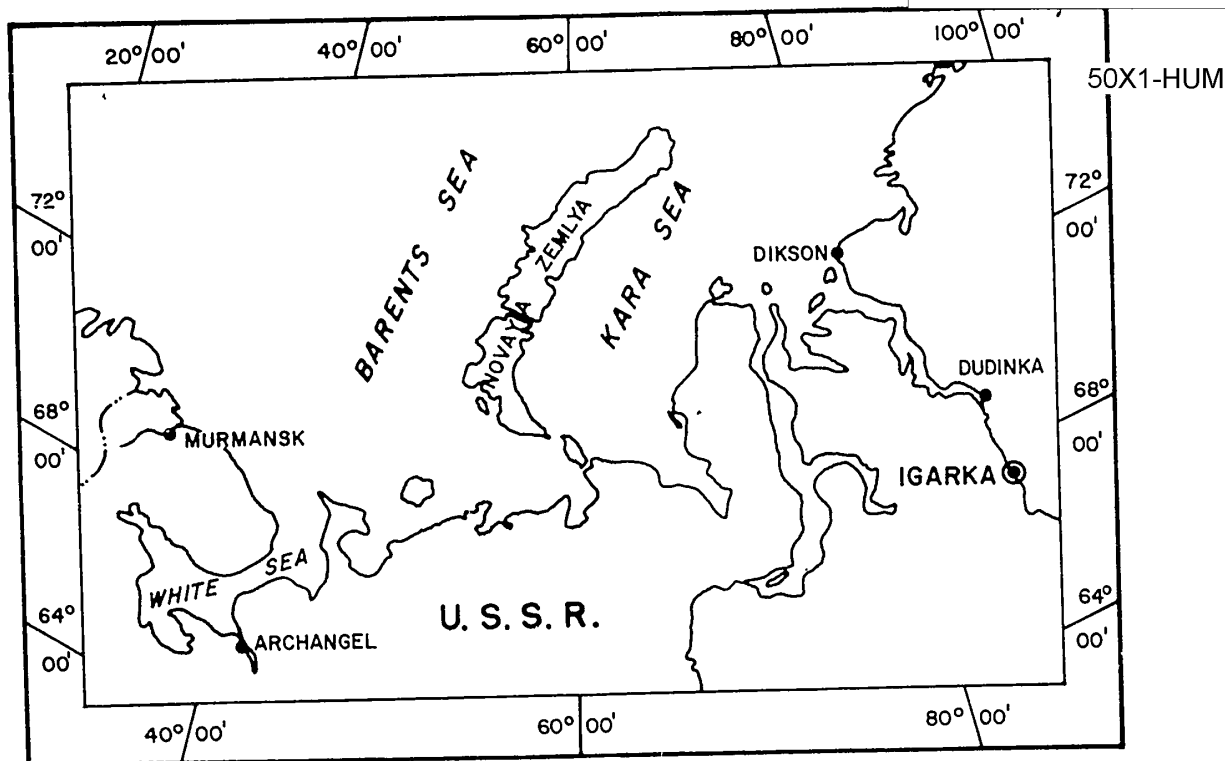


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PORT INTELLIGENCE STUDY



IGARKA, U. S. S. R.
(TITLE UNCLASSIFIED)



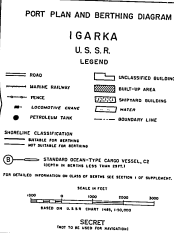
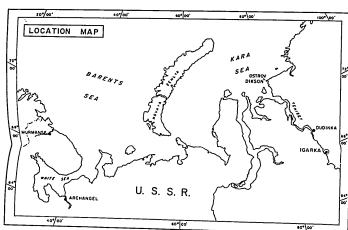
NOV. 1957

THE NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
OFFICE OF NAVAL INTELLIGENCE

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Petroleum storage area at Igarka. Looking northward. August 1955.

Western end of Main Wharf at Igarka. Looking northward. Seamen's Club and Harbormaster's Office, center background. August 1955.

Passenger Terminal at Igarka. Looking northward. Seamen's Club and Harbormaster's Office, center background. August 1955.

1. INTRODUCTION

Igarka (67°30' N, 88°37' E, U.S.S.R. Chart No. 1495), a river port on the northward-flowing Yenisey, lies approximately 475 miles upstream from Gorno-Altaisk, which is located at the entrance to Yeniseyskaya Zaliv from the Kara Sea. The town has 2 sections that have a combined population of 15,000 are seasonal workers brought in during the summer and probably housed in barracks. Staraya Chel is on the southern (left) bank of the river, which runs briefly and constructed in 1928-29, is on the northern (right) bank. Igarka is noted primarily for its timber industry and port facilities, in addition to which it has a commercial airfield, the southernmost point on the Yenisey in which occupying vessels of cargo between occupying vessels and river craft. The principal commodity shipped is lumber, according to the Union Ministry of the Maritime Fleet of the U.S.S.R. and is in charge of a harbormaster, whose office is westward of Main Wharf. Authoritative generally based vessels several miles downstream from Igarka. The port provides the following berths:

BERTHING CLASSIFICATION STANDARD			
Class of Vessel	Berth Dimensions	Class of Vessel	Berth Dimensions
Length	Depth	Length	Depth
1	2	1	2
355	31-30	70	1,000
40	25-23	100	1,100
		120	1,200

2. LARGEST VESSEL ACCOMMODATED IN PORT

Fairways through down-river approach and harbor entrance limit draft of vessels entering port and berthing alongside. Degeat draft of vessel having traversed the fairways 25 ft., length and beam not limiting.

3. HARBOR

- GENERALITY** -- Yenisey generally flows N. to Yeniseyskaya Zaliv, north of Kara Sea, at Igarka runs E. to W. for short distance, divided by island, Gorno-Altaisk, into 2 channels. Channel, where virtually all port facilities located, considered as harbor with length about 5 miles, with 1,200-1,400 ft., a depth 35-35 ft. In harbor entrance of about 10 ft. in fairway opposite Main Wharf but decreasing farther upstream. Fair natural protection but no artificial protective works; navigational aids, range lights, beacons, and buoys, some of which are navigational aids at night. In addition to river pilot (from mouth of Yenisey) port pilot takes on by incoming vessels 3-4 miles from port, port pilot considers it as capability.
- FAIRWAY LIMITATIONS** -- Bars in fairways through vessels entering port, restricting depth varying with river level from year to year. Maximum draft of any vessel having level from year to year, depend draft of any vessel having traversed approach and entrance fairways 25 ft., fairways through harbor do not limit size of vessels accommodated in harbor.
- SLIDING AND BREDDING** -- Harbor subject to sliding, especially at entrance and at Main Wharf. Slides dredge observed in operation.
- HYDROGRAPHIC AND WEATHER CONDITIONS** -- Igarka is in the upstream to be effected by tide, however, normal year, a level of water may vary slightly during each navigational season, extreme difference believed about 7 ft. by mid-July must be cleared by mid-September before river again freezes, during spring thaw ice jam forms at sharp bend in river several miles downstream, causing water level to rise as much as 65 ft., resulting flood damage wharves and other structures ex. yr. necessitating their rebuilding, some fog during navigational season.
- PORT DEFENSES** -- No known port defenses at Igarka, which has military barracks area and detention camp.

4. LANDING FACILITIES

- PRINCIPAL WHARVES** -- 2 principal wharves, Main Wharf and Industrial Pier, total berthing length 2,150 ft. Wharves rebuilt after spring thaw, yr. become slightly modified but probably of open wood piling with wood-plank decks & in fair condition. Main Wharf has 3 to 3.5 m. long, 100 ft. wide, which cannot serve large ships, truck access to wharves, which have no transit sheds or rail facilities, tabulated as follows:
- Main Wharf**
 - Use: Loading of lumber & transfer of general cargo.
 - Type and construction: Slightly curved offshore wharf of open wood-plank deck, 6 approaches wide enough for trucks leading from common approach, large moored at W. end.
 - Height of deck: 27 ft., avg. over several recent yr. (approximately 1940) ranging between 21-24 ft., containing depth in approach less than depth alongside.
 - Height of deck alongside: 4 class 3 (depth in berths less 10 ft.).
 - Mechanical handling facilities: 1 crane, 2-3 tons, cannot serve large ships.
 - Height of deck: 60 ft.
 - Standard berths: 100 ft. (approx.).
 - Truck access to wharves: Truck access to wharves.
 - Transfer of general cargo & berthing of ships, lighters, and small craft.
 - Height of deck: 1-lead pier probably of open wood piling, wood-plank deck, 50 ft.
 - Height of deck: Unknown.
 - Mechanical handling facilities: None (probably).
 - Height of deck: None (probably).
 - Width of apron: One pier head (40 ft. wide).
 - Road clearance: Unknown.
 - Fresh water: None.
 - Electricity: None (probably).
 - Lighting: Unknown.
- SUPPLEMENTAL WHARVES AND LANDING** -- Hard, Staraya Igarka, on S. River bank outside harbor proper, storage area, industrial area adjacent to Industrial Pier, 2 m. long, 100 ft. wide, which may provide additional standard berths, use plans ramp small craft for landing purposes, river service land & vessel passengers at passenger terminal on barge W. of Main Wharf.
- MECHANICAL HANDLING FACILITIES** -- Only crane a steam locomotive, 7-7.5 tons, main yard of Main Wharf, cannot serve large ships; petroleum storage area probably connected with one of supplemental berths by wharves; may carry lumber carriers used in upstream & downstream.

5. SUPPLIES

- RAIL** -- None, reports eventually to be extended adjacent to airfield through industrial area.
- ROAD** -- Consist of w. e. INLAND-WATERWAY between Igarka & Yenisey, connecting the 200 acres, log storage.

6. CLEARANCE

- RAIL** -- None, reports eventually to be extended adjacent to airfield through industrial area.
- ROAD** -- Consist of w. e. INLAND-WATERWAY between Igarka & Yenisey, connecting the 200 acres, log storage.

7. SUPPLIES

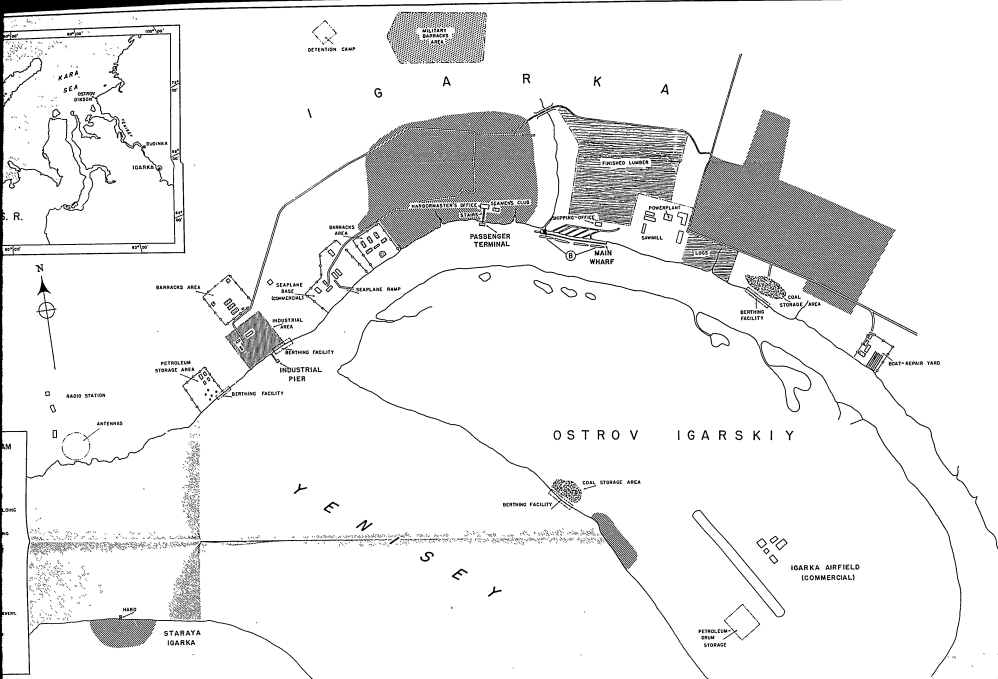
- PETROLEUM** -- Probable vessels; diesel oil believed river craft.
- COAL** -- Of rather poor quality, not intended to be used from Yenisey; no other coal.
- WATER** -- For boiler use at Main Wharf; power supply at Main Wharf but no electric powerplant in industrial area.

8. ESTIMATED MILITARY PORT CAPACITY

- Est. military port capacity per day (24 effective working hours)**

9. SHIPYARD

- SHIPYARD-CLASS**
- Category I shipyard** -- Has ref., or shipbuilding dock with more and/or 2) growing up fl. or more, or floating drydock.
- Category II shipyard** -- Has between, or shipbuilding of 150 and 300 ft., and/or 3) between 150 and 300 ft., and/or 4) between 150 and 300 ft., and/or 5) between 150 and 300 ft., and/or 6) between 150 and 300 ft., and/or 7) between 150 and 300 ft., and/or 8) between 150 and 300 ft., and/or 9) between 150 and 300 ft., and/or 10) between 150 and 300 ft., and/or 11) between 150 and 300 ft., and/or 12) between 150 and 300 ft., and/or 13) between 150 and 300 ft., and/or 14) between 150 and 300 ft., and/or 15) between 150 and 300 ft., and/or 16) between 150 and 300 ft., and/or 17) between 150 and 300 ft., and/or 18) between 150 and 300 ft., and/or 19) between 150 and 300 ft., and/or 20) between 150 and 300 ft., and/or 21) between 150 and 300 ft., and/or 22) between 150 and 300 ft., and/or 23) between 150 and 300 ft., and/or 24) between 150 and 300 ft., and/or 25) between 150 and 300 ft., and/or 26) between 150 and 300 ft., and/or 27) between 150 and 300 ft., and/or 28) between 150 and 300 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2. LARGEST VESSEL ACCOMMODATED IN PORT

Fairways through down-river approach & harbor entrance limit draft of vessels entering port & berthing alongside. deepest draft of vessel having traversed the fairways 25 ft., length & beam not limiting.

3. HARBOR

a. **SUMMARY** -- Yenisey generally flows N. to Yeniseyskiy Zaliv, inlet of Kara Sea, at Igarka runs S.-W. for short distance, divided by island, carries Igarka, into 2 channels N. channel, where virtually all port facilities located considered as harbor with length about 5 miles, width 1,200-1,800 ft., & depth 25-28 ft. in harbor entrance to about 60 ft. in fairway opposite Main Wharf but decreasing farther upstream; fair natural protection but no artificial protective works; navigational aids, range lights, buoys, & lights, some sections of river navigated at night; in winter, ice breaks up in May, but river pilots vary considerably in capability.

b. **FAIRWAY LIMITATIONS** -- Bars in fairways through vessels entering port, controlling depth varying with level from year to year; deepest draft of any vessel having traversed approach & entrance fairways 25 ft.; fairways through harbor do not limit size of vessels accommodated in harbor.

c. **SILTING AND DREDGING** -- Harbor subject to silting, especially at entrance & at Main Wharf; barge dredge observed in operation.

d. **HYDROGRAPHIC AND WEATHER CONDITIONS** -- Igarka too far upstream to be affected by tides; however, normal water level during navigational season varies from year to year, & level of water may vary slightly during each navigational season, extreme difference believed about 1 ft. Port closed by ice during most of year, usually opening by mid-July; must be cleared by mid-September before river again freezes, during spring thaw ice jam forms at sharp bend in river several miles downstream, causing water level to rise as much as 65 ft.; resulting flood damage wharves & other structures ca. 37% necessitates their rebuilding, some fog during navigational season.

e. **PORT DEFENSES** -- No known port defenses at Igarka, which has military barracks area & detention camp.

4. LANDING FACILITIES

a. **PRINCIPAL WHARVES** -- 2 principal wharves, Main Wharf & Industrial Pier, total berthing length 2,150 ft., wharves rebuilt after spring thaw 37%, become slightly modified but probably of open wood piling with wood-plank decks & 1 ft. height, Main Wharf has 3-4 ft. locomotive crane, which cannot serve large ships; truck access to wharves, lighted, details of wharves, which have Main Wharf

Type and construction

Berthing length
Depth alongside

Height of deck
Standard berths
Mechanical handling facilities
Lumber storage area
Road clearance
Utilities
Fresh water
Electricity
Industrial Pier Use

Type and construction

Berthing length
Depth alongside
Height of deck
Standard berths
Mechanical handling facilities
Width of apron
Road clearance
Utilities
Fresh water
Electricity
Industrial Pier Use

b. **SUPPLEMENTAL WHARVES AND LANDINGS** -- Hard, probably used for handling out fishing boats, located at Staraya Igarka, on S. river bank outside harbor proper; berthing facilities used by river craft located at petroleum storage area, industrial pier adjacent to Industrial Pier, & 2 coal storage areas; no details available on facilities, which may provide additional standard berths, see plan ramp small craft for landing purposes, river ferries load & unload passengers at passenger terminal on large W. of Main Wharf.

c. **MECHANICAL HANDLING FACILITIES** -- Only crane a steam locomotive, 7-3 tons, near W. end of Main Wharf; several large ships, petroleum storage area probably connected with one of supplemental landings by pipeline; many passenger carriers use S. bank mill & throughout port area.

d. **HARBOR CRAFT** -- Tugs & lighters at Igarka, in varying numbers & vessels at night.

b. **BULK STORAGE** -- 2 coal storage areas: 1 on shore 1 mile E. of Main Wharf, 1 a smaller area, on island & adjacent to airfield there, coal piles reportedly scattered throughout industrial area, but no information on quantity of coal stocked or berthing facilities.

c. **FINISHED-LUMBER STORAGE** -- 1,775 miles farther up Yenisey, containing depth of route 1 ft.

200 acres, log storage area of 45 acres 3/4 mile E.

6. CLEARANCE FACILITIES

a. **RAIL** -- None, reportedly, branch of Trans-Siberian RR eventually to be extended to Igarka.

b. **ROAD** -- Consist of wooden plank, do not clear Igarka.

c. **INLAND WATERWAY** -- Considerable river traffic between Igarka & Krasnoyarsk, 1,775 miles farther up Yenisey, containing depth of route 1 ft.

7. SUPPLIES AND UTILITIES

a. **PETROLEUM** -- Probably no bunkers for ocean-going vessels, diesel oil believed stored in 5 tanks probably for river craft.

b. **COAL** -- Of rather poor quality; stored E. of Main Wharf; although not intended to be used for bunkering.

c. **WATER** -- For boiler use & for drinking, taken directly from Yenisey; no other water available.

d. **ELECTRICITY** -- Generated at powerplant at summit NE. of Main Wharf; power specifications of plant unknown, lights at Main Wharf but no electrical outlets, may be additional powerplant in industrial area.

8. ESTIMATED MILITARY PORT CAPACITY

Est. military port capacity 3,100 long tons general cargo per day (20 effective working hrs.)

9. SHIPYARD

Small boat-repair yard (Category III Shipyard) engaged in floating & drydocking repairs to river boats, 1 3/4 miles upstream from Main Wharf, enclosed by board fence, 8 crude end-bulk marine railways & several shops.

SHIPYARD-CLASSIFICATION STANDARDS

Category I shipyard -- Has 1) shipbuilding ways with length of, or shipbuilding dock with length on floor of 350 ft. or more and/or 2) graving dock with length on floor of 350 ft. or more, or floating drydock or marine railway with capacity of 2,500 long tons or more.

Category II shipyard -- Has 1) shipbuilding ways with length between, or shipbuilding dock with length on floor between, 150 and 350 ft. and/or 2) graving dock with length on floor between 150 and 350 ft. and/or 3) floating drydock or marine railway with capacity between 250 and 2,500 long tons.

Category III shipyard -- One that does not qualify as category I or category II shipyard.

10. PORT DEVELOPMENT

Indicated by Soviet Press that in line with plans for development of inland ports, port & shipyard facilities of Igarka to be increased, no definite indications of work having started, Trans-Siberian RR reportedly to have connecting line to port someday.

SOURCE

This study is based on a more comprehensive and detailed study prepared in ONI in September 1957.



PORT OF IGARKA

U. S. S. R.

ON PORT SERIES 45-254

NOVEMBER 1957

1. INTRODUCTION

Igarka (72°21'N., 92°47'E., U.S.S.R. Chart No. 1465), a river port on the northward-flowing Yenisey, lies approximately 475 miles upstream from Oymyakon, which is located at the entrance to Yeniseyskiy Zaliv from the Kara Sea. The town has 2 sections that have a combined population estimated to be 15,000 to 45,000, of whom approximately 10,000 are seasonal workers brought in during the shipping season and probably housed in barracks. Staraya (Old) Igarka, the original settlement and probably a fishing village, is on the southern (left) bank of the river, which runs S.-W. from east to west at this point, Igarka proper, much larger and constructed in 1928-29, is on the northern (right) bank; Igarka is noted principally for its lumber industry and port facilities, in addition to which it has a commercial airfield, a commercial seaplane base, and a radio station. Since it is the southernmost point on the Yenisey which ocean-going vessels can navigate, the port is a center for the transshipment of cargo between ocean-going vessels and river craft. The principal commodity shipped is lumber; according to Soviet sources, a total of 47 ships carried 4,767,500 cubic feet of lumber out of Igarka in 1954. The port is administered by the Union Ministry of the Maritime Fleet of the U.S.S.R. and is in charge of a harbormaster, whose office is westward of Main Wharf. Authorities generally board vessels several miles downstream from Igarka. The port provides the following berths:

Alongside -- 4 class S (standard ocean-type cargo vessel -- C-2), of which only 1 is berthing alongside.

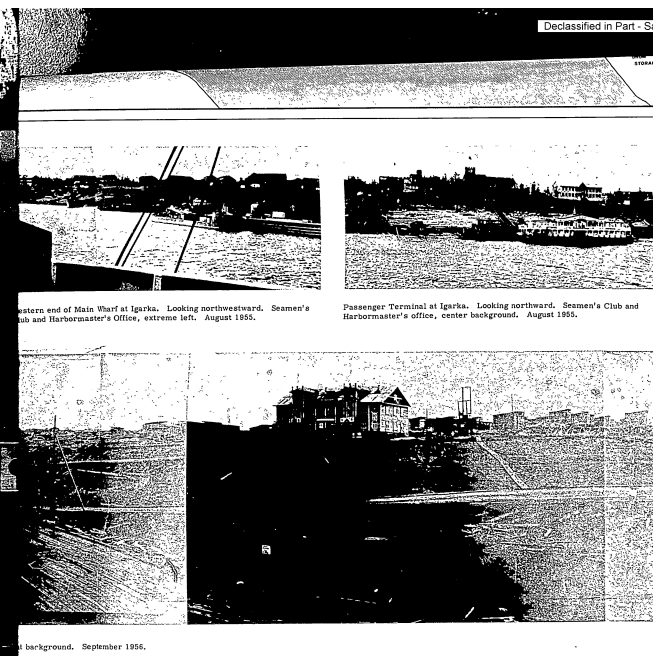
Anchorages -- Limited anchorage for ocean-going vessels, which, because of limited swinging space, have no standard free-swinging berths. Igarka has no naval facilities.

PORT-CLASSIFICATION STANDARDS		ANCHORAGE BEYONDS	
Class of Berth	Dimensions	Class of Berth	Dimensions
Berth Length	Berth Depth	Berth Length	Berth Depth

General	565	31-30	100	1,000
A	460	29-23	135	1,250
B	350	22-18	175	1,400
D	250	17		

General -- Limited anchorage for ocean-going vessels, which, because of limited swinging space, have no standard free-swinging berths. Igarka has no naval facilities.

Anchorages -- Limited anchorage for ocean-going vessels, which, because of limited swinging space, have no standard free-swinging berths. Igarka has no naval facilities.



1. INTRODUCTION

Igarka (67°28'N., 60°39'E., U.S.S.R. Chart No. 1485), a river port on the northward-flowing Yenisey, lies approximately 475 miles upstream from Ostrov Dikson, which is located at the entrance to Yeniseyskiy Zaliv from the Kara Sea. The town has 2 sections that have a combined population estimated to be 15,000 to 45,000, of whom approximately 10,000 are seasonal workers brought in during the shipping season and probably housed in barracks. Staraya (Old) Igarka, the original settlement and probably a fishing village, is on the southern (left) bank of the river, which runs briefly from east to west at this point. Igarka proper, much larger and constructed in 1928-29, is on the northern (right) bank. Igarka is noted principally for its lumber industry and port facilities, in addition to which it has a commercial airfield, a commercial seaplane base, and a radio station. Since it is the southernmost point on the Yenisey to which oceangoing vessels can navigate, the port is a center for the transshipment of cargo between oceangoing vessels and river craft. The principal commodity shipped is lumber; according to Soviet sources, a total of 47 ships carried 4,767,500 cubic feet of lumber out of Igarka in 1956. The port is administered by the Union Ministry of the Maritime Fleet of the U.S.S.R. and is in charge of a harbormaster, whose office is westward of Main Wharf. Authorities generally board vessels several miles downstream from Igarka. The port provides the following berths:

Alongside -- 4 class B (standard ocean-type cargo vessel -- C-3), possibly other berths, details of which are lacking.
Anchorage -- Limited anchorage for oceangoing vessels, which, because of limited swinging space, have no standard free-swinging berths. Igarka has no naval facilities.

BERTH CLASSIFICATION STANDARDS					
FIXED BERTHS			ANCHORAGE BERTHS		
Class of Berth	Berth Dimensions	Class of Berth	Berth Dimensions	Berth Dimensions	Berth Dimensions
Length	Depth	Length	Depth	Length	Depth
ft.	ft.	ft.	ft.	ft.	ft.
General:					
A	565	31-30	I	38	800
B	460	29-23	II	70	1,000
C	350	22-18	III	100	1,100
D	250	17	IV	135	1,250
E	200	13	V	175	1,400
F	100	7	VI	30	300
			7	60	700
				90	800
				120	925
				150	1,050
Tanker:					
T-A	600	34	III	20	300
T-B	535	31		50	500
T-C	450	29		75	600
T-D	350	14		100	700
T-E	175	9		125	800

Berthing length
Depth alongside

Height of deck
Standards berths
Mechanical handling facilities
Width of apron
Lumber storage area
Road clearance
Utilities
Fresh water
Electricity
Lights
Industrial Pier
Use

Type and construction

Berthing length
Depth alongside
Height of deck
Standards berths
Mechanical handling facilities
Width of apron
Road clearance
Utilities
Fresh water
Electricity
Lights

b. SUPPLEMENTAL WHARVES AND LANDINGS -- Hard, probably used for hauling out fishing boats, located at Staraya Igarka, on S. river bank outside harbor proper, berthing facilities used by river craft located at petroleum storage area. Industrial area adjacent to Industrial Pier, 6 2 coal storage areas, no details available on facilities, which may provide additional standard berths; see plane ramp at commercial seaplane base could probably be used by small craft for landing purposes. River service load & unladen passengers at passenger terminal on barge W. of Main Wharf.

c. MECHANICAL HANDLING FACILITIES -- Only crane a steam locomotive, 2-3 tons, near W. end of Main Wharf; cannot serve large ships; petroleum storage area probably connected with one of supplemental landings by pipeline; many gantry lumber carriers used in sawmill & throughout port area.

d. HARBOR CRAFT -- Tugs & lighters at Igarka, in varying numbers, part of river fleet; many lighters & usually 4 small tugs present, sometimes bucket dredge operates at port.

5. STORAGE FACILITIES

a. PETROLEUM STORAGE -- Port's petroleum storage, W. of Industrial Pier, consists of 5 above-ground tanks, total capacity about 45,000 bbl. all believed to contain diesel oil; installation probably connected by pipeline with berthing facility (nearby supplemental landing), details unknown.

W. end.
2,100 ft.
27 ft., avg. over several recent yr. (reportedly since 1956 ranging between 31-34 ft.; controlling depth in approach less than depth alongside).
Unknown.

4 class B (depth in berths less than 29 ft.).
Locomotive crane, 2-3 tons; cannot serve large ships.
65 ft.
200 acres (approx.).
Truck access to shipside.

None.
None.
Lighted.

Transfer of general cargo & berthing of tugs, lighters, & small craft.
L-head pier probably of open wood piling, wood-plank deck.
50 ft.
Unknown.

Unknown.

None (probably).

Open pier head (40 ft. wide).
Unknown.

None (probably).

Unknown.

Igarka to be increased; no definite indications of work having started; Trans-Siberian RR reportedly to have connecting line to port someday.

SOURCE

This study is based on a more comprehensive and detailed study prepared in GIN in September 1957.



PORT OF IGARKA

U. S. S. R.

ONI PORT SERIES 45-254

NOVEMBER 1957

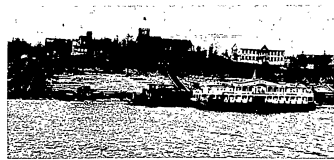
Prepared by:
OFFICE OF NAVAL INTELLIGENCE
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DEPARTMENT OF THE NAVY
Users of this study are requested to forward any additions or corrections to the Director of Naval Intelligence.



Petroleum storage area at Igarka. Looking northward. August 1955.



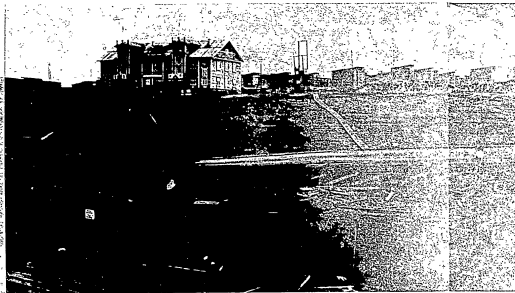
Western end of Main Wharf at Igarka. Looking northwestward. Seamen's Club and Harbor Master's Office, extreme left. August 1955.



Passenger Terminal at Igarka. Looking northward. Seamen's Club and Harbor Master's Office, center background. August 1955.



Main Wharf at Igarka. Looking west-northwestward. Shipping office, right background. September 1956.



1. INTRODUCTION

Igarka (67°58'N., 86°35'E., U.S.S.R. Chart No. 1485), a river port on the northward-flowing Yenisey, lies approximately 475 miles upstream from Catoro Dixon, which is located at the entrance to Yeniseyskiy Zaliv from the Kara Sea. The town has 2 sections that have a combined population estimated to be 15,000 to 45,000, of whom approximately 10,000 are seasonal workers brought in during the shipping season and probably housed in barracks. Staraya (Old) Igarka, the original settlement and probably a fishing village, is on the southern (left) bank of the river, which runs briefly from east to west at this point. Igarka proper, much larger and constructed in 1928-29, is on the northern (right) bank. Igarka is noted principally for its lumber industry and port facilities, in addition to which it has a commercial airfield, a commercial seaplane base, and a radio station. Since it is the southernmost point on the Yenisey to which oceangoing vessels can navigate, the port is a center for the transshipment of cargo between oceangoing vessels and river craft. The principal commodity shipped is lumber; according to Soviet sources, a total of 47 ships carried 4,767,500 cubic feet of lumber out of Igarka in 1955. The port is administered by the Union Ministry of the Maritime Fleet of the U.S.S.R. and is in charge of a harbormaster, whose office is westward of Main Wharf. Authorities generally board vessels several miles downstream from Igarka. The port provides the following berths:

Alongside -- 4 class B (standard ocean-type cargo vessel -- C-3); possibly other berths, details of which are lacking.

Anchorage -- Limited anchorage for oceangoing vessels, which, because of limited swinging space, have no standard free-swinging berths. Igarka has no naval facilities.

BERTH CLASSIFICATION STANDARDS			
FIXED BERTHS		ANCHORAGE BERTHS	
Class of Berth	Dimensions	Class of Berth	Dimensions
Berth	Length	Berth	Depth
	ft.		ft.
General:			
A	565	31-30	100
B	460	23-23	125
C	350	22-18	175
D	250	17	30
E	200	13	60
F	100	7	120
			150
Tanker:			
T-A	600	34	20
T-B	525	31	50
T-C	450	26	75
T-D	350	14	100
T-E	175	9	125

Berthing length
Depth alongside

Height of deck
Standards berths
Mechanical handling facilities
Width of apron
Lumber storage area
Road clearance
Utilities:
Fresh water
Electricity
Lights
Industrial Pier
Use

Type and construction
Berthing length
Depth alongside
Height of deck
Standards berths
Mechanical handling facilities
Width of apron
Road clearance
Utilities:
Fresh water
Electricity
Lights

b. SUPPLEMENTAL W probably used for haul Staraya Igarka, on S. r. berthing facilities used storage area, industries & 2 coal storage areas which may provide add at commercial seaplan small craft for landing unladen passengers at Main Wharf.

c. MECHANICAL HAN steam locomotive, 2-3 cannot serve large wh connected with one of many gantry lumber ca port area.

d. HARBOUR CRAFT numbers, part of five tugs present; sometin

5. STORAGE

a. PETROLEUM STOR of Industrial Pier, co capacity about 45,000 installation probably facility (nearby suppl