boy Schools wore a sailor's uniform, and a cap without a visor. The cap was provided with a band inscribed "... (city) ... Shkola Yung". There were approximately 30 river schools in USSR with a total enrollment of four thousand students annually, and approximately three thousand graduated a year.
- (c) Company Training School Section (Sektor Uchebno-Kursovykh Kombinatov) -- the responsibility of this section was the organization and supervision of company training schools. Such schools existed in all larger river steamship companies and were organized similarly to equivalent schools in the merchant marine. The only difference was that in river company training schools a special stress was put on river pilotage instead of navigation, and on training in towing (tugging) service; in addition, stress was put on the study of gradient steam engines and trunk Diesel engines in the engineering courses.

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It is of interest to note that this particular type of training is organized much better in MRF than in MMF, especially in regard to school buildings, students' billets, and training facilities, and is another instance of the better over-all organization of MRF, as compared with MMF.

23. The Mobilization Section (Voyenno-Mobilizatsionnyy Otdel) had about 20 employees who took charge of registry and the main file of MRF employees and employees of MRF's subordinate organizations who were liable to mobilization and military duty in case of war. This department also maintained a file of personnel who were exempt from military service in wartime (spetsuchet). Another responsibility was to maintain a register of MRF's mobilization reserves, ie, vessels, motor vehicles, horse-drawn vehicles, rescue equipment, weapons, non-ferrous metals, machinery, spare parts, clothing, etc. Some of these stocks were forbidden to be used at all; some reserves could be used under the condition that the material and equipment would be restocked in the shortest period of time. Special attention was paid in this department to the organization of the anti-aircraft defenses (PVO) of shore installations and vessels. Based on my experience with VolgaTanker, however, these preparations have never gone beyond the planning stage. All PVO measures were probably planned carefully on paper, but the weapons and equipment required for this purpose were never received, nor even scheduled for delivery in mid-1951.
- On the whole, organization of mobilization service in MRF was similar to MMF, and every river steamship company had its own mobilization section which was charged with duties prescribed by the MRF mobilization department.

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24. The Transport Section (Otdel Perevozok), possessing 40-50 employees, was sometimes referred to as the Office of the Central Dispatcher (Tsentral'nyy Dispecher). The Transport Section was responsible for the over-all organization of river transports within USSR borders, through the four main regional administrations of basins (Volga-Kama, Southern, Northern, Eastern). The primary responsibilities of this Section were:

- (a) The preparation of daily charts of river fleet movements, accounting for every individual vessel's position at 1800 hrs (data for daily charts are received from the respective TsUprs). Charts which were prepared on the last day of every month accounted for the position of vessels at 2400 hrs.
- (b) The preparation of the Dispatcher's Journal, daily charts registering the vessels position at 1800 hrs, which contain information as to amounts of transported cargoes (expressed in terms of tonnage and cargo types), starting from the first navigation day each year. These charts were prepared so that every day's cargo was added to the preceding one's. Thus, the last day's cargo in any navigation year represented the total of transported cargoes in tons and types throughout the entire navigational year. In a similar way monthly charts were prepared which gave this information at 2400 hrs on the last day of the month. The Dispatcher's Journal and all information for its preparation were considered secret. Data interchanged between river steamship companies and TsUprs was transmitted in code.
- (c) The control and supervision over the fulfillment of the MRF transport plan (indirectly by river steamship companies) and the handling of cargoes in ports.
- (d) The establishing of working norms for MRF called "Operational Efficiency Indexes" (Ekspluatatsionnyy Izmeritel'). These indexes prescribed the periods of time allowed to every type of vessel to cover certain river distances while loaded and empty, the time allowed for starting and landing, the time allowed in ports for loading and unloading (lyuko-normy), the time allowed for flushing of boilers in ports, etc.
- (e) The satisfaction of requests for transport of some emergency cargoes not envisaged in transport plans -- so-called "dislocation of transports".
- (f) The over-all supervision of port activity insofar as processing of cargoes was concerned.

Work done in this section consisted of the compilation of various data received from TsUprs, who in turn received data from subordinate steamship companies. The larger share of work, however, was done by the TsUprs. The Transport Section, as such, was not concerned with statistical data of MRF; it conducted operational registering exclusively, and all data released by this section was given in physical terms. the MRF transport plan of 1950 called for 140 millions of transported goods. Over 50 per cent of this cargo consisted of timber, about 15 per cent in construction materials, and 15 per cent in oil.

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25. The Central Directorate of Basin Routes (Tsentral'noye Upravleniye Basseynovyykh Putey) planned and organized the maintenance of river

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26. The Central Directorate of River Register (Tsentral'noye Upravleniye Rechnogo Registra), employed about 25-30 engineers and technicians, whose main activities were as follows:

- (a) To prescribe operational requirements for every type of river fleet vessel;
- (b) To prescribe specifications for every register class vessel and determine how many register class types were to be represented in MRF;
- (c) To account for the technical condition of river fleet;
- (d) To supervise technical construction of new ships and overhaul operating vessels; to insure compliance with all rules and regulations as prescribed by the Central Directorate of River Register;
- (e) To insure that vessels had the necessary equipment as prescribed by this section;
- (f) To insure the provision of vessels with river registry documents. These documents are as follows:
 - (1) Vessel's Passport (Sudovoy Bilet) -- issued to vessels up to 50 HP;
 - (2) Operation Certificate (Udostovereniye na Godnost' k Plavaniyu) -- must be renewed every year;
 - (3) Class Register Certificate (Udostovereniye o Nalichii Klassa Registra) -- this certificate supplants the Operation Certificate, which is then not required. 25X1
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 vessels were issued Operation Certificates and Class Register Certificates. More powerful ships, however, are issued the latter type of certificate. All these documents are actually the vessels' passports which authorize them to enter and leave the port.
 - (4) Boiler Inspection Book (Shnurovaya Kniga Parovykh Kotlov)-- prepared for each boiler or for several boilers of the same type on a vessel;
 - (5) Compressed Air Containers Inspection Book (Shnurovaya Kniga Vozdukhokhranilishch) -- similar to boiler inspection book;
 - (6) Inspection Books -- for fire-fighting equipment, electro-mechanical equipment, radio equipment, electrical navigation equipment and instruments. All inspection books contained proper nomenclature and specification of respective equipment and parts thereof, and the prescribed technical conditions for their maintenance. The condition of equipment was entered into the respective books by inspecting authorities at periodical inspections.
 - (7) Participation in the investigation of accidents in the river fleet together with representatives of the Central Directorate of Waterways (Tsentral'noye Upravleniye Vnutrennikh Vodnykh Putey).

Field agencies of the Central Directorate of River Register appear as Regional Inspectorates of River Register (Lineynyye Inspektsii Rechnogo Registra) and were located in all important river ports and harbors.

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27. The Central Inspectorate of Waterways (Tsentral'naya Inspektsiya Vnutrennikh Vodnykh Putey) was concerned primarily with the enforcement and supervision of safety regulations and accident preventative service. [redacted] 25X1
[redacted] 25X1
28. The Planning and Economic Section (Planovo-Ekonomicheskii Otdel), possessing about 100 employees, was composed of the following sections:
- (a) Industrial Enterprises Section (Otdel Promyshlennykh Predpriyatiy) -- responsible for the production plans for all MRF industrial enterprises, ie, shipyards, ship repair yards, ship repair shops, and anchorages (zaton). This section also exercised supervision over the fulfillment of production plans.
 - (b) Operations Section-- this section was responsible for planning of operational activity of river steamship companies, ports, and regional administrations of basin routes.
 - (c) Budget-Statistical Section -- responsible for the distribution and utilization of MRF budget funds, for the over-all statistical accountability within the MRF, and especially accountability pertaining to affected transports, completed works of industrial enterprises and all other agencies of MRF. In addition, this section was charged with the preparation of the MRF draft-production plan for the next fiscal year.
 - (d) Calculating Machine Pool (Fabrika Mekhanizirovannogo Ucheta) -- a section which completed all production and statistical calculations on behalf of the Planning and Economic Department. There were approximately 40 employees and 50 calculating machines of various types in this section. All machines were German reparations. [redacted] 25X1
[redacted] 25X1
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- [redacted] during the budget year the Planning and Economic Section was authorized to effect necessary transfers of budget funds already allocated to individual TsUprs. It often happened in this Ministry that, when some emergency funds were needed by a TsUpr, the Planning and Economic Section simply took this amount of money away from another TsUpr, which (according to the opinion of the Economic Section) was not in extreme need of it, and assigned it to the one in need. The TsUpr deprived of its funds, however, had to fulfill its assigned production plan; the lack of full financial means was not considered a justified excuse.
29. The Central Directorate of Material-Technical Supply (Tsentral'noye Upravleniye Material'no-Tekhnicheskogo Snabzheniya). About 40 employees worked in the Central Directorate of Material-Technical Supply, which was responsible for providing all MRF organizations with various types of technical supplies, such as raw materials, semi-finished and finished products, machinery, equipment, fuels, lubricants, construction materials, timber, clothing, etc. In short, this directorate was charged with the procurement and distribution of all kind of supplies, except foodstuffs and food rations.
30. In order to procure necessary supplies the Central Directorate of Material-Technical Supply was authorized to draw up contracts with any other USSR producing or industrial ministry. This completed, the Central Directorate then made distribution of contracted supplies to all MRF TsUprs which had requested them. In order to facilitate this task, the Directorate had agencies (Agenstvo Tsentral'nogo Upravleniya Material'no-Tekhnicheskogo Snabzheniya) in many large industrial centers of the USSR; these agencies insured that contracted supplies were manufactured and delivered by the makers without unnecessary delay.

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31. This "centralized" system of supplies procurement, however, in postwar years became very complicated, slow, and inefficient. It was therefore necessary to introduce another, more efficient, system of procurement, referred to as the "decentralized" supply system. Although in existence before WW II, the "decentralized" system developed considerably after WW II. It was worked through the Procurement Offices (ZagotSnabKontora) established for this purpose in all river steamship companies and the Supply Section (Otdel Snabzheniya) in all ship repair yards, ports, and regional administrations of basins routes. Within the limits of funds assigned for procurement of supplies, both of these agencies were authorized to contact various plants and factories and to draw up contracts for delivery of needed materials. In addition to this, the above-mentioned agencies were recipients of supplies delivered either through the Central Directorate of Material-Technical Supply or directly from any of its regional agencies. The decentralized method of supply procurement, without the proper authorization of both ministries involved in such a transaction, was strictly prohibited by the USSR legislation. Even in the Soviet Union, however, a buyer was anxious to buy and the seller to sell, and both were interested in a short and simple procedure of the transaction; it was not difficult for both to get the proper authorization for a direct transaction from responsible Glavk or TsUpr. Personal influence, friendship, and bribery were very useful and common means to carry out these direct deals.

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32. In addition to purely procurement tasks, the Central Directorate of Material-Technical Supply was charged with supervising the proper utilization of supplies by MRF field agencies, especially to see that there was no piling and hoarding of supplies by subordinate organizations "just to have on hand in case of emergency". The main difficulties experienced in MRF were with the procurement of river canal markings such as buoys, beacons, semaphores, towing cables, and hump. Other scarce supplies were the same (as in MRF); non-ferrous metals, chains, anchors, electrical equipment, machine spare parts, etc.

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33. Small Rivers Exploration Section (Otdel Osvoyeniya Malikh Rek). There were about 15-20 people who worked with the department and about 60 in its field organizations. In order to develop the USSR river transport, it became necessary to explore a large number of small rivers (mainly tributaries of navigable rivers) in order to expand the network of waterways, by using such rivers for navigational purposes. Such expansion was almost always motivated by the desire to create cheap transportation means for transport of ores, timber, etc., located in these regions, or to bring to these localities construction materials, food products, and workers for industrial enterprises which were planned to be built in the wilderness. Explorations of this type have been done mainly in the northern USSR regions, in the Far East, and to a considerable extent in the former Baltic Republics. Development works were normally of two types:

- (a) Reconstruction of river beds and their adjustment for navigation purposes. This work required large scale hydrographical surveying, the study of river banks and the characteristics of adjoining terrain, the study of river depths and fluctuations, freezing periods, and the historical-geological study of river basins. Results of these studies were instrumental in the decision as to whether work for navigational adjustment of a river was to be undertaken or not.

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- (b) Utilization of existing types of vessels on the prospective river routes. For this purpose similar studies were conducted [See para 28 (a)] to determine whether prospective river routes would permit utilization of the existing MRF types of vessels, and not require construction of any new types. In cases where such adjustment of river beds would be too expensive, a decision would be made to construct new types of vessels (tugs and barges). This was done very seldom, however, since capacities of Soviet shipyards were rather limited and could hardly cope with normal demands for river fleet construction (which was in constant increase). Therefore, unless there was an absolute necessity for it, the adjustment of river beds for already existing types of vessels was always given preference.
34. There were several field agencies of the Small Rivers Exploration Section in former Baltic States, northern parts of USSR, and in the Far East; those in Baltic Republics were very active after WW II. These agencies were also quite active in the Mariinskiy Canal System in the region of the Sheksna and Sukhona rivers. [redacted] after postwar reconstruction (1947), the Mariinskiy Canal system could accommodate 4,500-ton vessels. The length of this waterway was about 1500 km from Leningrad to the Rybinsk Water Reservoir (Rybinskoye Vodokhranilishche). [redacted] small fast boats get from Leningrad to Moscow in seven days travelling on this canal. 25X1
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35. The Commercial Section (Kommercheskiy Otdel) worked at the preparation of tariff charts, standard types of transport contracts with clients, and lease contracts between various steamship companies for the lease of vessels. [redacted] 25X1
36. The Central Signal Section (Tsentral'nyy Otdel Svyazi) was charged with the organization and supervision of all signal service in the MRF. [redacted] 25X1
37. The Central Finance Section (Tsentral'nyy Finansovyy Otdel) operated through financial sections which were established in all river steamship companies and other MRF agencies. It exercised the normal functions of any finance department.
38. The Labor and Wage Section (Otdel Truda i Zarplaty) had as its head Engineer Captain RF 3rd class (fnu) Cherevko. He supervised about 20 employees. The section was composed of the following sections:
- (a) T/O Section -- In this section drafts of proposed T/O's prepared by and forwarded from the subordinate organizations were checked, analyzed, and approved or disapproved. Final approval of any T/O lay with the MRF Minister, after which such T/O's were forwarded to the State T/O Commission.
 - (b) Wage Section -- This section exercised the normal functions of a wage section of any Soviet organization. Stress was put on the promotion of the Stakhanov movement in river steamship companies and industrial installations.
 - (c) Working Norm Section -- Working norms manuals prepared by this section of MRF were probably the best working manuals in the USSR, and as such they were widely used, not only by the Ministry of the Merchant Fleet, the sister-organization of MRF, but also by many other USSR ministries.

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- (d) Work Safety Section -- A section responsible for the preparation of instruction manuals for work safety, the preparation of posters, booklets, etc; and also keeping an account of accidents and injuries. According to USSR work safety regulations, accidents preventing workers from appearing on the job for more than three consecutive days were considered as injuries.

Until March 1946 the wages of MRF personnel were approximately 10-12 per cent higher than for equivalent positions in the MNF; on that date, wages of shore personnel of both ministries were equalized. At the same time the wages of sea-going personnel of the MNF were increased by 10 per cent so that the wages of shipboard personnel of MNF were higher than for equivalent positions in the MRF.

39. The Chief Accounting Office (Glavnaya Bukhgalteriya) employed about 50 persons who conducted the normal accounting functions of any other USSR accounting office.

40. The Legal Section (Yuridicheskiy Otdel) was comprised of about six to eight people whose main tasks were as follows:

- (a) Final decisions as to form and legal contents of all contracts, agreements, binders, etc, concluded within or on behalf of the MRF.
- (b) Analysis of all agreements and contracts, except commercial ones, with respect to their legality, eg, it happened very often that some river steamship companies overcharged their clients for transport of cargoes. It was then the responsibility of the Legal Section to discover such cases and to restore justice.
- (c) Preparation and publication of commentaries on governmental laws, decrees, regulations, etc, as well as procedures for their practical application.
- (d) Drafting of claims on behalf of MRF, and participation in court procedures as legal representative of MRF as claimant or defendant.
- (e) Initiation of court procedures in all cases of the established violation of state legislation by MRF employees, as well as cases of breaches of discipline.

Legal Advisors (Yuriskonsul't) as representatives of Legal Section charged with the performance of the above-described duties, as far as the respective company was concerned, appeared in all major river steamship companies, industrial installations and regional MRF organizations. Normal wages for such a legal expert were approximately 600-900 rubles monthly. A lawyer of a MRF organization could simultaneously hold the same position in several other governmental agencies located in the same place.

41. The Office of the Senior Arbitr (Glavnyy Arbitr) was comprised of about five employees, mostly lawyers. The chief responsibilities of the Senior Arbitr were as follows:

- (a) Settlement of internal disagreements and claims between various TsUprs, departments, and field organizations of MRF;
- (b) Control and supervision over the activity of field commercial sections, with respect to their compliance with established legal procedures and rules;
- (c) Preparation of expert opinions in all cases where it is requested by field Commercial Sections.

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42. The Chief Directorate of Consumer Goods Supply (Glavnoye Upravleniye Rabocheho Snabzheniya - GlavURS) was in charge of the procurement of consumer goods and foodstuffs for MRF personnel and of the organization of clothing, footwear, underwear, and other workshops which satisfied the requirements of MRF employees. Procurement of goods by this directorate was done in two ways:
- Centralized Procurement -- conducted through the Ministry of Trade on the basis of requirements submitted by GlavURS. Such supplies as received were distributed among MRF field agencies. Sometimes MRF field organizations received supplies directly from local agencies of the Ministry of Trade as advised by GlavURS or the Ministry of Trade;
 - Decentralized Procurement -- When this system was used, the GlavURS divided its funds among MRF field agencies, which, in order to procure goods, applied directly to the regional TorgOtdels of the Ministry of Trade or to Cooperative Stores (PromKooperativ). The latter stores were abolished around 1930, but were reestablished in 1948. The decentralized way of supply procurement was widely used and constituted about 75 per cent of the entire procurement of consumer goods in MRF.
43. Directorates of Consumer Supply (Upravleniye Rabocheho Snabzheniya - URS) in larger steamship companies, and Sections of Consumer Supply (Otdel Rabocheho Snabzheniya - ORS) in smaller steamship companies, yards, and ports, were subordinate agencies of GlavURS. Every URS or ORS is composed of three sections:
- Procurement - which organized the network of procurement agents (buyers);
 - Trading - which organized the various stores;
 - Workshops - which organized and supervised the various workshops such as clothing, footwear, underwear, hardware, etc.
44. The Secret Documents and Cipher Section (Sekretno-Shifrovai'nyy Otdel) was a department with about 40 employees who handled classified documents and correspondence of MRF and performed the coding and decoding of messages.
- All incoming classified documents and correspondence were received and registered in this department and immediately forwarded to recipients; similar procedure was applied to outgoing correspondence. All classified documents and manuals of MRF were kept in this section in safes. Such documents were issued, upon signed receipt, to TsUprs and department heads only, and were to be turned in each day before closing time. An additional, unofficial, but none the less very important task of this department was called "Seksotatvo" (abbreviated term of "sekretnoye sotrudnichestvo" - covert collaboration with MGB), or in plain language, spying on political reliability of MRF employees. Personnel of Secret Document and Cipher Section were almost exclusively recruited from among MGB members.
45. The Central Militarized Guard (Tsentral'naya Voyennizirovannaya Okhrana - TsVOKhr) held about 60 persons, who worked on the task of organizing the guard service in the ministry and field organizations of MRF. According to the established T/O, each river steamship company, industrial installation, port, and regional administration of basin routes had its own detachment of militarized guards. In Astrakhan, for instance, there was the 7th Detachment of VOKhr belonging to VolgaTanker, and the 9th Detachment of VOKhr, belonging to the Volga-Freight-Passenger River Steamship Company (VGPRF). The 7th Det numbered approximately 400 men, and the 9th Det, 300 men. Normally, every VOKhr Detachment

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was broken into guard divisions (naval nomenclature of units) and fire-fighting divisions. Divisions in turn were broken into platoons. Such organization indicates that "divisions" were nothing but companies. Duties of militarized guard detachments were to protect the property of MRF organizations and to prevent and extinguish fires. Personnel of VOKhr guard divisions were armed with carbines and pistols. There were also some dogs in VOKhr units which were used for the guard service. Members of VOKhr were granted ranks similar to those of MRF personnel, eg Colonel Director, Lt Colonel Director, Major Director, Sen Lt Administrative Service, etc. Noncommissioned officers were given ranks of naval petty officers, eg, starshina 1st, 2nd, and 3rd class. Enlisted men were treated like sailors and wore naval uniforms with visored caps, as distinct from the normal naval cap without a visor. Officers and noncommissioned officers wore naval uniforms with silver (NCO's white) shoulder boards and the "scrambled eggs" insignia on the cap. Enlisted personnel received their uniforms from MRF; no payment was required. EM wages were approximately 260-300 rubles per month, out of which about 100 rubles were withheld for food, which was served three times daily in the barracks. Quarters in the barracks were free. It should be noted that the wages of VOKhr personnel were paid by the MRF, and not by organizations to which they were attached. Fire-fighting divisions of VOKhr were equipped with fire-fighting equipment, which was usually of the old, sometimes even of obsolete, types.

46. The Executive Department (Upravleniye Delami) employed about 10 people, and was in charge of:
- (a) Handling all the official correspondence of MRF, except classified material.
 - (b) Enforcement of disciplinary rules prescribed by MRF Minister for MRF and subordinate agencies' employees.
 - (c) All matters pertaining to MRF personnel on TDY.
 - (d) Issuing of official documents from MRF archives.
47. The Administrative Section (Administrativno-Khozyaystvennyy Otdel) employed about 100 people, and was composed of the following sections:
- (a) Billeting -- This section handled the assignment of permanent quarters to MRF employees. In Moscow there were approximately 15 apartment houses belonging to MRF and used for accommodation of higher MRF employees. The same section took care of billeting problems of MRF field organizations personnel arriving in Moscow on TDY. It was in charge of maintenance of billets, requests for repair, etc.
 - (b) Archives -- This section was responsible for the arrangement of archives and the files of MRF unclassified correspondence. This was done in compliance with instructions and directives received from the Executive Department.
 - (c) Typist-Calculating Machine Pool -- This department reproduced official correspondence and documents of MRF, and made all the reports requiring calculations.
 - (d) Cleaning and Messenger Detail -- It organized and supervised cleaning, maintenance, guard, and messenger service in the MRF building.

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48. The Editorial Office of "River Transport" (Izdatel'stvo "Rechnoy Transport - RechIzdat) was the office of the MRF newspaper "River Transport" which employed approximately 120 persons. This was the official newspaper of the MRF and the MRF Political Administration. It was published three times weekly and distributed to all MRF agencies and organizations at 40 kopeks each. The paper was written in a rather popular style and contained internal economic information of interest to MRF personnel, as well as regulations, instructions, and directives of MRF. Considerable space in this newspaper was devoted to the promotion of the Stakhanov system, and the mention of the fulfillment of allotted plans and quotas by MRF organizations and individuals. Biographies of MRF leading personalities, rewards, bonuses, citations given to outstanding MRF workers often appeared. Sometimes "River Transport" contained a technical enclosure in which some technical problems of interest to MRF personnel were discussed. Although rather seldom, this paper sometimes published economic and technical news from abroad. Correspondents of the "River Transport" were attached to all larger steamship companies. Approximate distribution of this newspaper was 100 thousand. Subscription was "voluntary", and of course, under the usual pressure. In addition to the "River Transport", the editorial office published service and technical manuals of MRF. The editorial office of "River Transport" also exercised supervision over the activity of local steamship companies' editorial offices.
49. Normally, larger river steamship companies published their own newspapers; for instance in Astrakhan, VolgaTanker's newspaper, entitled "Za Sovietskuyu Neft'" ("Drive for the Soviet Oil") distributed approximately two thousand copies at 20 kopeks each. It is worthwhile to note that all local steamship companies' editorial offices were allocated the funds necessary for their operation, so that they did not operate on company funds. The profits of steamship company newspapers were not returned to the state budget, however, but to the "River Transport" office, which was supposed to be a self-supporting agency. This is just another form of the usual state subsidy for propaganda newspapers.

([redacted] Note: There is in the USSR a ministry called the Ministry of Water Resources (Ministerstvo Vodnogo Khozyaystva). In order to avoid any misinterpretation of this term, it should be borne in mind that this ministry is responsible for the designing and construction of water canals solely for irrigation purposes. As such, it is closely connected with the Ministry of Agriculture, and has nothing to do with the Ministry of the River Fleet.)

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