

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Leningrad Oblast)	REPORT NO.		25X1
SUBJECT	Port of Leningrad	DATE DISTR.	10 November 1955	25X1
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PLACE ACQUIRED		REQUIREMENT NO.		25X1
DATE ACQUIRED		REFERENCES		

Source Evaluations are Definitive. This is UNEVALUATED Information. Content is Tentative.

1. [redacted] ship began the approach to Leningrad during the afternoon of 2 July 1954. [redacted] in the swept channel, [redacted] a submarine of the Eno (sic) type heading out to sea. The submarine had a dark hull, a 90 millimeter gun forward and aft, a machine gun of undetermined caliber, and radar. It was making about 12 knots, and five Soviet officers in the conning tower were observing [redacted] ship closely. At about 1700 hours, three Soviet motor patrol vessels overtook [redacted] vessel. They were making about 20 knots and were headed in toward Leningrad.
2. At 1830 hours, a large warship at anchor, a large destroyer, and two freighters at anchor, were in the vicinity of the Leningrad lightship. The large warship had two turrets forward, one with two guns above and one with three guns, and a similar arrangement aft. It had two twin-tube torpedo mounts. It had a tripod mast, three radar antennas, and other equipment similar to the battleship VITTORIO VENETO. The destroyer displaced 1800 to 2000 tons and it had radar antenna. It was being towed by a naval tug of 1500 horsepower, to a mooring toward the northwest. The destroyer's engines were idle but some boilers were steaming. It was probably coming from the naval base at Kronshtadt. One of the freighters, which displaced about 4500 DWT, was loading, and the other, which displaced about 4000 DWT, was offloading.
3. [redacted] ship passed the port of Kronshtadt at 2000 hours on 2 July. The harbor had four entrances (see sketch No. 1). Number 1 was obstructed by an auxiliary vessel; numbers 2 and 3 were closed by nets, the floats of which could be seen; and number 4 was open. The water area from the left of number 4 to the shore, was closed by nets, the floats of which could be seen. Within the port were: at 5.1, a wharf at which there were moored seven vessels of the MTB or motor patrol type; at 5.2, a shipbuilding yard with two hulls which appeared to be those of large destroyers on the ways; at 5.3, a pier where four large destroyers, each equipped with radar and armed with two twin-gun mounts forward, were moored bow to; at 5.4, near the pier where the destroyers were moored,

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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[Redacted]

[Redacted]

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was an empty floating dry dock with a capacity of not more than 3000 tons; at 5.5, in line with the pier, and about 300 meters inshore from the foot of the pier, there were four antennas, one of which was of trellis work construction about 70 meters tall, and the rest of which were of the braced mast type and shorter.

- 4. [Redacted] vessel arrived in Leningrad at 2320 hours on 2 July, and moored at the lumber pier. Depth alongside precluded loading to more than 22 feet draft. A customs and police inspection was accomplished by police armed with pistols, after which the vessel began loading pit props [Redacted]

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5. Ships in the port at the time and harbor facilities observed are indicated on sketch No. 2 as follows:

- 1.1 [Redacted] motor vessel of about 4000 DWT loading pit props. 25X1

- 1.2 [Redacted] motor ship, [Redacted] also loading pit props. 25X1 25X1

- 1.3 [Redacted] ship. This pier was equipped with water and electric outlets as well as a double-cab bridge crane mounted on rails. In the middle of the pier, there were many sawed logs. 25X1

2. Inflat, police, and other port authorities.

3. Shipbuilding yard with two hulls of freighters not over 3500 DWT on the ways.

4. On the left, just before the first check point for personnel leaving the dock area toward town, there were two large refrigerator warehouses.

5. The first check point.

6. The second check point.

- 7. Route of the crew members of [Redacted] ship when they went by motor coach to visit the city. There were two well kept 800 horsepower tugs equipped with radiotelephones which were used for fire boats, and six 300-ton lighters in the water along this route. 25X1

- 6. During the time [Redacted] ship was in the port, a soldier armed with a pistol stood guard at the brow. The crew was treated courteously by the local authorities; any number could visit the city and motor buses were provided. There was a woman and two girls on the buses. They served as guides on the tours to the former Winter Palace of the Tsar, the Russian Museum, the Club, and other parts of the city. It appeared that the supervision on the trips was to prevent contact by the seamen with the local populace. Whenever seamen began to wander from the group, they were called back and their guides displayed considerable displeasure. The woman continually counted the seamen, thereby demonstrating that she was assigned to keep track of them. All actions, including the attempted wanderings by the seamen, were reported to the Inflat. During the visits to the city, lack of means and poor living conditions were noted. 25X1

- 7. The departure inspection was completed at 1600 hours on 14 July and the ship left the port.

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[Redacted]

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8. No aircraft were seen or heard [Redacted]

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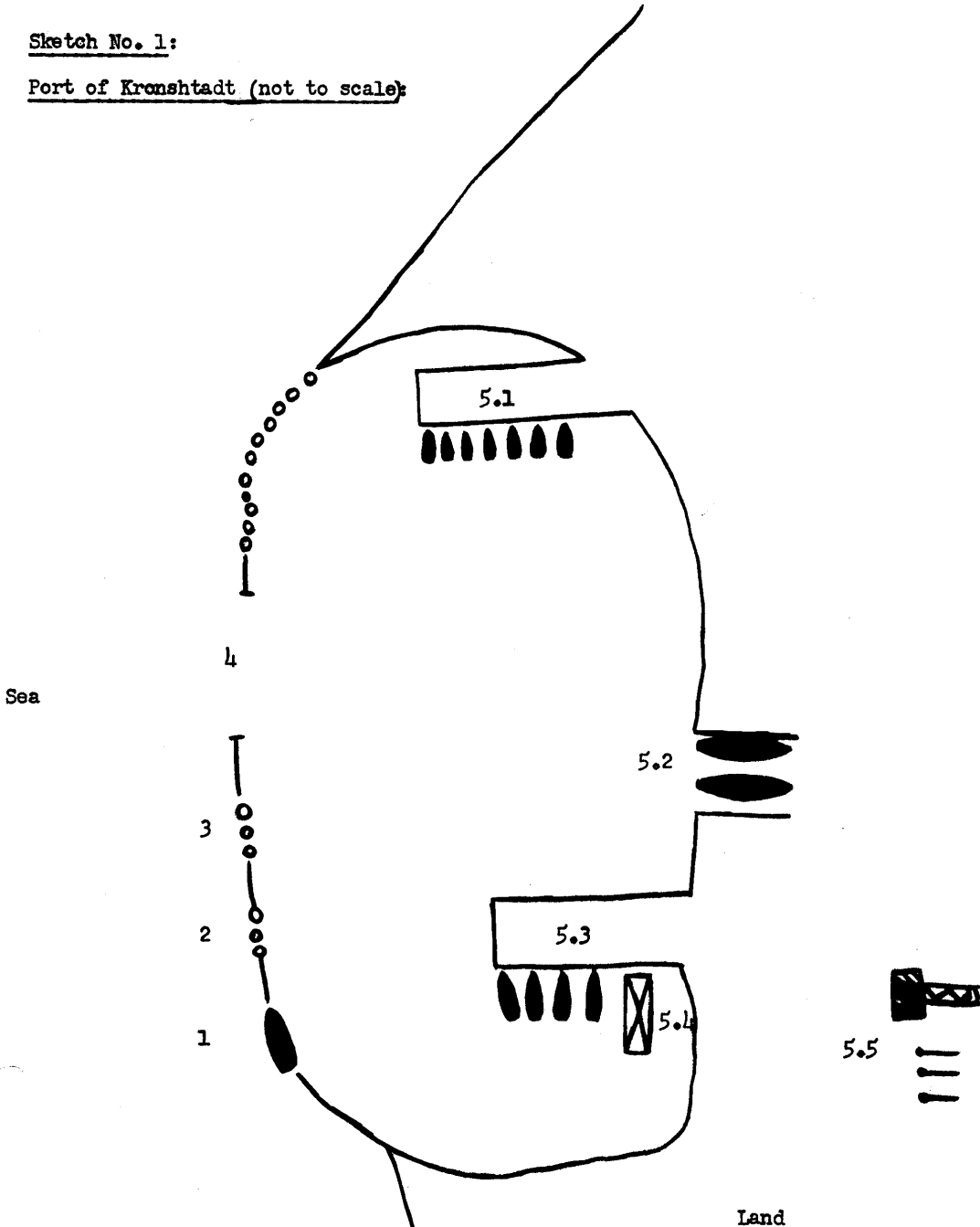
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1. [Redacted] Comment: This seems rather unusual since [Redacted] ship was, for a period of 11 days, between 4000 and 5000 yards from the Leningrad Aleksandrovskaya Airfield, which is used by scheduled airlines operating from Leningrad as well as military aircraft.

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Sketch No. 1:

Port of Kronshtadt (not to scale):



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[Redacted]

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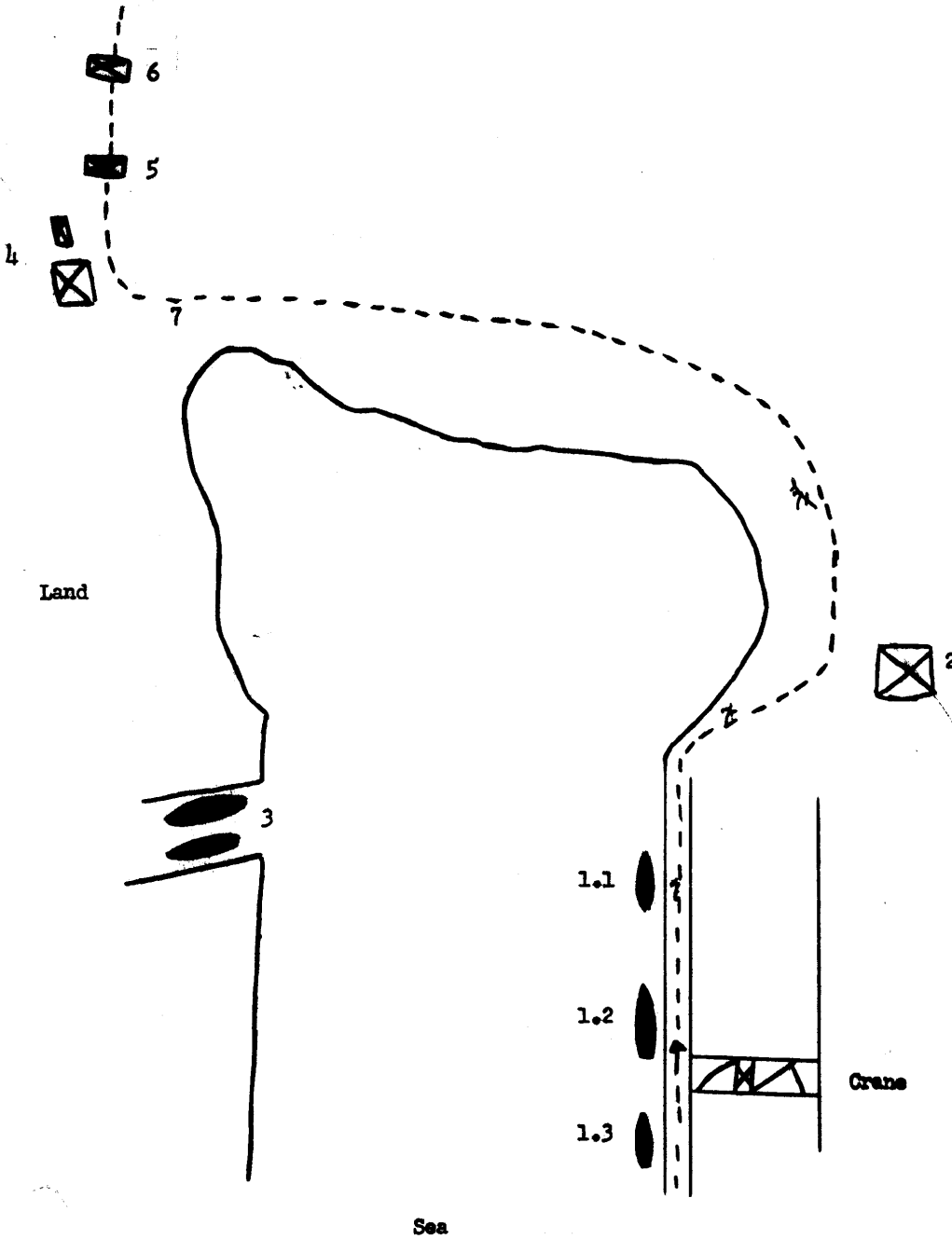
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Sketch No. 2:

Portion of Leningrad Port where [redacted] Ship Loaded (not to scale):

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