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CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT

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COUNTRY USSR (Latvia)

SUBJECT Officials and Wage Policy of the Bolshevik Fishing  
Kolkhoz, Liepaja/Security Preparation/Training of  
Fishermen

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1. "In 1952 the Bolshevik fishing kolkhoz in Lepaya has 500 members, of whom about 350 are fishermen. They live in small private apartments, like factory workers. Some of the fishermen are allowed to fish only in Riga Bay because they have no high sea permits. Such permits can be revoked or reissued at any time without explanation, at the discretion of the kolkhoz management. 25X1X
- 25X1X most fishermen of the Bolshevik kolkhoz lost their high sea permits.

2. "The kolkhoz is managed by a ward of ten officials:

Andrejs Lanka - Chairman. About 45, dark, of medium height. He is married and has two sons. Though a good fisherman, he is hard on his employees. His only ambition is to keep his post and to earn premiums and the praise of the CP. He mercilessly exploits the kolkhoz members, drives the fishermen out to sea in storms, never considers their wishes or suggestions.

Michael Korts - Brigadier, Political Officer and Lanka's right-hand man. Aged 25, an ardent Communist. Because of his good relations with the Party and the Coast Guard, he has a free hand. In 1951, probably to display his influence, he withdrew the sea permits of all Bolshevik fishermen. The permits were eventually returned, but the men lost considerable earnings meanwhile.

(fnu) Fomin - Vice-Chairman. CP organizer. A Soviet.

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- (fnu) Zavartiayer or Zavertyayer)  
 (fnu) Kamyshev ) Brigadiers. Soviets. Active CP members.  
 (fnu) Terekov )  
 (fnu) Kalnins )  
 (fnu) Jurjans ) Brigadiers. Latvians. Active CP members.  
 (fnu) Krazis - Accountant.  
 (fnu) Kipste - Woman. 'Cultural worker' of the kolkhoz. Attempts to recruit all members into either the CP or the Komsomol.

3. "Of the members of the kolkhoz, about 50 are Soviets who had remained in Latvia after their discharge from the Soviet Army. They do not cause much trouble and are therefore not much disliked.
4. "About 100 of the kolkhoz members are women. They unload fish, repair nets, and prepare the bait. They work on cutters, usually six women on one boat because the hooks must be baited.
5. "The kolkhoz also has 50 or 60 carpenters to repair boats, about 10 net repairers and three or four truck drivers.
6. "The chairman and the accountant of the kolkhoz get three parts of the 45 per cent of the catch which is allotted as wages. Formerly, they received a standard salary of 1,500 rubles per month; now, under the new premium system, nobody can tell how much they earn. A brigadier gets two parts of the 45 per cent of his brigade's catch. There are eight cutters in each brigade. There are three cutter brigades and one brigade for all fishing boats of the kolkhoz. The brigadier himself never goes out to sea but manages his brigade's affairs on land. Though they earn more than the fishermen who really do the work, brigadiers have not much to do and have an easy life.
7. "The salary of a typist at the kolkhoz office is 450 rubles, out of which she gets 390-400 rubles in hand as take-home pay. The rest is deducted for various dues. A master carpenter gets 1,200 rubles, his helpers 500-600 rubles per month. Women repairing the nets used to get 1,200 rubles monthly. Since their norms have been increased, they have been unable to make more than 500-600 rubles per month. A truck driver also earns only 500-600 rubles. In principle, women get the same wages as men. However, they never can accomplish men's norms.
8. "The yearly norm of a cutter is 200 tons of cod. A fishing boat must catch 60-80 tons. These norms can be, and often are, changed without advance information. In 1949 a cutter's norm was only 100 tons, the next year 120 tons. The present norm, though rather high, can be fulfilled.
9. "When not at sea, fishing boats and cutters are kept in the fishing harbor of Lepaya, situated next to the premises of the fish factory where the catch is processed. The fishing harbor is surrounded by a fence and guarded by a number of watchmen of the factory. While it might be possible to get hold of a boat without the watchman noticing, it is practically impossible to take the boat out of the harbor.
10. "Before putting out to sea, every boat and cutter is checked by frontier guards wearing green uniforms and caps bearing a red star. The uniforms have silver epaulettes with two green stripes. Two guards search the cutter from bow to stern; one stays on watch on shore and at least two others watch the proceedings from the observation tower nearby. Those on the tower and on the shore are armed with rifles. The two searching the boat have pistols. Fishermen must produce four different identification papers: their passport, a working permit, a sea-going

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permit and a permit from the harbor captain. The work and sea-going permits bear the photograph of the holder. Furthermore, the skipper has to show the sea-going permit of the cutter or boat, which bears the photographs of the entire crew. The frontier guards are searching for unauthorized persons on board or prohibited commodities. They look everywhere--the holds, the water tank. They search the private belongings of the crew, scrutinizing every book or newspaper. The same procedure is repeated when the boat returns.

11. "The next check occurs on the way out of the harbor. Coast Guard boats stop the cutter. They may ask for identification and other papers, or may only flash a searchlight on the boat to check the number. From the observation towers in the port searchlights also check the number of the cutter. Whenever a warship passes a boat, a signal is flashed from these towers ordering the boat to wait until the warship has passed.
12. "The last check is made on the open sea by armed Coast Guard boats, 10-20 m long, equipped with small guns. This check is usually carried out 20-30 km off the shore--sometimes more, sometimes less. Sometimes crew members of the Coast Guard patrol boat board the cutter to check; other times they ask only for papers.
13. "Each cutter has to go through the same controls upon returning to the harbor.
14. "The port can be left and entered three times a day, but only at the following hours: 8 a m, 12 noon, and 8 p m. If a boat is late leaving or returning to the harbor at these hours, she must wait for the next established hour. The crew is fined for the delay up to 500 rubles, unless they have some substantial excuse.
15. "The cutters usually leave the port in groups and disperse later to their respective fishing grounds to fish individually. Before putting out to sea, each cutter is given an appointed square on the map where it may fish. Often cutters leave their assigned places, but this is a thing nobody can check.
16. "Last year when word came that three Lithuanian fishermen had overpowered their two Soviet colleagues and escaped to Sweden, it was said that the Soviets sent out a chain of their coastguard boats beyond the ordinary fishing waters to prevent similar escapes in the future.

17. "Courses for young fishermen are arranged by the Training Combine of the Ministry for Fishing. They are given in three towns: Riga, Lepaya, and Ventspils. Training lasts two to six months, depending on the specialty. The general subjects are taught by local teachers as an extra job, while the maritime subjects are taught by special instructors. There are almost no politics in the curriculum--only a short political lecture once or twice weekly. The course for skippers of fishing cutters lasts six months and must be backed by two years of practical work.

The course for the engineers on fishing cutters lasts three months."

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