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SUBJECT Port Information: Leningrad	DATE DISTRIBUTED 14 MAR 56
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- The following information is based on personal observations
- Alphabetical Designators In connection with information contained herein, specific points of interest are noted on photostatic copy of BA Chart No 2239 and referred to in this report by the following alphabetical designators:

- Berth
- Turning area on departure
- Norwegian merchant vessel
- Cold Storage Refrigerated warehouse
- Kanonerski Shipyard

- Approach and Pilot Vessel arrived with partial cargo onboard, discharged no cargo, and lifted 1560 metric tons baled cotton, camel hairs, goat downs, and general cargo. Vessel arrived at Leningrad Light Vessel 040650C Nov 55 and drifted until pilot boarded 040725C.

Pilot came out in a motor launch that displayed the international pilot lights.

On departure vessel was boarded by pilot 080800C at her berth; he conducted her out of harbor, and was discharged 081220C at Leningrad Light Vessel. During period of visit, weather was very cold with rain and snow. Schedule of weather (0800C daily recordings) during visit follows:

Date	Wind	Sky	Barometer	Temperature	Remarks
4 Nov 55	SSE-2	Cloudy	30.12	28°F	-
5 Nov 55	Calm	Overcast	29.67	37°F	Rain
6 Nov 55	NE-2	Cloudy	29.96	30°F	-
7 Nov 55	ESE-3	Overcast	30.08	17°F	Snow

- Anchorage Vessel did not anchor at any time during her call.

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5. Harbor

25X1 a cold storage refrigerated warehouse is located at designator D.

6. Controls Vessel was boarded at her berth, labeled designator A, at 041130G by a five-man boarding party composed of customs officer, immigration officer, health officer, and two representatives of INFIST, state maritime agency. The party completed its business in one hour. The customs representative sealed vessel's radio and all cameras. He did not seal radar, sextant, guns and ammunition, provisions, binoculars, flares, or personal effects. The immigration officer checked all seamen's papers and issued shore passes. Vessel was not searched on arrival or departure. Immediately before vessel sailed, immigration officer returned to pick up shore passes from crew. One sentry was posted at vessel's gangway on quay at all times during her call to check passes of all persons boarding and leaving vessel.

7. Harbor Craft Vessel was given assistance by two tugs on arrival in berth and on departure in leaving berth and turning. Both tugs were large, steam-powered, and vessel was turned on departure at position labeled designator B.

8. Berth Vessel was delayed over an hour in getting into her berth at designator A because of poor pilotage and failure on the part of quay personnel to decide which sections of quay vessel was to occupy. Quay alongside which vessel moored is built of stone and is equipped with a crane track and two railroad spur tracks on the apron. Beyond a free space, a ramp leads up to a warehouse, as shown in the sketch. According to pilot, depth of water alongside is 22' although depth was only 18' alongside. 25X1 To complete loading cargo, it was necessary for a raft to be placed between vessel and quay. The quay is sufficiently long to accommodate five ocean-going merchant vessels. Vessel commenced loading cargo 041600C and with continuous 24-hour loading completed operations 080500C, with interruptions when it rained on 5 Nov 55 and snowed on 7 Nov 55. Cargo was brought to dockside by truck transport and loaded into vessel's holds by two five-ton cranes most of the time, and by four five-ton cranes for a short period when they were not working another vessel along quay. Two gangs of stevedores composed of three men each in the holds were used, except when four cranes were in operation, at which time four stevedore gangs were used. Eight-hour shifts were worked around-the-clock. Females were employed as tallymen and crane operators. Proficiency of stevedores was not good by US standards, and their proficiency reached its lowest point during the night working hours. Vessel loaded no supplies, or bunkers, at subject port and did not use electricity, steam, or water available at her berth. Sketch of berth is attached.

9. New Construction No new construction in subject port. 25X1

10. Shipbuilding and Ship Repair The Kanonerski Shipyard was observed at designator E. It consisted of one floating drydock and facilities for alongside repair and upkeep of vessels. An old Soviet merchant vessel was undergoing repairs alongside at this yard. 25X1 25X1

11. Naval Vessels Vessel was present at subject port during annual celebration of the Bolshevik Revolution of 1917. at least 25 Soviet submarines proceeding up the Great Nava River in the direction of the main section of the city on the holiday. 25X1 25X1 25X1

Passing Kronstadt en route subject port on 4 Nov 55, Soviet ORB anchored in the stream. At about the same time an unusual vessel underway out of Kronstadt into the Baltic sea. It appeared to be a merchant vessel hull, but with a wider beam than usually found on such vessels. It had a high superstructure running almost

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the length of the ship and looked like the type craft that would carry tanks in amphibious operations. The closest vessel resembling it is Soviet ARSD, Kommuna.

12. Merchant Vessels

merchant vessel [redacted] moored at designator C, which was loading a full cotton cargo. The Soviet icebreaker NS OB was present in port, [redacted] being fitted out for participation in Soviet antarctic expedition. [redacted] she has been fitted out with a platform aft for helicopter use.

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Sketch of Vessel's Berth

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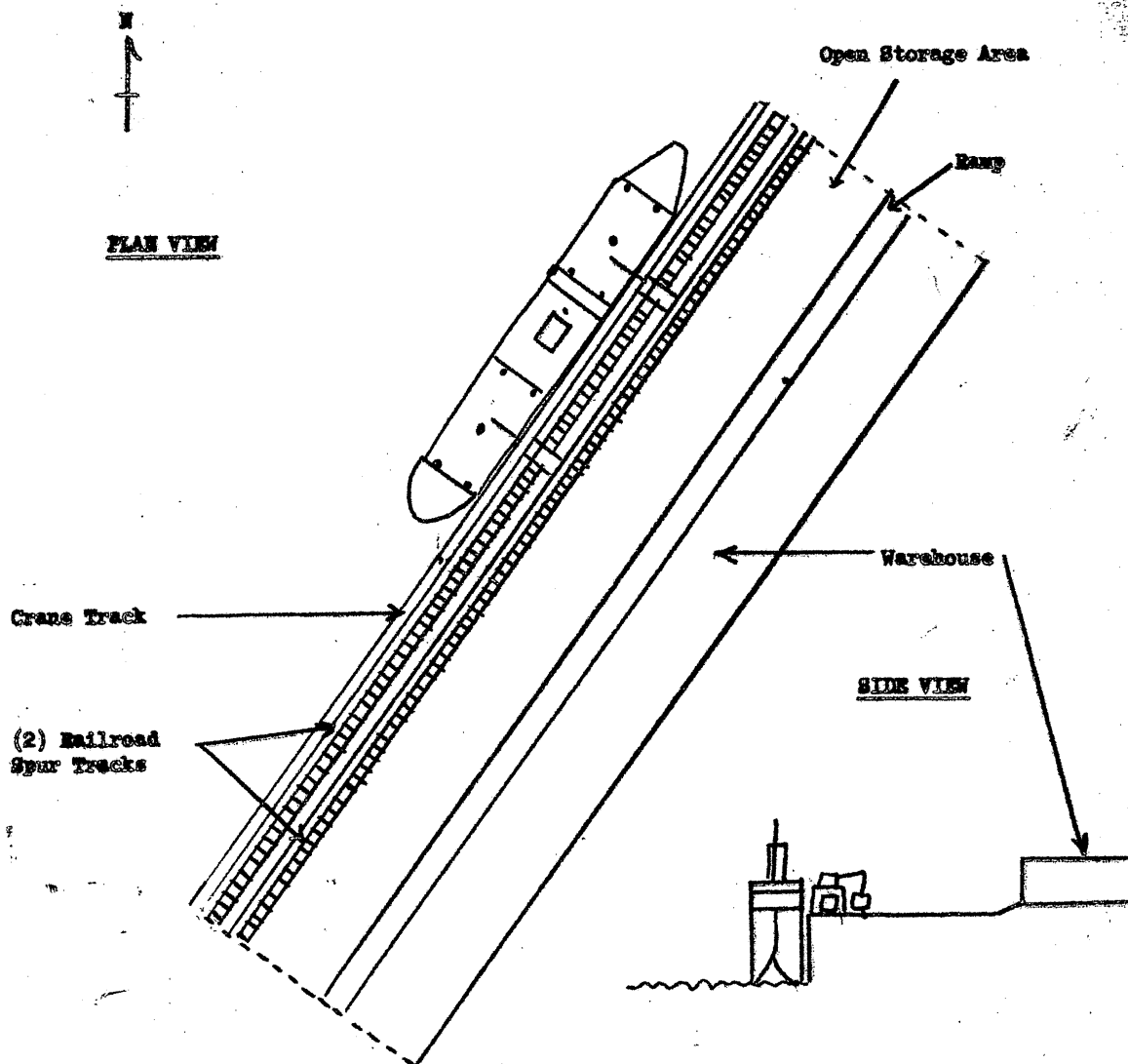
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ENCLOSURE A

Plan and Side View Sketches of Vessel's Berth at Designator A



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- (1) The existence and position of many of the buoys and other aids to navigation shown on this chart cannot be relied upon.
- (2) The channels of the River Neva are extensively buoyed and lighted, but only the outer lights, lightbuoys and buoys are shown on this chart.
- (3) No wrecks are shown on this chart.