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**INFORMATION REPORT**

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PREPARED AND DISSEMINATED BY  
CENTRAL INTELLIGENCE AGENCY

COUNTRY **USSR** NAVY review completed.

SUBJECT  
**Nakhodka - Port Information**

DATE DISTRIBUTED 9 Oct 1956 25X1

NO. OF PAGES 4 NO. OF ENCLS.

SUPPLEMENT TO REPORT #

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The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3c of NSCID #7. 25X1

1.            merchant vessel            arrived at Nakhodka, USSR           

2. Approach to anchorage.            two television antennae, of similar design, at point 1 on overlay No 3.           

           One of the television antennae was rotating (i e, both shaft and crossbars were moving as a unit). A rough sketch of the antennae appears in the box numbered 4 on overlay No 3.

3. A large radar scanner at point 2 on overlay No 3 was noted            "probably 50 feet or more across and tilted at an angle of about 15 degrees."

4.            three large square doors or openings, close together and in line, just under the crest of a hill at point 2 on overlay No 3. Each opening faced to the southwest, and was surrounded by what appeared to be new concrete. The hillside in the area appeared to be scarred by excavation work. The position was fixed by cross bearings.                       this might be a coastal defense installation.

5. A gunboat was picked up one mile off Cape Povorotnyy, and it followed the vessel to the anchorage. During departure, the gunboat followed the vessel 30 miles to the sea.

6. The quarantine procedure was the same as experienced recently by other non-Communist merchant vessels entering Nakhodka.

7. Anchorage. The vessel anchored at point 1 on overlay No 1 for four days. The holding ground material was gray clay with weed on top. The holding quality was excellent.

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8. Approach to harbor. The approach to the harbor from the anchorage was a track bearing  $273^{\circ}$  (marked point 5) from the leading lights marked 20 on overlay No 1. This track was taken by all ships entering and leaving the harbor [redacted] was at Nakhodka. [redacted]
- [redacted] buoy marked 3. (Dead fix. Flashing every three seconds. Can Top Mark). It bears  $012^{\circ}$  T from M Astaf'yeva and is 900 feet from that point. [redacted]
- The depth in the deep water channel is at least 28 feet, for the vessel's draft was that much upon entering.
9. The largest vessel [redacted] using the channel was a Soviet Liberty-type ship under full load.
10. The pilot was taken aboard at the anchorage and debarked at approximately the same point upon departure.
11. Controls. The only item sealed aboard ship was the main radio, and this was done in a fashion so careless as to permit its use.
12. Security guards patrolled the quay, and one each was placed at gangway, bow and stern in port.
13. Harbor Craft. [redacted] miscellaneous harbor craft moored in the area marked 19 on overlay No 1. A self-propelled floating crane (underway), capacity probably about 50 tons, was noted in the enclosed portion of the harbor, near the area marked 13 on overlay No 1.
14. Berth in port. The ship was berthed at point 2 on the quay marked 14 on overlay No 1. A detailed sketch of the quay is provided on overlay 2, although it is not to scale. The length of the quay was approximately five thousand feet. It was a concrete seawall type with bolted wooden bumpers and with an asphalt apron. The direct line of the quay was  $206^{\circ}$  T according to the ship's gyro-compass which was running one-half degree high at the time of calculation. The depth alongside was at least 28 feet, since the vessel's draft was that figure when it tied up. [redacted]
- [redacted] dredging had obviously occurred. An area, approximately that marked 21 on overlay No 1, had been reclaimed for the quay.
15. Five sheds, each several hundred feet long, were observed [redacted] as shown on overlay No 2. The sheds marked 1, 2, 3 and 4, were of stone and brick construction. Shed No 5 was of wooden construction.
16. Approximately 30 cranes were observed on the quay, straddling the three-track railway (see paragraph 27 below). Six of these were 15 tons SWL and spaced equally along the quay amongst the others, which were of three-five tons SWL. All were electric and mobile on rails, and all but two were of the luffing jib type.
17. In addition, seven cranes were observed inshore as sketched on overlay No 2. Four of these, marked B on the overlay, were immobile and of about 15 tons SWL. Three others, marked C, were mobile on a liner.
18. A coal dump was observed on the quay as sketched on overlay No 2. [redacted] approximately 15 thousand to 20 thousand tons of coal at the dump.
19. [redacted] the area of the quay marked "A" was apparently reserved for small craft.

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20. Soviet Liberty-type ships were loading what appeared to be military equipment, painted a "greeny-gray" color, at sheds marked 1 and 2 on overlay No 2. This equipment included trucks, cars, bulldozers, and other machinery

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21. Three railroad tracks of standard Soviet gauge, were observed on the quay. The middle track was apparently used as a switch track in order to leave the other two uninterrupted during loading and/or unloading activity.

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22. [redacted] areas marked 8 and 9 on overlay No 1 [redacted] had apparently been filled to allow extension of the railroad through the areas, as sketched. [redacted] the track through area 8 has apparently been linked with the track shown on the chart as running north of Nakhodka Bay.

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23. [redacted] the water facilities on the quay were adequate, and the quality was good enough for either boiler or drinking use.

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24. [redacted]  
25. [redacted]  
26. [redacted]

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27. Cargo Operations. Unloading was done by cranes (see paragraph 16 above) using clam shovel type grabs. The grain was loaded into temporary bunkers, then fed by gravity into boxcars. The boxcars had apparently been converted for grain use, were covered, and were in "good condition." [redacted] all grain operations on the quay appeared to be handled by grabs and hoppers, but that "mobile suckers" had been promised the port for the future.

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28. The dock workers were adequate in number and quality [redacted]. The 10 thousand ton cargo was unloaded in four and a half days with a 24-hour work schedule.

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29. Construction. [redacted] a considerable amount of railroad construction in addition to that already mentioned. A railroad station and sidings were observed at approximately point 10 on overlay No 1. [redacted] there had also been uncharted construction west of the station, since trains loaded passengers for Vladivostok and headed west. There also appeared to be new sidings near the sheds marked 17. [redacted] there appeared to be ample rolling stock on hand for port use. [redacted] two steam engines of "Nineteenth Century [redacted] design," and both appeared extremely clean.

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30. [redacted] the area marked 18 on overlay No 1 had been reclaimed, and that construction appeared to be underway.

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31. Four new jetties were observed at point 12 on overlay 1. [redacted] suitable for vessels of about three thousand tons DW. Each jetty was about three hundred feet in length.

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32. [redacted] the area designated 16 on overlay No 1 [redacted] has been filled and reclaimed. [redacted] considerable new construction in the area, including long sheds at approximately point 17. These sheds appeared to be about one thousand feet in length [redacted]

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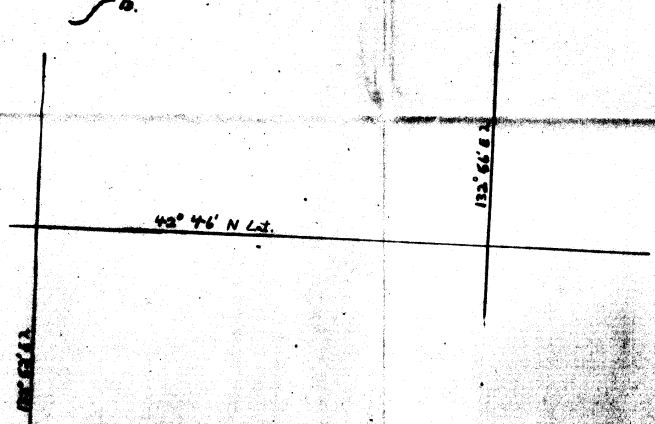
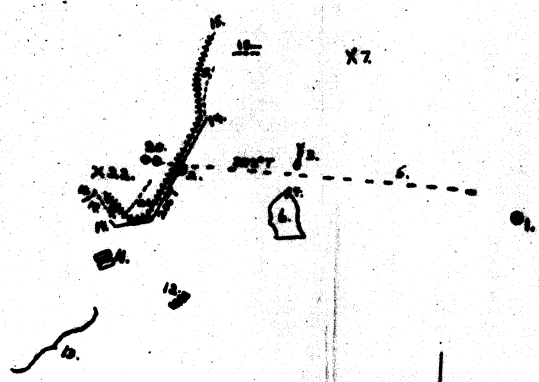
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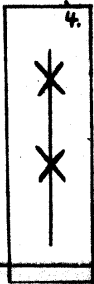
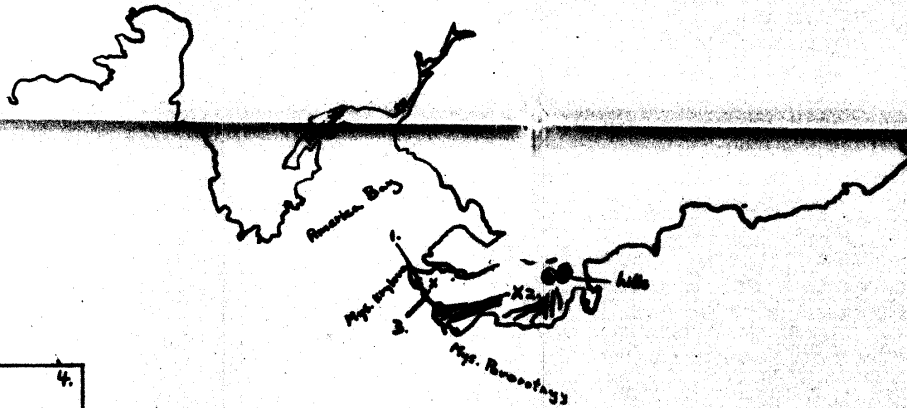


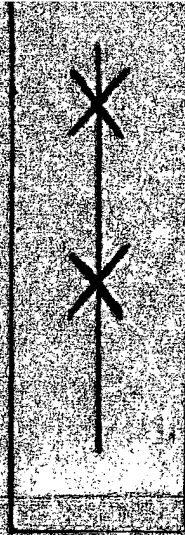
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OVERLAY I



OVERLAY III





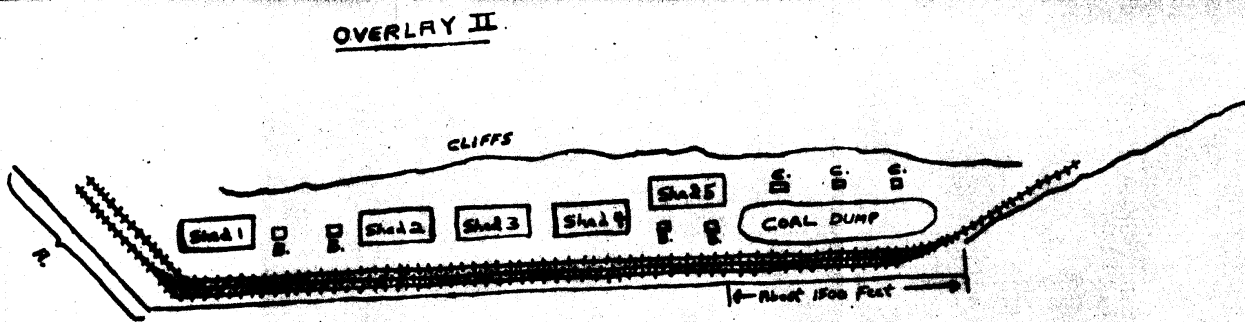
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