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SOURCE As indicated

MERGER OF AZOV, BLACK SEA STEAMSHIP COMPANIES;
PLAN FULFILLMENT BY USSR FLEET;
ACTIVITIES OF SMALL RIVER FLEET

SINGLE BLACK SEA STEAMSHIP COMPANY CREATED -- Moscow, Vodnyy Transport, 22 Sep 53

The Azov Steamship Company and the Black Sea Steamship Company have been combined into a single Black Sea Steamship Company. The port of Zhdanov has been placed under the new company's jurisdiction.

RESULTS OF THE PLAN TO LOWER TRANSPORT COST -- Moscow, Vodnyy Transport, 10 Sep 53

The Collegium of the Ministry of Ocean and Inland Shipping has examined the results achieved thus far in carrying out the 1953 plan for lowering the cost of water transport.

The cost of river transport during the period under consideration not only failed to diminish, but actually increased by 2.3 percent. Glavtsentriflot (Main Administration of the Central Basins River Fleet), Glavvostokflot (Main Administration of the Eastern Basins River Fleet), Glavnfteflot (Main Administration of the Petroleum Fleet), Glavsevpapflot (Main Administration of the Northwestern Basins River Fleet), and Glavsevmorput' (Main Administration of the Northern Sea Route) failed to fulfill the plan for this index due to transport accomplishments considerably below the plan and excessive expenditures above those planned.

The task of lowering the cost of ocean transport has been carried out for the ministry as a whole, but Glavyuzhiflot (Main Administration of the Southern Fleet), Glavdal'flot (Main Administration of the Eastern Fleet), and Glavsevmorput' have failed thus far to fulfill the plan for this index.

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Especially unsatisfactory in the lowering of transport cost were the following river steamship lines: Pechora, Yenisey, Volga-Don, Northern, Volgotanker, Moscow-Oka, and Kama. In ocean transport, the most delinquent steamship companies were the former Azov, the Far East, and the Kamchatka-Chukotsk.

The plan for loading and unloading operations in seaports was not fulfilled by a single main administration, nor was the plan for loading and unloading operations fulfilled by the river ports of Glavsevzapflot.

Not a single main administration completed the August plan except Glavyuzhflot and Glavnefteflot, which successfully completed the plan for ocean shipping but were unable to handle the task of oil transport on the rivers. Glavsevmorput' exceeded the ocean transport plan by more than 30 percent but fell short in river transport.

In August, great numbers of idle ships were observed in the Volga Freight, Moscow-Oka, Sheksna, Northwestern, Volga-Don, Yenisey, Amur, West Siberian, and Caspian steamship lines, and on the steamship companies of Glavdal'flot.

MONTHLY PLAN RESULTS -- Moscow, Vodnyy Transport, 12 Sep 53

The August tonnage plan was not fulfilled by either the ocean or the river fleet, nor did the river fleet complete the ton-kilometer plan. Of the 11 ocean steamship companies, only 5 have completed the plan (Black Sea, Caspian, Reydtanker, Murmansk, and Danube), and of the 25 river steamship lines only 10 have completed it (Volga Freight, Volga Freight and Passenger, Dnepr, Yenisey, Moscow-Volga, Upper Irtysh, Northwestern, Neman, Vyatka, and Sukhona). Not a single one of the main operational administrations fulfilled the plan according to both indexes.

The USSR fleet cannot fulfill the plan when ships spend 20 percent of their operating time lying idle (the figure is 57 percent in ports of Glavdal'flot). About 26 percent of the ships were processed with delay in ports and at wharves of the river steamship lines.

In September, the Volgotanker Steamship Line in particular is lagging in the transport of oil.

SOVIET SMALL RIVER TRANSPORT -- Moscow, Vodnyy Transport, 19 Sep 53

Large quantities of bread grains and potatoes are being transported along the Charysh, Biya, and Katun' rivers in Altayskiy Kray. Bread grains and vegetables are being delivered to cities along the Chulym and Guna [?] rivers in Krasnoyarskiy Kray. Agricultural products from kolkhozes and sovkhoses in Arkhangel'skaya Oblast are moving along the Onega and Yemtsa rivers, and large quantities of bread grains are being transported in Omskaya Oblast along the Tara, Ishim, and Tom' rivers.

The many types of freight moving on small rivers include mineral construction materials and agricultural machinery destined for kolkhozes and MTS, manufactured products for the village populations, and fuel oil.

The small river fleet has had good results this year with the use of jet cutters having a draft of 40 centimeters. As of 1 September, there were 22 such vessels in operation, and 9 more will be built during the coming months in shipyards at Kashira, Krasnoyarsk, Stalingrad, and Krasnodar.

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Next year it is expected that 1,000 kilometers of waterways will be added to the small river system. To carry out this work, five shallow-draft suction dredges were built recently, each with a capacity of 45-60 cubic meters per hour. The new suction dredges have operated successfully on the Tsna River in Tambovskaya Oblast, on the upper Don River, the Voronezh River, and the upper Oka River. Ten more of these dredges are to be built.

RIVER TRANSPORT OF CONSUMERS' GOODS -- Moscow, Vodnyy Transport, 24 Sep 53

To handle the transport of consumers' goods, 47 additional regular lines have been opened. On the Moscow River additional stopping points for ships have been established at Myachkovo, Sof'ino, Markino, and other places; on the Oka River additional stops have been established at Trubetskoye, Sen'kino, Runovo, and Nikiforovo. Recently, freight and cargo-passenger lines have been organized along which 432 self-propelled and powerless craft are operating. The steamship companies expect to have 70 cargo-passenger ships operating on the lines with the aim of increasing traffic and giving better service to kolkhoz workers.

Glavtsentroflet is opening a new run on the Byatka River, placing the S/S Kotel'nich in service there.

The Dnepr Steamship Line alone, during August and the first half of September, carried about 20,000 tons of fruit, of which more than 10,000 tons were watermelons. Thirty-four diesel vessels are being used for the transport of vegetables from kolkhozes in Stalingradskaya Oblast and Arkhangel'skaya Oblast.

Delays and shortcomings do exist, however. In 13 large ports and loading wharves of Glavtsentroflet, more than 17,000 tons of freight have accumulated and are awaiting shipment. Of this total, 1,500 tons are in Stalingrad and 2,500 tons are in Kazan'. In addition, there are large amounts of freight in Kostroma, Balakhna, Ul'yanovsk, Astrakhan', and other ports.

ADMINISTRATION HEADS -- Moscow, Vodnyy Transport, 24 Sep 53

Glavtsentroflet is now under the direction of Tchannikov, and Glavvostokflet is under Kharitonenov. The Administration of the Canal imeni Moscow is headed by Shershav.

BARGE PUSHING ON DNEPR, DANUBE RIVERS -- Kiev, Pravda Ukrainy, 21 Aug 53

During the current navigation season, the pushing method of barge propulsion is replacing conventional towing methods on the Danube River. The M/V (motor vessel) Irkutsk (Captain Koval'chuk) was the first to use the new method on the Danube River. The M/V Saratov (Captain Zhidkov) recently pushed a tow of 13 barges and delivered them 40 hours ahead of schedule. Tows of six, seven, and more barges have been pushed by the M/V Evina, M/V Krasnodar, and others.

Moscow, Vodnyy Transport, 18 Sep 53

During the 1953 navigation season, the Dnepr Steamship Line has assigned 13 tugs and 23 barges to cargo transfer by the pushing method. The plan for the pushing method has already been fulfilled by 77.4 percent in tons and by 192.2 percent in ton-kilometers. Using other progressive methods with 61 self-propelled ships and 103 powerless craft, the steamship line has already realized a saving of 1,800,000 rubles.

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NEW GRAIN UNLOADING INSTALLATION -- Kiev, Pravda Ukrainy, 12 Aug 53

A pneumatic installation for the unloading of grain barges is being built in Zaporozh'ye. The new equipment will unload a barge with a deadweight tonnage of 400 tons in 8 hours. The apparatus will also remove foreign materials and warehouse vermin from the grain while unloading it.

NEW VESSELS IN SOVTANKER -- Kiev, Pravda Ukrainy, 12 Aug 53

Sovtanker, the Black Sea petroleum company, is acquiring new vessels. Among them is the lighter Kinechma, which has a large deadweight tonnage and an unusually shallow draft. It recently made its first voyage in the Black Sea.

VESSEL LOCATIONS AND MOVEMENTS -- Moscow, Vodnyy Transport, 22 Sep 53

The following vessels have fulfilled the 1953 plan ahead of schedule:

Moscow-Volga Canal Steamship Line -- M/V Iosif Stalin (Captain Pyatlin), M/V Ilya Voroshilov (Captain Golubev), M/V Mikhail Kalinin (Captain Solov'yev), M/V Grahmat (Captain Fashin), M/V M-44 (Captain Britov), M/V Baydukov (Captain Ivanilev), M/V M-41 (Captain Ruchnov), and M/V M-22 (Captain Dvertsov); Volga Passenger Steamship Line -- S/S Volodarski'y (Captain Torsukov); Sheksna Steamship Line -- S/S Mayeksa (Captain Savin), S/S Furmanov (Captain Kitov), M/V No 274 (Captain F. Kazarinov); Dnepr Basin Route Administration -- Dredge Verkhne-Dneprovskiy-8 (Captain Sych), Dredge Verkhne-Dneprovskiy-9 (Captain Korniyenko), and Dredge Dneprovskiy-18 (Captain Purgin).

The following vessels are operating on the Lower Irtysh Steamship Line: ST-4, ST-127, ST-128, ST-125, and the cargo-passenger steamship Karl Libknekht.

Moscow, Vodnyy Transport, 22 Sep 53

Since the beginning of the navigation season the S/S Aleksandr Pokryshkin (West Siberian Steamship Line) has been delivering combines, winnowing machines, lubricating oil, timber grain, and other cargoes to MTS and kolkhozes in Novosibirskaya and Tomskaya oblasts.

Diverse freight is being brought into the port at Omsk (Director, Gashkov) by rail for water shipment northward.

The M/V ST-11 has arrived in Gorkiy from Leningrad. The M/V Shchurov has sailed from Gorkiy bound for Leningrad.

The M/V Sovetskaya Volga (Captain Yemel'yanov) is operating with the Volga Freight Steamship Line.

The following ships are operating with the Far East Steamship Company: Primor'ye, Arden, Arden, and Arden, and the turboelectric ship V. Molotov.

Moscow, Vodnyy Transport, 22 Sep 53

The M/V Gidromashin, from Magnitogorsk (engaged in raft towing), General Panfilov, Arden, and Primor'ye are operating with the Far East Steamship Company.

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The following ships of the Kamchatka-Chukotsk Steamship Company have completed plans: S/S Sheksna, M/V Korsakov, S/S Komsomolets, M/V Tura, and M/V Tagil.

The Novosibirsk Technical Section did not fulfill its June work plan. Of the three dredges in the area, only one -- Obskiy-10 -- completed its plan.

Moscow Vodnyy Transport, 19 Sep 53

The refrigerator ship Sovetskaya Sibir' is operating in the Yenisey Steamship Line.

Kiev, Pravda Ukrainy, 13 Aug 53

Many ships of the Danube Steamship Company have completed the 1953 plan and have begun working on their quotas for 1954. Included in this group are the M/V Izmail (Captain Gromov) and the M/V Khasan.

Petrozavodsk, Leninskoye Znanya, 13 Aug 53

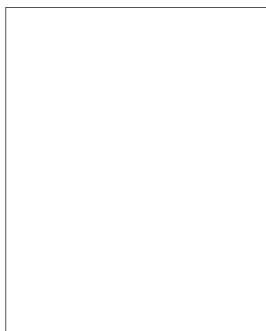
The new S/S Ivan Bering and the S/S Bakunin (Captain Larionov) are operating on Lake Onega.

FACILITIES IN PORT IMENI LENIN -- Moscow, Komsomol'skaya Pravda, 13 Aug 53

The river port named Lenin, one of the largest ports on the Dnepr River, is situated near the DneproGES between Dnepropetrovsk and Zaporozh'ye. The berthing line extends for about 3 kilometers, along which portal cranes unload cargoes of ore, coal, salt, and mineral fertilizers from barges and transfer them to railroad cars.

Two concrete buildings tower over the area. From the upper stories of these buildings portable grain unloaders drop down to the barges. Heavy-duty turbopumps draw the grain from the holds and deliver it to warehouses by conveyers and ducts.

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