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**PHOTOGRAPHIC INTELLIGENCE MEMORANDUM**

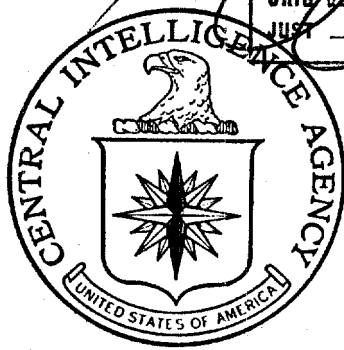
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PHOEBE I:

PHOTOGRAPHIC ANALYSIS OF SOVETSKAYA

GAVAN AND ITS ENVIRONS

DOC	REV DATE	BY
ORIG COMP	<i>19</i>	TYPE <i>11</i>
ORIG CLASS	<i>3</i>	REV CLASS
JUST	NEXT REV	AUTH: MR 10-2



JOB NO. *78* ~~FO-5694A~~  
 BOX NO. *3*  
 FOLDER NO. *1* ~~1007~~  
 TOTAL DOCS HEREIN *1*

GP/I - 201

26 July 1956

**CENTRAL INTELLIGENCE AGENCY**  
**OFFICE OF RESEARCH AND REPORTS**

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DOCUMENT NO. *9*

NO CHANGE IN CLASS.

DECLASSIFIED

CLASS. CHANGED TO: TS S *02012*

NEXT REVIEW DATE:

AUTH: HR 70-2

DATE: *1/20/82* REVIEWER: *06391*

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PHOEBE I:

PHOTOGRAPHIC ANALYSIS OF SOVETSKAYA

GAVAN AND ITS ENVIRONS

This memorandum is based on a study of oblique aerial photography flown between February 1951 and September 1951. The quality of this photography ranges from fair to excellent, but its obliquity precludes accurate measurements. Only the coastal area north and south of the target is covered by aerial photographs; complete aerial coverage of the desired area is unavailable.

The terrain in the area on either side of SOVETSKAYA GAVAN is characterized by steep hills, cliffs, and streams that empty into the sea.

Five types of vegetation have been classified from a study of aerial photography, as follows: broadleaf forest, coniferous forest, mixed broadleaf and coniferous forest, brushland, and grassland. Neither the terrain nor vegetation forms consistent patterns.

The most secure and trafficable routes may be found along or near the top of forested ridges, especially in the coniferous forest areas, because of the retarded growth of the vegetation along the exposed ridges.

A passable route may be found along the edges of the forest and grassland areas. These areas would provide good trafficability and good visibility for orientation purposes, but only fair to poor concealment. The brushlands appear impenetrable and should be avoided.

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Except in the immediate SOVETSKAYA GAVAN area no evidence of roads or railroads was noted in a study of aerial photographs. The only routes that are available appear to be trails or unimproved dirt roads.

In general, most of the settlements are found along the coast and at the mouths of the streams. KOPPI and INNOKENTYEVKA provide shelter for small boats. Cultivated land is generally lacking. Fishing, trapping, and similar activities probably provide a livelihood for most of the inhabitants.

The only military activity noted, outside the immediate SOVETSKAYA GAVAN area, was a probable radar station near the village of PESCHANY to the south.

The area considered for detailed study lies within a 50-mile radius of the city of SOVETSKAYA GAVAN, which is built around a large double or two-armed bay (Enclosure No. 1).

The coast to the north (D - E) has several beaches suitable for small amphibious landing operations. Movement from these beaches to the target is limited by six streams that must be crossed. The trend of the mountains in this area is east-west, making north-south movement difficult. In addition, a main road and railroad to SOVETSKAYA GAVAN parallels the coast in area D - E. Numerous small villages and houses exist along these two transportation routes.

The coast immediately south and east of SOVETSKAYA GAVAN (C - D) is generally composed of steep cliffs that rise out of

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the sea. As no exits or beaches exist, a landing would be difficult in this area.

The area of coastline (B - C) farther south of SOVETSKAYA GAVAN is not covered by available aerial photography.

The coastline within area A - B is composed predominantly of rocky cliffs ranging up to 400 feet in height. There are, however, nine possible landing beaches, all of which appear to be sandy and suitable for small-craft landings. A study of the terrain, vegetation, and man-made features indicate that one or two men could proceed from any of these beaches to the target without encountering any insurmountable obstacles. A mountain range that parallels the coast for approximately 25 miles is backed by a stream that flows northward into the inlet upon which SOVETSKAYA GAVAN is situated. Northward movement should not be difficult. Relatively few settlements appear to be in the area. The AMS maps at the scale of 1:250,000 show a principal road connecting the town of KOPPI and SOVETSKAYA GAVAN. Available photography indicates that this road is only a trail or unimproved dirt road.

A detailed study of the nine beaches in area A - B is presented below. See enclosures 1, 2, and 3 for locations and mosaics of the area.

BEACH NO. 1

Description:

Approximately 3.25 miles long and 200 feet wide, backed by a partly wooded sand spit, which lies between the ocean and two lakes. Northern extremity marked by cliffs.

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At both ends in wooded areas and between the lakes in a grass area.

Proximity to Settlements:

PESCHANY, a village with a lighthouse and some six buildings, is near the northern flank. A probable radar station and an unidentified tower about 4,000 feet apart were located on a ridge (elevation 700 - 750 feet) approximately two miles north of the village. The trail north to Koppi is back of this ridge. Photo coverage of southern third of beach is inadequate. Movement from this beach to the target would be difficult because of the KOPPI RIVER.

BEACH NO. 2

Description:

Approximately 1 mile long and 100 feet wide, backed by a belt of coniferous trees to a depth of some 500 feet, which in turn is backed by a grassy area with scattered trees and brush. KOPPI RIVER marks the southern flank.

Exit:

Along entire beach directly into woods with practically no gradient.

Proximity to Settlement:

Town of KOPPI (approximately 40 buildings) is at the mouth of KOPPI RIVER, with most buildings on the south shore. A second village with some 25 buildings is approximately 1 mile upstream. It is possible that several buildings are near the north flank of the beach. The trails to the north are evidently relatively close to the shore in this area. Other trails follow the river inland.

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BEACH NO. 3

Description:

Approximately 800 feet long and relatively narrow, backed by a belt of trees about the same width as the beach, which extends inland through an open grassland some 2,000 feet wide. No cover or concealment upon leaving the tree cover.

Exit:

Along entire beach with practically no gradient.

Proximity to Settlement:

No houses in immediate area. Five houses 3,000 feet to north. Trail to the north passes directly back of beach.

BEACH NO. 4

Description:

Approximately 1,300 feet long and relatively narrow, backed by a corridor of trees that follows the drainage inland to the wooded interior. No concealment in the grassland through which this corridor passes.

Exit:

Along entire beach directly into trees with practically no gradient.

Proximity to Settlement:

Five houses near the north flank of the beach. Town of KOPPI 2 miles to south and town of INNOKENTYEVKA 1 mile to north. Trail north passes directly back of beach.

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BEACH NO. 5

Description:

Approximately 500 feet long and relatively narrow, with indications of a shallow approach and heavy surf. No cover or concealment.

Exit:

Along entire beach, which possibly has a relatively steep gradient.

Proximity to Settlement:

Town of INNOKENTYEVKA is only 1,000 feet to the north. Trail directly back of beach.

BEACH NO. 6

Description:

Approximately 700 feet long and relatively narrow. Indications of submerged rocks on north flank. No cover or concealment.

Exit:

Near south flank, where embankment is lowest. A possible "scramble exit."

Proximity to Settlement:

Town of INNOKENTYEVKA approximately 0.5 miles to the south. No evidence of trails in vicinity of beach.

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BEACH NO. 7

Description:

Approximately 500 feet long and relatively narrow, flanked on both ends by low rocky cliffs and backed by grassland, which affords no cover. However, the beach is bisected by a stream bed, which runs north and inland to the woods and affords a little cover.

Exit:

Up stream bed from the southern part of beach.

Proximity to Settlement:

Town of INNOKENTYEVKA is approximately 1.5 miles to the south.  
No trails seen.

BEACH NO. 8

Description:

Approximately 550 feet long and relatively narrow. In a small indentation flanked on both sides by rocky cliffs, approximately 200 feet high. Terrain rises some 700 feet within 0.5 mile directly back of beach. The partially wooded slopes are cut by several streams that converge at the beach.

Exit:

Up the stream near right flank appears to have easiest gradient and affords cover.

Proximity to Settlement:

None within 2 miles. Trail to north probably on ridge.

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BEACH NO. 9

Description:

Approximately 350 feet long and relatively narrow, in a small inlet flanked on both sides by rocky cliffs. One stream cuts the beach area, draining terrain that rises gradually to over 700 feet in about a mile.

Exit:

Up the stream, where there is good cover. Possibly a bank at water's edge.

Proximity to Settlement:

None within 4 miles. Trail is probably on ridge.

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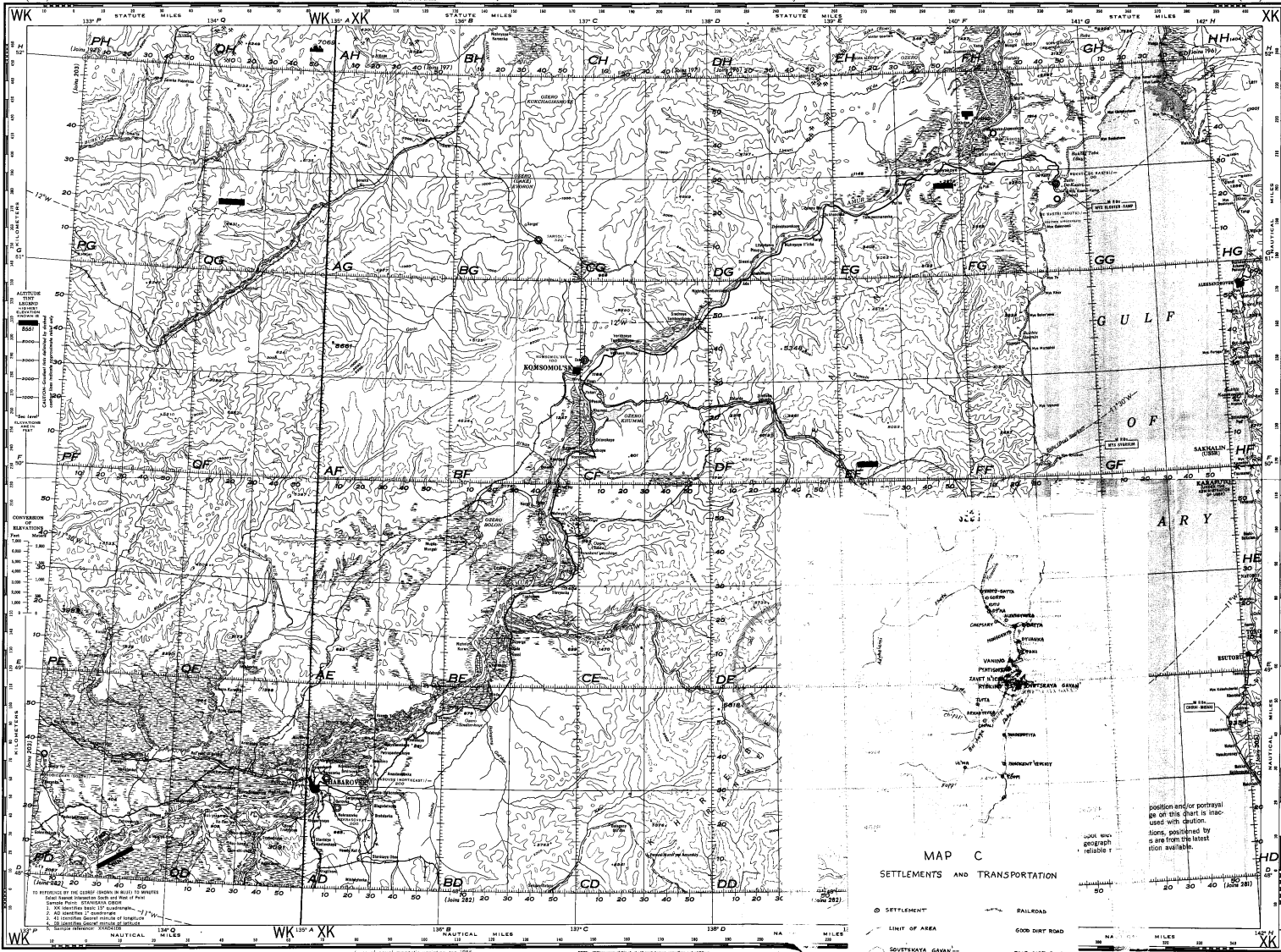
INNOKENT'YEVSKIY

KOPPI R.

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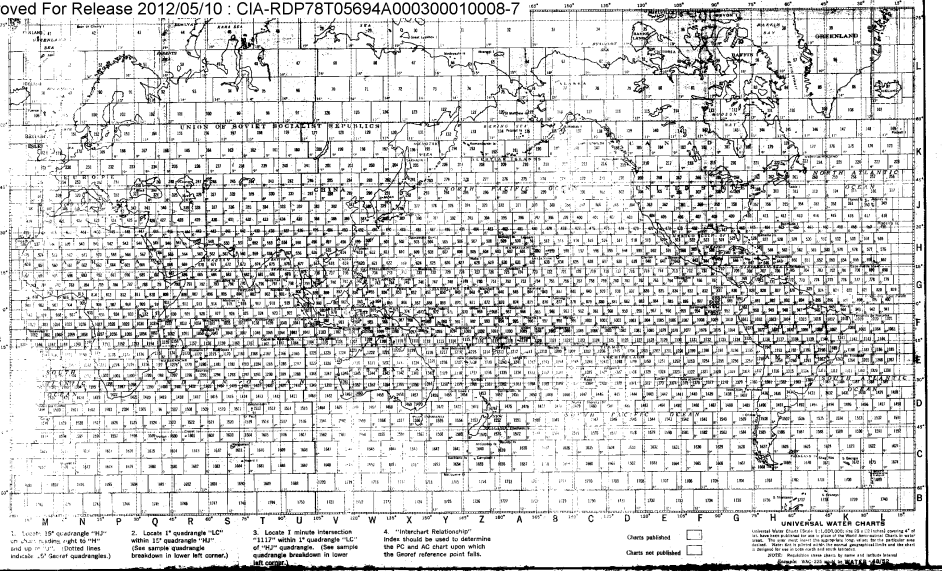
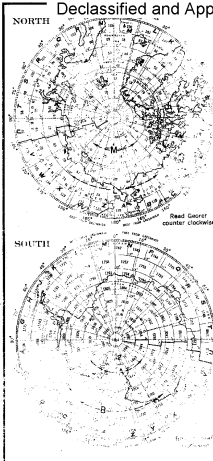
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AERONAUTICAL CHART SUPPLY

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2. Revision/Updating
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INTERCHART RELATIONSHIP

Table showing chart relationships and coordinates for various chart types (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UV, UW, UX, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ).

CHART INFORMATION: Symbols for various chart features like radio beacons, communication stations, and terrain elevations.

CORRECTION INSTRUCTIONS

- 1. The USAF Aeronautical Chart and Information Center is making every effort to furnish the user with the most up-to-date charts...
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AERONAUTICAL SYMBOLS

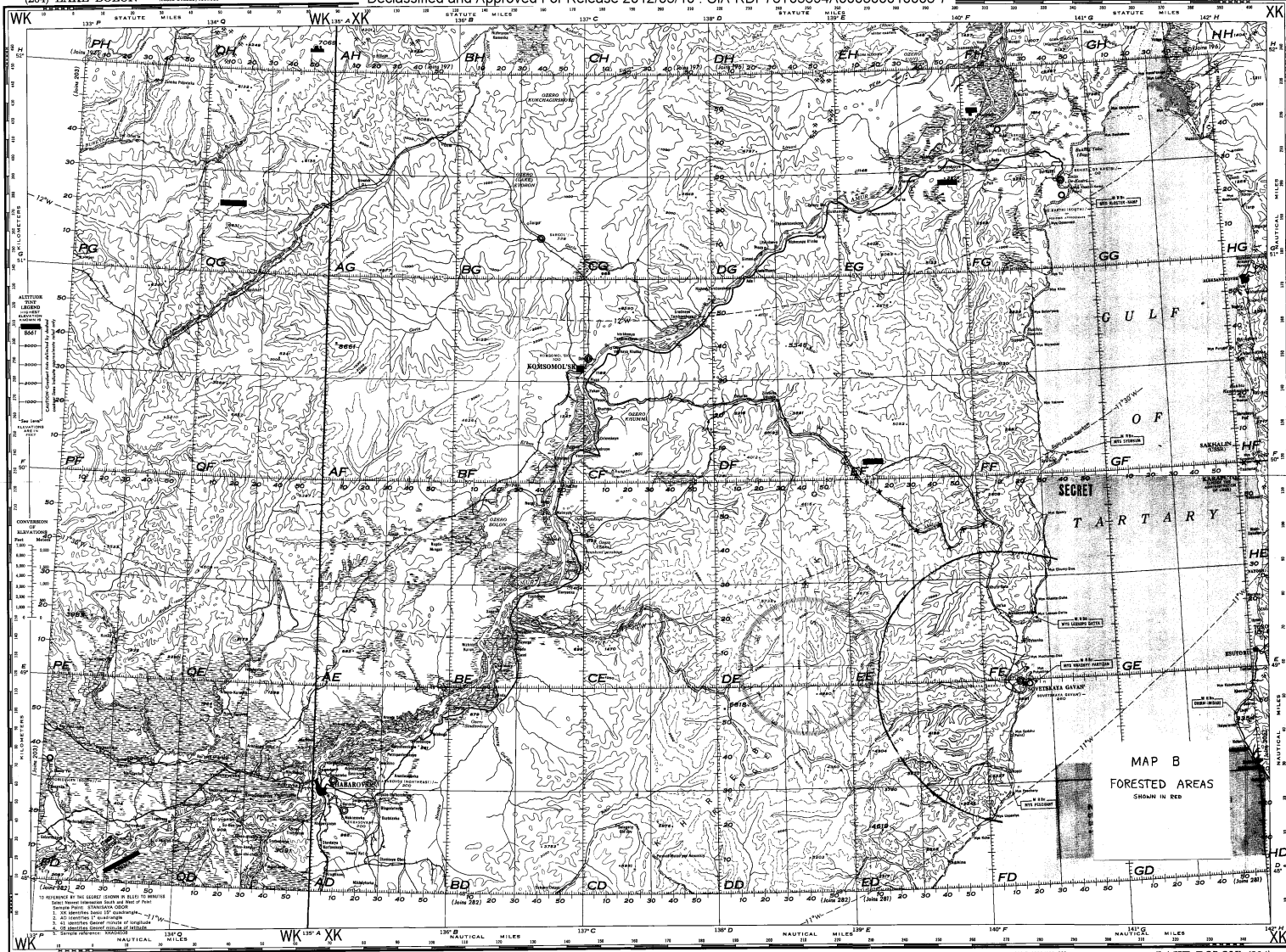
Grid of symbols for various aeronautical features: Radio Range, Radio Beacon, Non-directional Radio Beacon, Directional Radio Beacon, VOR, VORTAC, etc.

AERONAUTICAL SYMBOLS RADIO FACILITIES

Symbols for radio facilities: Radio Communication Station, Radio Broadsiding Station, Radio Direction Finder, etc.

TOPOGRAPHICAL SYMBOLS

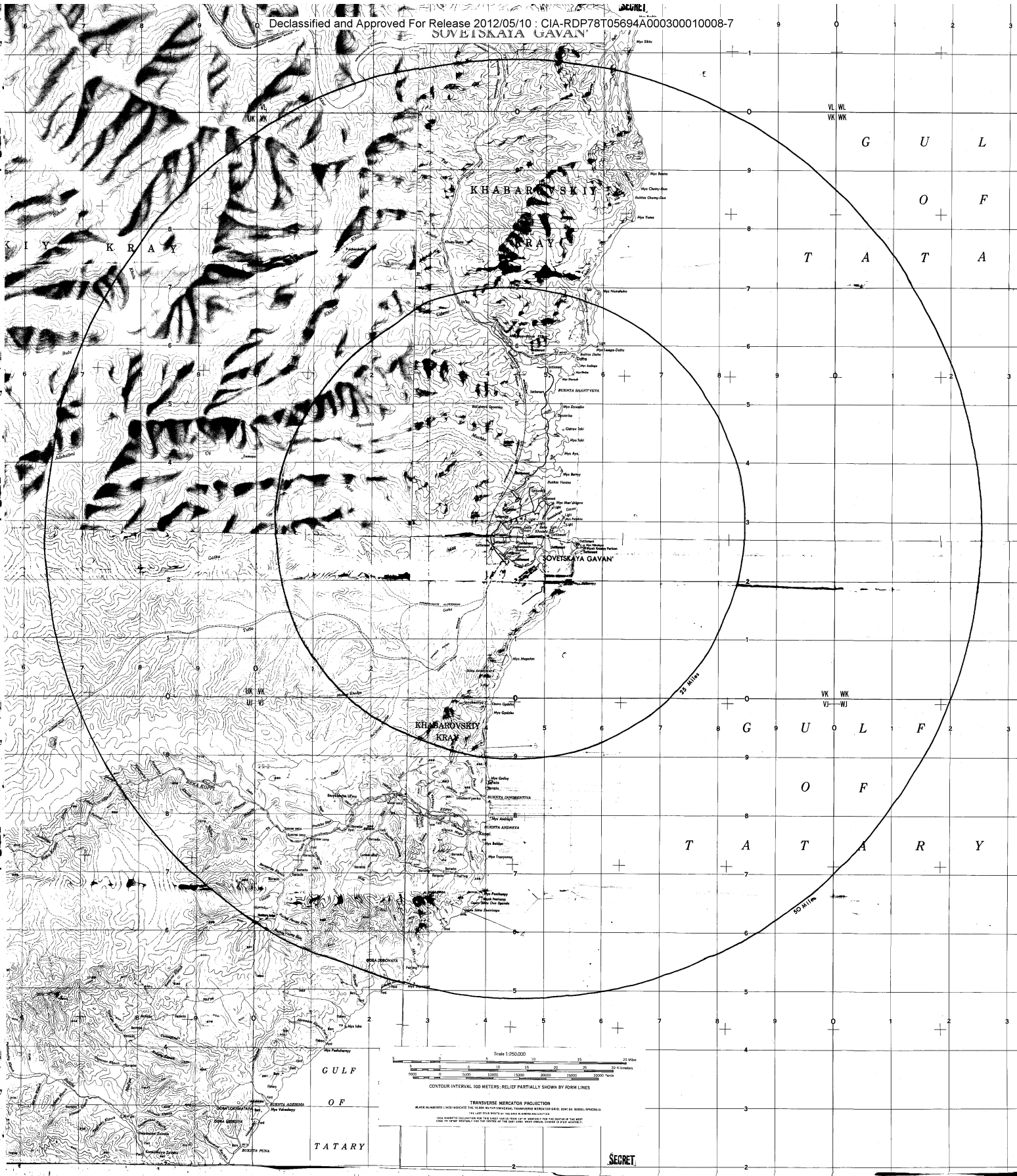
Grid of symbols for topographical features: Cities and Towns, Highways and Roads, Relief Features, Hydrographic Features, Cultural and Miscellaneous.







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GULF OF TATARS

Scale 1:250,000

0 5 10 15 20 Miles

0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 Feet

CONTOUR INTERVAL: 100 METERS; RELIEF PARTIALLY SHOWN BY BROWN LINES

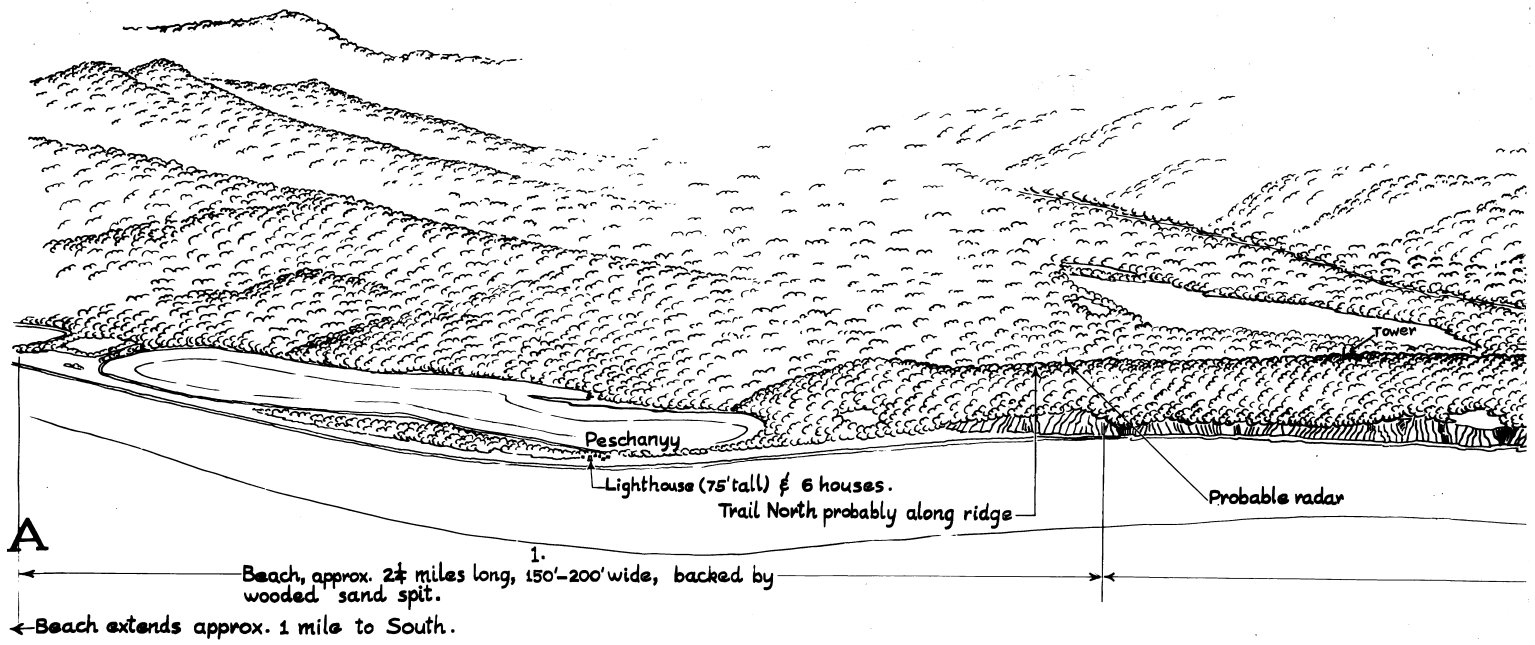
TRANSVERSE MERCATOR PROJECTION

ALPHA NUMERICAL INDEX INDICATES THE EASTING NUMERICAL TRANSVERSE MERCATOR GRID, 5000 M METERS SPACING

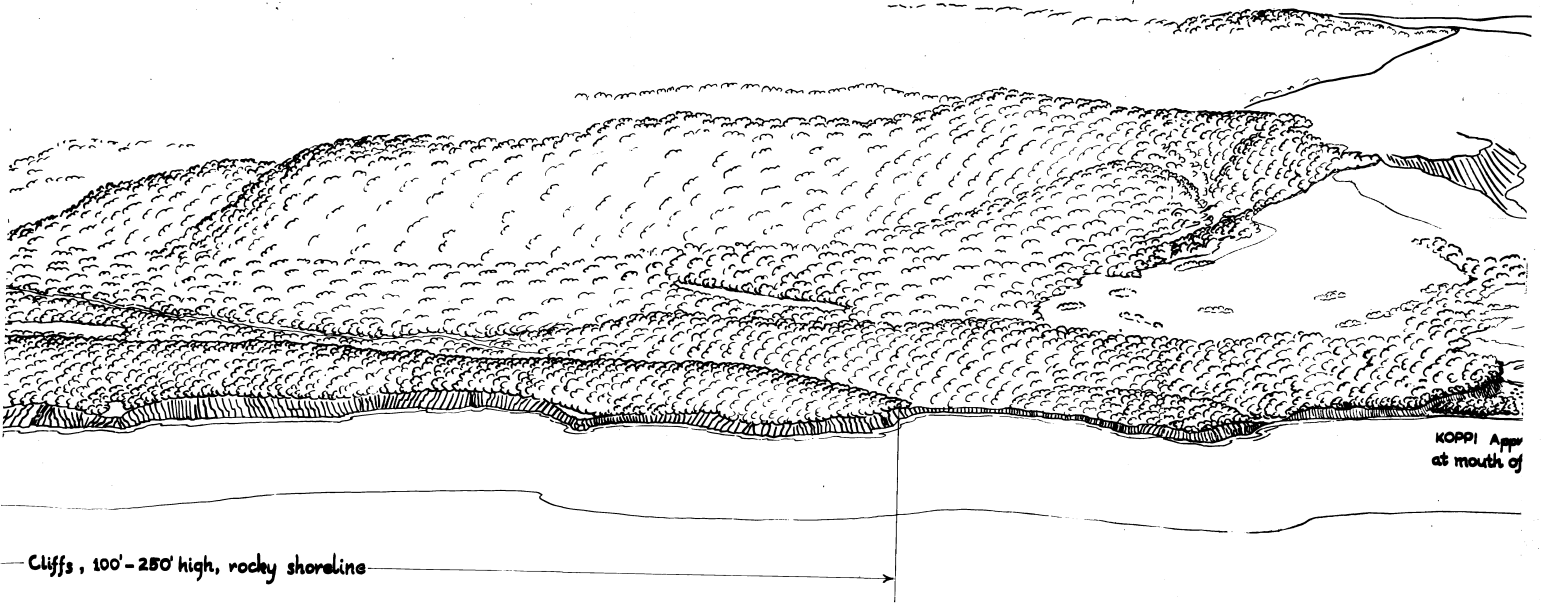
THE LEFT FOUR DIGITS OF THE GRID NUMBER ARE CONSTANT

THE NUMERICAL QUANTITIES ON THE GRID ARE IN METERS AND ARE NOT TO BE USED AS A BASIS FOR DISTANCE MEASUREMENT

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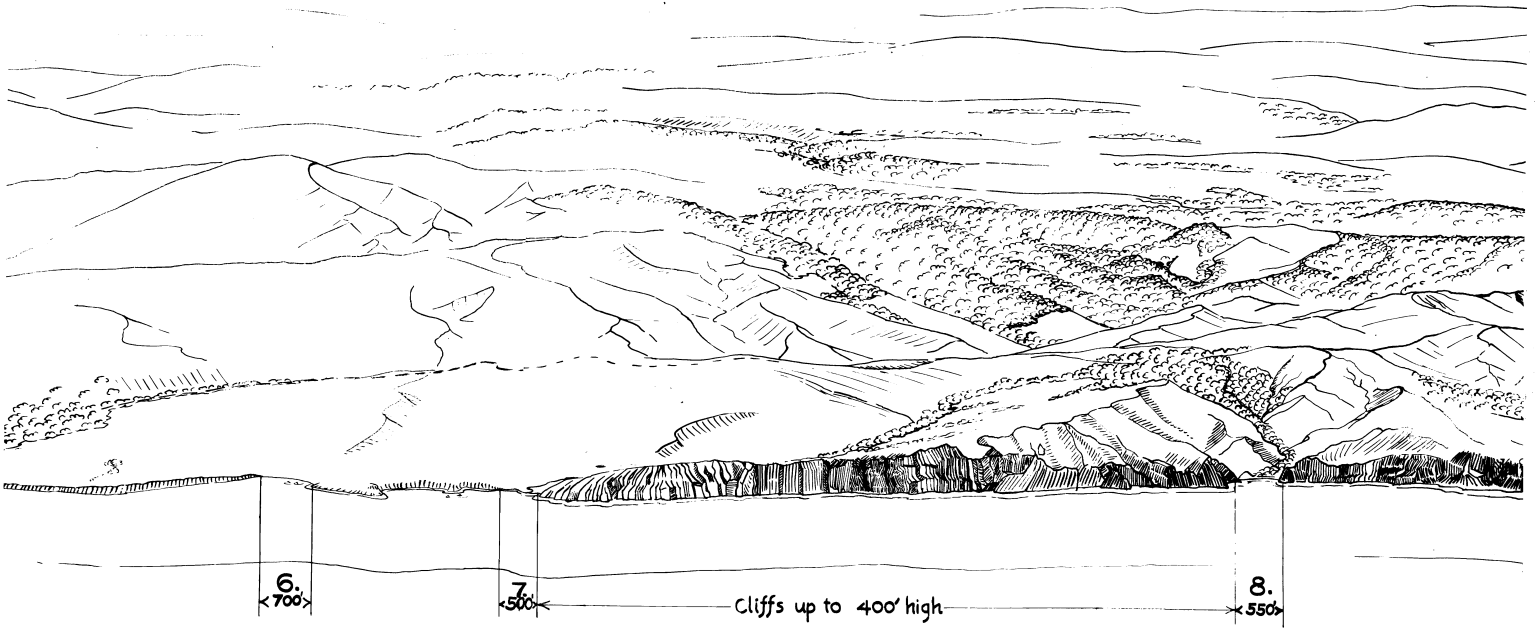
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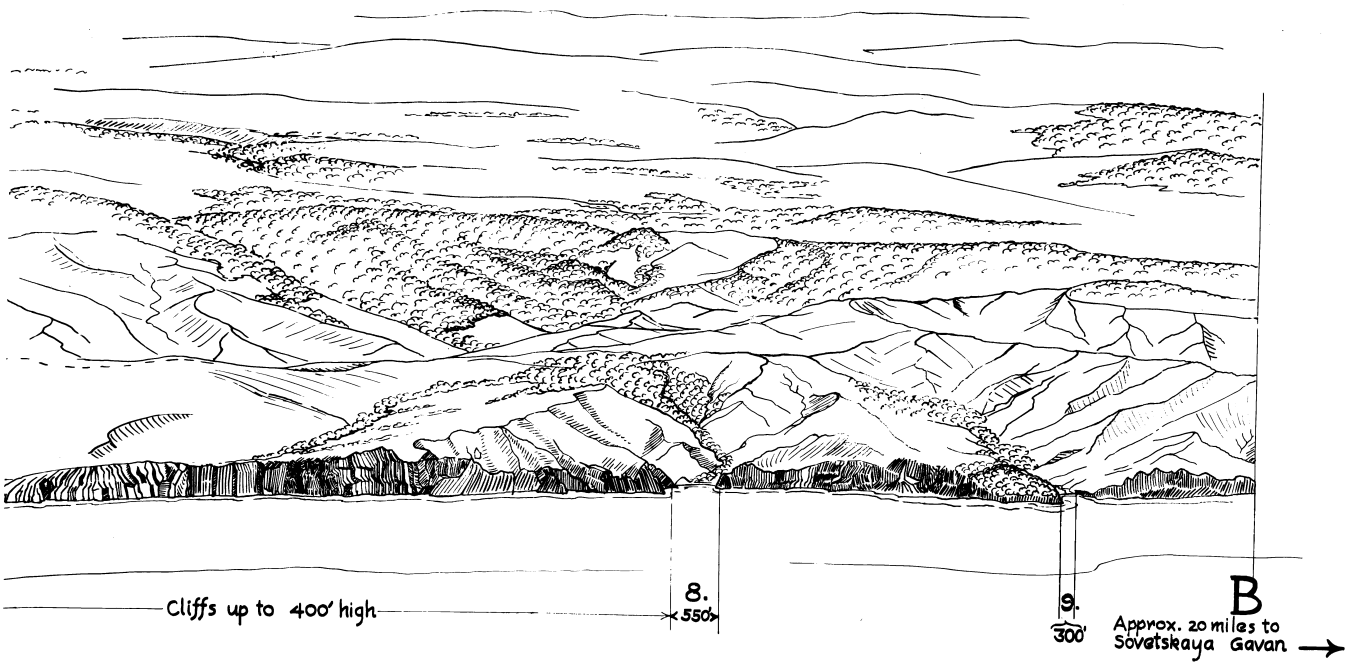
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