

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Baltic)	REPORT	
SUBJECT	Observation of Shipyards in Leningrad	DATE DISTR.	29 April 1955
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- On 19 August 1954, the Zhdanov Shipyard in Leningrad was observed. It seemed to be completely uncared-for and no work was done there. A ship's hull with superstructures coated with old minium paint was moored in front of the entrance to the shipyard basin. A large hole, apparently a mine hit, was in the starboard bow of the hull just above the waterline. The wreck in front of the entrance to the shipyard basin was moored in such a position that only a launch or a rowboat could enter the basin passing forward or aft of this wreck. An apparently new naval vessel with two smokestacks, probably a modern destroyer, was berthed in the shipyard basin proper. No glare typical of welding torches was seen during the night. On 15 September 1954, it was learned that the wreck in front of the shipyard basin no longer blocked the entrance, but on this occasion half of the wreck was tied up alongside the pier and gave the impression that this hull was temporarily used to block the basin from view. Seven  KRONSHADT-Class submarine chasers, apparently recently completed, were moored at the Zhdanov Shipyard. They had a new coat of paint and new tarpaulins covering the guns, but no depth charges or depth charge launchers were seen on the fantail. Two destroyers of a new type, characterized by a continuous deck, two smokestacks, and a conspicuous control tower atop the bridge, were in the shipyard basin of the Zhdanov Shipyard. They also had two lattice masts each. The lattice mast of one of the two destroyers was being fitted with wooden casings during the period of observation. A naval tanker painted in gray color also was moored in the shipyard basin but could not be described in detail because she was partially blocked from view by the wreck moored in front of the entrance to the harbor basin. On 15 September 1954, the building slips in the Zhdanov Shipyard were empty and seemed to be completely neglected. Although no activity was observed in the Zhdanov Yard, on 19 August 1954, it was stated that from 15 to 18 September round-the-clock work was performed in the yard. The clang of hammering of riveting operations was sometimes heard and the glare of cutting torches was observed during the night. The wreck in front of the yard basin of the Zhdanov Shipyard was again moved in front of the yard so as to cover almost the entire

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entrance to the basin. A destroyer of the type observed on 15 September, but fitted with two tripod masts in lieu of lattice masts, was berthed in the basin of the Zhdanov Shipyard and was undergoing welding operations at night. Seven KRONSHADT-Class submarine chasers, on which day-and-night work was going on, were moored west of the building slip, which, as was also observed from 10 to 15 October, was neglected and not in use. No work on new ships or preliminary work or any other kind of work was observed on the slip. Several small workshops were seen in the shipyard area, but no details could be given on their number or accurate position. No night work was observed going on in these workshops. Only the large building extending parallel to the shipyard basin was being used during the night, since its windows were illuminated and the glare of welding torches in the building could be observed. The size of the building was estimated at 240 meters in length, about 100 meters in width, and from 12 to 15 meters in height. The roof was flat and slightly tapered. Most parts of the building were glazed. Scaffolds in the illuminated building were seen in the glare of the lamps. The building was fitted with large doors at the water front which, however, were not open.

2. On 16 September, a large cruiser was seen lying at the Sudomekh Shipyard on the Great Neva River. She was a SVERDLOV-Class cruiser<sup>1</sup>, and about two-thirds of her length was visible above the board fence surrounding the shipyard. The cruiser had a new coat of paint, [redacted]

[redacted] On 15 September 1954, those parts of the workshops which projected over the board fence were illuminated during the day, and the cruiser was still berthed at the shipyard. On 11 October 1954, the cruiser was seen in a graving dock, but apparently was not lying on an even keel. She rather slanted toward the stern. Her hull, deck structures, armament and masts, as far as the mastheads, were all painted over with minium. No other vessels were observed in the Sudomekh Shipyard. On 11 October, a Monday, no work was done in the shipyard.

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3. On 15 September 1954, the Marti Shipyard appeared to be working at full capacity. Smoke belched from smokestacks in the shipyard area and the workshops were brightly illuminated, although it was broad daylight. No ships were seen. On 11 October 1954, two or three ships were under construction at the shipyard, but their identity could not be made out.
4. A destroyer of a new type with a flush, continuous deck and a conspicuous round control tower was in the Zhdanov Shipyard from 11 to 17 October 1954. The destroyer was partially covered by the wreck lying in front of the entrance to the shipyard basin. The wreck had a large hole in her bow which was covered with some boards. Six to eight KRONSHADT-Class submarine chasers were berthed near the building slip. Work on these vessels was continued round the clock. The building slip of the Zhdanov Shipyard was empty and seemed to be rather uncared for. A large workshop was located at the rear of the building slip. It was illuminated during the night and work was done round the clock.
1. [redacted] Comment. It is not believed that the vessel observed in the Sudomekh Shipyard was a SVERDLOV Cruiser, since the building slip is only 120 meters long. Until now only submarines and small naval vessels were built by the Sudomekh Shipyard. The vessel observed was possibly a destroyer.

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