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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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INFORMATION REPORT

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COUNTRY USSR (Lithuanian SSR)

DATE DISTR. 16 May 1952

SUBJECT Klaipeda Harbor and Port Installations

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[Redacted]

Weather and Tide Conditions

1. There are no tides in Klaipeda harbor and surrounding area. Occasionally there is a small swell of a few inches, but it is too small to be significant.
2. The swell conditions of the sea in the summer in the Klaipeda area range from three to four balls. The swell conditions of the sea in the winter and spring average six balls. The same conditions prevail in the fall.
3. The wind in this area during the winter prevails from the east, ranging from five to six balls; in the fall the wind prevails from the west. Winds during the summer shift from west, northwest, and north, and are approximately three balls.
4. The port is never frozen during the winter. At times there are from one to two inches of ice in the harbor area but it is not sufficient to halt operations. [] this is the only port in this area of the Baltic which is free of ice the entire year. [] the flow of the current of the Nieman River which enters the Kurische Gulf.

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Approach to Klaipeda Harbor and Navigation Aids

5. The center of the approach channel, from the entrance to Klaipeda harbor, beginning at the end of the quays, to a point about 55-42-40N, is deep enough to permit the entrance of vessels which have a draft up to eight meters. Alongside of the north quay the depth varies from two to five meters. The depth alongside the south quay varies from two to three meters. From the commercial harbor area ships with a draft up to 3 1/2 meters can sail south in the Kurische Gulf. The safest part of this channel, the widest and the deepest, is along the northeast side of the Gulf. Sources stated that there is a weak current flow along the

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Baltic coastline in this area from south to north. It is necessary to dredge this channel the year around and dredges are at work every day. There is one dredging vessel stationed here.

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6. Attachment No. 1 shows several navigation aids in the Klaipeda harbor and its approaches. Point "A" on the sketch indicates the approximate location of a buoy. A second buoy is located approximately $3\frac{1}{2}$ nautical miles west of the buoy at point "A". These buoys extend two meters above the water and are painted red. A rapid blinking (on for about three seconds and off for a fraction of a second) red light is atop each buoy. These lights are on 24 hours a day. The power unit for the light on each buoy is changed about every three months. Point "C" on Attachment No. 1 shows another red light situated on the extreme end of the north quay. Point "D" indicates the location of a green light at the extreme end of the south quay. Both of the above lights blink quickly; faster than the lights on the two buoys. Point "B" on Attachment No. 1 is the location of a tower on which a light burns as a navigation aid for ships. [redacted] this tower is constructed of wood and is not more than 12 meters high. Wires running from the tower to the coastal battery installation (see paragraph 51 below) and to the north are visible. One of the sources has seen men with binoculars in the tower looking out toward the ocean.

Wrecks and Obstructions in the Harbor and Approaches

7. Point "E" on Attachment No. 1 is the approximate location (one nautical mile from Kurische Nehrung) where a large barge, sunk during World War II, lies. Point "F" on Attachment No. 1 indicates the location (about $\frac{1}{2}$ mile from shore) of a cutter which was sunk during the war.

Dredging of Klaipeda Harbor

8. The dredging of Klaipeda harbor and its approaches started in the spring of 1951 and has continued to the present. The dredging work performed was approximately from the ends of the quays to a point about 55-42-42N. Two dredging boats are engaged in this work, and they utilize two or three barges for the removal of the material dredged. The work is only carried on during daylight hours. At night the dredging boats are anchored at approximately Point "G" on Attachment No. 1. From the time the dredging began in the spring of 1951, the dredging boats left about twice to do "more important work" in Lepaya or Stalingrad. On these occasions, the boats were absent from Klaipeda for one or two weeks before returning to resume their dredging there.

Dredging Near Kurische Nehrung

9. In March 1951 work was completed in the dredging of a cove on the eastern shore of Kurische Nehrung, at approximately 55-38N. [redacted] the date this work was started. [redacted] the work was begun in 1947; [redacted] work was begun in the fall of 1950.¹ The cove cut out of the Kurische Nehrung is of semicircular shape. It is about 200 meters wide at the mouth, and about 150 meters from the center of the mouth to the extreme western end of the cove. A pier, about 15 meters long and $1\frac{1}{2}$ meters wide, is on the north bank of the cove, beginning at its mouth. The banks of the cove are reinforced with tarred beams, driven into the ground. See Attachment No. 2 for a sketch of the cove. The numbers in the cove and the adjoining haff, as represented in Attachment No. 2, indicate the approximate water depth in meters. This man-made cove is presently used for holding disabled ships, primarily fishing trawlers, awaiting repair by the Sudo Remont Shipyard, since there is no sufficient space near the shipyard itself to quarter the disabled ships.
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Sudo Remont Shipyard 5

10. The facilities of the Sudo Remont Shipyard which were damaged during the war have been completely reconstructed.
11. At the present time, the shipyard is constructing 225-ton fishing trawlers,

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while the repair work encompasses 88-ton and 220-ton fishing trawlers, barges, "cutters" (similar to PT boats), and multifarious other small craft.

- 25X1 12. Attachment No. 3 is a sketch (not drawn to scale and the dimensions are only approximate) of the Sudo Remont Shipyard, showing various facilities. With reference to the new building under construction in the southwestern section of the shipyard, [redacted] 800-ton steel fishing vessels will be constructed in this new building. These fishing vessels are to be of a type which can be easily converted to warships. With regard to the status of the building's construction, the walls have been completed and work was in progress on the roof.

Shipyard for Repair of Ships 5

13. In the spring of 1948 two floating docks from Kaliningrad were towed to the Shipyard for the Repair of Ships in the port of Klaipeda. These are the only floating docks in the harbor. They are used to repair the bottoms of fishing trawlers, change propeller screws, and scrape the barnacles and the growth from the bottoms. Their tonnage is 250 registered tons. Electric power is used to pump the water from the docks in order to raise the dock. The number of ships for repair is very large; and, as ships from Lepaya and Kaliningrad are also repaired here, they are not able to cope with the work.
14. The Shipyard for the Repair of Ships began work in 1946. A new building of the workshops was completed in 1949. There are about 1200 employees in this shipyard. A technical school in Klaipeda trains metal workers and other specialists for this section. The administration of the shipyard is in Soviet hands but the sources do not know the names of any of these individuals. The number of ships in the shipyard increases and decreases, but on the average there are always about 70 trawlers.
15. In 1950 the construction of a medium size fishing trawler named Soviet Lithuania was completed, but it did not pass the register's test because of technical defects and did not put to sea either in 1950 or 1951. The Soviets fitted the trawler with tank engines of Soviet production "Trudi Shest". These engines have 1200 RPM but were not fitted with a propeller screw of corresponding size. The result was that when the trawler sailed without a tug in tow it had speed and was efficient; but when a tug was in tow it could not move from the spot. In spite of this, construction of similar vessels was continued.
- 25X1 16. Three medium sized fishing trawlers are under construction. [redacted] 25X1 [redacted] the future plans of the shipyard. The shipyard in Klaipeda is directly dependent on the Lithuanian Ministry of the Fishing Industry. The work of the shipyard is to repair all fishing trawlers belonging to the Lithuanian as well as the Latvian and Kaliningrad fishing industries.

Construction of a New Shipbuilding Yard

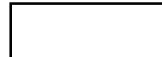
17. Construction work on this new shipbuilding yard was begun in 1948 but work proceeded very slowly. It accelerated in 1950, and in 1951 construction of the yard was completed. The work was carried on by prisoners who worked from early morning to late at night. They number about 800-900 men. The construction site is surrounded by a barbed wire fence and no unauthorized person is permitted to enter. Watchmen are placed at short intervals to guard this district. Belokrys (fnu), the director of the naval school in Klaipeda, mentioned that this would be the largest shipbuilding yard in the Baltic. It will have a large dry-dock and will construct ships exclusively for the fishing industry.

Commercial Port

18. The commercial port of Klaipeda harbor is located on the east side of the Kurische Gulf. It is approximately 2½ kilometers in length and terminates in the south on the north bank of the Dangis River. The width of the Gulf

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in the vicinity of the commercial port is one kilometer.

19. The commercial port is a restricted zone and it is forbidden to enter this zone. The entire area is guarded by armed sentries and is surrounded by brick and cement fences 2½ meters in height. [redacted] the definite number of warehouses in the commercial port area but believe that there are not less than six. These warehouses are serviced by a spur line coming from the Klaipeda Main Station. The warehouses have been constructed since the end of the war and are of various sizes and types of construction, but in general they are quite large. [redacted] an opportunity to enter the forbidden zone of the port and all observations were made from a fishing vessel while passing the dock area. [redacted] they saw 12 large cranes mounted along the piers of the port which were on rails. [redacted] estimated the height of the largest crane to be 18 meters. The petroleum storage area for the commercial port is located on the north end of the forbidden zone [redacted] there were 12 storage tanks in all. Six were above ground and the remainder were underground. These storage tanks were about 10 meters in diameter and four to five meters in height.

Fishing Port

20. The following main offices are in the district of the fishing port:
- The Administration of the Fishing Port
 - The Administration of the Trawler Fleet
 - The Chief of Security (for prevention of fire and theft of fish; this office is under the supervision of the Administration of the Fishing Port).
21. The offices of the Administration of the Fishing Port and the Administration of the Trawler Fleet were, until autumn 1949, in the district of the Shipyard for the Repair of Ships. When the number of ships for repair and ships brought in for berthing increased (12 such ships were received from Finland in 1949 for reparations payments), the above-mentioned offices had to be transferred from this district because of the lack of space. They were subsequently moved to Nemunas Street No. 113, where meat factories were formerly located. After the transfer of these offices a new quay was built in 1950, as there was none in this area. Only about 80 percent of the dock is completed because of the lack of timber. Prisoners are employed on the construction. In addition, a fish receiving station is being built in the fishing port and also a canning factory. More than half of the work on these constructions is completed. These workers are also prisoners.
22. The Administration of the Fishing Port controls all fishing vessels. It insures a vessel's seaworthiness; it governs the licensing of the captain and the first, second, and third mechanics. It also checks whether the ships are equipped with the proper and necessary naval instruments and whether these are defective. It checks emergency supplies, such as nails, tow, planks, plaster, fire equipment, etc.
23. Special permission is needed for entering the district of the fishing port. Such permission is issued by the permit office of the fishing port. The district of the fishing port can only be entered through the control points where every permit is checked. The harbor control point for the trawler fleet is located on the east side of Neringa Point. This Point is a forbidden zone where only military personnel are permitted. [redacted] the only official naval vessels which came to this area regularly were hydrographic ships. There is a special pier and docking point located on the north bank of the Dangis River approximately one kilometer from the mouth.
24. All ships of the fishing and commercial fleet must pass the Control Point, where they are thoroughly checked. Every corner of the ship is searched, the officials checking whether unauthorized personnel are on board. The inspection is made by a customs officer and one sergeant. They are billeted in Klaipeda and are on duty 24 hours a day.
25. Lavizin (fnu), who was Assistant to the Chief of the Trawling Fleet Political Affairs Section, was discharged and the position is still vacant.²

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26. Because of the expansion of the trawler fleet and the increased demand for petroleum fuel, a crude oil station was built in 1948 to supply the trawlers, independent of the commercial port from which they were formerly supplied. This station also supplies the ships with lubricating oil, water, and coal.
27. A petroleum storage area for the fishing fleet is located $1\frac{1}{2}$ kilometers south of the Dangis River. There are approximately 50 small storage tanks located in this area. These tanks are about three meters in diameter and five meters in height. The tanks are arranged in rows in a geometrical pattern. This storage area services the fishing fleet of about 100 vessels. [redacted] the fuel for these tanks is brought in by rail and barge, and they believe that these barges originate in Kaliningrad but they are not certain. The fuel is transferred by electric and hand pumps. The petroleum storage area in the commercial port is guarded by Soviet soldiers. This is in addition to the overall external security of the port area itself. 25X1

Hydrographic Pier

28. The pier for the hydrographic ships is the only official naval facility in Klaipeda. At times there were as many as eight vessels belonging to this organization tied up at the hydrographic port on the Dangis River. The organization maintains the buoys, light beacons, general markers, and construction markers in Klaipeda harbor and vicinity.

Shore Drydocks

29. At the present time there are no shore drydocks in the Klaipeda area but construction is projected. [redacted] 25X1

Petroleum Storage ³

30. [redacted] about eight or nine storage tanks above ground, as well as "some" underground tanks. The tanks above ground have diameters of about 10 feet and lengths varying from about 20 feet to about 40 feet. (See Attachment No. 4 for a sketch of these tanks.) A funnel for filling each tank is located on top of it. The larger tanks have two funnels. At the bottom of an end of each tank is a faucet, presumably for draining purposes. [redacted] no information as to the number, size, description, etc., of the underground facilities. 25X1
31. Point "M" on Attachment No. 1 is the approximate location of three storage tanks for petroleum products. The height of the tanks is about four meters, and the diameter is about five meters. The tanks are coated with concrete. They are located about 30 meters from the water (between the water and the first row of coastal guns - see paragraph 51 below) and are spaced about 30 meters apart. The southernmost tank is about 50 meters from the southeastern end of the coastal battery restricted area.

Warehouses

32. There are about 30 warehouses in the eastern end of the port area. In terms of size and construction features, there are three types of warehouses. The number and description of each type is as follows:
- a. There are two or three concrete-walled structures, one story high, about 180 meters long, and 40 to 50 meters wide. These warehouses are the oldest, having been built in pre-World War II days.
 - b. The second category of warehouses consists of five to six buildings about 360 meters long, but smaller in width and height than the ones described above. The structures in this second category are made from bricks salvaged from bomb rubble.
 - c. The smallest warehouses are in this third category, which includes 20 to 23 units. These buildings range in length from 30 to 50 meters. They are constructed of red bricks or of wood.

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33. At the present time there are no military warehouses located in the Klaipeda harbor area.

Lighthouse

34. The construction of a lighthouse was started in 1950 and finished except for the light. This lighthouse can be seen from a distance of five miles at sea.

Power Station

35. An electric power station with a very high stack was under construction at the end of 1950, and employed about 1,000 workers. This station will supply the town of Klaipeda with power. The chimney of this power station is of great importance to navigation as it can be seen from a long distance. When visibility is good, the stack can be seen from about 20 miles at sea, although the shore or buildings are not visible. A vessel can determine its position by taking bearings on the stack.

The Saw Mill Area

36. The saw mill area borders on the fishing port area. The saw mill employs about 300 workers. These are old Orthodox Russians who came from Poland in 1946. The saw mill is well supplied with wood material. Logs are floated down the Nemunas River to the Kurische Gulf. The processed timber is loaded into cars and exported. The steam boiler in the mill was repaired in 1950 and now all engines are driven by steam.

Fish Kombinat No. 1

37. The Fish Kombinat was established in 1945. After the organization of the trawler fleet a receiving station was needed where trawlers could unload their catch for processing. The purpose of the station is to unload the trawlers as quickly as possible after their return from the sea and to process the fish before it spoils (draw and salt it). Both men and women work in the fish processing station; men unload the trawlers, women process the fish. When the fish supply increased, a factory for the production of packing materials, such as barrels and boxes, was built for the export of fish and supplied only this station.

Cellulose Paper Factories

38. After the retreat of the Germans these factories were in a very bad condition. Reconstruction was begun at once after the occupation of Klaipeda by the Soviets, with the intention of utilizing them to their full capacity. The machines were repaired, new machines were installed, an additional building was constructed; everything possible was done to start production. The factories are furnished with raw materials from the Lithuanian forests. Logs are floated down the Nemunas River into the Kurische Gulf, and from there directly to the quay of the cellulose paper factories.

Vessels in the Port of Klaipeda

39. The average number of commercial vessels putting into Klaipeda harbor averages four a month. [redacted] never saw a foreign vessel in the harbor, only Soviet. These vessels bring coal, machines, and cement.

40. Minelayers over 1,000 tons, smaller naval craft, and submarines occasionally dock in the port of Klaipeda. [redacted] during one year five or six submarines called at the harbor. At various intervals torpedo cutters came to the port and tied up at the commercial pier. It is not believed, however, that any appreciable repair or maintenance work is carried on in this area. There is no one area in the port which is exclusively naval. Naval ships under 200 tons go up the Dangis River to approximately the point indicated by arrows on Attachment No. 5. Point "A" on the same attachment shows where most

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of the minelayers anchor. Point "B" on the same attachment indicates the area where submarines have been seen afloat.

41. The following harbor craft are available in Klaipeda:

- a. Tugs: Three tugs are owned and operated by the cellulose factory. The port's commercial dock area (in Lithuanian: Prekybos Uostas) has four to five tugs in operation. The Sudo Remont Shipyard has two larger tugs in use. In addition to the above-mentioned tugs, which are permanently stationed in Klaipeda, there are three or four transient tugs from other areas, i.e., the Nemunas River area.
- b. Dredges: There are no dredges permanently stationed in Klaipeda. The two presently working there are from Leningrad.
- c. Icebreakers: There are no icebreakers stationed in Klaipeda, but every winter one comes to Klaipeda from Leningrad. This icebreaker works all winter to keep the center part of the Haff clear. Some tugs are utilized to keep the water adjoining the dock areas clear of ice.

42. In 1949 the Lithuanian SSR received 12 ships from Finland as reparations, and in 1950 an additional 19. Each ship is 88 registered tons, with engines of 220 hp. from the Merlin firm. In addition, each ship is equipped with a small gasoline motor which supplies the ship with electricity. The speed of these vessels is about nine knots (1852.5 meters) per hour, their hulls are wooden, and each vessel is equipped with a radio transmitter, receiver, and direction finder. In addition, each ship carries two sextants, one artificial horizon, two compasses, a mechanical Tomison perpendicular, a plummet, a manual perpendicular, and two pitometer logs. These vessels are fully equipped to sail the high seas.⁴
43. Fifteen trawlers were received from Germany in 1950. Each vessel is 220 registered tons; the main engine is 300 hp., with a supplementary Studebaker 100 hp. engine for supplying electricity for capstan, winch, pulley block, etc. "Saliar", poorly refined crude oil, is used as fuel. Each vessel is equipped with a radio. The hulls of the vessels are of iron. These vessels are fit for oceanic sailing and are in very good condition.
44. In the beginning of 1951 an additional five vessels of the same type as mentioned in the above paragraph were received from Germany.
45. In May-June 1951 several ships of Swedish manufacture were received. Their tonnage is the same as that of the Finnish ships but the shape of the hull differs. They are equipped with two-stroke cycle "Ballinder" (Swedish manufacture) compressed air engines of 300 hp. Their speed is nine knots per hour.
46. The German KFK (Kriegs Fisch Kutter) ships, which were retained after the retreat of the Germans, were used for minesweepers. Their deck is armor plated, the hulls are wooden, they have one 120 hp. engine (trademark "Demag"), a speed of 7.5 knots per hour, and are in bad condition. The vessels carry no sextants, direction finder, or artificial horizon.
47. The Administration of the Trawler Fleet supervises more than 90 ships but only about 30 are seaworthy. The Shipyard for the Repair of Ships is not able to cope with the work and it is not done according to "plan". The reason for the breakdown of the trawlers is very often the lack of specialists. The number of trawlers for repair is very large but no specialists are available and therefore repairs are effected by mechanics who have little knowledge of the work to be done. As long as a ship is able to sail she has to go to sea to fulfill the "plan", although the ship's mechanic would report that the engines are in need of overhauling or some repairs have to be made. Major breakdowns are the result and, whereas a ship could have been repaired in seven days if the work had been done in time, it has to remain in repair for two to three months.

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Submarine Cables

- 25X1 48. [] never saw any submarine cable terminals, buoys, markings, etc., in the Klaipeda area.

Mine Fields

- 25X1 49. [] they are positive that there are no mine fields in the Klaipeda area. Moreover, one [] sailed as far south as Gdynia, Poland, and as far north as Tallinn, Estonia, without seeing any mines. 25X1

The Third Militia Section (Harbor Police)

50. The Third Militia Section has to control thefts and brawls, check the apartments of the people living in this district, control the registration of the inhabitants for this area, issue permits, register and de-register the Voyenny Bilet.

Coastal Defense Unit

- 25X1 51. [] there is a coastal defense unit located at the north end of the harbor. This unit is part of the Soviet Navy. Personnel wear naval uniforms, dark blue with black shoulder boards piped in red. The only different uniform among the personnel is the uniform worn by the Michman (approximates the rank of warrant officer). A Michman wears shoulder boards similar to a senior sergeant in the Soviet infantry. Personnel wear a black cap similar to that worn in the US Navy, which has a white band with the lettering Beregovaya Oborona followed by the letters "KBP" in gold. [] 25X1

- 25X1A 1 [] Comment: It is believed that the [] statement as to the date of work commencement is more accurate. This belief is held because it is not probable that a project of this scope could have been completed within a maximum of about seven months (fall of 1950 through March 1951), especially since four of those months were in the winter when dredging and construction forces would have had to vie with inclement weather and the freezing of the Kurische Haff. 25X1

- 25X1A 2 [] Comment: For additional personalities of the Administration of the Trawling Fleet, []

- 25X1A 3 [] Comment: [] did not give the exact location of these petroleum storage tanks, it is impossible to state whether these tanks are considered part of the petroleum storage facilities of the commercial and fishing ports or not. 25X1

- 25X1A 5 [] Comment: The information contained in these two sections is as received. [] 25X1

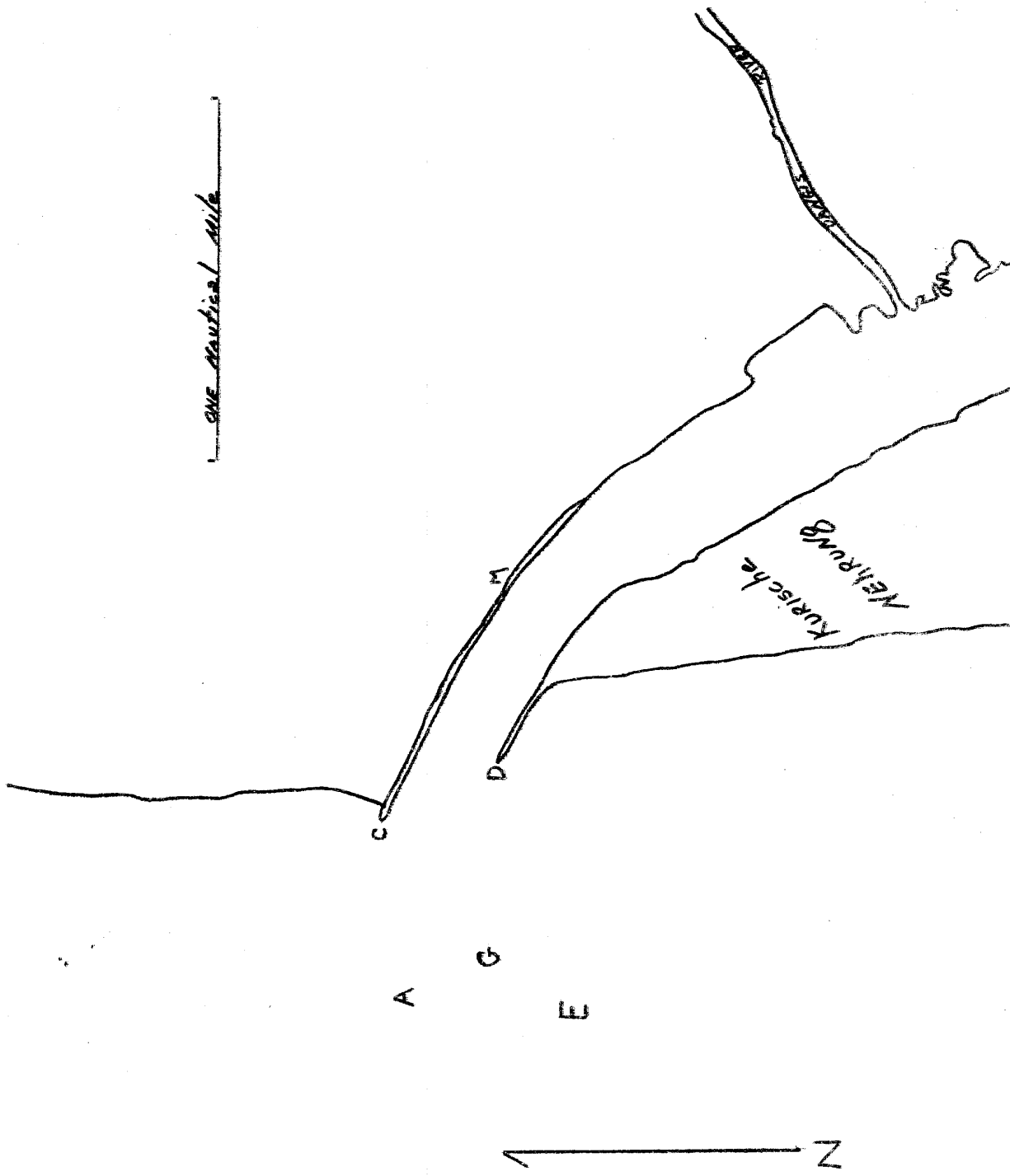
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Attachment 1

Port of Klaipeda

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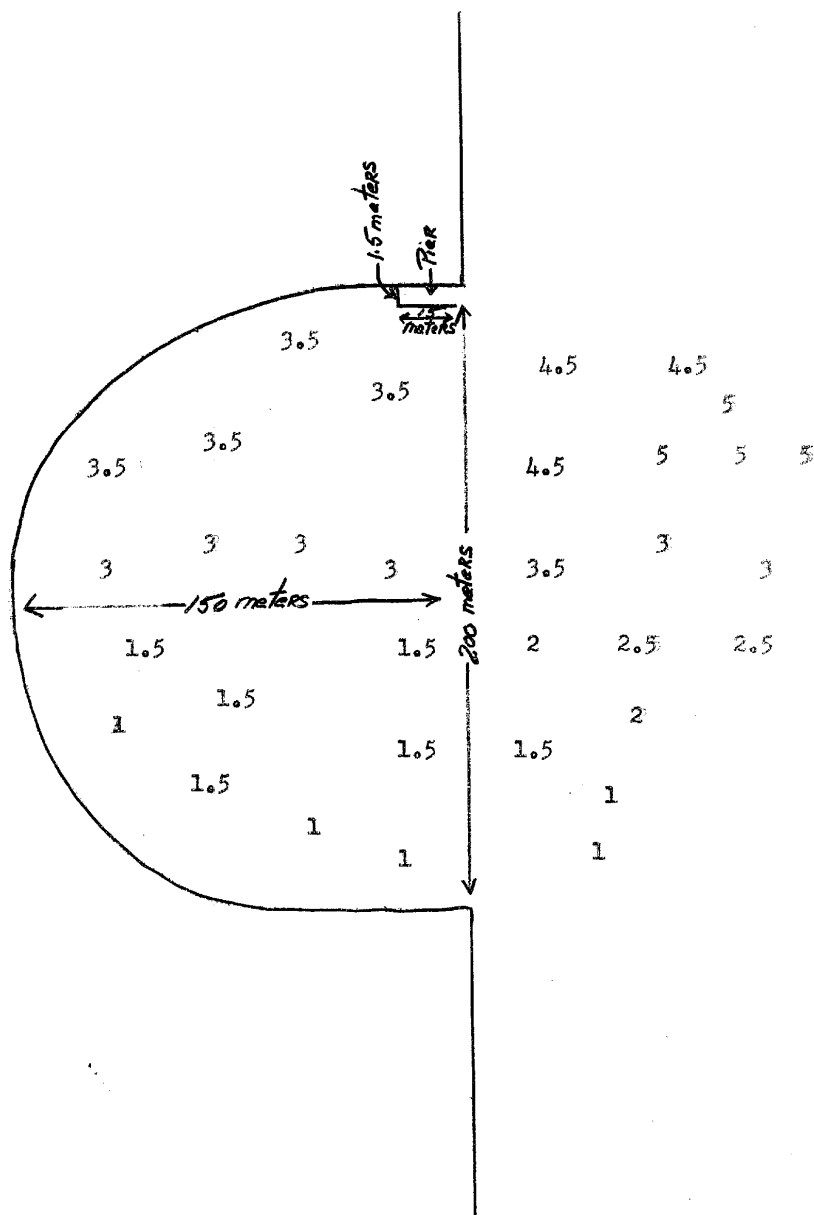


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Attachment 2

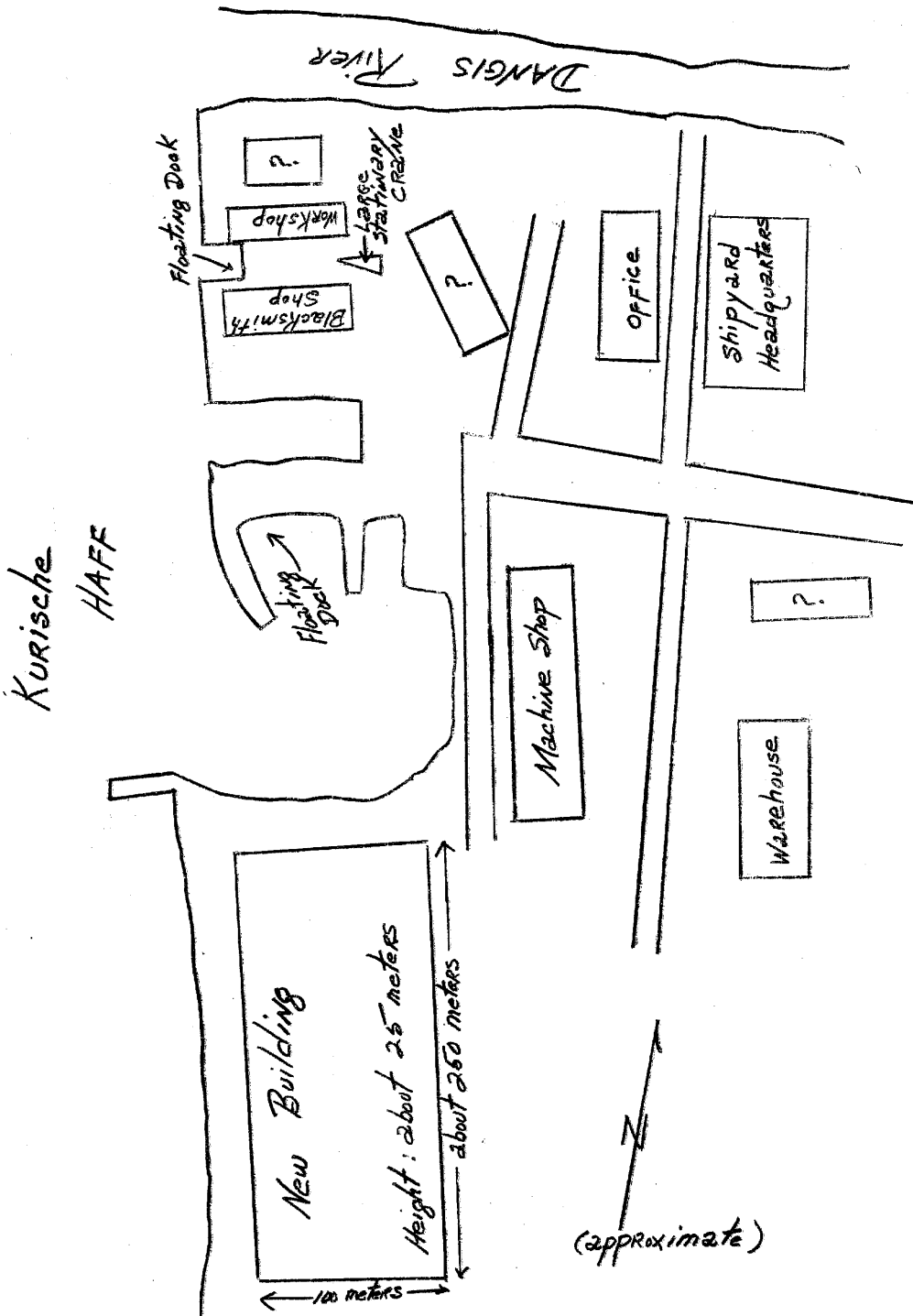
Dredging of a Cove Near Kurische Nehrung



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Attachment 3

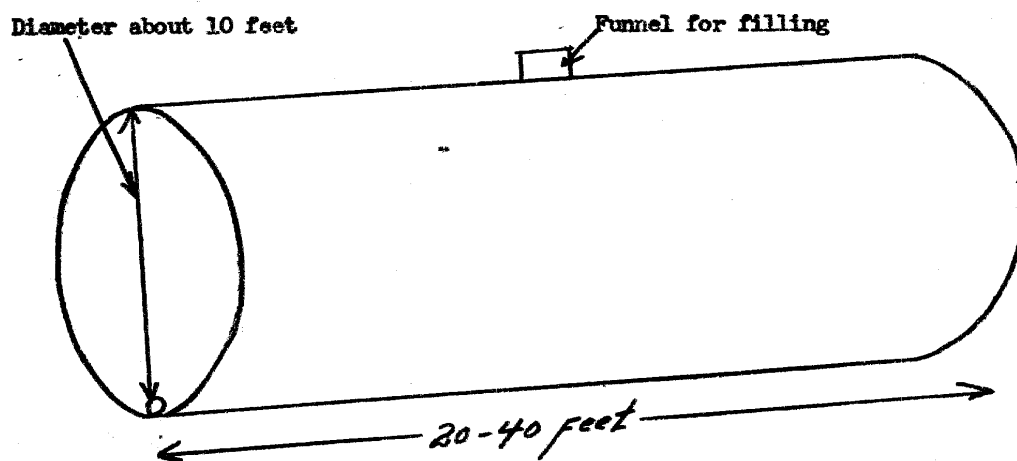


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Attachment 4

Sketch of Petroleum Storage Tank

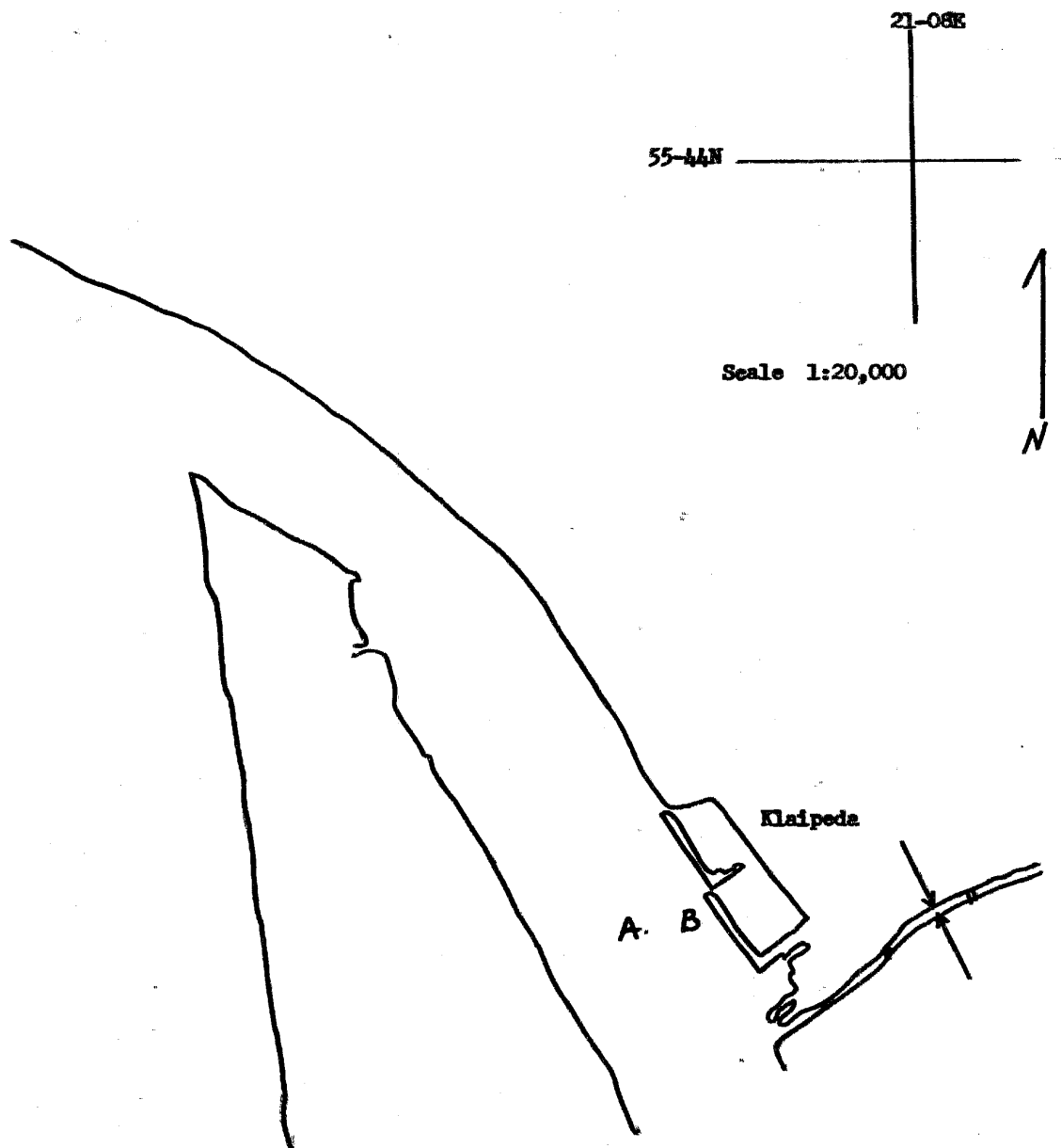


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Attachment 3

Port of Klaipeda



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INFORMATION REPORT

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COUNTRY USSR (Lithuanian SSR)

DATE DISTR.

16 May 1952

25X1 SUBJECT

Restricted Areas and Coastal Defenses in Klaipeda

NO. OF PAGES

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NO. OF ENCLS. (LISTED BELOW)

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SUPPLEMENT TO REPORT NO.

[Redacted]

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[Redacted]

Coastal Battery Area

1. The attachment shows the approximate dimensions (by means of the broken line) of the restricted area in which coastal batteries are located.

a. Security of the Area: This area is surrounded by a wire fence about one meter high. [Redacted] this fence is more of a warning to "keep out" rather than a physical obstacle intended to prevent entrance into the restricted area. Single guards, garbed in black uniforms, have been observed walking in the restricted area.

b. Description and Disposition of Guns: The guns, of which there is a total of about 20, have barrels five or six meters long. The guns are situated in the section of the restricted area that borders the Kurische Haff. There is a distance of about 15 to 20 meters between the guns. The guns are camouflaged against air observation. [Redacted] as a result of only casual observation, that the guns are placed symmetrically according to the following pattern:

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X X X X X X
X X X X X X X

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[Redacted] disagree as to the emplacement of these batteries: [Redacted] that the guns are on flat cars standing on one of the railroad sidings within the restricted zone; [Redacted] there are railroad tracks within the restricted area, but he insists that the guns have been placed into excavations in the ground. [Redacted] further stated that there are three or four guns on flat cars on rails within the restricted

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zone, but that these are slightly larger than the 20 guns placed in the ground.

- c. **Tower in the Area:** Slightly north of Point "B" on the attachment is a small hill about seven or eight meters higher than the surrounding area. On the summit of this hill, the construction of a 12-to 20-meter high red brick, round tower is nearing completion. The tower has an enclosed, balcony-like protuberance around the circumference of its top. [redacted] the tower as having a mushroom-like appearance. This protuberance extends outward about one meter from the walls of the tower proper, and has three or four windows facing the Baltic Sea. [redacted] this tower is being built to replace the wooden one at Point "B" on the attachment. [redacted] excavations are being made in the sides of the hill beneath the tower. The work is being done by Soviet Army labor battalion soldiers. The excavations tunnel into the hill for an unknown distance. Their mouths are about two meters high and about three meters wide. [redacted] observed this excavation work from the east end of the restricted zone and could see two tunnels under construction. [redacted] also saw "some" trucks transporting bricks and cement, and two or three trucks carrying unprocessed wooden beams, about the same size and shape as railroad ties, to the construction project.

Coastal Area

2. Beginning at the north quay and running northward along the coast is a restricted zone. The average depth of the zone is about $\frac{1}{2}$ kilometer, although it may vary from as much as one kilometer to less than $\frac{1}{2}$ kilometer. The attachment shows the approximate limits of this zone (area outlined by crosses on the sketch).
 - a. **Patrol of the Area:** Armed soldiers, on foot or on horseback, patrol the restricted zone. The guards are armed with rifles and wear black uniforms and green caps of the coastal guards (in Lithuanian: pasienininkai).
 - b. **Observation Towers:** Points "H" and "I" on the attachment each indicate a coastal security tower. A third tower is located about one kilometer north of the tower at point "I". These towers are used for security observation of the Baltic Sea waters bordering the Lithuanian coastline. The following specific facts are available regarding these towers:
 - 1.) **Location:** As indicated on the attachment, the towers are located quite near the water's edge. The approximate distance of the towers from the water is 50-60 meters. Each tower is atop a small rise in the ground. There is a distance of about one kilometer between the towers and from the tower at Point "H" to the north quay.
 - 2.) **Description:** The towers are about $3\frac{1}{2}$ meters high, constructed of wood, and have a platform, with surrounding railings, on their tops. A small one-sided shelter is on each platform.
 - 3.) **Equipment:** There is one guard, garbed in a black uniform, in each tower. It is known that each guard is armed with a rifle, at least. A searchlight is on each tower. The lights on the tower at points "H" and the third tower, north of point "I", have a radius of about $2\frac{1}{2}$ kilometers. Point "I's" tower has a weaker light - one with an effective distance of about one kilometer. Telephone wires from the towers run to an approximate point located 250 meters north of the third tower.
 - 4.) **Operation:** The apparent purpose of each tower is to observe and report any unauthorized or unusual vessels in the Baltic, as well as observe the shore. At 2200 hours each night, a sporadic search pattern with the searchlights is commenced. The light beams make a half-circle from one side of the tower (at times projecting the light upon the neighboring tower) towards the Baltic and stopping at the opposite side of the tower. The use of these lights continues until about dawn.

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There is no schedule or pattern governing the use of these lights; the guards evidently circle the lights at their will. The use of these lights does, however, have one outstanding idiosyncrasy - under no circumstances will the search pattern be begun before 2200 hours. This is true regardless of when darkness begins or regardless of any other factors affecting visibility.

- c. Meteorological Station: Point "J" on the attachment indicates the location of a meteorological station. This installation consists of one concrete walled building about eight meters square, surrounded by a steel fence. This station concerns itself with wind and weather conditions in the Baltic. Such data is disseminated to all ships. One coastal guard is in evidence at all times.
- d. Coastal Security Staff Installation: This "staff" of the coastal security system north of Klaipeda is apparently the communications center and command center of the area. The installation consists of three buildings surrounded by barbed wire fencing. Armed guards walk within the enclosure. Wires connecting this installation and the three coastal observation towers to the south of it are visible. There are about six or seven men stationed at this installation.
- e. Barracks for Coastal Personnel: Point "K" on the attachment shows the location of the installation that houses the coastal security personnel assigned to the area north of Klaipeda. There are about 300 to 400 men stationed here.
- f. Labor Battalion: Point "L" on the attachment indicates the location of the quarters for an army labor battalion. This group is doing the work on the tower described in paragraph l.c. above.

Air Patrols

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3. There are no air patrols in the vicinity of Klaipeda. However, [redacted] there are four single-engine Soviet Navy seaplanes stationed in Klaipeda. These aircraft have twin pontoons and a three-bladed propeller. They are low-winged monoplanes with a single tail. These aircraft would normally take off in the morning and head out over the Baltic Sea on normal patrol missions. [redacted] this aviation organization is not an independent unit in Klaipeda but is attached to a parent organization in some other port. There are no barracks for this aviation personnel; they live in the city of Klaipeda.

Sea Patrols

4. "Cutters", similar to PT boats, patrol the Baltic Sea. These boats are manned by the MVD coastal security forces. The patrol boats are about 70 tons in weight and have small guns mounted on their bows. The speed of the boats is about 20 to 25 nautical miles per hour. If the weather is good, the boats patrol as far out as about 25 nautical miles from shore; however, the boats are not on the move all the time. At times, especially at night, they remain in one spot for a period of time. [redacted] generally the sea patrol of the coastal area is "very good". On the average there are two to four patrol boats in the area of Klaipeda at all times.

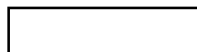
Attachment: Sketch showing the location of the restricted zone and coastal defenses in Klaipeda.

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- 1 [redacted] Comment: The figures for the number of guns and specifications given in this report do not agree with previous figures given [redacted]

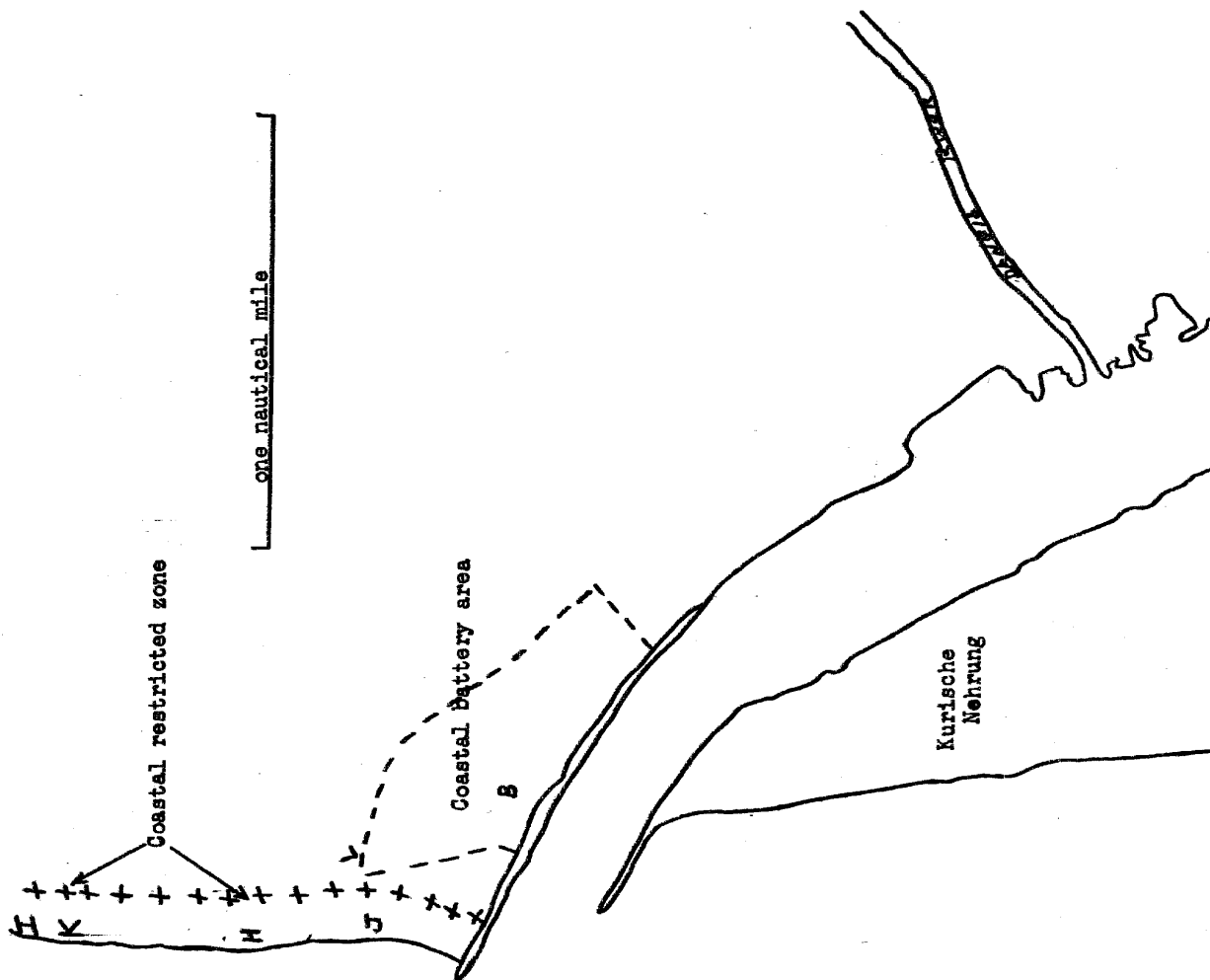
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Attachment

Restricted Zones in the Port of Klaipeda



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SECURITY INFORMATION

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[Redacted]

Soviet Marines in Tallinn

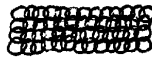
- 1. [] marines in Tallinn, where there are permanent marine bases. The only distinguishing factor between the marines and the Soviet Navy is that the marines had black shoulder boards with the letters "MP" inscribed. These letters were gold colored and of metal. There is no piping on the [] shoulder boards. The ranks shown on the shoulder boards are exactly the same as those for the army. [] they saw marines in the new harbor area every day for a period of 2 1/2 months. This unit is permanently stationed here and the barracks are located at the east of the east end of the new harbor in Tallinn.

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Submarine Cables

- 2. The only submarine obstacles seen were seen [] in Tallinn, Estonia, in July 1950. These nets were stacked on a dock in Tallinn. They resembled the following sketch:

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Soviet Naval Vessel Observed in Tallinn

- 3. During a visit to Tallinn on about 29-30 July 1950 [] a Soviet Naval vessel with an unusual superstructure. The ship in question was a Finnish craft that had been turned over to the Soviets as a reparations payment. The name of the ship when it had been Finnish was Viburg. [] the present Soviet name for the vessel. [] the Viburg was about 2000 tons and the approximate size of a light cruiser, but not of the same design as a light cruiser. [] the ship and its

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superstructure all appeared normal with the exception that an unusually high, beam-like appendage protruded upward from the center of the ship. The beam is a dull, dark green color and source believes it to be made of metal. The upper two meters of the beam were covered on all sides with unknown protuberances. Attached is a sketch showing the general appearance of this abnormal portion of the superstructure and its size compared with the length of the vessel. At the time source saw the vessel, it was anchored in Tallinn harbor, a distance of about one nautical mile from source. Since that time, source has not seen or heard of any similar ship.

Kaliningrad

- 25X1
25X1
4. [redacted] large shipyards, which are restricted areas, exist in Kaliningrad. [redacted] a man who had worked there as a construction engineer before moving to Klaipeda, Lithuania. This engineer also indicated that wages and working conditions for skilled personnel are very good in the Kaliningrad shipyards. In addition, he revealed that many large naval vessels (500 tons and over), and a small number of smaller naval craft, were being constructed in Kaliningrad.

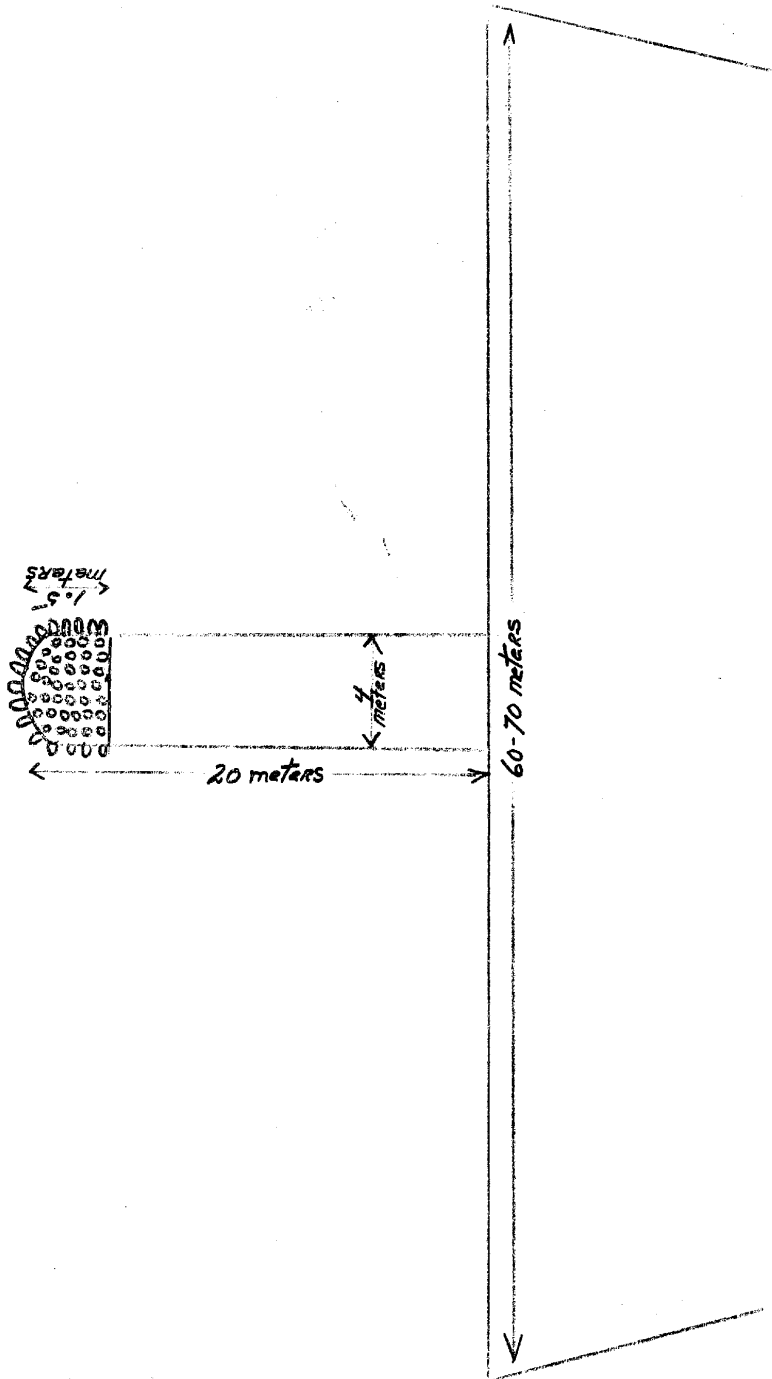
Attachment: Sketch of Soviet ship observed in Tallinn.

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Attachment

Sketch of Unusual Superstructure on Soviet
Naval Vessel in Port of Tallinn



Note: All measurements are approximations. Remainder of the superstructure is not drawn, since it appeared to be normal

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