

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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NO FOREIGN DISSEM 50X1-HUM

COUNTRY USSR/Poland [redacted] REPORT [redacted]
SUBJECT [redacted] Information about Soviet and Bloc Merchant and Fishing Vessels DATE DISTR. 10 August 1964 50X1-HUM
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DATE OF INFO. [redacted] 50X1-HUM
PLACE & DATE ACQ. [redacted]

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE 50X1-HUM

[redacted]

- 1. A 28-page, English-language report, entitled Morflot Review, [redacted] The report is dated April 1964 and contains 50X1-HUM information on Soviet and Bloc merchant and fishing vessels and includes [redacted] characteristics of the new merchant and fishing vessels. 50X1-HUM

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STATE | DIA | ARMY | NAVY | AIR | NSA | ~~XX~~ NIC | [redacted] | 50X1-HUM

(Note: Field distribution indicated by "#".)

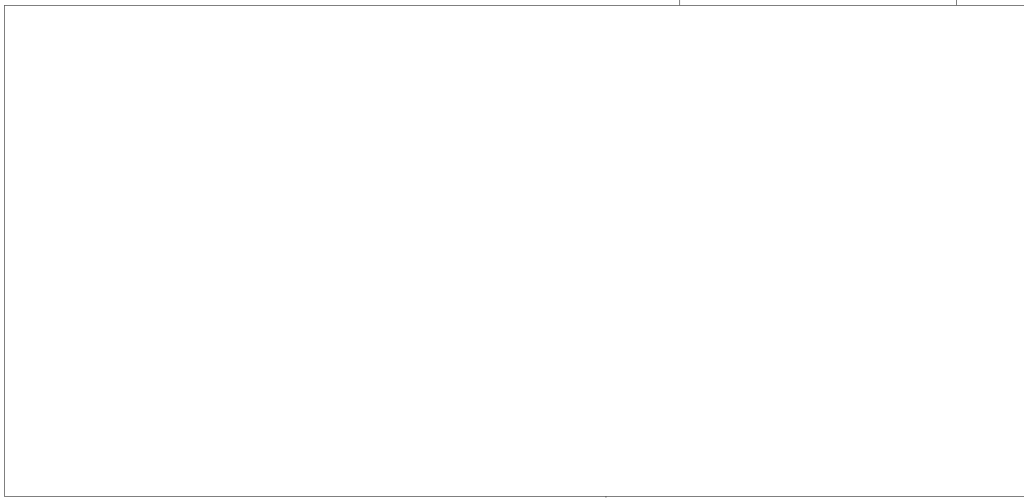
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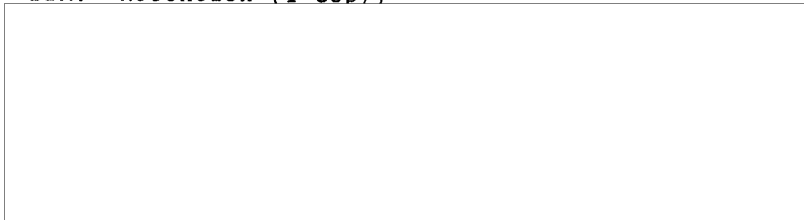


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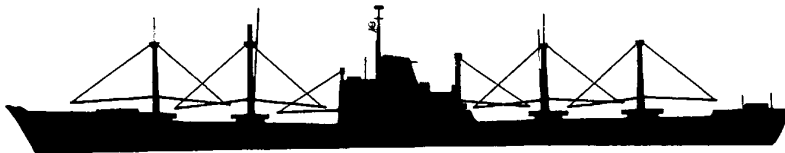
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MORFLOT REVIEW

April 1964

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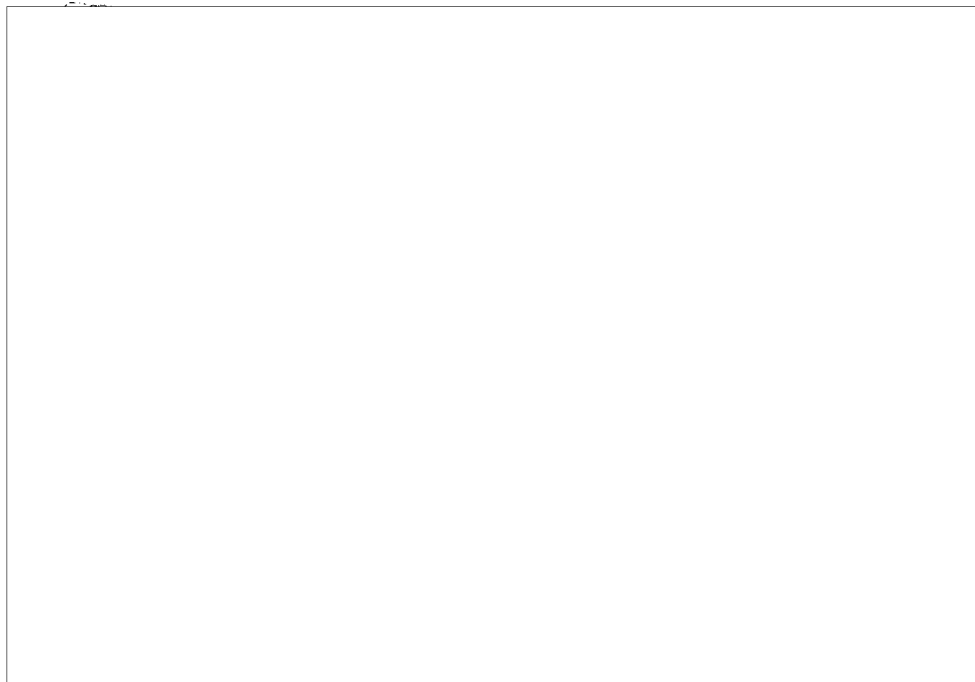
THE BALTIC.

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New Construction.

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50X1-HUM

M/S VYAZMA

The East German Warnowwerft, Warnemünde, has handed over M/S VYAZMA, which was launched on Nov. 26, 1963, as the 2nd unit of the VYBORG-class, to the Soviet Baltic Shipping Agency. The ship has the following particulars: Length o.a. 150.70.m, length b.p. 140.00 m, breadth 20.00 m, depth 11.55 m, draught 8.91 m, GRT 9437, NRT 5496, DWT 12375. The five holds (4/1) are served by twelve 5-ton, and one 60-ton derricks. The main engine is a MAN-diesel type K9Z 70/120 A5, which develops 8150 h.p. at 130 r.p.m., giving a service speed of 16.5 knots. Navigational equipment includes D/F and a navigation radar type DON-2. The crew numbers 50 hands - in addition, there is accomodation for 4 passenger.

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M/S KAMCHATKA

The East German Neptunwerft in Rostock has handed over to the Soviet Union M/S KAMCHATKA, launched on Dec. 21, 1963, as the 11th unit of the POVENETS-class. The ship has the following main dimensions: Length o.a. 105.90 m, length b.p. 96.00 m, breadth 14.64 m, depth 8.00 m, draught 6.55 m, GRT 3726, NRT 1819, DWT 4250. The four holds (3/1) are served by four 3-ton, four 5-ton and one 35-ton derricks. The main engine is a MAN-diesel type K6Z 57/80 Au, which develops 3250 h.p. at 185 r.p.m. giving a service speed of 13.5 knots. The navigational equipment includes D/F and a navigation radar type DON-2. The crew totals 37 hands.

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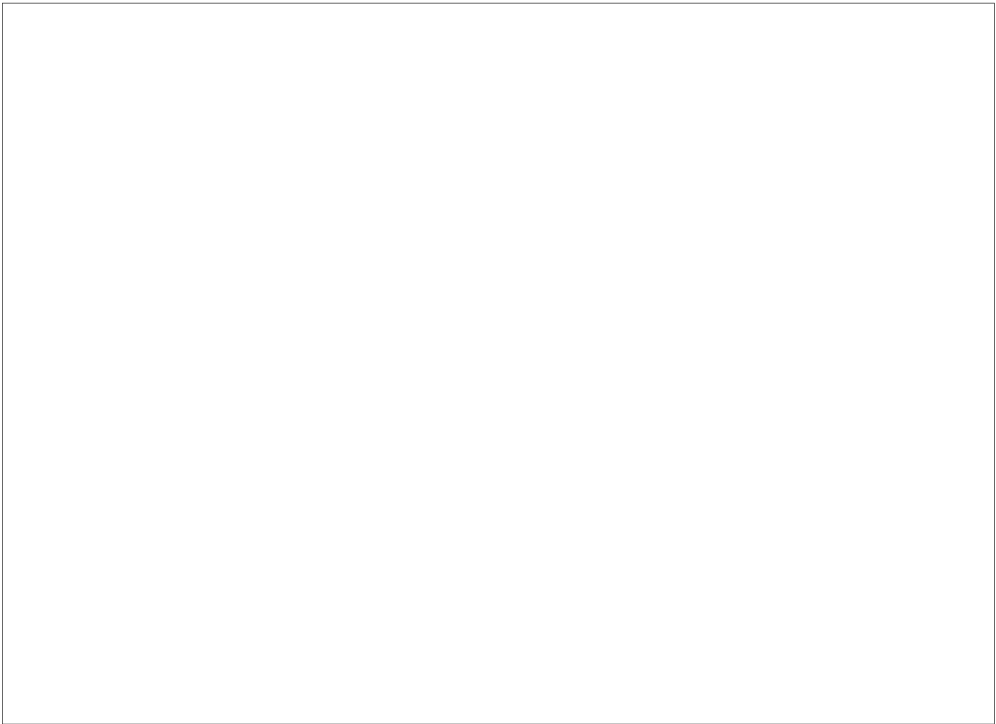
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M/S BASHKIRIYA

The East German Mathias-Thesen-Werft, Wismar, has handed over to the Soviet Baltic Shipping Agency M/S BASHKIRIYA, launched on June 30, 1963, as the 18th unit of the MIKHAIL KALININ-class. The main dimensions are: Length o.a. 122.22 m, length b.p. 110.00 m, breadth 16.46 m, depth 7.60 m, draught 5.23 m, GRT 5261, NRT 2174, DWT 1400. For cargo handling the ship is equipped with two 3-ton cranes, and the main engines are two MAN-diesel type K6Z 57/80 C, which develop 8000 h.p., at 225 r.p.m. giving a service speed of 18.2 knots. The navigational equipment includes D/F and two navigation radars type DON-2. The international call sign is UFGH. The BASHKIRIYA carries 341 passengers in addition to a crew of 114. After a cruise in the Baltic the ship will service the Leningrad-London line.

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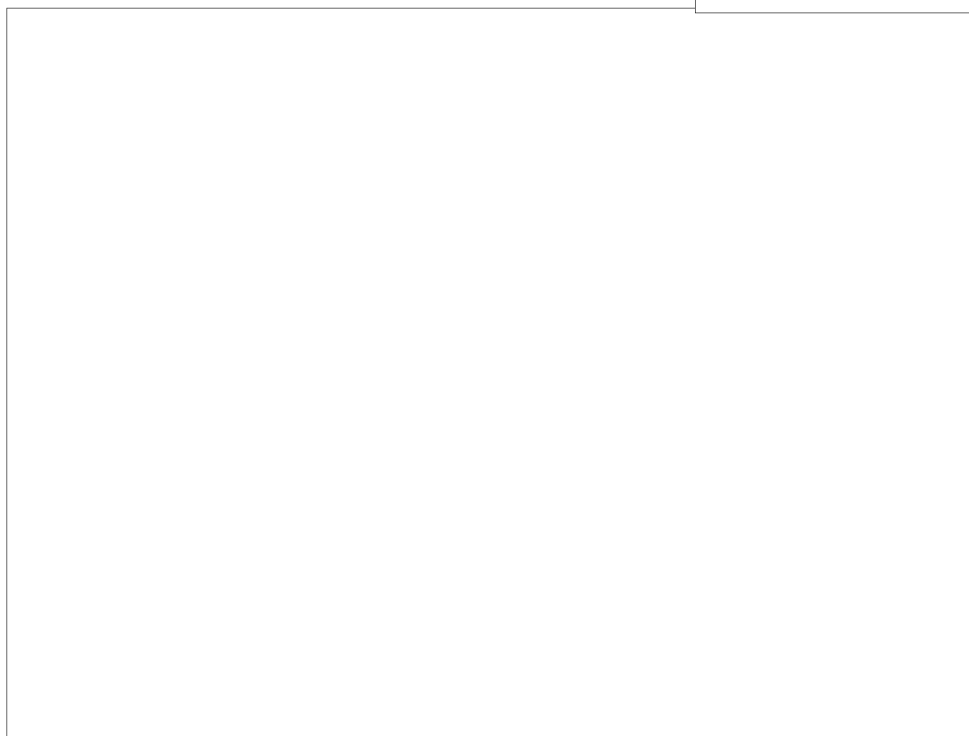
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M/S TAYGA

The Polish yard, Stocznia Gdanska, has handed over the new M/S TAYGA to the Soviet Union. The ship belongs to the VOLGOLES-class (Polish type B-45), with the following main dimensions: Length o.a. 123.88 m, length b.p. 115.00 m, breadth 16.70 m, depth 8.40 m, draught 7.00 m, GRT 4673, NRT 2370, DWT 5936. The four holds(2/2) are served by eight 5-ton, one 15-ton and one 40-ton derricks. The main engine is a B & W-diesel type 562-VTBF-140, which develops 5450 h.p. at 150 r.p.m., giving a service speed of 15.0 knots. The navigational equipment includes D/F and a navigation radar type DON-2. The crew numbers 45 hands.

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M/S KRASNOUFIMSK

The Soviet Baltic Shipping Agency has taken delivery of M/S KRASNOUFIMSK, which was launched [redacted] 50X1-HUM [redacted] on Oct. 5, 1963, as the 9th unit of the KRASNOGRAD-class. The particulars are: Length o.a. 147.35 m, length b.p. 134.50 m, breadth 19.70 m, depth 12.00 m, draught 9.15 m, GRT 9269, NRT 5163, DWT 12200. The five holds (4/1) are served by four 5-ton cranes, one 40-ton and one 60-ton derricks. The main engine is a Wärtsilä-Sulzer-diesel type 6RD76, which at 119 r.p.m. develops 9000 h.p. giving a service speed of 17.0 knots. Navigational equipment includes D/F and a navigation radar type DON-2. The crew totals 53 hands. The KRASNOUFIMSK is registered in Leningrad and has the international call sign UEZF. 50X1-HUM

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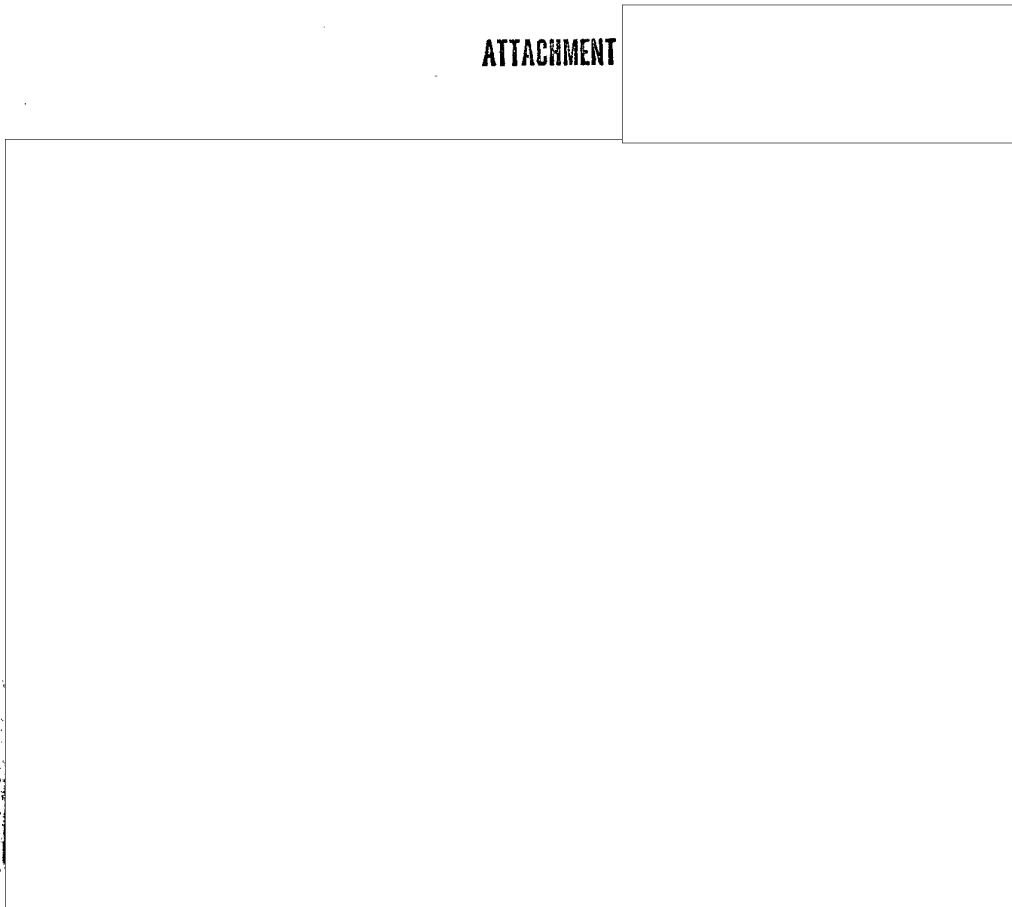
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M/S ISTRÁ

[redacted] handed over to the 50X1-HUM
Soviet Union M/S ISTRÁ, launched on Oct. 15, 1963, as the 12th
unit of the IGARKALES-class. The new ship has the following main
dimensions: Length o.a. 102.30 m, length b.p. 93.28 m, breadth
14.00 m, depth 7.00 m, draught 6.00 m, GRT 2842, NRT 1365, DWT
3630. The four holds (4/0) are served by two 3-ton cranes, one
5-ton and one 35-ton derricks. The main engine is a Valmet B & W
diesel type 550-VTBF-110, which develops 2900 e.h.p. at 170 r.p.
m. giving a service speed of 13.8 knots. The crew totals 36 hands
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50X1-HUM

ATTACHMENT M/S LITVA Run Aground.

The passenger ship LITVA (GRT 4870) was en route from Kaliningrad to Cuba, when she late night on March 11 ran aground in the Sound, not far from Landskrona. The Soviet ships M/T VENTSPILS (GRT 3300), M/S ARAGVI (GRT 4084), G/T VYBORGLES (GRT 4897) and others came to her assistance, while the salvage vessel KAPITAN V. FEDOTOV (GRT 828) went out from Liepaya. By joint effort they succeeded in bringing the ship afloat, so that she could proceed to Cuba.

Vodnyy Transport, March 19 1964.

M/S NADEZHDA KRUPSKAYA.

M/S NADEZHDA KRUPSKAYA (GRT 5261) has arrived at Leningrad on April 25

50X1-HUM

Vodnyy Transport, April 28, 1964.

Icebreakers.

The icebreakers LENINGRAD (GRT 9200), KAPITAN BELOUSOV (GRT 3376), KAPITAN VORONIN (GRT 3334), KAPITAN MELEKHOV (GRT 3376), SIBIRYAKOV (GRT 2709) and LEDOKOL-5 (GRT 2305) must continue their activity in the Baltic as the late spring is delaying the ice melting. The Gulf of Finland from Leningrad to Tallin is covered partly with solid ice, partly with drift-ice.

Vodnyy Transport, March 24, 1964.

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ATTACHMENT

River Craft in the Baltic.

M/S BALTIYSKIY-4, which belongs to the Western River Shipping Agency, has opened a coal line between Kaliningrad and Gdansk. The BALTIYSKIY-4 is the first of a series of motor ships which are adapted to both sea and river navigation.

Vodnyy Transport March, 24, 1964.

Repair of S/S ANGARSK.

50X1-HUM

[redacted] Jan.
12. After completion of unloading and cleaning the ANGARSK is awaiting skifting to the Kanonerskiy Yard. Similar remarks for Jan. 13 and 14. Not until Jan. 25, however, did the ship arrive at the yard. So far, not much work has been done on the ship, despite the fact that the crew has assumed a large part of the work. The yard's manager, Mogunov, has now stated that the ship cannot be completed in late 1964, not until the second quarter of 1965.

Vodnyy Transport, March 31, 1964.

East Bloc Merchant Ship Passages to and from the Baltic, April 1964.

	<u>Southbound</u>							
	<u>RU</u>		<u>PH</u>		<u>GC</u>		<u>Total</u>	
	AK	AO	AK	AO	AK	AO	AK	AO
[redacted]	110	23	46	1	20	0	176	24
	27	1	28	0	13	2	68	3
	137	24	74	1	33	2	244	27
	85	1	93	3	41	1	219	5
Total	222	25	167	4	74	3	463	32

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ATTACHMENT Northbound

<u>RU</u>		<u>PH</u>		<u>GC</u>		<u>Total</u>			
AK	AO	AK	AO	AK	AO	AK	AO		
120	20	49	2	14	0	183	22		
16	19	7	1	14	6	37	26		
136	39	56	3	28	6	220	48		
71	1	93	1	45	0	209	2		
Total		207	40	149	4	73	6	429	50

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The East Bloc merchant ship traffic to and from the Baltic in April is virtually unchanged compared to March and must be regarded as normal for the season.

In April, 39 Soviet, 75 Polish and 9 East German merchant ships called at Danish ports.

East Bloc Trawler Passages to and from the Baltic April 1964.Southbound

<u>RU</u>	<u>PH</u>	<u>GC</u>	<u>Total</u>		
AU	AU	AU	AU		
217	67	258	542		
0	3	0	3		
Total		217	70	258	545

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Northbound

<u>RU</u>	<u>PH</u>	<u>GC</u>	<u>Total</u>		
AU	AU	AU	AU		
208	95	239	542		
0	1	0	1		
Total		208	96	239	543

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The East Bloc trawler traffic to and from the Baltic in April shows a major increase in the number of out-bound trawlers which will probably be due to the intensive fishing in the Norwegian Sea and on the New Foundland banks.

18 south-bound and 16 north-bound Soviet fishing fleet mother ships passed [redacted] in April. 1 Soviet, 10 Polish and 93 East-German trawlers called at [redacted] ports.

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THE NORTHERN SEA ROUTE.

D/E INDIGIRKA.

D/E INDIGIRKA (GRT 7661), captain Pinezhaninov, sails with cellulose between Arkhangelsk and [redacted] ports. The ship's crew, which numbers 54 hands, also carry through navigation during the winter.

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Vodnyy Transport, May 1, 1964.

Ice-floe Station.

The aerial expedition SEVER-16 is now fully engaged in its work. It has, among other things, brought relief to NORTH-POLE-12 and taken home the team which has now kept the watch on the ice-floe for a year.

The search has begun NE of Wrangel Island for a solid ice-floe for NORTH POLE-13.

Vodnyy Transport, April 14, 1964.

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The Arctic air expedition SEVER-16 has after a long search the day before Maj 1, found a solid ice-floe large enough to house the new ice-floe station. It was found 760 km from Wrangel Island in position 73°53'N, 166°17'W. As soon as possible materials and element houses were transported to the floe, so that the emission of ice reports can begin from the new area.

Vodnyy Transport, Maj 5, 1964.

Preparation for the Summer Navigation.

I/B SIBIR (GRT 4866) has returned to Vladivostok after having accompanied cargo ships through the Sea of Okhotsk to Nagayevo. She is now preparing for navigation in Polar waters as is S/S GEORGIY SEDOV (GRT 1538). I/B YERMAK (GRT 4955) is lying in Murmansk.

Vodnyy Transport, April 21, 1964.

THE BLACK SEA.New Construction.

M/T FEDOR POLETAYEV (GRT 32000), captain Stankov, which was delivered to the Soviet Union. on April 14 50X1-HUM arrived at Odessa on April 23. The ship is named after a Russian POW in Italy, who joined the partisans after 50X1-HUM fleeing from prison camp and whose heroism was much admired by the Italian.

Vodnyy Transport, April 16, 1964.

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S/S NIKOLAYEV (GRT 12285) is the name of a new ship of the LENINSKIY KOMSOMOL-class being built at the Nosenko Yard in Nikolayev.




Vodnyy Transport, March 28, 1964.

M/S PEREKOP (GRT 11089) a new ship which was put into service by the Black Sea Shipping Agency at the beginning of the new year, has been in Japan on her maiden trip.

Morskoy Flot, April 1964.

Passenger Ships.

M/S IVAN FRANKO (GRT 18500) the first of a series of passenger ships for 750 passengers is being completed at the Wismar Yard. This yard is simultaneously building another ship of the same type, the ALEKSANDR PUSHKIN.

M/S ARMENIYA (GRT 5261) is presently sailing  50X1-HUM
Odessa  From midsummer an additional unit of 50X1-HUM
this type will service the line  50X1-HUM

S/S ADMIRAL NAKHIMOV (GRT 15286), S/S PETR VELIKIY (GRT 6261), M/S FELIKS DZERZHINSKIY (GRT 4870), M/S KOLKHIDA (GRT 3219) commence a number of fourteen days' cruises from March 8. They will call at all major seaside resorts on Crimea and in the Caucasus.

M/S ABKHAZIYA (GRT 6200) leaves Odessa on April 1. According to the summer schedule, she will service the Crimea-Caucasus line.

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M/S OSETIYA (GRT 3219) a modern passenger ship built by the Leningrad Zhdanov Yard, will from mid-summer service the new tourist-line

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Vodnyy Transport March 31, 1964.

Icebreakers.

The icebreakers VLADIMIR ILYICH (GRT 3431), TOROS (GRT 1396) and LEDOKOL-2 (GRT 2305) have completed their activity in the Black Sea and the Sea of Azov after having escorted several hundred Soviet and foreign ships through the ice. They have now returned to their home ports.

Vodnyy Transport April 14, 1964.

S/S YENAKIEVO.

S/S YENAKIEVO (GRT 1989) makes no long voyages, her activity being restricted to the Black Sea/Azov area. The YENAKIEVO is presently departing for Poti, where she is to load manganese ore for Novorossiysk. In the summer she also goes to Zhdanov in order to load coal, but in the winter Azov is covered with ice.

Vodnyy Transport April 9, 1964.

Repairs.

The passenger ship UKRAINA (GRT 6672) has completed repairs at a Bulgarian yard. S/S ADMIRAL NAKHIMOV (GRT 15286) will shortly leave for Bulgaria for repairs. D/E ROSSIYA (GRT 17870) is completing repairs at the Georgi Dimitrov Yard in Varna.

Vodnyy Transport March 19, 1964.

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The Port of Ilyichevsk.

Ilyichevsk, which was originally meant to be a port area of Odessa, has grown faster than any one expected and had a turn over of 4.5 million tons in 1963. Ilyichevsk now specializes in the shipment of goods of large dimensions such as metal constructions, factory equipment etc. Besides, the port receives 90% of all imported caoutchouc and other traditional eastern import goods.

Vodnyy Transport, April 9, 1964.

THE CASPIAN.

No information.

THE FAR EAST.

Trade on Nagayevo.

VLADIMIR ARSENYEV (GRT 3816), AZOV (GRT 1927) and ALTAYLES (GRT 4673) were in April the first ships to leave Vanino. They were escorted through the ice by I/B LEDOKOL-3 (GRT 2305) and then set course for [] Sakhalin.

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Vodnyy Transport, April 4, 1964.

Japan Line.

M/S GRIGORIY ORDZHONIKIDZE (GRT 4870) services the regular express line []

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Vodnyy Transport, May 1, 1964.

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Repairs.

S/S CHITA (GRT 1925) arrived at the Sovetskaya Gavan
Yard for repairs.

Vodnyy Transport, March 19, 1964.

ANTARCTICA.

D/E OB.

D/E OB (GRT 7503) departed from the roads off the Mirnyy
observatory and is now returning home.

Vodnyy Transport, April 7, 1964.

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The Whaling Fleet.

M/T STANISLAV (GRT 8229) captain Matveyenko, is en route
to Antarctica with supplies for the whalers. This is the ship's
second Antarctic voyage in 1964.

Vodnyy Transport, April 4, 1964.

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TRAINING VESSELS.T/V MERIDIAN.

The training cargo ship MERIDIAN (GRT 4374) is bound for Vladivostok from the Baltic. A group of students from maritime engineering schools take part in the voyage, and will have the opportunity to visit [redacted] other 50X1-HUM countries.

Vodnyy Transport, March 19, 1964.

HYDROGRAPHIC VESSELS.H/V SERGEY VAVILOV and H/V PETR LEBEDEV.

The oceanic research ships SERGEY VAVILOV and PETR LEBEDEV (both GRT 3561) anchored [redacted] on April 1 [redacted] 50X1-HUM [redacted] After having victualled the two ships proceed to [redacted] 50X1-HUM hydrographic research.

Vodnyy Transport, April 4, 1964.

H/V MIKHAIL LOMONOSOV.

H/V MIKHAIL LOMONOSOV (GRT 3897) began her fifteenth research voyage a week ago. It goes to the tropical Atlantic where in particular the cross-current which was found by Soviet scientists three years ago, is to be investigated. The voyage will last four months and is part of a program [redacted] of collabora- 50X1-HUM tion with foreign expeditions.

Vodnyy Transport, April 25, 1964.

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H/V YU.M.SHOKALSKIY.

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The weather ship YU.M.SHOKALSKIY (GRT 3220) has anchored in the Golden Horn Bay at Vladivostok.



Vodnyy Transport, April 11, 1964.

FOREIGN TRADE.

Floating Dock



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On April 14, 1964, began the towing of a large Soviet-built ferro-concrete floating dock from the Black Sea

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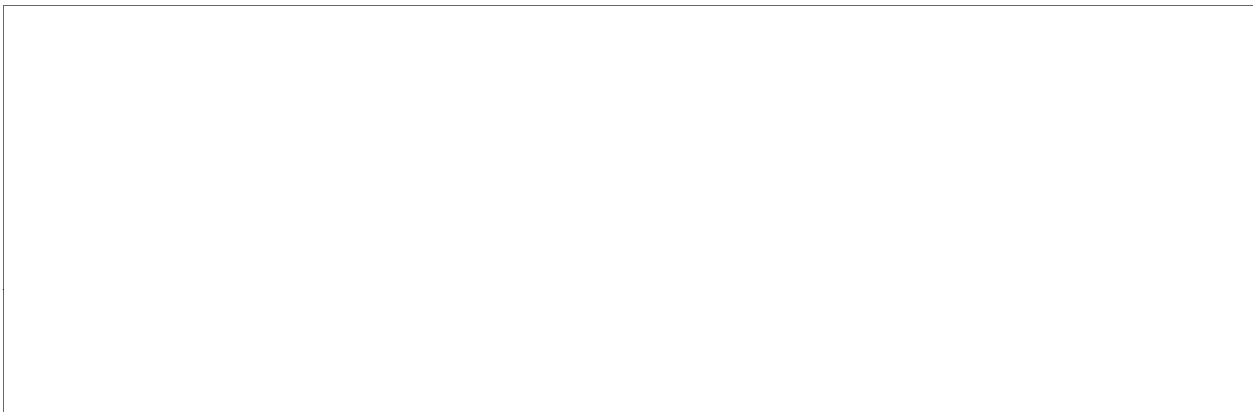
The towing was carried out in 10 days by M/S SOLNECHNOGORSK (GRT 9935) and the tugs ATLANT (GRT 828), GORDELIVYY (GRT 543) and POSEYDON (GRT 828). The dock has arrived

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Vodnyy Transport, May 1, 1964. 50X1-HUM



M/S PARTIZAN BONIVUR (GRT 9935) is in Odessa making ready to sail S/S NIKOLAY BURDENKO (GRT 5842) has completed loading and is returning to the Soviet Union with a cargo of cork.

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Vodnyy Transport, April 28, 1964.

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The Nosenko Yard in Nikolayev has handed over the new factory trawlers Z-368 OSKAR LUTS and K-373 TURMALIN, and completed the PIONER UKRAINY, all factory trawlers of the MAYAKOV-SKIY-class. The ships have the following main dimensions: Length o.a. 84.73 m, length b.p. 78.00 m, breadth 13.72 m depth 10.00 m, draught 5.50 m, GRT 3170, NRT 1225, DWT 1300. The cargo handling gear consists of two 1.5 ton, two 3-ton and two 5-ton derricks and the main engine is a Russkiy Diesel type 8 DR 43/61 V1, which develops 2000 h.p. at 250 r.p.m., giving a service speed of 12 knots. Navigational equipment includes D/F and a navigation radar type DON-2.

CONFIDENTIAL.

The East German Volkswerft Stralsund has handed over to the Kaliningrad combine the new FENIKS and BALAKLAVA, both factory trawlers of the TROPIK-class. Their particulars are: Length o.a. 79.80 m, length b.p. 71.00 m, breadth 13.20 m, depth 7.00 m, draught loaded 5.06 m, GRT 2435, NRT 1070, DWT 852. Cargo handling gear consists of two 1.5-ton, two 3-ton and two 6-ton derricks. The main engine consists of two diesel type 8NVD48, which develop 670 h.p. giving a service speed of 11.7 knots. Navigational equipment includes D/F and two navigation radars, type DON-2 and DONETS-2.

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Rationalization of Fishery.

A trawler usually spends 3 months on the fishing grounds and then goes back to port. During the time the return trip takes an SRT can catch 60-70 tons fish. In order to extend the time available for fishing double voyages are now being introduced, and overhaul is carried out in the sea. Experience shows that trawlers can stay in the sea all year round without calling at port, when the engines are well-kept and in order. This would make it possible for each refrigerated SRT to catch 1200-1300 cent. more a year. The administration of the Tallin fisheries have ordered two trawlers - SRT-9130 and SRT-9058 to work along these lines. Care is taken that the crews punctually get their supplies, spares and equipment and that books and films are renewed.

Much is expected from the twin trawler method. The price of a twin trawl, which is usable for 3 months, is only 28% of the price of a drift-net, which is usable for less than a month. A factory in Tallin is producing 100 trawls according to drawings made by Kaliningrad specialists - the pioneers of the twin trawler method. Simultaneously, search equipment and apparatus that fixes the depth of the trawls are being made ready for the twin trawlers.

Many Kaliningrad trawlers now sail double voyages, making it necessary to relieve the crews, sometimes only part of the crew, sometimes the entire crew. This appears to cause trouble - as was found when the TUNGUS (GRT 7194) with a crew of her own of 100, was to accommodate a relief team of 15. At conferences at Kaliningrad and ZAPRYBA of Riga, in which Ishkov, the minister for fishing, also participated, the fishermen maintained that they required a special ship for this kind of passengers and for express goods. The fishermen think that this should be a ship with

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a displacement of 1800 - 2000 tons with accomodation for 70-80 passengers in cabins. The ship should be able to carry cordage, nets, tare, mail and films for the fishermen, who leave their homes for 4-5 months and often do not receive mail for months. The ship is also to act as a kind of club - the fishermen want mail, new books, records and lectures. They also think that there is a requirement for a fast cutter to be placed at the disposal of the expedition leader when necessary, e.g. if a spare part is unexpectedly required or if a man suddenly falls ill and must be sent home.

Vodnyy Transport, May 7, 1964.

Experimental Electrical Fishing.

In Equatorial Atlantic, the Russians are introducing a new fishing method, using a 100 kW impulse generator. The fish are led in the desired direction by the electrical current so that fishing takes place without the use of nets. This method which opens great prospects for ocean fishing is being listed by the Soviet research vessel NERINGA (GRT 361).

Vodnyy Transport, April 16, 1964.

Experimental Tunny Fishing.

The trawlers PEGAS and SESKAR and the scientific research ship ORLIK have arrived in the South Chinese Sea for experimental tunny fishing.

Vodnyy Transport, April 7, 1964.

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H/V LAKHTAK.

The schooner LAKHTAK is an expedition ship belonging to the Pacific Institute for Fishery and Oceanography. She has left for the Bering Sea, where the scientists are to investigate the distribution of sea animals (seals and sea lions).

Vodnyy Transport, March 19, 1964.

The Soviet Fishing Fleet in the Norwegian Sea.

During April a base has been maintained at the Shetland Islands, and periodically on the fishing grounds, for Soviet fishing in the Norwegian Sea.

There were a total of three fishing grounds which have moved as follows:

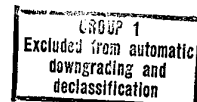
April 1:	6710N/1105E	6610N/0930E	5830N/0400E
" 10:	6700N/0845E	6330N/0250W	5830N/0400E
" 20:	6520N/0030E	6345N/0430W	5900N/0340E
" 30:	6605N/0135E	6430N/0140W	5900N/0325E

The following mother ships, tankers and salvage vessels were observed during the month:

<u>Name</u>	<u>GRT</u>	<u>Type</u>
S/S ALEKSANDR POPOV	3812	Mother ship
S/S ANTARKTIKA	3960	" "
S/S ARKHANGELSK	3812	" "
S/S BANGA x)	6067	" "
S/S BELORUSSIYA	3816	" "
S/S DAUGAVA	3761	" "
M/S GVARDEYSK	638	" "
M/S INGUL	1569	" "
D/E KALININGRAD	5527	" "

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M/S REFRIZHERATOR NR. 11 PROVOZNYI	1680	Mother ship
S/S SALOMEYA NERIS	3816	" "
S/S SOVETSKAYA GAVAN	7176	" "
S/S VORKUTA	3858	" "
M/S YULIUS YANONIS	3320	" "
M/T KANDAGACH	795	Tanker
M/T SIGULDA	795	"
M/T SULA	795	"
M/T TM-309 KACHA	283	"
M/T URZHUM	1117	"
M/S STOYKIY	1013	Salvage vessel
M/S STREMITELNYI	1013	" "
M/S AKADEMIK BERG	265	Hydrographic vessel
M/S PROFESSOR MECHAYEV	265	" "

x) ex. KALININGRAD (UPHH).

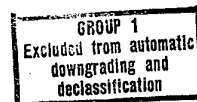
The number of mother ships, tankers, salvage vessels and trawlers in April was:

	Min.	Max.
Mother ships	1	7
Tankers	0	1
Salvage vessels	0	2
Trawlers at base	0	26
Trawlers on the grounds	125	233

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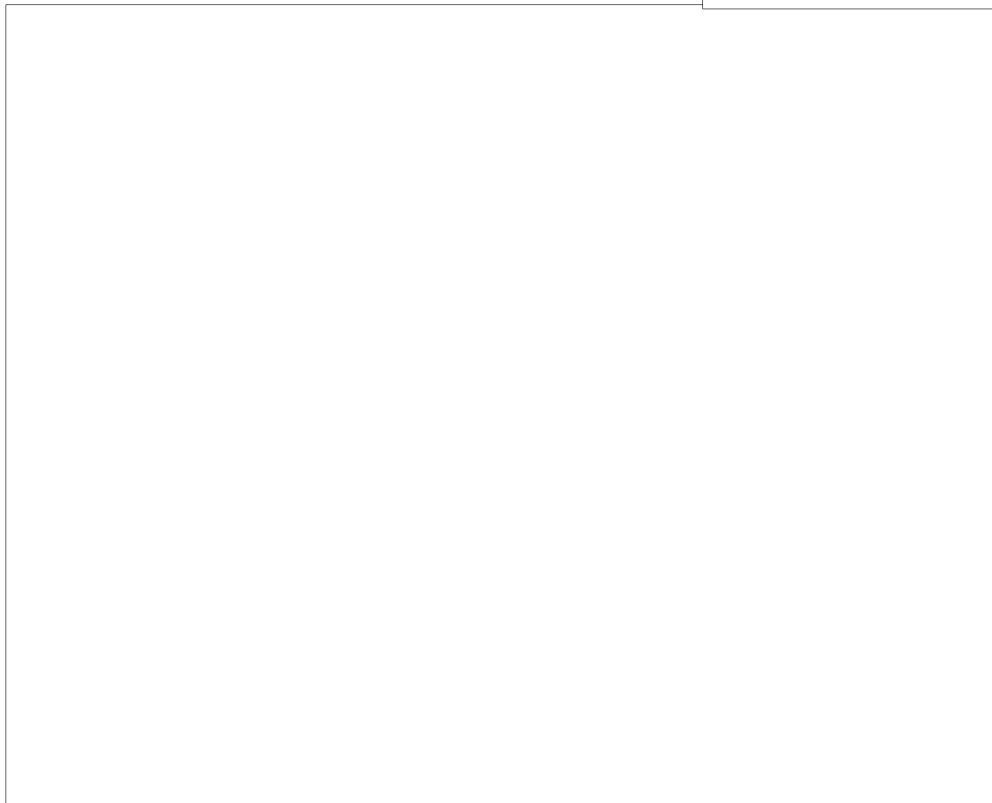
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THE POLISH FISHING FLEET.

Newbuilding.

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F/T JOWISZ.

The Polish yard Stocznia Gdanska has handed over to the Dalmor combine the factory-trawler GDY-306 JOWISZ, launched on June 14, 1963. The ship is of the Polish type B-15, with the following main dimensions: Length o.a. 85.20 m, length b.p. 75.00 m, breadth 13.80 m, depth 7.10 m, draught 5.10 m, GRT 2870, NRT 1190, DWT 1260. The five holds (2/3) are served by two 1.5-ton and two 5-ton cranes. The main engine is a Sulzer diesel type 8TD48, which develops 2400 h.h.p. at 225 r.p.m. giving a service speed of 11.5 knots. The crew numbers 96 hands.

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