

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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## 1. The following factories or shops were located in Lepaya:

- a. The Tosmare Shipyard (approximately N 56-32, E 20-02) was used for repairs on vessels of the Soviet Navy, and was officially known as Morskoy Zavod. The factory had a three-digit number, of which informants remembered only numbers 2 and 8. The shipyard has not been expanded since the war; as late as 1948, some of the war damage had not been repaired. The yard probably employed more than 1,000 persons. Fishing vessels were also repaired at the yard.
- b. The Sarkanais Metallurgs was a wire factory employing about 1,500 persons in the production of wire, nails, and steel forms and angles. A new sheet mill was constructed at the factory in 1950, but it had not been put into successful production.
- c. A linoleum and cork factory was located in Lepaya. This factory, which was formerly known as the Wicander and Larsson Factory, employed between 700 and 800 persons.
- d. The Pluto Metal Factory, which produced scythes and axes, employed between 300 and 400 persons.
- e. The Lepaya Match Factory, formerly called the Vulkans Factory, employed about 1,000 persons. The quality of the matches was very poor.
- f. A beer plant was located in Lepaya; informants did not know the number of its employees.

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(Note: Washington Distribution Indicated By "X", Field Distribution By "#")

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- g. The fish conservation plant in Lepaya was considerably increased in size in 1951, and was now housed in one of the few new buildings in the city.
2. Informants had never heard of the existence of an airfield at Materi, Latvia.
  3. While informants did not know the composition of the Soviet Naval Staff in Lepaya, they were certain that some type of staff was stationed in the Lepaya Naval Harbor.
  4. Informants did not know of any construction changes which might have been made in the Soviet cruiser KIROV, which was stationed in Lepaya Harbor. The name of the vessel was clearly indicated on its stern. Informants were not certain of the number of armored gun turrets or of the placement of weapons on the KIROV, or on the other cruiser stationed at Lepaya. This second cruiser came to Lepaya some time in 1949.
  5. Informants were convinced that no mines were laid in the Lepaya Harbor area.
  6. Informants said that the Middle Entrance to Lepaya Harbor was almost always open, although it could be closed by a barrier.
  7. The depth of the Naval Harbor canal was unknown, but it was deep enough to permit passage by the KIROV. The canal in the Free Harbor was deep enough to permit transit by a 25,000-ton passenger ship, and informants estimated that it must be about ten meters deep.
  8. The northern pier and the pier in the Free Harbor were still in place, although they were half-destroyed during the war, and had not been repaired. Most piers in Lepaya Harbor were damaged during the war, and had only been repaired in a makeshift fashion. The tip of the pier between the Winter Harbor and the Commercial Harbor was destroyed during the war and had been replaced by a temporary wooden superstructure. The southern pier was in relatively good condition.
  9. None of the bridges in the harbor have been repaired. Almost all of the bridges were constructed before the war. During the war the Germans built a Commercial Harbor bridge and a temporary wooden railroad bridge; both of these were still in use, although only light equipment could use the latter. The bridge in the Naval Harbor was old and had not been repaired. The Commercial Harbor bridge shook when a heavy truck used it, and the passage of two street-cars over it at one time was not permitted. The wooden bridge was used only for light equipment. Informants had no additional information on the railroad bridge.
  10. Informants did not know if the hulls of vessels, which appear on the sketch, had been raised and salvaged. They said that in the fall of 1949 there were three hulls in the port. In 1950, one of the hulls was raised and tied up at the Naval Harbor pier, but it has since been removed. Only one hull was still visible in the harbor.
  11. The following vessels had been repaired or overhauled at Tosmare Shipyard:
    - a. The KIROV in 1949 and 1951.
    - b. Various submarines.
    - c. The GOSMORLOV, a fishing cutter.

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- d. A large, white, wooden vessel, which the Soviet Navy took from the Germans, and used as an admiral's yacht.
12. No new vessels were built at Tosmare shipyard, which was the only shipyard in Lepaya; vessels were not built at any other place in Lepaya Harbor. The Bolshevik fishing kolkhoz had a small repair yard for its fishing vessels; the Gosmorlov fishing combine had a workshop on Rigas iela, in a shop formerly used by some fliers named Cukurs. Fishing vessels of the Bolshevik kolkhoz were, on some occasions, sent to the Mangali Shipyard in Riga for repairs. This shipyard was under the jurisdiction of the Fish Industry.
13. Informants believed that all submarines in Lepaya were moored in the Naval Harbor; they doubted that there was any other submarine base in the Lepaya area.
14. A naval school was located in the "Emigrant House", located near the Lepaya railroad station (approximately N 56-31, E 21-01). This was neither a Nakhimov school nor an officers' school. Informants believed that the school was used for training non-commissioned naval officers. They did not believe it was used for political training of naval personnel.
15. Petroleum was stored near the Winter Harbor in tanks that had been built before the war; petroleum was also stored in four cisterns located opposite the sugar factory, on the south side of the canal in the Naval Harbor. Another storage area was located near the bend in the railroad tracks, in the area where one track led to the sugar factory and the other continued to Tosmare. There were two large cisterns in this area for the exclusive use of local military units. Informants did not know if there were any underground fuel depots in Lepaya. Petroleum was also stored on the tanker GROZNYY.

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