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1. The Black Sea Petroleum State Shipping Company (Chernomorskoye Gosudarstvennoye Neftenalivnoye Parokhodstvo-SovTanker) was one of three petroleum shipping companies (KaspTanker, ReydTanker, and SovTanker) subordinate to the Ministry of the Merchant Fleet through the Chief Directorate of Petroleum Shipping Fleet-GlavNefteFlot.¹ The administration of SovTanker was in Odessa, where it was moved in 1946 from Tuapse. []
2. Head of SovTanker was General Director MF third class (fnu) Rukin. Under Rukin were the head of the political department and three deputy directors. The First Deputy was chief engineer of SovTanker; the Second Deputy was chief of operations, and the Third Deputy was chief of personnel. []
3. SovTanker was established approximately in 1925, when the Black Sea Steamship Company (Upravleniye Chernomorskogo Parokhodstva-UChP) was reorganized and two independent steamship companies were created in its place: Black Sea Dry Cargo Steamship Company and Black Sea Petroleum State Steamship Company.
4. SovTanker was responsible for the transport of crude oil and POL products on the following Black Sea lines:
 - a. Constanta - Odessa
 - b. Batumi - Odessa
 - c. Tuapse - Odessa
 - d. Novorossiysk - Odessa
 - e. Odessa - Whale Fleet Slava (Kitoboynaya Ekspeditsiya Slava) operating in New Zealand waters.²

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5. The SovTanker 1951 transport plan for oil and POL products called for the transport of 2.5 million tons of cargo as follows:
- | | |
|---------------------------------------|----------------------------|
| (a) Constanta - Odessa | 1.0 million tons |
| (b) Batumi - Odessa | 0.8 million tons |
| (c) Tuapse - Odessa | 0.4 million tons |
| (d) Novorossiysk - Odessa | 0.4 million tons |
| (e) Odessa - Whale Fleet <u>Slava</u> | 0.025 - 0.030 million tons |

From Constanta to Odessa transport was mainly of crude Rumanian oil from the Ploesti region; from Batumi, Novorossiysk, and Tuapse transport was of POL products of various types.

6. The detailed organization of SovTanker was as follows:
- (a) Under the First Deputy Director, SovTanker's Chief Engineer, were the following sections:
- (1) Marine-Engineering Service (Mekhaniko-Sudovaya Sluzhba). Personnel: 8 - 10 engineers and several technicians.
 - (2) Designing Bureau (Proektno-Konstruktor'skoye Byuro). Six engineers and technicians.
 - (3) Construction Section. Three engineers and technicians.
 - (4) Technical Supply Section. Eight employees.
 - (5) Transportation Section. Four administrative employees and 12 drivers and stevedores.
- (b) Under the Second Deputy Director, Chief of SovTanker's Operations, were the following sections:
- (1) Operation. Twelve engineers, dispatchers, and technicians.
 - (2) Commercial Section. Three employees.
 - (3) Maritime Inspectorate. Six employees, including one captain-instructor and two mechanics-instructors.
- (c) Under the Third Deputy Director, Chief of Personnel, were the following sections:
- (1) Personnel Section. Six employees.
 - (2) Mobilization Section. Three employees.
 - (3) Billleting Section (Zhilishchno-Kommunal'nyy Otdel). Twelve employees.
- (d) Directly under the Director of SovTanker were the following sections:
- (1) Office of the Director. This office was composed of a legal adviser, technician, secretary, and stenotypist.
 - (2) Signal Section. There were six employees in the administration and approximately 30 in field offices (radio station, repair shop, etc).

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- (3) Planning Section. Five employees
 - (4) Labor and Wage Section. Four employees.
 - (5) Accounting Office. Six employees.
 - (6) Finance Section. Three employees.
 - (7) Secret Document and Cipher Section.
 - (8) Administrative Section. Ten employees.
- (e) Under the Head of the Political Department there was a political section with approximately 15 employees. SovTanker did not have its own newspaper. The newspaper Chernomorskiy Moryak, edited by the Black Sea Dry Cargo Steamship Company, in Odessa, serviced both companies.
7. Repair and maintenance of SovTanker buildings were taken care of by the appropriate agencies of the Black Sea Dry Cargo Steamship Company.
8. SovTanker had the following regional steamship agencies:
- (a) Constanta. This agency was composed of the agency head, deputy head, two accountants, four engineers, two technicians, eight dispatchers, eight dispatcher-receptionists, four workers (typists, office cleaning detail, etc).
 - (b) Odessa. The agency was located in Peresyp', which is a suburb of Odessa. It was composed of the agency head (GlavMorAgent), deputy head (MorAgent), three dispatchers, four dispatcher-receptionists, and six laboratory personnel in charge of chemical analysis of incoming POL products transported by the SovTanker fleet.
 - (c) Batumi. Exact location of the agency is unknown [redacted] It was composed of a GlavMorAgent, two MorAgents, two engineers, one accountant, six dispatcher-receptionists, four laboratory workers, and four radio operators. 25X1
 - (d) Tuapse. Composed of one MorAgent, three dispatchers, four dispatcher-receptionists, two laboratory workers, three radio operators, one technician, and one cashier.
 - (e) Novorossiysk. Exact location unknown. Composition: one MorAgent, three dispatchers, four dispatcher-receptionists, two laboratory workers, three radio operators, one technician, and one cashier.
9. SovTanker's fleet was composed of four basic groups of tankers, as follows:
- (a) Three large diesel tankers manufactured in the late thirties. They were each equipped with two diesel engines of total capacity 1800 - 2100 hp, 120 rpm. Their speed empty was 14 mph, loaded 10 - 11 mph. These were:
 - (1) Diesel tanker Moskva , displacement eight thousand tons;
 - (2) Diesel tanker Iosif Stalin , displacement five thousand tons;
 - (3) Diesel tanker Kreml' , displacement five thousand tons.

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- (b) Ten middle size diesel tankers with displacement of three thousand tons, built in the twenties. They were each equipped with two diesel engines of total capacity 1200 - 1300 hp, 120 - 150 rpm. When empty, their speed was 12 mph, loaded 10 mph. [REDACTED] the following tankers belonging to this group: Sergo, Pamir, Ararat, Tendra.
- (c) Three small old diesel tankers with displacement of 1500 tons, equipped with one diesel engine of 750 hp, 150 rpm. Their speed was 12 mph empty and 10 mph loaded. [REDACTED] only one tanker belonging to this group, the Utrish 25X1
- (d) Four old steam-engine tankers with displacement of five thousand tons, manufactured in the early twenties. They were equipped with two propellers, two steam engines of total capacity of 1600 hp, 120 rpm, and two Scotch type boilers of 14 - 15 atmospheres pressure. One of these tankers was called the Volgo-Neft'. [REDACTED] 25X1
- (e) In addition to tankers, SovTanker had about six lighters with displacement of three to four thousand tons (old steamships of which the engines had been disassembled), used as petroleum barges.
10. Repair and maintenance work on SovTanker ships was done mostly at the Dzerzhinskiy ship repair yard in Tuapse. This shipyard belonged to GlavMorProm. Sometimes maintenance and repair work was done at the GlavMorProm ship repair yard Andre Marti in Odessa.

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