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the port of Odessa

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Naval / Economic

Port of ODESSA

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1. Approaches.

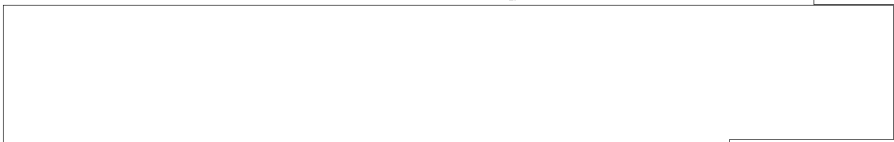
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(a) Floating Dock.

(i) [redacted] a Russian floating dock (capacity not known) was sighted in the Sea of MARMARA about 3 miles from the BOSPHORUS proceeding towards the DARDANELLES.

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(ii) The dock was towed by a cargo vessel with an estimated loading capacity of 6,000 tons; the speed of the tow was about 3 knots. The cargo vessel was painted black and had a red hammer and sickle on the funnel. [redacted] port bow the following was painted:



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(iii) The floating dock was also painted black. [redacted] No deck installations were visible except one small crane on each side.

(iv) About one hour after the tow had been sighted they sent a W/T message to ODESSA, reporting that they had cleared the BOSPHORUS.

(b) Minesweeper.

(i) [redacted] a Russian minesweeper was sighted about 12 miles N.W. of the BOSPHORUS. It was an oil-burning motor vessel of overall wooden construction with midship exhaust vents. The displacement was estimated at 100-120 tons.

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(ii) The armament consisted of one "small" calibre gun forward. [redacted] estimated the barrel length at 1,5 metres. There was a second gun aft, the calibre of which was estimated at 32 mms. and the barrel length at 2. metres. Two A/A Oerlikons were situated on the bridge, one directed forward and one aft.

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(iii) The vessel had also an electric cable drum aft, as well as what appeared to be "otters" for cutting mine-cables. Two W/T aeriels and a D/F aerial were observed, but no radar was visible.

(iv) The ship appeared to be in a poor state of maintenance. Her speed was estimated at 12-14 knots.

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Submarine and minesweepers.

- (i) On the same day, 4 minesweepers and a submarine were sighted about 12 miles south-east of ODESSA.
- (ii) The minesweepers were of the same type as the one described in para. i(b) above. The submarine was about 50-60 metres long. It had four torpedo tubes forward and four aft. One gun was situated forward about 15 metres from the bow. The calibre was estimated at 8 cms. and the barrel length at 4 to 5 metres. There was a D/F loop on the stern, connected by a wire to the conning tower.

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(iii) Manoeuvres.

The minesweepers were disposed in line ahead, later altering to line abreast. The submarine submerged and the minesweepers scattered, the leading vessel laying a smoke-screen. Shortly afterwards the submarine surfaced and all vessels proceeded in a southerly direction.

(d) Cutters.

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- (ii) The cutter had the following armament: one heavy machine-gun forward, estimated calibre 13,2 mms. two light A/A machine-guns on the bridge, estimated calibre 9 mms.

2. Vessels observed in ODESSA

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(a) Naval vessels:

- (i) There were 8 minesweepers, 3 submarines and 4 or 5 coastal cutters based at ODESSA. (For descriptions see para. 1 above).
- (ii) Invariably between [redacted] there were only 6 minesweepers and 1 submarine moored in the base. The number of coastal cutters varied according to their commitments, as these vessels were mainly used for escort duties to KHERSON.
- (iii) It was learned that larger units of the Soviet BLACK SEA Fleet only call at ODESSA for the 1st of May celebrations.

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(b) Russian Merchant Ships.

- (i) [redacted] the cargo ship GENERAL CHERNIKOVSKI arrived in the port and came to anchor near the breakwater. She carried a cargo of about 9,000 tons of Rumanian timber. This ship had W/T and D/F installations but no radar was visible. She had 4 gun platforms (no guns mounted) two forward and two aft.

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CONTROL U. S. OFFICIALS ONLY 3./ (ii) VTORAT

- (ii) VTORAT ODESSA. This ship was alongside the Quarantine Mole, pending the unloading of her cargo of about 9,500 tons of timber. It was an old type of ship in a poor state of maintenance; nearly all the paint had disappeared, and cordage was hanging loose from various deck installations. W/T and D/F were visible, but no radar was observed. There were 6 gun platforms, two forward, two midships and two aft.
- (iii) SUKHONA ODESSA. This cargo vessel appeared to be a Liberty type with 5 holds and a carrying capacity of about 9,000 tons. She arrived in ballast in ODESSA on 29th March and left the following day for NOVOROS-SISK. The ship appeared to be clean and well maintained. It had 4 gun platforms, 2 forward and 2 aft. W/T and D/F were noticed, but no radar was visible.
- (iv) Liner ODESSA. This was a liner of about 14,000 tons, which was apparently undergoing repairs at the PLATANOVSKI Mole. The ship had two funnels; she carried about 60 lifeboats on each side. The ship appeared to be clean and well maintained. She was being red-lead and repainted in white. W/T, radar and D/F were visible. (No further details).
- (v) The port of ODESSA was also served by four BLACK SEA passenger ships of about 2,000 tons each. When in port they were moored at the NEW MOLE. Departures from ODESSA took place at 06.00 hours and 08.00 hours. The ships appeared to be of the same class; they were clean and apparently in good condition. All carried W/T. No D/F or radar was noticed. They had one gun platform aft. All the ships were named after generals followed by the word ODESSA. [redacted] 50X1-HUM
- (vi) A total of seven tugs were seen. They were described as "in poor condition" and incapable of performing their function adequately. [redacted] 50X1-HUM
- (c) Foreign Merchant Ships.
- (i) [redacted] ship of about 8,500 tons carrying capacity. This ship was berthed alongside the NEW MOLE. It was discharging a cargo of rubber, half of which had been unloaded by the end of March. The ship was due to load a cargo of grain. 50X1-HUM
- (ii) [redacted] cargo vessel of about 9,000 tons loading capacity. This ship was berthed at No. 1 Silo. She had discharged a cargo of vehicle tyres and loaded barley and wheat [redacted] 50X1-HUM
- (iii) [redacted] cargo ship of about 9,500 tons carrying capacity. It is not known whether she carried any cargo to ODESSA. Her outgoing cargo included 250 tons of caviare [redacted] 50X1-HUM

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- (iv) [redacted] cargo ship with a loading capacity of about 10,000 tons. This ship loaded a cargo of barley and maize [redacted] 50X1-HUM
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- (v) [redacted] cargo ship with a loading capacity of about 10,000 tons. This vessel arrived from NOVOROSSISK [redacted] to supplement its cargo. It berthed at Silo No. 2 and left [redacted] [redacted] with a cargo of barley and wheat. 50X1-HUM
50X1-HUM
50X1-HUM
- (vi) s.s. KHRISTO SMIRNEVSKI, a Bulgarian cargo ship of about 6,500 tons carrying capacity. This vessel berthed at the PLATANOVSKI Mole [redacted] and unloaded a cargo of briquettes. It left in ballast [redacted] 50X1-HUM
50X1-HUM
- (vii) s.s. BUKOVINA, a Bulgarian cargo vessel with a loading capacity of about 7,000 tons. This ship berthed at the NEW MOLE [redacted] It was half empty but a number (unspecified) of crates were visible on her deck. The same day she loaded about 80 Russian four-wheeled 10-ton [redacted] 50X1-HUM
50X1-HUM
The ship had W/T and D/F. No radar or gun platforms were visible.
- (viii) s.s. KARPATIA, a Polish tanker with a carrying capacity of about 8,000 tons. [redacted] 50X1-HUM
the vessel was moored alongside the breakwater with a cargo of 2,000-2,500 tons of crude oil. The ship had two gun platforms forward, midships and aft.

3. Description of the Port. (The numbers refer to the sketch of the port, attached as Appendix A to this report.

- No. 1. Breakwater. The breakwater is made of concrete blocks and has a width of 3,5 to 4 metres. It had been damaged by bombing and was out in several places; cracks due to explosions were noticeable. There is a permanent navigation light flashing green every second. The Southern mole of the breakwater is suitable for mooring and large bollards have been fitted along the whole length. About 9 ships, mainly small tankers, but including the Polish tanker KARPATIA (para.2(c)(viii)) and the Russian cargo vessel GENERAL CHERNIKOVSKI (para 2(b)(i)) were moored at this position.
- No. 2. VORONISOV Light, located at the end of REIDOVOL Mole, flashing red every second.
- No. 3. Signal Station, located at the end of the QUARANTINE Mole.
- No. 4. Silo No. 1. This building is about 60 metres long and 25 metres wide. It is of wooden construction with a zinc roof; it gives the impression of being badly in need of repairs (For railway services see para. 4 below). On the seaward side are 12 tubes with a diameter of 0,50-0,60 metres. When taking grain into the silo each tube handles 50-60 tons per hour; their capacity when loading ships is 60-70 tons per hour each. Electric power of 330 volts is used in the silo installations.

- No. 5. Small derelict store.
- No. 6. Two small offices in poor condition.
- No. 7. Rectangular open-air stacking place, All the goods were under canvas cover. They included the following:

cotton bales
lead ingots
rolls of paper
agricultural machinery, including ploughs:
all were rusty.
metal rods, 3-4 mms thick.

- No. 8. Silo No. 2. This is a concrete construction about 75 metres long and 25 metres wide with a wooden projecting gallery about 50 metres long and 20 metres high supported by metal girders. The silo is an old construction showing many cracks in the concrete walls. The gallery, which has a tar-paper roof and many windows, is also in poor condition. There are large holes in the tar-paper and most, if not all the windows are smashed. Loading into the silo takes place from railway wagons (see railway lay-out para. 4 below). There are openings in the side of the building through which the railway wagons are discharged. It is believed that the grain is then brought to the storage lofts by conveyor belts. It was noticed that wheat was unloaded on the QUARANTINE harbour side and barley and maize on the opposite side. The projecting gallery has 4 tubes for loading ships, situated at 10 metre intervals. The grain is brought to the tubes by conveyor belts. Electric power of 330 volts is used in the silo installation. During March, loading at Silo No. 2 had to be discontinued on several occasions as supplies of grain arriving from BRAILA/RUMANIA were insufficient. The grain arrived in ODESSA in railway wagons of 10, 15 and 20 tons.

- No. 9. Offices of the Port Authorities and INFLOT.

These are two-single storey concrete buildings about 50 metres long.

- No. 10. Open Air Stacking Area.

This area extended around the offices of the Port Authorities and INFLOT. The following goods were observed:

- about 150 four-wheeled 10-ton vehicles.
- about 45 large crates
- large (unspecified numbers of motor tyres
- timber (quantity unspecified) composed of planks 10 metres long and 10 cms thick; beams 10-11 metres long and 30 cms thick.
- lead-covered cables.

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6./No.11

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No. 11. At this position were about 10 Russian ships undergoing repairs. Their carrying capacity ranged from 4,000 to 10,000 tons.

No. 12. Sulphuric Acid Plant.

This was a large concrete construction of modern design. Around the building was a large number of glass containers filled with sulphuric acid.

No. 13. Warehouse.

This was believed to be a grain store. It was a single storcy shed built on the site of a large warehouse destroyed during the war.

No. 14. Base for the three submarines (see para.1(c) and 2(a) above.)

No. 15. Base for the four/five cutters (see para. 1(d) and 2(a) above).

No. 16. Base for the eight minesweepers (see para 1(b) and 2(a) above).

No. 17. Jetties (no details) believed to be of recent construction.

No. 18. Twenty-nine 330 volt Electric Travelling Cranes.

Most of the cranes are old and in poor condition. On the QUARANTINE Mole, the two cranes operating between the Signal Station and Silo No. 1 are marked No. 4 and No. 5. Their capacity is 10 and 15 tons respectively.

4. Railway Facilities (see Sketch, Appendix A).

(a) Along the waterfront is a track for travelling cranes.

(b) A double track runs through the port at a distance of about 15 metres from the waterfront.

(c) Railway switches were noticed at the following positions:

(i) North of Silo No. 1 between berths Nos. 1 and 2.

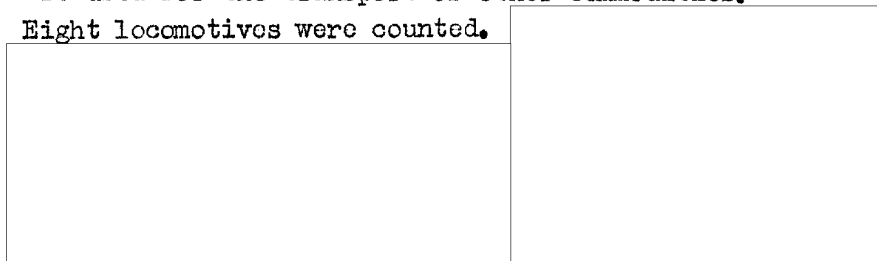
(ii) Opposite the offices of the Port Authorities between Berths Nos. 6 and 7.

(iii) On BAKALANAYA Quay at Berth No. 10.

(d) The majority of the trains arriving in the port are composed of 12-15 wagons. The railway wagons are mostly six-wheelers (sic), the older types ranging up to 35 tons are mainly used for the transport of grain, the newer types of 50-60 tons are used for the transport of other commodities.

(e) Eight locomotives were counted.

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All appeared to be in good condition. [redacted] engines
The [redacted] engines
were used between BRAILA/RUMANIA and ODESSA on grain transports.
They were equipped with radio-telephone installations with
an aerial of about 5 metres.

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- (f) One AUTOMOTRICE (electric train) was seen. This was an eight-wheeler about 20 metres long and 4 metres high with a roof made of thin zinc. It was painted blue. An aerial was visible but it was not known whether W/T or a normal radio reception set was installed. The AUTOMOTRICE was powered by accumulators.

5. Miscellaneous Observations.

- (a) On 19th March, workers started to load lead ingots in railway wagons. Two days were required to load 3 wagons.

- (b) Between the 19th and 21st March, 5 wagons were loaded with cotton bales. Levers were used as implements.

- (c) On 20th March, 12 wagons were loaded with four-wheeled 10-ton vehicles, spare parts and a small amount of [redacted] motor tyres. Loading was carried out with a crane and sheer-legs. The vehicles appeared to be destined for ALBANIA [redacted]

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- (d) [redacted] Rumanian timber was unloaded at Berth No. 6.

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- (c) Along the waterfront, hydrants and oil re-fuelling points were observed.

- (f) The average depth alongside is about 24 feet. As a rule, ships which are being loaded, when they reach a draught of 24 feet, move about 15 feet from the quayside. There the average depth is 28-30 feet.

- (g) [redacted] the snow-clearing team was composed of 6 old women, who worked with birch brooms. They were relieved by 6 others after 3½ hours work.

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- (h) [redacted] an empty wagon derailed. For 6 hours three men and 2 women tried unsuccessfully to put it back on the rails. Their implements consisted of levers and spades only.

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- (i) Part of PLATANOVSKI Mole, destroyed by aerial bombing, is being repaired with timber.

- (j) Opposite the NEW HARBOUR, five buildings have been gutted by fire. They were a macaroni factory, an oxygen plant (now rebuilt) a grain store, the hotel VLADIVOSTOCK and a building which is believed to have been a small power station.

- (k) Local prices:

Canvas summer shoes 250-260 roubles

Poor quality leather shoes 310-350 "

8./Poor

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|---------------------------|-------------------------|
| Poor quality raincoats | 1500-1600 roubles |
| radios | up to 8000 roubles |
| fresh butter | 65 roubles per kilo. |
| "charcuterie" | 45-50 roubles per kilo. |
| black bread | 3,5 " " " |
| pastries | 1,5 " each |
| bars of chocolate (small) | 0,75 " |
| " " " (large) | 1,15 " |
| "Eau de Cologne" | 45 roubles per gramme |
| toilet soap (small bar) | 10 " |
| combs | 10-12 roubles |

macaroni, flour, semolina and rice were only obtainable on ration cards issued to sick people.

- (l) several workers were arrested and taken away in a police car. 50X1-HUM
- 50X1-HUM
- (m) Trains from BRAILA/RUMANIA to ODESSA are exposed to sabotage. At the end of 1949 a train carrying iron and steel-plating was blown up by the Rumanians. Three wagons were destroyed and two Rumanians and one Russian killed.
- (n) On the eastern side of the QUARANTINE Harbour were two "medium" automatic guns and 4 A/A guns. The breach blocks had been removed but regular maintenance was carried out.
- (o) Small warehouses on the PLATANOVSKI and NEW Moles destroyed during the war are being rebuilt.

Comments. 50X1-HUM

1. Reference para. 1(b). We presume the guns concerned were 20 m.m. and 37 m.m. respectively.
2. Reference para. 1(c). The submarine's gun appears to be a 76 m.m.
3. Reference para. 1(d)(ii). These are probably one 12.7 mms. and two 7.62 mms. MGs.

- 50X1-HUM
5. Reference para. 2(b)(iv).

[Redacted]

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(b) It has since been reported that the liner "ROSSIYA" left "ODESSA" [Redacted] set on easterly course.

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[Redacted]

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6. Reference para. 2(b)(vi). It was reported that there was only one ice-breaker in ODESSA. This was a tug named "TOROS".

7. Reference para. 2(c)(i). The GAROUPHALIA carried 8,200 tons of general cargo from [Redacted] TO ODESSA. Then she loaded 7,300 tons of grain [Redacted]

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8. Reference para. 2(c)(vii). A Bulgarian cargo ship with a deck cargo of vehicles was sighted [Redacted] about 20 miles south of FIDONISI proceeding towards BULGARIA.

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9. Reference para 2(c)(viii). This is presumably the KARPATY.

[Redacted]

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11. Reference para. 3 No. 11. [Redacted] there were 6-8 cargo ships undergoing repairs at this location. The loading capacity was estimated at ranging from 5,000 tons to 10,000 tons. Work was carried out day and night; however, it appeared that progress, especially during the night shift, was very slow.

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Appendix "A" to 2/12/65

PORT of ODESSA
(March 1950)

