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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. [redacted] ship left Kiel in ballast for Arkhangelsk. It followed the fiord route through the Lofoten and Vesteraalen Archipelago and left the fiord passage near Hammerfest. On the way along the Murmansk coast and as far as the White Sea, [redacted] 25X1  
[redacted] The ship sailed three to five nautical miles from the shore. The coast was steep and barren with only a few pine trees. Watch-towers were located along the coast at intervals of about two kilometers. There was no searchlight activity on the Murmansk coast or the White Sea coast during the night. The Soviet pilot came aboard the ship rather far out at sea in Dvina Bay. 25X1
2. The town of Arkhangelsk and the harbor district were located on numerous islands in the mouth of the Dvina River. (See Sketches Nos. 1, 2, 3, and 4). Numerous outlying islands passed on entering the Dvina River made it extremely difficult for a non-resident to get a clear picture of the area. The coastal area on the summer (sic) coast and the outlying islands seemed to consist of swamps and reeds. There were no watchtowers or other buildings on these islands. [redacted] 25X1  
Large stacks of lumber were stored in the harbor district and on the inner islands.
3. There were between 25 and 30 mooring berths available in Arkhangelsk. [redacted] 25X1  
[redacted] there were 26 berths as the northernmost quay was marked No. 26. All the quays were in rather poor condition. Most of them consisted of lumber waste mixed with sawdust and held together by two or three layers of wooden beams, and an uppermost layer of wooden boards held in place by spikes. Where the spikes had worked loose, the boards would spring upwards when the trucks drove along the piers. Several sawmills were on both sides of the Dvina River and on several of the islands. Since only one kind of wood was loaded on each pier, [redacted] ship had to tie up at three different berths to take on three different kinds of wood. The lumber was brought on rafts to the sawmills on the Dvina River. 25X1
4. The method used to pull the lumber ashore involved a system of two poles arranged side by side from which a long trunk projected into the water. Below the surface of the water a band, fitted with large hooks and moved by rollers, lifted and dropped the floating trunks on the pier. Informant saw about 20 of these lifting devices in the harbor area.

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5. Some of the islands in the harbor area were guarded. Traffic between the islands and the inner harbor or the town was maintained by ferry motor boats, each capable of carrying about 50 persons. The ferries maintained an hourly schedule in the evening but they ran more frequently in the daytime. The last ferry left the inner harbor at 0100 hours and was at berth No. 26 at 1500 hours. 25X1
6. The custom house and the militia station were in an unpainted, single-story, wooden house, which was close to two lattice masts with radio antennas. [redacted] ship had to anchor off this militia station to take aboard the control commission, which came alongside in a motorboat flying the Soviet naval ensign. The control commission consisted of three women customs officials, two militiamen in plain clothes, one military officer, and six border guards. After being searched for one and one-half hours, [redacted] ship proceeded to its berth. An unarmed vessel [redacted] which was equipped with radio, followed the ship at a distance of 200 meters. 25X1
7. [redacted] ship loaded the lumber with its own loading gear because no cranes were available. The lumber was dumped on the pier and in the area at the rear of the pier. It was carried alongside [redacted] ship by special trucks which were extremely high-legged vehicles. They moved over the piles of lumber, picked up the lumber with their grabs, and deposited it on the planks which led to the hatches of the ship. The lumber which projected over the forward end of the truck was placed on the sloping hatch planks, thus forming a hollow room underneath which made it easy to fix the loading gear sling. Two hatches were served by one truck. The trucks, which were built in Finland, could quickly go forward and backward and had a road clearance of two meters. The piles of lumber they picked up were 1.5 meters high. In the area at the rear of the pier, the lumber was dumped in regular piles about three meters high, with a roof over each pile. The timber was dumped on the grass. The ground toward the back area was revetted with wooden splinters and sawdust. Girls of between 14 and 18 years of age did this work from 0800 to 0100 hours without being relieved. They covered the grass with a layer of wood splinters about three-quarters of a meter high. 25X1
8. The average age of the longshoremen in the harbor was between 20 and 40 years. They seemed well fed, but they were poorly clad, almost in rags. Their footwear frequently consisted of old rags. A large number of them were Czechoslovakians. Although conversation with longshoremen was forbidden, one of them stated that they were serving a kind of voluntary compulsory service (sic). He said that they would be happy to return to their country, but they could not hope to be repatriated in the next fifteen years. He also said that he would get five years at hard labor for talking to foreign sailors. 25X1
9. Intensive flying activity by transport aircraft and jet fighters was observed over the town during the day and night. The transports were twin-engine aircraft with a single tail unit and retractable landing gear. On most of the aircraft there appeared the letters USSR followed by a figure. The aircraft approached and took off in different directions. No particular approach courses could be determined.
10. [redacted] was not impressed with Arkhangelsk. Most of the inhabitants had poor clothing. All kinds of everyday commodities were on sale in the shop windows, but the prices were generally very high. For example, a bottle of beer cost between 2½ and 4 rubles depending on size, a candy smelling of sugar beet cost 50 kopeks, a glass of vodka cost 4 rubles, and a piece of cold fried fish, about the size of a slice of white bread, with chive cost 2½ rubles. A bottle of vodka containing a quarter of a liter cost 22 rubles, a piece of ice cost 1.25 rubles, a man's suit cost 2,500 rubles, and a wrist watch cost 400 rubles. Despite the high prices for alcoholic drinks, many persons in the streets were drunk. [redacted] they prepared alcoholic drinks at home. 25X1
11. Some German Opel sedans, 3-ton Ford-type trucks, American-type sedans, and sedans similar to the Opel Olympia, 1938-type, were observed in the streets. All the trucks were painted green. Military motor vehicles had no particular characteristics. Trucks were used for civilian and military transportation. Most of the motor vehicles [redacted] 25X1

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12. Uniforms seen in town included the olive-green army uniforms, which were the most frequent, and black militia uniforms with a red band around the cap. Blue naval uniforms and the light blue uniforms of the fire service men were observed in the harbor area. The fire service men also had light blue caps with a red border. No air force personnel were observed.
13. At 1830 hours daily a bus transported sailors free of charge from the harbor area to the International Seamen's Club, which included well-furnished rooms for various purposes. [redacted] the female personnel at the club were employed for indoctrination and pro-Communist propaganda purposes. 25X1
14. At 0500 hours on 15 June 1953 after the captain of [redacted] ship had spent about 12 hours with the ship's broker to prepare the clearing papers, the ship left port. The ship was again searched at the custom house, and it left Arkhangelsk with the aid of a pilot. 25X1
15. [redacted] ship again left for Arkhangelsk. When it arrived [redacted] a Soviet merchant ship of about 1,000 DWT was observed aground between the islands of Brevennik and Khabarka, right off berth No. 4. The ship was obviously aground as its forward end was awash as far as amidships. The after section with its superstructure, stack, and propellers was above water. Two tugboats alongside the ship were engaged in lifting the ship. Large buoys had been laid out from which thick ropes extended through the water to the ship. Some crew members of the half-sunken vessel were still aboard it. Since [redacted] ship was tied up to berth No. 3, two berths away from the position of the wreck, [redacted] could see that, [redacted] a third small vessel went alongside the grounded ship and helped to pump out the water. [redacted] the ship was refloated and was hauled to the shipyard by two tugboats. 25X1  
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16. The second mate of [redacted] ship stated that a college for merchant marine officers was located in Arkhangelsk. The college had a school ship which was similar to a small passenger steamer; it was painted gray and carried the Soviet merchant flag. [redacted] this vessel left port [redacted] with many men in naval uniform aboard. [redacted] ship put to sea. 25X1  
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[redacted] Comment: There appears to be a discrepancy between Sketch No. 1 and No. 2 as to the location of Berth No. 26.

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Legend to Sketch No. 1 of Arkhangel'sk:

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1. Two watchtowers on the mainland behind Muravoy Island (N 64-48, E 40-26).
2. Approximate course of the trolley line to Solombala. This line had several junctions to the lumber harbor, which were served by motor rail cars with trailers carrying lumber.
3. Mooring berth No. 26 on Linskiy Priluk Island (N 64-41, E 40-27).
4. Nikolskiy Island.
5. Sawmill.
6. Lifting gear for floating trunks.
7. Brevennik Island.
8. Large dwelling area with plain wooden houses.
9. Small floating bridge spanning the Povrakulka River. The bridge had rails for the trolley line.
10. Suburb of Solombala.
11. Berth No. 4.
12. Berth No. 3.
13. Khabarka Island.
14. Ostrovskiy Island.
15. Passage between Khabarka and Ostrovskiy Islands navigable for medium-sized merchant vessels.
16. City of Arkhangel'sk.



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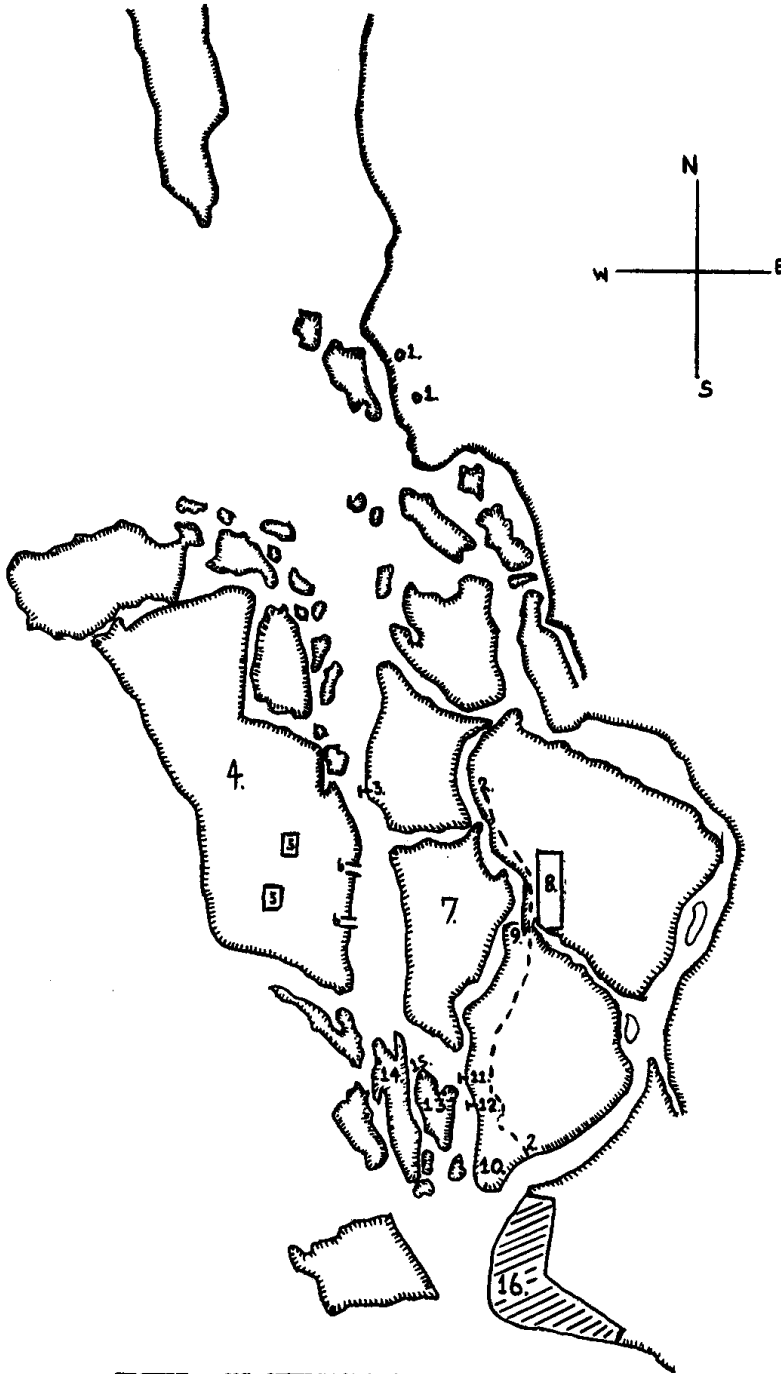
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Sketch No. 1  
Sketch of Arkhangel'sk



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Legend to the Sketch of Arkhangelsk Lumber Harbor:

- 1. Customs and militia Station. 25X1
- 2. Berth No. 26.
- 3. A board fence, two meters high, surrounding the harbor area. 25X1
- 4. A small, wooden, transverse building-way. There was a small scow, between 700 and 800 tons, under construction on the way. 25X1
- 5. Three lifting gears which hauled trunks from the river.
- 6. Sawmill.
- 7. Berth of  ship   
. The berth was numbered either 21 or 24. 25X1
- 8. Trolley line. 25X1
- 9. Lifting gears which hauled trunks from the river.
- 10. Berth of  ship  25X1
- 11. Landing stage for the harbor ferry.
- 12. Swamps and reeds.

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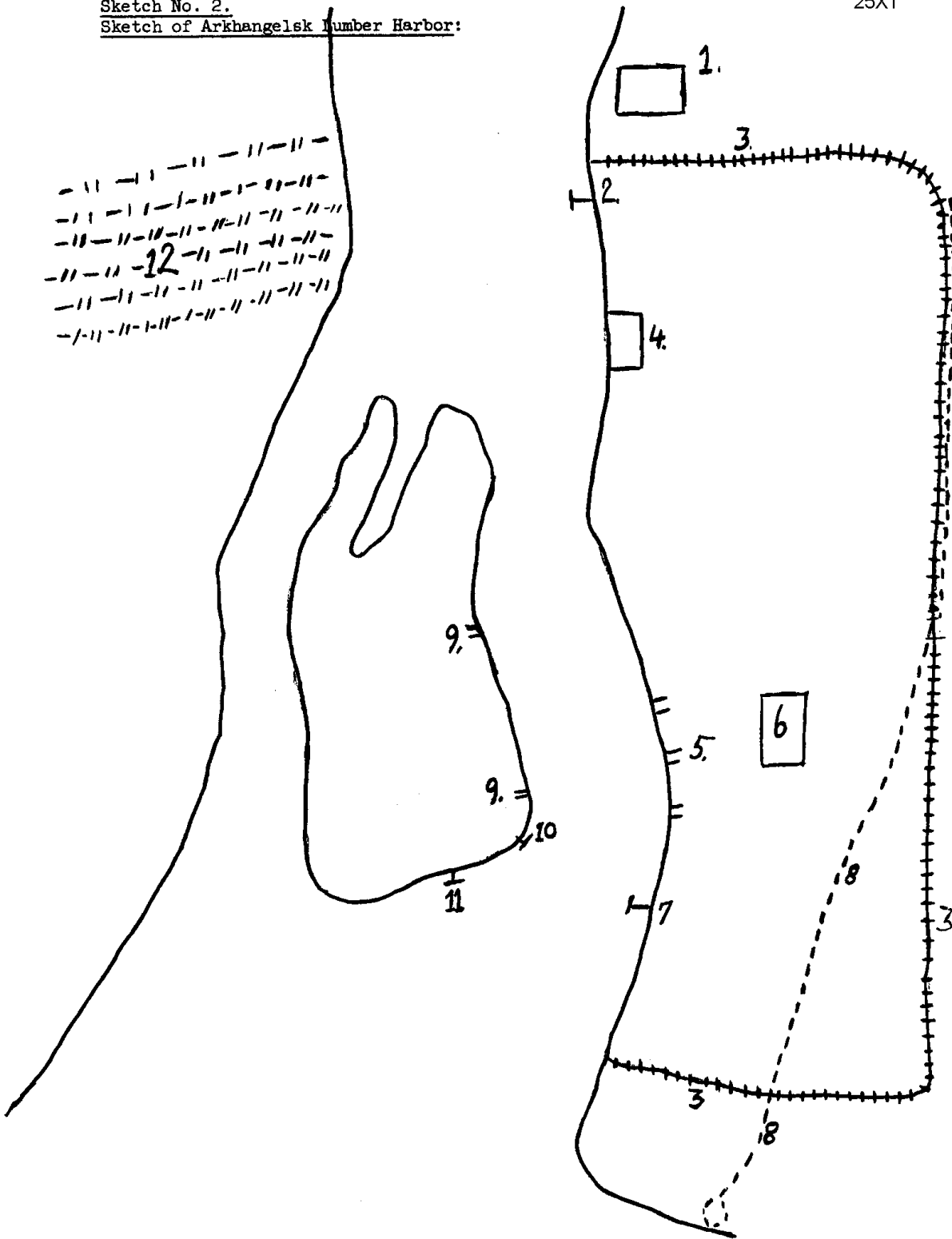
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Sketch No. 2.  
Sketch of Arkhangelsk Number Harbor:

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Legend to the Sketch of Arkhangelsk and Solombala:

1. Shipyard, which was located between the lumber harbor and the river.
2. Concrete five-story building, about 150 meters long and 50 meters wide. It was open on one side and accessible to vessels. Several merchant ships were under repair in the area.
3. Four small Soviet naval vessels, each about 30 meters long. They were marked K-4 followed by two other figures and with a small red Soviet star on the bow on the left-hand side over the distinguishing number. Each vessel had a raked bow, flush deck, and a small stack with a slanting top located aft of the bridge. The bridge was fitted with a platform and a small mast with a semicircular radar scanner. A radio antenna was located between the stack and the bridge, and there was a companionway aft of the stack. The ship had no portlights. A light gun was located on the foredeck and two heavy machine guns with protective shields were located behind the companionway. The vessels appeared to be clean and well-kept.
4. Three propeller-less scows, about 80 meters long and 20 meters beam, were riding at anchor in the river. The scows had superstructures aft and on the upper deck. They each had a heavy mast on each side forward and aft. They were allegedly capable of transporting submarines and guard boats of the type lying at the shipyard.
5. Trolley line.
6. Rail loop of the trolley line.
7. A large, wooden, two-story building. Naval personnel were observed near this building.
8. A large wooden building, apparently quartering an army unit, with soldiers wearing army uniforms.
9. Wooden trolley car depot.
10. A wooden floating bridge with concrete ice aprons at the sides. The bridge was moved by tugboats for passage of rafts (going) downstream to the Dvina River.
11. Concrete blocks on the river banks, probably piers, for a new permanent bridge.
12. Concrete main road to Arkhangelsk, in poor condition.
13. Rail loop of the trolley line.
14. Trolley line.
15. Wooden dwelling houses and commercial buildings.
16. [Not identified]

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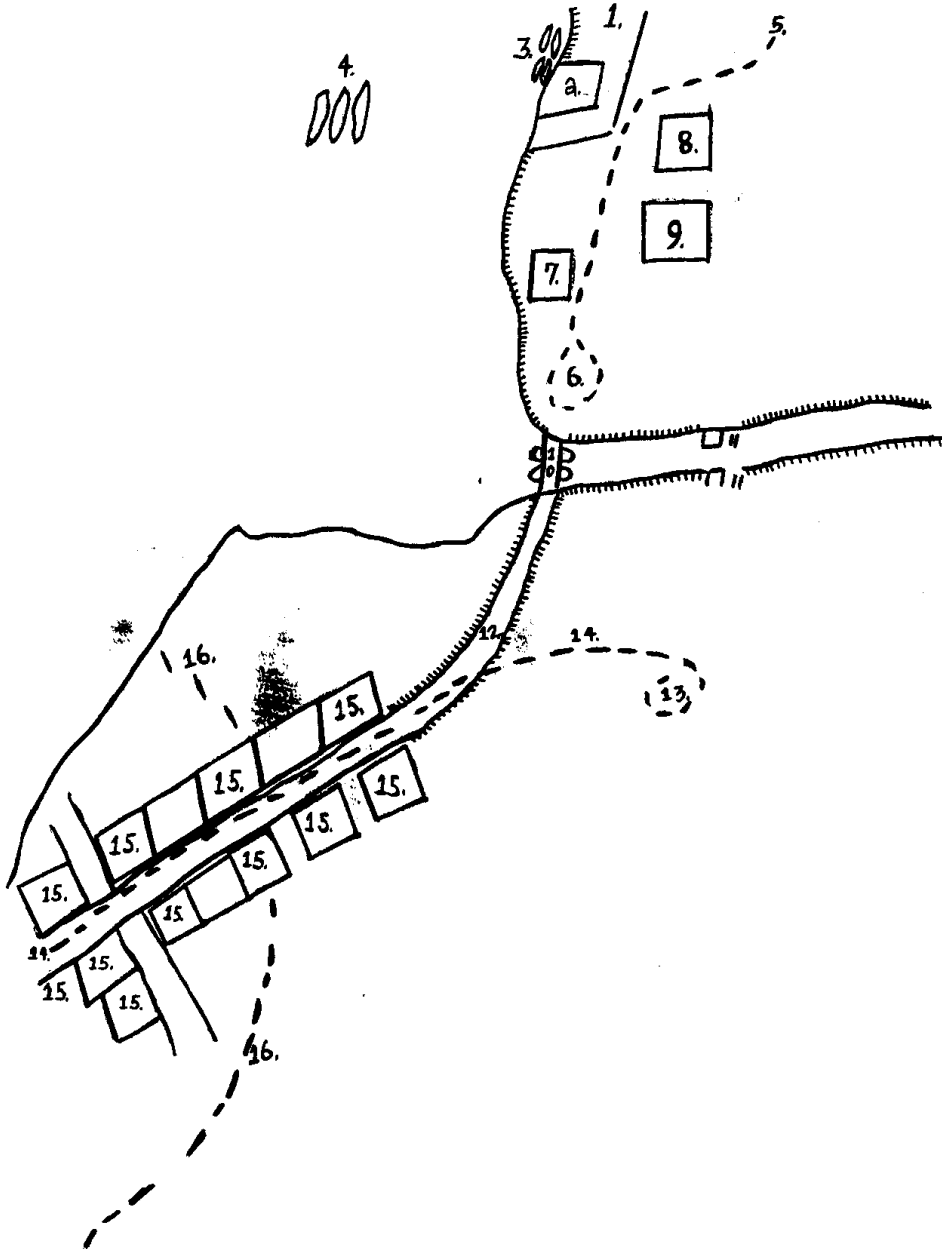
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Sketch No. 3:  
Sketch of Arkhangelsk and Solombala



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Legend to the Sketch of the Main Street in Arkhangelsk

1. Main street with double-track trolley line.
2. Opera house, which was a stone building.
3. Two stadiums.
4. Five-story Party house; this was the largest building in town.
5. Park.
6. Arkhangelsk post office.
7. Militia headquarters and prison; it was guarded by sentries with black uniforms and a red band around their caps.
8. Building of the International Seamen's Club.
9. Inflat building.
10. Landing stage for the harbor ferry.
11. River bank.
12. Quay installations and berths on island opposite the town. There were no cranes visible in the area.

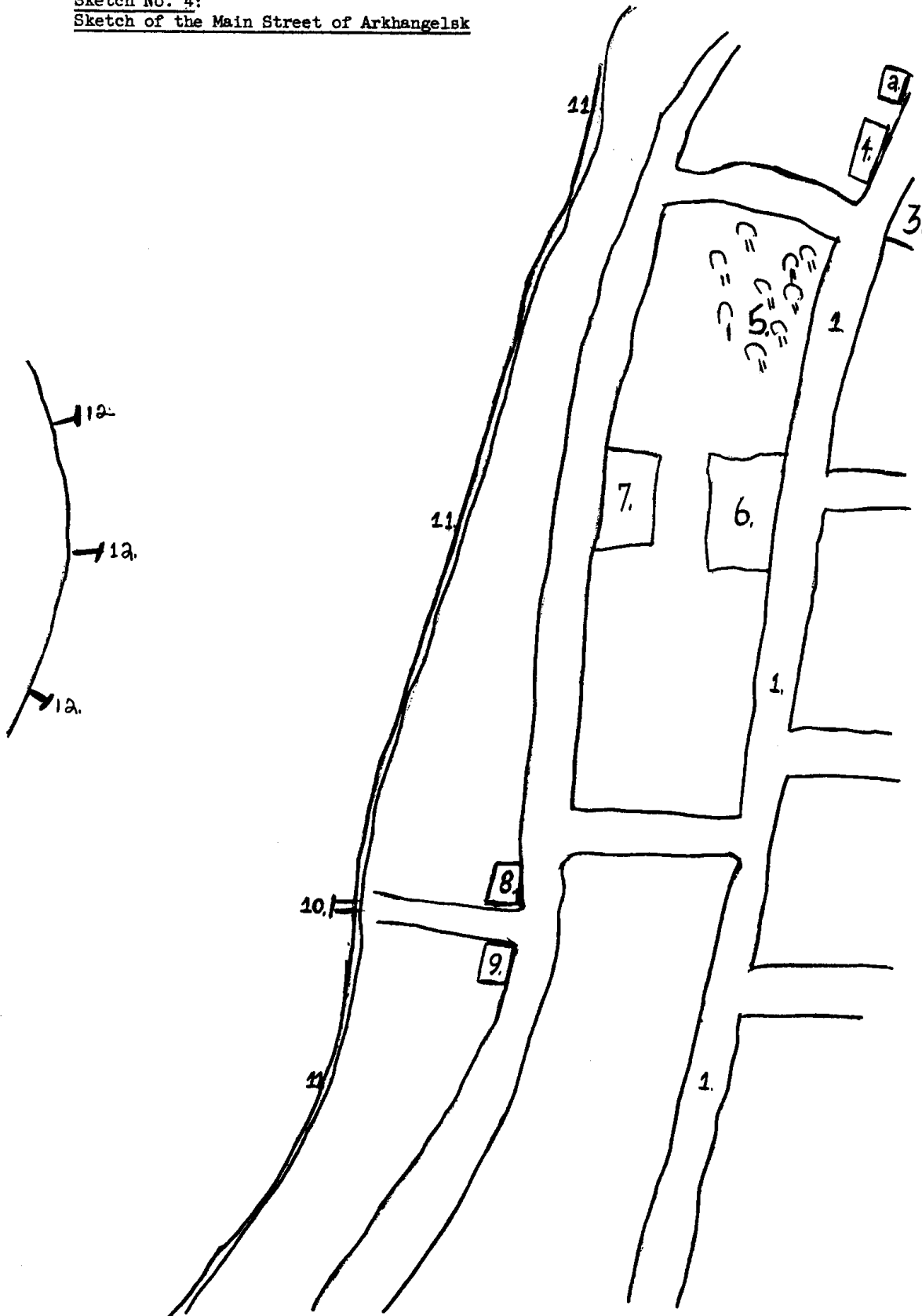
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Sketch No. 4:  
Sketch of the Main Street of Arkhangelsk



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