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1. The Caspian Sea port of Krasnovodsk (N 40-00, E 53-00), situated at the southeast edge of town, had its administrative building located in the southern part of the port. Krasnovodsk Port was constructed at the end of the last century. In 1917 the port was nationalized and subordinated to the Caspian Steamship Company (KasPar). In 1923 the port administration was reorganized and the port subordinated to the Chief Directorate of the Southern Fleet (GlavYuzhFlot) of the Ministry of the Merchant Fleet.

2. Krasnovodsk Port was composed of two sectors:

   a. Sector I, which was located in the eastern part of the port, close to the railroad station, had six or seven piers with landings numbered from 1 to 12. This sector was mainly used for loading and unloading raw cotton and grain.

   b. Sector II, located in the southwest part of the port, included 12 landings, numbered from 13 to 24. This sector was used for loading and unloading timber, lumber, food, drinking water, and for passenger traffic.

3. The organization of Krasnovodsk Port followed the standard pattern for almost all Soviet maritime ports. The administrative personnel of Krasnovodsk Port were the port commander (nachalnilk porta), Captain 1st Rank MF Aram MARTIROSOV (until 1948 port commander of Baku), and his assistants, the chief port engineer and the chief of the port Operation Section. The Krasnovodsk

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Port T/O is as follows:

a. Directly under the port commander were the following sections:

(1) Office of the Port Commander, which comprised the commander, a legal advisor, a technician, and two secretaries.

(2) Planning Section (five employees) - one chief, one senior engineer, one engineer, and two economists.

(3) Labor and Wage Section (seven employees) - one chief, one senior engineer, two engineers, and three technicians.

(4) Accounting Office (11 employees) - one chief accountant, one deputy, three senior accountants, four accountants, and two bookkeepers.

(5) Finance Section (four employees) - one chief, one senior economist, and two cashiers.

(6) Personnel Section (nine employees) - one chief, three senior inspectors, four inspectors, and one secretary.

(7) Mobilization Section (three employees) - one chief, one senior inspector, and one inspector.

(8) Secret Document and Cipher Section (seven employees) - one chief, three senior inspectors, three inspectors.

(9) Billeting Section (approximately 35 employees) - one chief, one engineer, one bookeeper, one cashier, two housekeepers, two billeting clerks, approximately 25 workers, and three to six cleaning maintenance laborers.

(10) Administrative Section (10 employees) - one chief, one executive, one clerk, two typists, two cleaning women, one archive clerk, one messenger, and one driver.

(11) Technical Supply Section (15 employees) - one chief, one executive, one senior technical inspector, two technical inspectors, two buyers, three senior warehouse managers, three warehouse managers, one senior accountant, and one accountant.

b. Indirectly subordinate to the port commander, and directly under the Chief Engineer, were the succeeding sections:

(1) Maritime Engineering Section (Mekhaniko-Sudovoy Otdel)(eight employees) - one chief, two senior engineers, two engineers, and three technicians.

(2) Loading and Unloading Equipment Section (Otdel Mekha-Nizatsii) (11 employees) - one chief, two senior engineers, four engineers, and four technicians.

(3) Construction Section (Otdel Kapital'nogo Stroitel'stva)(three employees) - one chief, one senior engineer, and one engineer.

(4) Building Maintenance Section (approximately 65 employees) - one chief, two engineer constructors, one warehouse manager, one warehouse receptionist, one agent-buyer, one technician, and 50-60 construction workers.

c. Also indirectly subordinate to the port commander, and directly under the chief of port operation, were the following sections:

(1) Operations Section (15 employees) - one chief, one chief dispatcher, four senior dispatchers, four dispatchers, one senior engineer, two engineers, and two technicians.

(2) Commercial Section (seven employees) - one chief, one senior economist, two economists, one senior tariff expert, and two tariff experts.

(3) Signal Section (30-32 employees) - one chief, one senior engineer, two engineers, three senior radio technicians, three radio technicians, three radio mechanics, four senior radio operators, three typists, and six to eight auxillary personnel.

(4) Harbor Master Section (Kapitan Porta)(15 employees). Administratively, the Harbor Master's office was subordinate to the port commander; however, the harbor master received operational directives from the main Inspectorate of Harbors and Navigation, MMF. The Harbor Master Section (15 employees) was composed of the harbor master, two assistant harbor masters, three senior maritime inspectors, three maritime inspectors, one radio navigator, and two "deviators" (special technicians trained to eliminate compass deviation). A subordinate part of this section, the Navigation Sub-section, was composed of one senior compass mechanic, one compass mechanic, and one chronometer mechanic. (There was a great shortage of radio navigators, deviators, and electro-radio navigators in the USSR Merchant Fleet. The only course for training this type of personnel, [redacted] 25X1X was organized in 1948 in Leningrad at the Leningrad Higher Navigation School. The course lasted nine months; approximately 25 technicians attended from all MF steamship companies. [redacted] 25X1X subsequent courses were never held. Because Soviet Merchant Fleet captains were unable to eliminate compass malfunctions, they were greatly handicapped by the lack of technicians trained in this field.)

4. Attached to both Port Sectors I and II was a Sector Processing Group (I and II Proizvodstvennyy Uchastok), which was responsible for loading and unloading vessels, the storage of freight, and the organization of passenger transport. Although the freight traffic was great at Sector I, there was little variety of cargo there; Sector II, however, handled a larger variety of cargo but a smaller total tonnage than Sector I. This explains why some of the Sector I processing sections were larger than the equivalent sections in Sector II, and vice versa.

5. Each Sector Processing Group was composed of several sections which, although attached administratively to Sector I or II, were directly subordinate to either the chief engineer or the chief of Port Operation Section. The T/O and subordination of these processing sections was as follows:

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a. Under the chief engineer:

(1) The Mechanized Equipment Section which was attached to Sector I employed approximately 110 people: one chief, one senior engineer, two engineers, three senior mechanics, six mechanics, three electro-mechanics, 20 senior crane operators, 30 crane operators, 15 diesel motor operators, 20 electricians, and 10 workers.

(2) The Mechanized Equipment Section attached to Sector II employed approximately 100 employees - one chief, /Senior Technical Lt. (fnu) ELMAN/, one senior engineer, two engineers, three senior mechanics, three mechanics, three electric mechanics, two senior crane operators, 25 crane operators, 15 diesel motor operators, 20 electricians, and 10 workers.

(3) The Transporter (transportable conveyers) Section serviced both Sectors I and II, and comprised approxmately 50 employees: one chief, three senior mechanics, three electric mechanics, and approximately 40 skilled workers.

(4) The Truck Section contained approximately 60 employees. The chief of this group was a civilian, (fnu) ALSHEROV; the remaining members were the three dispatchers, one accountant, three motor vehicle technicians, and 52 drivers, skilled workers, and common laborers.

(5) The Workshop Section was composed of 30 to 40 administrative personnel and 200 to 240 workers; it maintained ship repair and loading and unloading equipment repair shops.

b. The processing sections under the chief of the Port Operation were the following:

(1) The Loading and Unloading Section attached to Sector I employed 72 persons - one chief (also chief of the Sector I Processing Group), one deputy chief, one engineer, three dispatchers, 18 senior freight receptionists, 36 freight receptionists, three senior tariff experts and three tariff experts, one engineer (who counted the time periods and the work accomplished within them), two technicians-work checkers, and three operators.

(2) The Loading and Unloading Section attached to Sector II (65 employees) - one chief (also chief of the Sector II Processing Group), one deputy chief, three dispatchers, 15 senior freight dispatchers, 30 freight receptionists, three senior tariff experts, six tariff experts, one engineer-work checker, two technicians-work checkers, and three operators.

(3) The Freight Warehouse Section attached to Sector I employed 48 persons - three warehouse managers, six senior freight receptionists, 12 freight receptionists, six senior weighers, 12 weighers, six markers, and three freight cashiers.

(4) The Freight Warehouse Section attached to Sector II comprised 59 employees - four warehouse managers, eight senior freight receptionists, 16 freight receptionists, six senior weighters, 12 weighters, 10 markers, and three freight cashiers.

(5) The Passenger Transport Section (Morskoy Vokzal) serviced both Sectors I and II; it was composed of 44 employees - one chief, one executive, three senior operators, nine operators, six comptrollers, two freight cashiers, two passenger cashiers, and 20 workers.

6. Krasnovodsk Port used the following loading and unloading equipment:

a. Thirty-five to 40 cranes: five traveling gantry cranes weighing 5 tn., four traveling gantry cranes weighing 10 tn., six derrick cranes weighing 15-20 tn., and five grab cranes weighing 10-12 tn. The remaining cranes were of various types, with capacities of three to five tn.

b. Seven to eight cranes of three tn. capacity which were installed on special ZIS-5, trucks.

c. Approximately 40 moveable transporters, each with a step of 10 m. Of this number, approximately eight transporters were used for boxed goods.

d. Four stationary electric conveyers, each with a step of 30 m.

e. Twenty-five trucks, mainly the GAZ-AA (1½ tn.), the ZIS-5 (3 tn.), the ZIS-150 (4 tn.), and the GAS-61 types.

f. Three freight car platform scales of 100 tn. capacity.

g. One grain scraper (Podgrebatel'), of 18 tn. production per hour, which was provided with an electric motor of 2½ kw.

h. Twelve to 15 fork-lifts of 1½ tn. capacity.

i. Eight prime movers of the TMA-3 type.

j. Twenty-five electro-cars (very similar to railroad station passenger luggage cars) of 2½ tn. capacity.

7. The Krasnovodsk Port Fleet consisted of the vessels listed below:

a. Two old freight steamships of 1000 tn. capacity each; they were equipped with Compound steam engines of 750 HP at 140 r.p.m., one Scotch boiler with a steam pressure of eight atmospheres. The speed of these ships was eight mph. The vessels were used for local freight transport within the port.

b. Eight tugs. These were old, two-propeller tugs equipped with Compound steam engines of 600-800 HP at 220-240 r.p.m., and one Scotch boiler with a steam pressure of eight atmospheres. The vessels' speed, when empty, was 12 m.p.h.; loaded, six-seven m.p.h.

c. Four diesel launches of 60 to 80 HP, with a speed of 12 to 15 m.p.h.

d. Ten old steel-hulled barges of 500-800 tn. capacity.

e. The diesel ship ALMAZ, constructed and presented by the Germans to the Iranian Shah before World War II. The ship was eventually taken over by the Soviets and assigned to Krasnovodsk Port. This ship's length was 30 m.; width, 6 m.; depth, 2 m. The ship was equipped with a Deutz diesel engine with six cylinders, capable of 600 HP. at 10 m.p.h. All deck constructions on this ship were steel.

8. Loading and unloading cargo was done almost entirely by mechanized equipment in Krasnovodsk Port. Ninety-five per cent of the incoming and outgoing freight was processed by mechanical equipment in 1950. In 1951 the average production of a crane in Krasnovodsk Port amounted to 40 tn. per hour. Although the maximum theoretical output of a crane was 50 to 55 tn. per hour, the actual output achieved in other USSR ports (less mechanized than Krasnovodsk) was 20-25 tn per hour. The difference between the theoretical and actual output of a crane was caused by the work delays in the ship's holds, where, in most cases, work was performed menially.

9. The 1951 Cargo Processing Plan of Krasnovodsk Port called for the following schedule of production (figures are expressed in million tons):

Type of Cargo	Loading	Unloading	Freight Processing Index Figures RR Track-Pier-Ship	Ship-Pier-RR Track
Raw cotton	0.6		0.6	
Machinery & equipment		0.3		0.3
Timber		0.1		0.1
Ores	0.4		0.4	
Salt				
Grain		0.7		0.7
Food products	0.1	0.1	0.1	0.1
Drinking water		0.2		
	1.1	1.4	1.1	1.2

The first two columns of figures, representing the cargo actually transported, totaled 2,500,000 tn. The remaining two columns, showing the amounts of processed cargo (RR Track-ship-and ship-RR Track), totaled 2.5 x (2.3 x 0.75) = 4,230,000 tn. The number 0.75 is the freight processing index number applicable to all calculations involving processed cargo in Krasnovodsk Port.

10. Krasnovodsk Port employed approximately 32 brigades of stevedores (there was a slight fluctuation from year to year). Each brigade numbered 12 to 15 stevedores. Twelve brigades were assigned to Sector I, and 20 to Sector II. Stevedores made at least 800 rubles monthly; in certain cases, they earned up to 1500 rubles per month. Their hourly wage was as follows: 2.27 rubles x 1.35 (1.35 is the Third Zone tariff wage index figure) = 3.088 rubles. Crane operators in Krasnovodsk Port earned approximately the same wages as stevedores, i.e., 900-1200 rubles a month.

11. Krasnovodsk Port also employed, as did all other Soviet Maritime Ports, a group of ship's boatswains and a group of shore sailors, who were responsible for tying up of vessels to piers and landings. The port used 18 such boatswains and approximately 60 sailors.

12. The Militarized Guards Detachment, attached to Krasnovodsk Port, consisted of approximately 190 men (a 100-man fire-fighting company, an 80-man guards company, and a 10-man guards detachment administration). This military detachment was subordinated to the Main Administration of Militarized Guards Service of the MMF in Moscow.

13. The political administration of Krasnovodsk Port was the responsibility of the Caspian Steamship Company (KaspFlot).

14. Food and clothing supplies for personnel employed with the Krasnovodsk Port were obtained through the Krasnovodsk regional agency of TorgMorTrans.

15. Repair and maintenance of the Krasnovodsk Port Fleet and loading and unloading equipment, as well as the emergency repair of incoming ships, was done at the Krasnovodsk Port Ship Repair Shops. The 1950 production plan for these repair shops called for a gross production equivalent to 3,000,000 rubles. The Krasnovodsk Ship Repair Shops employed approximately 40 administrative personnel and 250 workers. These work shops performed the following functions:

a. Machine Shop. This shop performed overhauls and even manufactured some machine parts. Personnel: one shop manager, one foreman, two mechanics, one technician (work norm setter), and 30 workers. Machinery: several lathes of the DIP-200, DIP-300 types, one boring machine, several horizontal and vertical milling machines, several grinding machines, drilling machines, horizontal planing and shaping machines, and one sharp electric moving crane of three tons' capacity. The largest part of these machines, except lathes which were manufactured at Zovod Krasnyy Proletariy in Sverdlovsk, were of German and American manufacture, and were received partly as Lend-Lease equipment and partly as war booty and reparations.

b. Assembly Shop (Slesarno-Montazhnyy Tsekh). The hand tool processing of machine parts and the assembly of the machine or parts was done in this shop. Personnel: one shop manager, one foreman, two mechanics, one technician, one work norm setter, and about 40 workers. The shop was equipped with several vises and one electric moveable crane of three tons' capacity.

c. Metal Sheet Shop (Kotelnyy Tsekh). Cutting, shaping, etc., of metal sheet was done in this shop. Personnel: one shop supervisor, one foreman, two mechanics, and about 30 workers. Equipment: two Mazut stoves, several sheet metal cutting machines, and one crane of three tons' capacity.

d. Forge Personnel: one shop supervisor, one foreman, and 30 workers. Equipment: two electric hammers of one ton, one electric Hartman hammer weighing 0.5 tn., four heating stoves, one Poisson electric press weighing one ton, and one moveable electric crane weighing three tons, which was used in the shops.

e. Electric Shop. The repair and overhaul (including electrical welding) of electric equipment was done in this shop. Personnel: one shop foreman, two mechanics, and 25 workers.

f. Wood Processing Shop. Personnel: one shop foreman, one mechanic, and five workers. This unit was equipped with the normal equipment of a carpenter shop.

g. Instrument Shop. The repair of navigation instruments was done here. Personnel: one shop foreman, 10 workers.

h. Tackle Shop (Takelazhnyy Tsekh). This shop was sometimes referred to as ship salvage shop (Sudopodyemnyy). Personnel: one shop foreman and 25 workers.

i. Electric Power Plant. The power output of this plant was 240 kw.; it was operated by a Deutz diesel motor of 300 HP. Approximately 10-12 electro-mechanics and motor operators worked in this shop.

j. In addition to the skilled workers employed in the above shops, there were approximately 20 auxiliary workers employed in various odd jobs.

16. Legend to the sketch of Krasnovodsk Port; sketch is on page 9.

A. Ship Repair Shop
B. Passenger Transport Section (Morskoy Vokzal)
C. Railroad Spurs

No. 1 to No. 25 are landings of Krasnovodsk Port, with the following breakdown:

No. 1 to No. 12 landings of the I Sector;
No. 13 to No. 25 landings of the II Sector.

No. 17 and No. 18 are passenger landings;
No. 10, 11, and 12 are used for loading and unloading of raw cotton;
No. 14, 15, and 16 are used for loading and unloading of timber.

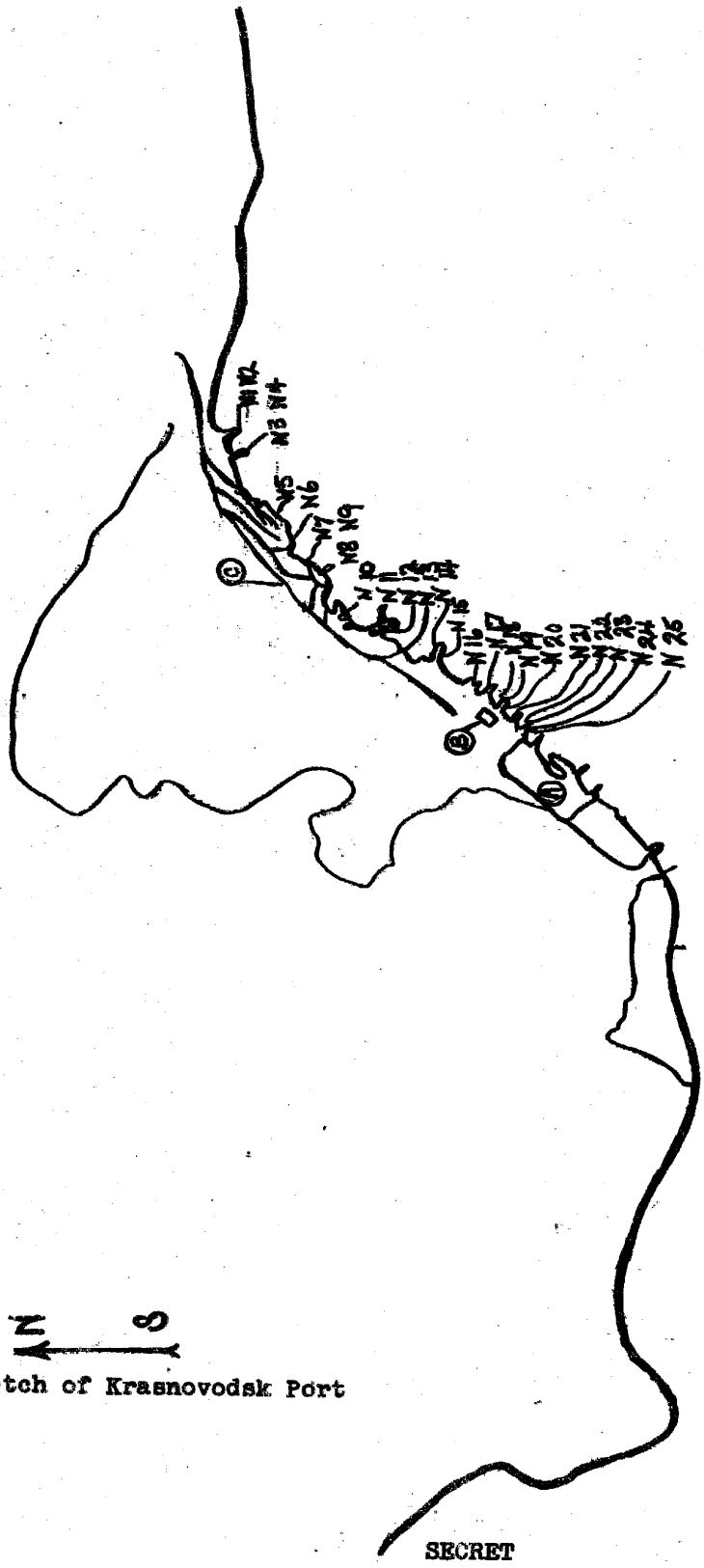
Loading and Unloading Equipment:

Landing No. 5: two gantry cranes of 10-ton capacity;
Landing No. 10: two gantry of 5-ton capacity;
Landings No. 11 and 12: three gantry cranes of 5-ton capacity;
Landings No. 14 and 15: four derrick cranes of 15-to 20-ton capacity;
Landing No. 15: two derrick cranes of 15-to 20-ton capacity;
Landings No. 17 and 18: two gantry cranes of 10-ton capacity.

17. Legend to the Organizational Chart of Krasnovodsk Port, on page 10.

1. Port Captain or Commander
2. 1st Deputy, Chief Engineer
3. 2nd Deputy, Chief of Operation Section
4. Marine-Engineering Section
5. Loading and Unloading Section
6. Construction Section
7. Buildings Maintenance Section
8. Exploitation Section
9. Commercial Section
10. Signal Section
11. Harbor Master's Section (Kapitan Porta)
12. First Sector Mechanized Equipment Group
13. Second Sector Mechanized Equipment Group
14. Transporter Group
15. Truck Group
16. Workshop Group
17. First Sector's Loading and Unloading Equipment Section
18. Second Sector's Loading and Unloading Equipment Section
19. First and Second Sectors' Freight Warehouses Section
20. Passenger Transport Section
21. Planning Section
22. Labor and Wage Section
23. Accounting Office
24. Finance Section
25. Mobilization Section
26. Secret Documents and Cipher Section
27. Billeting Section
28. Technical Supply Section
29. Personnel Section
30. Administrative Section

Krasnovodsk Port [redacted] 25X1A



Sketch of Krasnovodsk Port

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Organizational Chart of
Krasnovodsk Port Administration: