

~~SECRET~~

1/1/55

3829

Current Use and Maintenance of Merchant Ships
Acquired by the USSR Under Lend-Lease

CIA HISTORICAL REVIEW PROGRAM
RELEASE AS SANITIZED

1. Lend-Lease Vessels Held by the USSR

a. Background

Under the Lend-Lease Act, 124 US-flag merchant vessels over 1,000 gross registered tons were loaned to the USSR by the United States during World War II. The total included 112 freighters, nine tankers, and three combination passenger-cargo vessels.

Of the total of 124 vessels mentioned above, four were lost and twenty-five returned to the United States before the end of World War II. Since the war, one tanker and four freighters have been lost; seven tankers and one freighter have been returned to the United States, leaving a present total of eighty-two Lend-Lease vessels under the Soviet flag.

Seventy-nine freighters totalling 496,214 gross registered tons, two combination passenger-cargo vessels totalling 9,274 gross registered tons and one tanker of 7,061 gross registered tons amounting to a combined total of 510,549 gross registered tons of Lend-Lease shipping is at present under Soviet operation and control.

As of mid-1954, the 82 Lend-Lease vessels comprise approximately twenty-five percent of the total gross registered tonnage of vessels over 1,000 gross tons in the Soviet merchant fleet. They account, however, for only about twelve or thirteen percent of the total number of vessels. This contrast is indicative of the large size of Lend-Lease vessels compared with the remainder of the Soviet fleet. Of 130 merchant vessels in the fleet in the 5,000 to 10,000 GRT class as listed in the

~~SECRET~~

~~SECRET~~

latest Appendix to Lloyds Register Book 71 are Lend-Lease vessels

U. Lead-Lease Vessels Held by USNH

<u>No.</u>	<u>Present Name</u>	<u>US Name</u>
1	Akademik Pavlov	Winona
2	Alexandr Nevsky	Henry W. Corbett
3	Alexandr Suvorov	Elijah P. Lovejoy
4	Argon	West Haven
5	Ashkhabad	Admiral Cole
6	Askold	Henry L. Pittock
7	Baku	David Douglas
8	Balkhash	Harbor
9	Belorussia	Lilac
10	Borodino	Calabria
11	Briansk II	William E. Ritter
12	Cheliabinsk	W. R. Keever
13	Dakabrist	E. A. Harriman
14	Desna	West Canargo
15	Emilian Pugachev	Louis Agassiz
16	Erivan	Joseph Tatt
17	General Panfilov	George Goodfellow
18	General Vatutin	Jay Cooke
19	Ijora	Coast Merchant
20	Ingul	Ernest D. Boylin

~~SECRET~~

~~SECRET~~

21	Irkutsk	Winters
22	Ismail	Winters
23	Istra-ex-Lvov	Mains
24	Ivan Polzenovsk-Orel	Chas. E. Daryna
25	Jean Jaures	Thomas East
26	Josif Stalin	J. Fletcher Farrell
27	Kamenets Podolsk	Robert S. Abbott
28	Kapitan Bairner	Columbian
29	Kapitan Vialobkov	Texas
30	Karaganda-ex-Kamenets-Podolsk	Winters
31	Kavkas	Wind Rush
32	Kharkov	Jane Christenson
33	Kiev	Conrad Miller
34	Kolkhosnik	Charles Wilkes
35	Krasnogvardeets	Charles E. Fairchild
36	Kuban	William G. F.ault
37	Kuliyshov	Hankins
38	Leningrad	Gourmandy Morris
39	Lexmontov	Fan Gulf
40	Luncharaki	Klonski
41	Mendelev	Beasregard
42	Nikolai Khrushchev	Graham Taylor
43	Nikolai Leonov	General W. G. Gorgas

~~SECRET~~

44	Khabarka	Irving W. Pratt
45	Kogin	Law
46	Kovgorod	Panama City
47	Kovrossiak	Edward Eggelston
48	Novosibirsk	Lafayette
49	Odessa	Mary Cassatt
50	Perekof	American Robin
51	Petr Zhabikavsky	Kahala
52	Piskhanov	Charles Christensen
53	Polina Gopchik	Texas
54	Rakov	George L. Shoup
55	Riga	Exile
56	Rodina	Henry J. Waters
57	S. Kirov	Charles Gordon Curtis
58	Samarland	Galaxy
59	Saratov	Alice Guard
60	Sevastopol	DeWitt Clinton
61	Sovetskaya Gavan	Samuel A. Worcester
62	Stalinabad	Willis G. Hawley
63	Stalingrad	Thomas H. Flaherty
64	Stoyan Basin	Case Gilbert
65	Sudzhak	Joe K. S. S. S.
66	Sukhona	George Marshall

~~SECRET~~

67	Surkov	Castor
68	Taras Shevchenko	Pacific Oak
69	Tashkent	Isis
70	Timiriasev	Aquarius
71	Tonak	Bernan P. Whiton
72	Tsiolkovsky	Depere
73	Tungus	Glour Sulath
74	Ural	Otsego
75	Valery Chkalov	Grant F. Marsh
76	Viberg	Kailua
77	Vitebak	John Hinto
78	Vladivostok	Flannan Armstrong
79	Voikov	Samuel P. Langley
80	Vostok	West Celeron
81	Vtoraya Pyatitsitsa	Silats
82	Zigyanin	Sakota

2. Routes and Carcass

a. Maritime

During World War II, Soviet-flag Lend-Lease tonnage was engaged in supply of the Soviet Union from the US, and to a lesser degree from the UK. The principal routes were: (a) from Atlantic Coast ports to Murmansk, (b) from Pacific Coast ports to Vladivostok, (c) Atlantic Coast ports to the Persian Gulf. There were also sailings from Atlantic Coast ports to the Black Sea after sailing in the Persian Gul

~~SECRET~~

~~SECRET~~

route in February 1945 and some from Pacific ports through the Bering Strait to Soviet Arctic ports.

Precise figures on the volume of cargo moved via Soviet Lend-Lease ships by area of destination are not readily available. From the inception of the Second Lend-Lease Protocol (30 June 1942) to 20 September 1945, cargo in vessels of all flags to Soviet Far East ports totaled about 3.0 million long tons. By comparison, only 3.0 million long tons were shipped via the Atlantic route to Murmansk and Arcangel. Shipments to the Persian Gulf totaled about 2.0 million long tons. Shipments to Black Sea ports totaled 861,000 long tons while cargoes to Soviet Arctic ports via the Bering Strait totaled 452,000 long tons. 1/ Soviet-flag Lend-Lease vessels actually carried 80.7 percent of all Soviet Lend-Lease cargoes. The foregoing cargo data are therefore considered to be excellent measures of the relative importance of Lend-Lease vessel operations over the various wartime routes. 2/

Cargoes of Soviet Lend-Lease vessels during World War II comprised a wide variety of goods. Food was a major item of Lend-Lease cargoes. It comprised 25 percent of total tonnage shipped under all flags. Metals were another large item, comprising 20 percent of cargoes shipped under all flags. Trucks and other vehicles accounted for 13 percent while petroleum products accounted for 12 percent. The foregoing four categories made up 70 percent of all Lend-Lease shipments. 3/

b. Postwar

In the postwar period the USSR has employed Lend-Lease vessels as an integral part of its merchant fleet, making little discernible distinction between Lend-Lease ships and ships to which the USSR has generally clear title. A considerable use

~~SECRET~~

~~SECRET~~

of Lend-Lease tonnage in foreign trade is primarily due to the fact that these vessels are generally larger and newer than most of the remainder of the fleet. There is no evidence of undue specialization with respect to type of cargoes handled by Lend-Lease ships, beyond the usual specialization inherent in vessel types.

A large number of Lend-Lease ships are used for long haul traffic, such as on the Europe-Far East route and on the Northern Sea Route. The Soviet merchant marine operates throughout the world with the notable exception of North America and Spain. (No Soviet vessel has called at a US port since early in 1950.) Operations are, however, concentrated around Europe and the Far East.

4. Korean War Period

With the exception that no Soviet-flag merchant vessels are known to have called at Korean ports, operations of Soviet Lend-Lease vessels were apparently unaffected by the conflict. The slight though steady buildup in the Soviet Far East merchant fleet since the end of World War II continued, and traffic between Europe and the Far East expanded, both in volume and frequency. Cargoes carried by Lend-Lease ships during the Korean War were apparently no different from those carried by other Soviet merchant ships of comparable type.

4. French Indo-Chinese War

CIA has no record at the present time that Soviet merchant ships have traded with French Indo-China in recent years.

5. Special Assignments, Changes in Route Pattern

There is no readily available evidence that Lend-Lease vessels are engaged in special assignments because of their status as Lend-Lease ships. They are, as in-

~~SECRET~~

~~SECRET~~

dictated above, specially assigned to certain routes, presumably because they are better suited for such trades than are other vessels in the fleet. For example, they are used in Northern Sea Route operations and in the European USSR-China trade where their relatively large size, recent build and speed are important factors. While there have been changes in route patterns in Soviet merchant shipping in recent years, these appear to be largely the result of economic or political considerations rather than the result of any change in fleet composition due to Lend-Lease tonnage. Soviet merchant fleet operations in the postwar period have demonstrated one significant change, the slackening of former Soviet efforts to show the flag all over the world on established passenger and cargo routes and restriction of foreign operations largely to Europe and Asia.

4. Cargoes Carried

There appears to be no especial significance to cargoes carried by Lend-Lease vessels as such. They are active in long range and heavy cargo traffic throughout the Soviet merchant marine trading areas but their cargoes appear to be similar to those of comparable vessels in the fleet.

Lend-Lease vessels are active in Soviet trade with China. In 1953 82 Soviet-Flag vessels (76 cargo ships, 6 tankers) were involved in trade with Communist China. Of these, 19 were Lend-Lease vessels. Cargo data on these voyages are not sufficiently detailed to reveal any significant cargo patterns. Traffic to China consists largely of iron and steel and products, machinery and equipment, motor vehicles and railroad materials. Traffic from China consists largely of iron ore, soy beans and other raw equipment.

~~SECRET~~

SECRET

5. Vessel Condition

Condition of vessels in the Soviet merchant fleet is generally poor. In the years 1951-1953 at least twenty-two of the eighty-two Lend-Lease vessels underwent major repairs or overhauls in Western yards. These extensive machinery and hull repairs were apparently necessitated by lack of suitable ship maintenance programs and to poor operating procedures. It is believed that the poor condition of these vessels when they were put into the repair yards is indicative of the condition of most Lend-Lease vessels and of the condition of a great percentage of the entire merchant fleet.

SECRET

~~SECRET~~

1/ Report on War Aid furnished by the United States to the U. S. Department of State, November 1948, p. 15. U.S.

2/ Ibid., p. 10.

3/ Ibid.

4/