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INFORMATION REPORT

REPORT

CD NO.

COUNTRY USSR(Black Sea)

DATE DISTR. 30 December 1952

SUBJECT Port of Kherson
25X1

NO. OF PAGES 2

DATE OF
INFO.

DO NOT CIRCULATE

NO. OF ENCLS. 1 (Attachment 1
(LISTED BELOW) only to @)PLACE
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SUPPLEMENT TO
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1. Upon the arrival of a foreign ship at Kherson, the harbor pilot and officials from the Health Authority, Police, and Customs come aboard. For the formalities of being admitted to pratique, the master of the ship must submit five lists of the personnel aboard, two copies of the supplies carried, and two separate copies, listing the money and new clothes, women's apparel especially, that are on board. The authorities also check for arms and munitions on the ship. After the documents have been examined, the crew is gathered in one place and the ship is searched thoroughly. The binoculars are usually sealed. Some soldiers are always posted on the quay to keep the ship under surveillance while in port, and during the night, an armed motorboat rolls alongside.
2. At departure, the officials from the Police and Customs return aboard and conduct the visit of inspection. At that time they recheck the money and break the seal on the binoculars. The ship is then escorted as far as Odessa by a Police officer, his subaltern, and the pilot who came aboard at Odessa.
3. The loading of the ship and the business transactions are taken care of by Inflat and Eksportkholeb.
4. At Kherson, the quay on the right bank of the Dnepr is constructed of wood and stone; from the grain elevator to the Harbor Master's office, the quay is wood on the outer part while the inner part is stone. There were five cranes mounted on the stone part and these are indicated at 1 on Attachment 1. The depth alongside is twenty feet. The building which is near the grain elevator and is shown on the attachment is reported to be an electric station.

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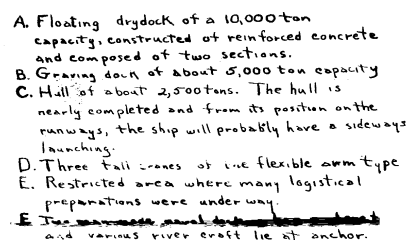
5. South of this quay, where the Koshevaya flows into the Dnepr, there is a public square with a large building which houses the Harbor Master's office as well as the Inflat offices.
6. Both banks of the Koshevaya have wooden quays where river craft can tie up.
7. Between the Koshevaya and another navigable canal further to the south, there is an island [redacted] In the southern part of the island there is an inlet which is a restricted area, and an area on shore which may be an arsenal and is likewise restricted. The latter is shown on Attachment 1 by broken lines. [redacted] a hull was under construction there; it was about 2500 tons and was on runways, parallel to the shore. Because of the narrowness of the water surface in front of it, this ship will probably be launched sideways. This is the type of launching that is usually employed in river shipyards. Near the hull there were three tall flexible-arm cranes, shown at D on Attachment 1.
8. On the south side of the island at B, there was a graving dock of about 5,000 tons capacity. Nearby at A there was a 10,000 ton capacity floating drydock, constructed of reinforced concrete and composed of two parts.
9. [redacted] this island is known as Fidonisi (sic) Island and that its only inhabitants are soldiers. [redacted] several warehouses or sheds with red roofs but no installed armaments. In the southern inlet there was observed a tug armed with a machine gun. The latter was towing a barge on which there were many soldiers.
10. Southwest of this island, going towards Odessa, there was a fuel depot. It was composed of six tanks, each with a capacity of about 1,000 tons and each probably connected to the interior with a subterranean pipeline. There was a wharf at the depot where river tankers of 1,000 to 2,000 ton capacity could come alongside to take on a cargo of oil.
11. Continuing towards Odessa, [redacted] a river barge being towed by a tug. The barge was transporting cases of munitions.
- (** 6) 12. At Kherson, [redacted] on the left bank of the Dnepr there were two wet basins that were artificial; each was about 100 x 150 m. In these docking basins were anchored tugs and various other river craft. The land between the two artificial wet basins was being leveled at the time source observed it. This whole area is shown by the dotted lines on Attachment 1* [redacted]
- Attachment 1: Sketch Map of the Port of Kherson and Adjacent Islands.
- Comment: This is the first report that any excavation had been done on these inlets or small bays on the left side of the Dnepr at Kherson. [redacted] reports them as being natural and irregularly formed, emphasizing that there was no evidence of maritime construction or improving. [redacted]

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Attachment

Sketch Map of Kherson and Adjacent Islands



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