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[] This report on Riga is a compilation of information on the port up to late November 1954. The report is accompanied by three maps (Attachment # 1) which have been deposited in and are available from the CIA Library. There are also eight photographs of the harbor area (Attachment # 2) which have been deposited in and are available from CIA/Graphics Register. 50X1

[] Comments: 50X1

- The proper place names used throughout this report are:
 - Muehlgraben - Milgravis
 - Duenamuende - Daugavgriva
 - Duena River - Daugava River
 - Bolderaa - Bolderaja
 - Magnusholm - Mangalsala
 - Rinusch - Rinuzi
- The airfields in the Riga area are:
 - Riga-Spilve (N 56-59, E 24-04)
 - Riga-West (N 56-55, E 23-59); alternate names for this airfield are Riga-Babite and Riga-Skulte.
 - Riga-Skirotava (N-56-53, E 24-11)
 - Riga Airfield (N 57-00, E 24-11)
 - Riga Salaspils (N 56-52, E 24-20)
- The 4th and 8th Fleet Air Forces are based in the Baltic. The existence of a 3rd tactical air fleet (page 11) is unknown.

Distribution of Attachments:

Attachment # 1: Copy # 1 - Navy
Copy # 2 - CIA Library

Attachment # 2: Copy # 1 - Navy
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CLASSIFICATION <u>SECRET -</u>	
COUNTRY <u>USSR</u>	REPORT NO.
TOPIC <u>Riga Harbor</u>	
EVALUATION _____	PLACE OBTAINED 50X1
DATE OF CONTENT <u>1953/1954</u>	
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REFERENCES _____	
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REMARKS _____	<u>1 set of 8 photographs</u>

SOURCE

By late November 1954, the following information on Riga Harbor had been received:

Note: Numbers in parentheses refer to locations shown in Annexes

A. General geographical and economical information.

1. Location and importance.

Riga (56°57' N/24°07' E), an old Hanseatic town, is the capital of the Latvian Socialist Soviet Republic (LSSR) and one of the most important harbors on the Baltic Sea. It is located eight sea miles upstream from the mouth and on the east bank of the Daugava River. Prior to 1939 Riga had a population of 365,000 inhabitants; the present number of inhabitants is unknown.

Approach to Riga from the Baltic Sea is south of Oesel Island through the deep channel of the Irben Strait in the Gulf of Riga. The Daugava River empties in the gulf at the southeastern end of the harbor.

The harbor of Riga is mainly formed by the main branch of the Daugava River on which the major part of the quays and shipping installations are located. A smaller harbor is located on a branch of the river east of the main stream (Kuehlgraben - Milgravia Caureka). The fishing harbor is located downstream on the east bank of the river, and the harbor of Duenamuende (Daugavriwa), which the Soviets use as a naval base, is located on the west bank of the river close to its mouth.

The harbor installations most of which had been destroyed during the war, have meanwhile been reconstructed except for a small number of buildings and equipment. Conspicuous buildings left undamaged were

St. Peter's Church (80),
The Dome Church (81),
The Russian Church, also a cathedral, (82).

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2. Turnover

The turnover figures for Riga were as follows:

	<u>Imports</u>	<u>Exports</u>	<u>Total</u>
1937	1,021,000	1,342,000	2,363,000 tons
1948	1,100,000	640,000	1,740,000 "

1954 No data are available on the present volume of traffic.

Since the local trade as well as the economic situation in the whole of the USSR have been gradually recovering in the past few years, shipping traffic in Riga also made progress and it may safely be stated that shipping in Riga has increased and is adequate to the present general situation. The export of lumber and wooden goods particularly increased.

The breakdown into categories of commodities is as follows:

Imports: Ores, fertilizers, industrial products, oil, frozen meat.

Exports: Lumber, wooden objects, coal, farming machines, grain, cotton.

3. Labor conditions

Clearance of ships inward and outward, assignment of berths and the entire shipping operations are handled by the state-operated "Inflot" Office, as is the case in all Soviet ports.(41) The Inflot has headquarters in grain elevator No 4 building, Riga. Work is well organized and carried out quickly and reliable, the longshore men generally are zealous and kind.

4. War Damage

There are still many ruins within the town area and most streets and buildings are still in poor conditions. The street cars are also in a bad state of repair.

5. Nautical Informationa. Approaches.

The main channel from the Baltic Sea to the Gulf of Riga, the Irben Strait, is well buoyed and lighted; two swept channels are still to be used as prescribed channels, the maximum admissible draft there being 10 meters. It was found that the swept channel as well as the buoyage off and in the Irben Strait agreed with the indications on the seachart; the south coast of the Gulf of Riga is low and sandy with a flat beach. Landing ships (LS) can beach at almost any point of the coast.

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No swept channel through the Gulf of Riga is prescribed in depths exceeding 40 meters. The swept channel begins again only 12 sea miles from the leading buoy (light-buoy No 1, striped black and white, and surmounted by a ball-shaped top mark and a light showing every 5 seconds); this buoy is now situated in position 57°06'30"E/23°57'03"N differing thus from the charted position on German sea chart D 13. A Soviet guard boat is stationed at or near the leading buoy.

Minimum depth on the bar off the mouth of the Duena River is 9 meters.

The characteristics of the two entrance lights, one each on the east and west jetty, as well as the positions of the buoys and the depths in the navigable channel agree with those charted. A boom net barrage, about 500 meters long, extended between the two jetties; the boom gap for the passage of the vessels is about 60 meters in width.

Vessels bound for Riga are generally met by a Soviet guard boat as far out as the Irben Strait and escorted into the harbor. (These guard boats generally fly the green flag of the border defense force). Outgoing vessels are escorted as far as Irben Street.

b. Ice Conditions

During the winter, shipping traffic is rather seriously hindered because the Gulf of Riga is frozen over; the approach to Riga depends on the ice conditions prevailing in the Irben Strait which, as a rule, begins to freeze over in January and thaws in April. It is, however, possible to keep shipping going throughout the winter on the Duena River with the aid of icebreakers.

c. Anchorage

Suitable anchorages in 14 to 23 meters of water and on good holding ground are found west of the leading buoy, but they offer no shelter from northerly winds.

Excellent anchorages in 9 meters of water are available inside the jetties on the east side of the river between Magnusholm (Mangalsalas Ciem) and Rinasch (Rinasi).

d. There are no tides in these waters, the water level depending only on the direction of the wind. During the ice-melting period, the water level is liable to rise as high as 3 meters above mean water level. As a rule, harbor operations are generally not hindered by weather conditions.

e. Pilotage

Pilotage is compulsory. Pilots generally board the incoming vessels near the leading buoy and must not be taken aboard later than when the vessel is between the outer jetty heads. The pilot station has headquarters in Riga (41).

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B. Harbor and Shipyard Installations

1. General Situation

The harbor installations comprise a number of quays and open basins located on the two banks of the Duena River or the lateral branches of the Duena River. The River bed from the mouth of the river to Riga is 8 to 10 meters deep, which depth, however, can only be kept by uninterrupted dredging operations.

The total quays is about 10,000 meters, the quay installations are modern and meet all requirements for ships trading in the Baltic Sea. The total length of the railroad sidings (including the shunting station at the export quay is about 15 kilometers.

In addition to the cranes mentioned in connection with the description of the various quays, two 15-ton floating cranes are available in the harbor area.

Two towboats are available for towing and other harbor service operations.

As far as is known, an icebreaker is also stationed in Riga/Duenamunde; Soviet icebreakers will also be made available in particularly hard winters (in 1953, for example, icebreaker "Sibiriyakov").

No exhaustive information is available on sheds and warehouses; it was not learned whether all buildings of this kind which were destroyed during the war, have been reerected and put again into operation. It may, however, be safely said that the sheds and storing facilities will assure adequate handling of average transshipment business.

2. Details (East bank)

a. Magnusholm (1):

This island is located 2 miles upstream from the mouth on the east bank of the Duena river, and a new fish cannery (2) is also there. Magnusholm is a 1000 meter long wooden wharf and 6 meters deep alongside. Cranes and railroad sidings are available. Southeast of Magnusholm is the

b. Fishing harbor (3) (picture 1).

It is a small harbor basin, 2 to 3 meters deep, located 3 miles upstream from the mouth of the Duena River and separated from the Duena River by a stone wall. A small shipyard for fishing craft, comprising several small workshops and a marine railway for four fishing vessels, is located on the southeast side of this basin. A landing pier for fishing vessels, about 180 meters long, is on the north-east side, and some small net-storage and boat sheds are on the northwest side. No cranes or railroad tracks. A wooden watchtower (4) and an iron radio mast (5), close to it, are located southeast of the shipyard in the Altmuehlgraben suburb.

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c. Muehlgrabenhafen (Milgravia Caureka - Picture 2)

Muehlgrabenhafen (Milgravia Caureka - Muehlgraben harbor) (8) is located on the east side of the Duena River four miles upstream from its mouth. A lateral branch of the river connects it with Stint Lake (9).

The Muehlgraben harbor facilities were considerably improved by the expansion of the quays and the "Old Muehlgraben Shipyard", carried out in the past few years.

A modern quay (10), about 1,500 meters long with a depth of 9 meters alongside, and railroad tracks running along its total length, is located on the southeast side of that branch of the river, which is about two miles long and dredged to 10 meters depth.

A mine depot (11) of the Soviet Navy, separated from the quay only by the railroad tracks, is also located there; a fertilizer plant is located at the northeast end of the pier (12).

A railroad and road bridge (13) forms the border between Muehlgraben harbor and Stint Lake in the northeast.

The "Muehlgraben Shipyard" (14 - Picture 2) is located on the north side of Muehlgraben harbor. Only vessels up to medium size could formerly be repaired at this yard because of its limited capacity. However, in the past few years, the shipyard installations were considerably improved and expanded toward the northwest, permitting now the construction of new ships. The shipyard has a quayage of 1,000 meters with 6 meters water alongside, possesses two floating docks capable of accommodating vessels of up to about 4,000 tons and four efficient hammerhead cranes. Electric current is supplied by the shipyard's own steam-driven power plant.

The capacity of the new installations seems to indicate that naval vessels can also be built there, although no definite information on this subject has been received. No figures of the shipyard personnel are available nor could the situation be clarified concerning the arrangement and capacity of the railroad system in the shipyard and its connection with the main railroad network.

The shipyard premises are guarded by Soviet soldiers who are accommodated in a barracks installation newly erected within the shipyard area for this purpose.

A branch of the Duena River, the "Red Duena" (Sarkandaugava) (15) runs from Muehlgraben basin toward the south; the water in the northern section of this river branch is up to 8 meters deep, and in the southern section 2 to 3 meters deep (raft berthing facilities); no quays or other harbor installations are available on the "Red Duena".

A high voltage line with masts, 60 meters high, coming from the south bank (16) of the Muehlgraben harbor, spans the Duena River.

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d. Harbor Installations in Riga

The Riga harbor area begins with the export quay (21), located south of the branching point of the Red Buena and the main channel, and is followed by the adjoining export harbor (31), the two harbors technically forming a harbor unit (pictures 3, 4, 5, 6).

A quayside of 1,960 meters, 8 to 9 meters deep along side, with triple-track railroad sidings are available in this harbor unit.

The export quay and export harbor have a total of sixteen Diesel-electric cranes (nine 5-ton cranes, five 10-ton cranes and two 50-ton cranes); a 60-ton crane, standing about 50 meters landward from the export quay, is possibly a construction crane.

The northern section of the export quay forms a large store yard (22), with an adjoining large cold-storage house (23) in the south, and a five-storied warehouse (24), set a little back. The two buildings were newly erected after the war.

A warehouse shed, about 130 meters long (25), and a three-storied shed, about 60 meters long, (26), and some smaller single-floor store sheds followed in the southeast as a continuation to the export harbor. All these sheds are comparatively new. A second row of warehouse sheds (27) was located at the rear of these sheds. Thus a total of 8 brick sheds are available, and all are in operation.

The town-owned Riga Power Station (picture 6)(32) is located on the south side of the export harbor.

The entire area of the export quays and export harbor is surrounded by a high wire fence. Entrance to the town is only through the southern gate. A guard room accommodating a guard unit of several soldiers is to be found in that entrance/exit gate house.

Andreas Quay (33), also called the coaling harbor is 600 meters long and 7.3 to 9 meters deep alongside; it adjoins the export harbor in the south. An eight-storied grain elevator (34 - picture 6), having a storage capacity of 16,000 tons, is at the northern end of the quay.

This quay is used as a coal dump, as no sheds are available there. Two railroad tracks (one running close along the quay, and the second about 50 meters landward) from the edge of the quay, and six bridge cranes (one 20-ton crane and five 10-ton cranes) are available for cargo-handling operations. Passenger ships calling at Riga generally berth alongside the Andreas Pier.

Andreas Harbor (35), adjoining the Andreas Quay in the south, is the berthing basin for towboats and harbor service craft. Railroad sidings also run along the east side of this quay.

A small shipyard (36) (Suda Remont Madaskoi Andrea Revny Gavany), located on the northeast side of Andreas harbor, carries out repairs to ships and machinery. A 100-ton marine railway is available, but there is no dock.

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The Customs quay (37), 1,030 meters long (concrete) and 8 meters deep alongside, is located south of the shipyard. Some of the railroad sidings are double-tracks, and there are also 10 cranes (one 25-ton crane, one 10-ton crane and eight 2.5-ton cranes). The customs quay is bounded on the south by the recently erected stone bridge (38).

The Town quay (39), located upstream from this bridge, is the oldest quay in Riga. It is bounded on the south by the railroad bridge, and is 1,130 meters long, has a granite wall, is 7.5 meters deep alongside, but has no railroad tracks; it is of limited access because of the low vertical clearance of the stone bridge and the footbridge (40) spanning the river.

3. Details (West bank)

Several harbor basins, varying in depth between 1.5 and 7 meters, are located on the west bank. They originated from branches of the Duona River which later were used as harbor basins protected by moles. However, since no quays or cranes are available, except for the concrete pier (depth alongside 9 meters) at the cement factory (46), these harbor basins can be used only for transhipping coal or lumber in case of emergency. Only one side track connects the cement factory with the railroad line in the west.

The harbor installations in the west bank include

the A-B Wharf (47), depth alongside 6.5 to 7 meters, located opposite the town quay,

the Niepenholm Wharf (48), depth alongside up to 7 meters, opposite Andreas quay,

the Wohlershof Wharf (49), depth alongside about 6 meters, opposite the exports quay.

4. Supplying Facilities

Oil: Several large oil tanks of unidentified location and capacity allegedly are located near Muehlgraben harbor.

Other reports also indicated that vast underground tank depots were built 2 kilometers south of Muehlgraben harbor (in the so-called Kaiserwald (Emperor's Forest) but exact details are lacking.

Coal and Water: Coal is available on Andreas quay, sometimes also on Wohlersdorf wharf. Water can be taken on from hydrants or taps on the quays or from water carriers coming alongside.

Electric power supply: Electric current is supplied by the Municipal Power station (32) located on the Andreas quay. It was destroyed in the war, has meantime been reerected and, at present, is in operation with its 4 boilers and 3 turbines. Its capacity was not determined.

The Muehlgraben shipyard has its own steam-driven power station.

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5. Locks and Bridges

There are no locks in the harbor area.

The bridges in the harbor area include

the railroad bridge (53), located farthest upstream,

the foot-bridge (40), reerected after the war, a little downstream from the railroad bridge,

a stone bridge resting on 3 pillars (38) for car and pedestrian traffic farthest downstream.

These three bridges connect Old Riga with Lita, suburb.

A railroad and road bridge (13) spanning the Muehlgraben separate this section of the harbor from Stint Lake.

A railroad turning bridge (70a), located on the west bank of the Duena River (south of Duenamuende), connects Bolderaa suburb with Duenamuende.

6. Security Measures

Incoming vessels are met by a Soviet guard vessel as far out as the two western main approaches to the Irben Strait (swept channels south and north) and subsequently are escorted to the harbor; outgoing vessels are escorted as far as the Irben Strait. The escort service seems to serve the only purpose of supervising the ship and her maneuvers. It was repeatedly reported that no mined areas are supposed to be found in the Irben Strait or in the Gulf of Riga where even large Soviet naval vessels were cruising far outside the swept channels.

Both on entering and leaving port, the ships are closely searched by customs officials and military personnel, especially for stowaways and pamphlets printed in Cyrillic. The radio stations, binoculars and cameras remain sealed in containers throughout the ship's stay in harbor and are only released just before the ship puts to sea.

A female doctor in uniform performs the sanitary examination.

A sentry with a pistol guards each ship throughout her stay in harbor.

The crewmembers of the ships are granted shore-leave, but must comply with many conditions and instructions concerning their behaviour ashore, and the captain is obliged to sign an agreement that they will observe these regulations. Each crewmember receives a special passport for going ashore; this passport and the discharge book must be produced to the sentry at the ship, who detaches a counterfoil from the shore-permit (passport), which he keeps until the seamen returns to his ship. The loss of the shore-permit is subject to a fine of ten rubles.

On the whole, the behaviour of the sentries was rather correct and polite.

7. Connections with the Interior of the Country.a. Railroads

Riga harbor has excellent railroad connections; all quays have adequate track systems, which also interconnect the various quays.

Two railroad shunting systems (54,55), one each near the Anreas

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quay and north of the main freight station, are available. Muehlgrabenhafen is connected with the main railroad network by a single-track line. Duenamuende Harbor is connected with Riga by the railroad turnbridge near Bolderaa.

Broad-gauge railroad lines lead from the important Riga junction in all directions, making Riga a particularly favored harbor from the point of view of traffic technique.

b. Streets

There is a sufficient number of streets in the harbor district. "Export Street" runs parallel to the quays from the Export Harbor to the center of the town (city).

Transit roads run in a northeasterly direction via Pskov, and in a southwesterly and westerly direction via Mitau.

Second grade roads extend in all directions.

c. Inland Waterways

The Duena River is navigable for barges as far as 12 kilometers upstream from Riga; from this point on, only rafting is possible as far as Jacobstadt (150 kilometers distant) because of the rapids.

d. Air Traffic

Airplanes for Moscow leave Riga daily at 1200 and 1800; and daily flights to Leningrad also are provided.

8. Industrial Plants in the harbor area

In addition to the installations mentioned in connection with the description of the various harbor districts, the following factories and industrial plants were noted in the harbor district:

A cement factory (46) located on the west bank of the Duena River, opposite the export harbor; it has its own railroad connection with several sidings to the railroad line between Riga and Duenamuende.

A rubber factory (Picture 7) on the Red Duena River between the export harbor and Muehlgraben harbor.

9. Old Duena River

The swampy and partially flooded area between Magnusholm and Altmuehlgraben within the "Old Duena River" district (east bank of main channel opposite Duenamuende) seems to be undergoing draining operations; two land reclamation dredges were seen working there in October 1954.

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C. Armed Forces in Riga

1. General

a. ARMY

Riga is the headquarters of the staff of the "Baltic Military District" which comprises Lithuania, Latvia and the northern part of East Prussia. The "Baltic Military District" has under its command 2 tank divisions and eight infantry and mechanized divisions, totaling about 170,000 men.

The actual breakdown of the strength of the Riga Garrison is unknown.

b. Navy

The Soviet Navy has a naval base in the harbor of Duenamuende which is used by submarines, destroyers, PT boats and submarine chasers.

c. Air Force

Riga seems to be the center of the 3rd tactical air fleet which is responsible mainly for the protection and the surveillance of the central part of the Baltic Sea. For this reason, strong units of the naval air arm are stationed around and in the vicinity of Riga, (at least one MiG-17 fighter division, two or three bomber regiments, and two sea reconnaissance regiments).

2. Details

a. Duenamuende harbor installations. (Picture 8).

Both town and harbor of Duenamuende (Daugavgriva) are located in the island west of the mouth of the Duena River, and bounded on the east by the main channel of the Duena River, and on the south and the west by the Bolderaa River.

The harbor consists of three harbor basins (61, 62, 63,); it is used mainly as a naval base for Soviet war vessels and is favorably located regarding the exercise grounds in the Gulf of Riga, the Soviet submarines make use of during the icefree season. From spring to fall Duenamuende is permanently occupied by submarines (up to 20 at a time), while during the ice period they mainly use Windau as a base. Large numbers of submarine chasers and minesweepers as well as PT boats, and frequently also destroyers, are constantly observed. One or two submarine depot ships are also there regularly. The guard boats of the sea-border defense unit, which is responsible for the surveillance of the Irben Strait and the approaches to the mouth of the Duena River, are also stationed in Duenamuende.

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Entrance to Duenamuede Harbor is prohibited to merchant vessels.

The harbor is connected with the main railroad network across the turning bridge (70a); details on the various side tracks are lacking.

The outer basins (61, 62) of the total of three, have stone-walled moles 1,400 meters long and 8 meters deep alongside, and a wooden signal tower, 30 meters high (64), erected on the north entrance to the basins. The east side of the river mole (the outer one) can also be used to berth ships.

The entrance to the third harbor basin, the so-called wintering harbor" (63), is from the second harbor basin passing between two moles, which were destroyed in the war, and of which a section of the southwest mole is still under reconstruction. A 400-m wooden pier is available in the wintering harbor. The water depth of 4 meters, which previously existed only in the northwest section of the basin, seems to prevail now in the entire area of the basin since comparatively large vessels were also observed in the southern section of the basin. Up to 300 small vessels can be wintered in this basin.

A total of between 20 and 25 PT boats were regularly observed resting in chocks (mothballed).

The formerly rather poor shipyard capacity of Duenamuede was considerably increased in the last few years by expanding the so-called "Old Shipyards" (65) located on the northwest side of the wintering harbor. A slip way, 68 meters long, 12 meters wide, with a capacity of 1,000 tons and a floating dock (66) about 50 meters long are available. The shipyard installations ashore now consist of two comparatively large workshops (65). It was not learned that new ships were built there, it is, however, believed that only repair and maintenance work can be done there.

Two other buildings serving unidentified purposes also were in the area of the wintering harbor:

A long three-storied building (67), possibly barracks installations, were located on the southwest side;

A large house, two- or three storied, was under construction (in October 1954) (68).

The "Old Fort", located south of the harbor (69), is still used as Soviet naval quarters.

b. Other Soviet naval installation.

Six to eight three-storied buildings (71), barracks installations, are located on a short spit extending toward the west at the mouth of the Duena River.

A battery of 4 or 5 guns (72) is located on the east side of the entrance of the Duena River.

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Four large buoys are moored forming a rectangle, were moored 1 1/2 miles east of the leading buoy which, according to an information received, is a degaussing installation.

For the barracks installation at the Muehlgraben shipyard, see B 2c.

The mine depot of the Soviet Navy was mentioned under paragraph B 2 c.

Another block of barracks installations (73) is located in the city of Riga close to northernmost bridge spanning the Duena River (the stone bridge (38) on the east bank of the river. Several five-storied yellow brick buildings, located near the "Latvian Bank" (74), were erected on this site, with entrances from a side street. The barracks accommodate navy personnel.

c. Airfields.

One airfield is located on the west side of the Duena River opposite the export quay (75). It is used by Soviet military planes and also by the daily passenger planes playing between Riga and Moscow or Leningrad.

The airfield covers an area of about 2 by 3 kilometers (the long side extending in a northwesterly direction); the concrete runway, about 2 kilometers long, extends in a northwesterly/southeasterly direction. Several large hangars are located in the western section of the airfield, but there also seem to be numerous camouflaged parking facilities for airplanes. The airfield is surrounded by a high board fence and, in addition, is blocked from view by shrubs planted on the river bank.

Other airfields and airfield bases in the neighborhood of Riga are

Riga - Spilve	Airfield base (fighters)
" - Skulte	Seaplane base (unidentified types and strength)
" - Babitt	Airfield base (bombers)
" - Guschenhof	Seaplane base (unidentified types and strength)
" - Skirotava	Unidentified use and state of completion
" - Stintsee	Base for reconnaissance planes.

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Legend to Harbor Installations in Riga

1. Magnusholm
2. Fish Cannery
3. Fishing harbor
4. Wooden watchtower at fishing harbor
5. Radio mast at fishing harbor
- 6 - 7 unknown
8. Muehlgraben harbor
9. Stintsee (Stint Lake)
10. Muehlgraben quay
11. Mine depot of Soviet Navy
12. Fertilizer plant
13. Railroad and Road bridge
14. Muehlgraben shipyard
15. "Red Duena River"
16. High voltage masts
- 17 through 20. nil
21. Export quay
22. Storeyard, in the northern section of Export quay
23. Cold storage warehouse
24. Storage house
25. Large storeshed
26. Storesheds
27. Second row of storesheds
- 28 through 30. nil
31. Export harbor
32. Municipal power station
33. Andreas quay
34. Grain elevator
35. Andreas quay
36. Small shipyard
37. Customs quay
38. Stone bridge
39. Municipal quay
40. Foot bridge
41. Inlot Office (approximate position of pilot station)

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- 42 through 45. unknown
- 46. Cement factory
- 47. A-B wharf
- 48. Kiepenholm-wharf
- 49. Wohlershof-wharf
- 50 through 52. unknown
- 53. Railroad bridge
- 54. Shunting tracks on Andreas quay
- 55. Shunting tracks at main freight station
- 56 through 60. unknown
- 61. Outer harbor basin, Duenamuende
- 62. Central harbor basin, Duenamuende
- 63. Wintering harbor, Duenamuende
- 64. Signal tower
- 65. "Old Shipyard"
- 66. Floating dock
- 67. New building on southwest side
- 68. New building on northwest side
- 69. Old Fort Duenamuende
- 70. PT boats in chocks
- 70 a. Railroad turn-bridge
- 71. Barracks installations
- 72. Presumed gun battery
- 73. Various barracks installations in Riga the city district
- 74. Latvian Bank
- 75. Airfield
- 76 through 79. unknown
- 80. St Peter's Church
- 81. Dome
- 82. Russian Cathedral.

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