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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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Approach to Nikolayev

Channel Pilots

- 1. Every ship going up the Bug and Dnepr Rivers for Nikolayev and Kherson must first stop at Odessa, where a pilot boards and guides the ship to its destination. This pilot then returns on the same ship to Odessa, where he disembarks. He does not, however, execute the maneuvers in the port. For these, other specialized pilots are taken on in each port. Eighteen channel pilots are stationed at Odessa for this service.

Minefields - Safety Routes

- 2. All Soviet ports on the Black Sea are completely free of minefields and consequently there are no safety lanes. Piloting is necessary only because of the narrowness of the navigable waters. Routes to be followed are marked by numerous buoys during the good season. At the approach of the winter season, these buoys are removed in order to prevent their being damaged or carried off by the ice. In the place of the buoys are placed thin wooden piles which are easily and often overturned and dislodged by the ice and the currents. At the end of the 1950-51 winter season, many piles were missing. Since the ice disappeared completely on the morning of 16 March, the local authorities intended to begin installing the buoys on 20 March.

Coastal Surveillance

- 3. The route from Odessa to Nikolayev is through narrow and shallow waters and near the coast. The coast is closely watched by the border police. Besides the numerous patrols along the coastal roads, at regular intervals of about

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two kilometers on the ridge there are high trellis-like constructions with lookout posts for sentinels equipped with automatic guns and binoculars. At Sechaffa (?) Point, west of the entrance to the bay into which the Bug River flows, there is clearly visible a group of three military buildings. Besides the normal trellis-type sentinel post, there is a radar antenna of the trellis type on the roof of one of the buildings.

Coastal Batteries

4. A few miles before Ochakov Point is the little island of Berezan, on the south end of which is a naval battery of six pieces of large caliber. In the center of the island is a conspicuous fortress of reinforced concrete, entry to which is gained through arched concrete galleries extending like rays from the fortress. The thickness of the concrete is more than a meter. The galleries lead to a central command room, underground munitions dumps supplying the battery, and underground quarters for the personnel.
5. Another battery, of four pieces of medium caliber, is noted at Ochakov Point. The fire-control station is in the center of the promontory and is protected by a roof of rusty metal (steel?). Nearby are two arched concrete galleries which serve as entrance to the underground rooms similar to those on the island of Berezan. Farther away, to the north, are two large military buildings. On the spit of land in front of Ochakov there is only one of the usual trellis-type lookouts.
6. Immediately beyond Ochakov Point, one enters the bay. At a point about $1\frac{1}{2}$ miles by 170 degrees from the point is the small island called Fort Nikolayev, which commands completely the entrance to the bay. (See Attachment No. 2.) Clearly visible on Fort Nikolayev is an anti-naval battery of four pieces of approximately 120 mm, situated on a crest and pointed west; and an anti-aircraft battery of four pieces of about 75 mm, which can fire only upward and toward the inside of the bay (east), since firing toward the west is hindered by a high wall of cut stone which conceals the battery from the west. The 120 mm battery is situated on the southern half of the island, whereas the 75 mm battery is on the northern half. Since the 75 mm anti-aircraft battery is on a foundation which is almost at the level of the water, it is protected from the sea on the east by a breakwater laid parallel to the island at a distance of about 150 meters. At the two ends of the island there are the usual trellis-type lookout posts and groups of machine guns of about 13.2 mm.
7. No other batteries were noticed along the banks of the Bug River as far as Nikolayev. Inasmuch as the coast is bare and every detail can be clearly seen, it is reasonable to believe that there are no other fixed installations within at least 500 meters of the coast line.

Inspection Upon Arrival and Departure at Nikolayev

8. When a ship leaves Odessa, two police agents and the pilot come aboard and accompany the ship to its destination. They roam around continually on board to see that no photographs of the zone are taken and that no clandestine passengers disembark. They leave the ship upon its arrival at the port of destination and are replaced by ten police and customs agents who make an inspection. Informant observed that the inspection in the ports of Odessa, Nikolayev, and Kherson is less severe and accurate than in other Soviet ports. The inspection does not last more than an hour. All cameras declared on the manifest are collected and, along with binoculars, sextants, and any other object which might be used to observe port installations, are placed in the radio room, which is then sealed. A similar inspection is made at the departure of the ship, following which the pilot and the two Odessa agents come on board. The seals are removed from the radio room by one of the agents only after the ship is out of the bay (past Ochakov Point). Upon arrival at Odessa, the agents and the pilot disembark and the ship is free to proceed.

Port of Nikolayev

9. The port of Nikolayev extends along the banks of the Bug River and the Ingul River at the point where they meet (see Attachment No. 1). The damage done to the port during World War II has been repaired only at those points where it was absolutely necessary; long tracts of docks are still unrepaired, since funds and labor were expended only on the essential points. Only the following

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points have been repaired:

Docks of the Navy Arsenal and the three shipyards
 Docks of the small harbor
 Docks of the grain silos
 Ore docks
 Coal docks
 Petroleum docks

Pilots, Tugs, and Docking

10. The port of Nikolayev has few means for servicing merchant ships but is well supplied with military means (sic; well equipped to service military ships?).
11. Pilot service in the port is furnished by two pilots who use a small rowboat to go to the ships.
12. The only tug assigned to the port is the 400 hp tug "Eskimos". This tug is in Nikolayev only during the winter months in order to assist ships which become caught in the ice; during the summer months it is sent elsewhere. Since the ice broke up completely during the night of 15-16 March 1951, the "Eskimos" left on the morning of 16 March for Mariupol and was scheduled to return to Nikolayev in November 1951. During the summer season, when the "Eskimos" is not there, ships can ask for the help of tug boats by making the request 24 hours ahead of time and tugs can be sent from Odessa or Kherson. At Odessa are permanently stationed the 2,200 hp ice-breaker tug "Toros", two 1,500 hp tugs, and three 400 hp tugs. A single 400 hp tug is stationed at Kherson the year around.
13. In the port there are no mooring facilities. Ships can dock only at the shipyards and at the dock of the small cabotage harbor.

Port Traffic

14. The port of Nikolayev is essentially a refitting port for naval vessels and is one of the great harbors for the export of grain. Besides grain, Nikolayev exports a little coal (anthracite), pyrite minerals, chrome, and manganese.
15. For grain there are two large silos or elevators. One, the older, is damaged and not in use (see Photos 4, 5, 6). The new silo, which is the larger of the two, was built in 1930 and is connected to a large warehouse, which is close by it, by means of a special elevator tube. The silo is in full use. For loading ships, it has nine tube-chutes with a capacity of 100 tons of grain per hour each. With the use of four chutes, a ship loaded 4,000 tons of grain in 14 hours. The four extra hours over the ten hours which were strictly necessary for the loading were devoted to distribution of the grain in the hold, done almost exclusively by women. A 10,000-ton ship is normally loaded in a day and a half. In practice, some 5,000 tons of grain for various destinations are loaded daily in the port of Nikolayev.
16. Ore is loaded from a special dock that has four movable cranes (on tracks). One crane has a three-ton bucket, two have two-ton buckets, and one has a 1½-ton bucket. All of them are electric. (See Photos 7, 8, 9)
17. Coal is loaded from a special dock, equipped with three cranes with two-ton buckets. (See Photos 10, 11, 12.) It is expected that two new cranes with five-ton buckets will be installed on this dock.
18. All the loading docks are serviced by the railway line which, beginning at the classification docks situated near the Marti Shipyard, follows the dock up to the petroleum point, a little south of the coal dock. All the cranes are electric and are powered by individual diesel-electric generators.

Combustible Liquid Tanks

19. Between the Marti Shipyard and the building where the customs officers of the Port Authority are located, near the river bank, there are two underground tanks with a capacity of approximately 2,000 tons each. Three more underground tanks are located on the river bank at a point about a mile south of the new silo (see Photo 13). The spot is easily discernible because immediately below the tanks, on the shore, some ten relics of small iron barges salvaged from the river have been piled up.

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20. The real petroleum point is located just south of the coal dock (see Photo 14). Nine tanks are to be seen there, of which four have a capacity of approximately 500 tons each. The other five, one of which is at present undergoing repairs, are much smaller and are of various dimensions, with capacities of 200 to 50 tons. The tanks are connected to the dock by some 200 meters of pipeline and are used to supply Soviet merchant ships.

Buoys

21. Just south of the combustible liquids dock is a group of completely destroyed buildings. On the beach in front of these buildings are stored, under good conditions, the buoys used to mark the navigable channel between Ochakov Point and Nikolayev (see Photo 16). The personnel assigned to the maintenance of the buoys is quartered in a small adjacent building.
22. No buoys in service are visible anywhere, nor are chain obstructions ready; but it is expected that, in case of necessity, a chain obstruction will be set up between the two spits of land which cut off the entrance to the Bug about 5 miles north of the mouth of the river. The material for this purpose is located near the Navy Arsenal.

Dock at Bogoyavlensk

23. About one kilometer south of the little town of Bogoyavlensk there is a large area surrounded by a wall. On the river bank in front of the enclosed area a dock is under construction. Few workers were seen and the work appeared to be progressing slowly. A stone-crushing machine, two fixed cranes with a capacity of about one ton each, and a small crane on treads were observed. On the ground in the enclosed area the only construction underway is that of three small buildings which appear to be unoccupied.

Shipyards at NikolayevMarti Shipyard

24. At present there are three naval shipyards at Nikolayev. The most important one is the Marti Shipyard (known also as the SIT Verft shipyard), which originally was a factory for railway equipment and later was transformed and enlarged in order to permit naval construction. Activity is continually being increased and the yard now employs about 25,000 workers. It has two large ship ways about 400 meters long, an electric central with three groups of turbo-generators that can generate 27,000 kw, eight fixed 3-ton rotary cranes with horizontal arms and trolley ways, one traveling crane with a capacity of 30 tons, a 25-ton hoisting pontoon, and a large (approximately 150-ton) pontoon. Moored in front of the shipyard is a small floating dock of approximately 1,500 tons. (See Photos 17, 18, 19)
25. On one of the ways (see Attachment 4) is the hull of a ship of approximately 20,000 tons, about 250 meters long, and about 25 meters wide. The construction of the hull is not entirely completed. Informant was told specifically that this ship is an aircraft carrier. He also was told that, despite the fact that German technicians who worked on the construction of the "Graf Zeppelin" are working on the vessel, the work is not progressing well and will require at least three years to complete.
26. On the second way another large hull is under construction. It is a little shorter than the other hull and could be a large cruiser or a battleship. This ship will probably be ready in three years' time.
27. Moored at one of the small piers at the extreme west end of the shipyard is the former Italian battleship "Giulio Cesare". It is undergoing modifications of the turret, installation of radar, and changes in the anti-aircraft defenses. The turret is being raised and enlarged; workers were observed using oxyacetylene torches. A radar screen has been placed on the turret and another radar device was seen on the foremast.
28. Alongside the "Giulio Cesare" is moored a large cruiser, about 200 meters in length, the anti-torpedo and anti-aircraft defenses of which are not in place. From the shape, it at first seemed to source to be an Italian cruiser (the "Duca D'Aosta"?), but because the above-mentioned defenses were missing and because of the shape of the turret, which was very large, he concluded that it was not the former Italian ship. The ship is still in the initial stage of refitting but has been entirely painted with red lead; informant can provide

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no further details concerning the work. Few workers were aboard. It will require another year of work.

29. In addition, there were two small (approximately 1,000-ton) tankers at the re-fitting dock. Numerous small hulls were waiting to be worked on. The shipyard also has a submarine workshop which is undergoing repairs.
30. Naval construction currently underway is impressive, but the quality of the labor and the inadequate experience of the technicians place often insurmountable obstacles in the way of punctual and careful fulfillment of the established programs. It appeared to informant that the construction of the aircraft carrier, which he was told has been on the way for some time without showing any substantial progress, had raised particularly serious problems.
31. In addition to the naval construction and repairs, the Marti Shipyard constructs locomotives and rail cars. These workshops are in the rearmost part of the shipyard, near the railroad clearing tracks which run behind the shipyard. Hoisting apparatus also is constructed.

Spasskaya Shipyard

32. About 3 kms north of the Marti Shipyard there is another shipyard on the Bug River, the Spasskaya Shipyard, which is much less important than the Marti. Small iron hulls are constructed there. It has a pier about 100 meters long and an independent electric central.

Arsenal Shipyard

33. About 2 kms east of the Spasskaya Shipyard, on the Ingul River, is the shipyard of the Navy Arsenal. It employs about 10,000 workers, constructs destroyers, submarines, and fast anti-submarine boats. The docks of the shipyard are covered and consequently cannot be seen from the outside. There are numerous electric cranes. In front of the shipyard is moored a floating dock of more than 25,000 tons.

Workshops

34. Besides the shipyards mentioned above, there is at Nikolayev a workshop, with about 1,000 workers, for repairing road and agricultural machines. There is also a group of important workshops called Dormash, with more than 3,000 workers, where every type of tracked vehicle except armored cars is constructed.

Navy Arsenal

35. On the spit of land which divides the Bug and the Ingul Rivers, on the shore opposite the Arsenal Shipyard, is the Navy Arsenal with barracks and various storehouses. Access thereto from the city is across a pontoon bridge. Sentinels do not permit passage over the bridge without a special pass. (See Photo 15.)

Airfield and Hydroplane Bases

36. At Nikolayev there are one airfield and two hydroplane bases. The airfield, which has a runway about one kilometer long, is used for civilian and military needs; the Kharkov railroad passes by it. Stationed there are one fighter group and one bomber group. When observed by informant, there were 12 bi-motor bombers and two fighter planes on the field. On a smaller runway, parallel to the large runway, a passenger plane had just arrived from Kherson. On the field there are two large hangars in which could be seen other planes.
37. The two hydroplane bases (see Attachment 1) are behind the Navy Arsenal, one on the Bug River and one on the Ingul River. Near each bank is a hangar. Between the hangars are some buildings. Three planes were observed on the Bug and two on the Ingul. The task of these hydroplanes is naval reconnaissance and anti-submarine surveillance in the approaches to the mouths of the rivers and at the entrance to the bay.

Armed ForcesUnits and Commands

38. At Nikolayev are stationed one artillery division and one armored regiment. The artillery division is charged with the anti-aircraft defense

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of the region and of the estuary of the Bug River from Nikolayev to Ochakov. These two units are under the jurisdiction of the Odessa Military District, in which is located the headquarters of the Fifth Army, composed of eight divisions, including two armored, three artillery, and three infantry. The jurisdiction of the Fifth Army Command extends along a coastal strip from the mouth of the Dnepr River to the mouth of the Danube and includes the three principal seats of Odessa, Nikolayev, and Kherson. In each of these three cities there are armored and artillery units. One armored division and the three infantry divisions are located between Odessa and the Danube, toward the Rumanian frontier.

39. Odessa is also the seat of an Air Force command and of the Maritime Military Command of Bessarabia and the Ukraine (sic). The jurisdiction of these two commands is co-extensive with that of the Fifth Army Command.
40. The commander-in-chief of the Armed Forces in the Ukraine is at Kiev, and the commander-in-chief of the naval forces of the Black Sea is at Sevastopol, where the Black Sea Fleet is normally stationed.

Military Schools

41. There is a naval air school at Nikolayev, attended by young officers and officer-candidates.

Submarines and Motorboats

42. Informant did not see any submarines, either under construction or at the docks. However, he saw 12 anti-submarine boats (vedettes) moored at the dock near Spasskaya Point. They had no launching tubes but only anti-submarine bombs on slides aft and twin-mount machine guns of about 37 mm caliber on the prow and stern.

Radio Stations

43. The principal radio station in Nikolayev is a military station located between the naval air school and the Spasskaya shipyard. Another radio station is located near the new silo (between the silo and the coal point)

Merchant Shipping

44. Informant observed no merchant ship in the port of Nikolayev. During his voyage of departure, however, the Turkish ship "Revan", of about 6,000 tons, the Greek ship "Aghios Dionisios", of about 5,000 tons, both of which were going down the river loaded with grain, and the Rumanian ship "Christos Smirnenki", of about 6,000 tons, which was going to take on grain were met.
45. In the Dardanelles the Soviet ship "Nikolayev", of about 9,000 tons, which was going from Odessa to Albania with grain and various materials, was met (see Photograph 20).
46. In the Bosphorus the Soviet ship "Murmansk", going from Odessa to Palestine and Albania, was passed. On the afterdeck it had two large tanks, of approximately 120 tons each, for salvaging ships. The word "Valona" was written on the tanks. (See Photo 21.)
47. At Chanak was anchored the Rumanian ship "Frederik Engels", which ran aground a few miles beyond Chanak and was awaiting an inspection visit before proceeding. No trace of serious damage was visible. (See Photo 22.)
48. At Odessa are based three river boats. They are flat-bottomed, have two propellers, two rudders, and a capacity of 2,500 tons, and are used for the traffic of supplies between Odessa and the towns along the rivers. In Nikolayev there is a reinforced concrete barge with a capacity of 500 tons; it has no motor.

Living Conditions

49. The general aspect of both the civilian and the military population is more wretched than in other places in regard to clothing, but the general food situation seems to be good. Whereas it is possible to acquire freely all goods of prime necessity in the State stores, articles of luxury are totally

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lacking. Many of the female workers who come on board a merchant ship to do the work of distributing the grain in the holds leave their work, with the complicity of the overseers (all men), and, taking advantage of the fog, come to the ship's living quarters to ask for chocolate, sweets, and silk and nylon items of clothing.

50. The work to which the women are assigned seems to be particularly fatiguing and unhealthful, since they are obliged to stay in the holds in a thick dust raised by the falling grain, day and night, in a temperature which in winter time often goes as low as 20 degrees below zero. Compensation for this work is between 500 and 700 rubles per month, according to seniority and family obligations.

Wages

51. The following wages are currently in effect in Nikolayev:

<u>Position</u>	<u>Compensation</u>
Port commander	11,500 rubles per month
Police major	3,000 rubles per month
Police captain	2,000 rubles per month
Channel pilot	2,000 rubles per month (plus 4,000 rubles bonus per year)
Port pilot	1,800 rubles per month
Police agent	800 rubles per month
Chief stevedore	1,500-1,200 rubles per month
Stevedore	700-500 rubles per month
Female workers taking samples of grain from chutes	400 rubles per month
Sanitary inspector	4,000 rubles per month
Female doctor, assistant sanitary inspector	1,500 rubles per month

52. The great differences in compensations are accentuated still more by the fact that salaries up to about 5,000 rubles are subject to taxes but anything over that amount is given as bonuses or indemnities which are not taxable. Consequently, those persons who receive the highest compensation pay much lower taxes in proportion to their income than those who receive lower compensation.

Prices

53. The following prices are currently in effect in Nikolayev:

Military overcoat of blue cloth	650 rubles
Leather boots	200 rubles
Sheepskin cap	121 rubles
1 kg white bread	3.80 rubles
1 kg black bread	1.20 rubles
1 kg meat (veal)	13 rubles
1 kg meat (pork)	10 rubles
1 gabardine military uniform	900 rubles
Civilian air ticket from Nikolayev to Odessa (50-minute flight)	80 rubles
Bedroom suite, soft wood, polished	2,500 rubles
Chair, ordinary	120 rubles

54. Very few automobiles, almost all of which were driven by chauffeurs in uniform, were observed in Nikolayev. Motorcycles and bicycles are nonexistent.

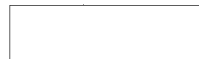
55. The acquisition of antibiotics and rare medicines at Nikolayev is under strict control. The acquisition of radio parts in the stores is impossible. The only radio apparatuses on sale are complete sets for medium wave. In a few stores run-down typewriters were observed and in offices numerous American and German typewriters were seen.

Political Notes

56. The Ukrainian population, at all social levels, has a strong sense of nationalism, and all the persons with whom informant talked insisted on distinguishing their nationality from that of the Russians.

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57. In general, informant did not observe any marked hostility for the Communist system, but many persons noted the great economic disproportion between the directing class and the working class.
58. The practice of religion is fairly widespread and is now even encouraged. At Odessa there is a University of Orthodox Religion, where young priests reportedly learn religion according to the views of the Party.
59. Jews are not very well looked upon, and all who can emigrate to Palestine do so.

Attachments: Four

1. Sketch map of Nikolayev
2. Sketch map of Fort Nikolayev
3. Sketch map of Berezan Island
- f. Geometric calculation of approximate size of aircraft carrier, on sketch map showing positions of an aircraft carrier and a cruiser under construction.