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SOVIET WATER TRANSPORT EMPHASIZES SHIPMENT OF CONSUMERS' GOODS, AGRICULTURAL PRODUCTS

This report presents information on shipments of consumers' goods and agricultural products by Soviet water transport, as reported in Soviet newspapers between 9 September and 8 October 1953. Included is data on shipments along the Amur, Yenisey, Pechora, Volga, Kama, and Vyatka, and Dnepr rivers, on the Caspian Sea, and in the Arctic area.

Numbers in parentheses refer to appended sources.7

According to the Ministry of the Maritime and River Fleet, the actual weight of consumers' goods being carried by water transport in the USSR at present is less than that carried before the war in 1940.(1)

Amur River

Caravans of ships loaded with consumers' goods, agricultural machinery, and fishing equipment are sailing from the ports of Sretensk, Surazhevka, Blagoveshchensk, Komsomol'sk-na-Amure, and Khabarovsk. These cargoes are being shipped to kolkhozes in Amurskaya Oblast and Chitinskaya Oblast and to the fish and kolkhoz workers on Sakhalin and the Okhotsk seashore. Kerosene, lignoin, and lubricating oil are being shipped to kolkhozes, sovkhoses, and MTS by barge from Khabarovsk, Blagoveshchensk, and Komsomol'sk. Tractors are being shipped from Khabarovsk to Takhtinskiy, Ul'chskiy, and other rayons in Nizhne-Amurskaya Oblast. These tractors are produced by the Khabarovsk and Chelyabinsk tractor plants.

These freights are being carried by the S/S Kommunist, the S/S Suchan, the S/S Novorossisk, the S/S Batumi, the S/S Chicherin, and the S/S Andrey Zhdanov. The refrigerator ship M/V Dal'niy Vostok under the command of

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Captain Lobastov is delivering meat and sausage to points on the lower Amur River. On the return trip they are carrying fresh fish for the populations of Komsomol'sk, Khabarovsk, and Blagoveshchensk.(2)

Yenisey River

The navigation season is coming to an end on the Yenisey River, and the last efforts of the Yenisey Steamship Line are being devoted to the transport of consumers' goods.

The M/V Armeniya and M/V Kareliya have delivered hundreds of tons of vegetables and fresh meat to arctic areas. More than 4,000 tons of consumers' goods have been carried to the far north by the M/V Odessa (Captain Selivanov).

The refrigerator ship M/V Sovetskaya Sibir' is delivering fresh food products to the northern city of Dudinka. On the return trip the ship carries fresh fish from the north.

From Krasnoyarsk, combines, tractors, spare parts for agricultural machinery, tons of mash, and purebred horses are being shipped to Novoselovskiy, Krasnoturanskiy, Daurskiy, Minusinskiy, and other rayons of the kray.

The industrial enterprises of the area have given considerable aid to agriculture. The Krasnoyarsk Ship Repair Yard has produced large quantities of fuel injectors for tractor internal-combustion engines and tanks for fuel transport; this work was done for the Kolmakovskaya MTS.

Numerous orders from kolkhozes, sovkhoses, and MTS are filled by the Minusinsk Ship Repair Shops, the Predivinsk Shipyard, and the Podtesovsk Ship Repair Yard.(2)

Pechora River

The chief of the Pechora River ports, Yerebin, recently called a meeting of his clients. As a result of this meeting, orders were obtained for the transport of 6,000 tons of consumers' goods and various other products for arctic kolkhozes and industrial enterprises.

It was brought out at this meeting that the small steamer G. Ivanov, which was sailing on the Usa River (a tributary of the Pechora), was unable to cope with the increase in traffic there, and it was decided to send the large passenger ship Syktyvkar on a special voyage along the Usa River. On 23 September, the ship was dispatched with cargo for the kolkhozes and industries of the arctic area and for reindeer herders and fishermen of the Bol'shezemel'skaya Tundra, Nenets National Okrug. Included in the cargo were fish, construction materials for kolkhozes, potatoes, textiles, vegetables and packing materials for meat packing plants.

Fruit, vegetables, potatoes, meal, mash, mowing machines, winnowing machines, and plows are being transported to areas lying along the Pechora River.

The Shel'yayursk Ship Repair Shops are repairing and storing threshing machines and internal-combustion engines.(2)

Volga River

At present, the Volga Freight Steamship Line has 50 ships engaged in the transport of consumers' goods and agricultural products. The mass shipment of potatoes has begun from Gor'kovskaya Oblast, Tatarskaya ASSR, and Chuvashskaya ASSR. More than 100 tons of potatoes are shipped daily on cargo-passenger

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ships sailing from wharves and piers in the Gor'kiy area -- Barmino, Yurino, Koz'modem'yansk, and others. About 4,000 tons of potatoes have been accepted for shipment in Cheboksary, Kamskoye Ust'ye, Perevoloka, and Tetyushi. The M/V ST-225 has carried 212 tons of potatoes to Stalingrad.

There are, however, serious failings in the transport of consumers' goods. Fabrics are being removed behind schedule from piers in Tutayevo, Semigor'ye, and Kostroma.

Large quantities of agricultural machine components, produced by the Serg i Molot Plant in Saratov, are being shipped daily from Saratov to Stalingrad, Astrakhan', and the Kama River. Nine ships have been assigned to the transport of vegetables from piers of Saratovskaya Oblast. About 3,000 tons of watermelons, tomatoes, and cucumbers have been delivered to Saratov from Bala-kovo, Voskresensk, Rovnoye, and other places. The ship repair yard has completed the plan for production of transmission shafts for rural flour mills.

During the past few days, vessels of express and cargo-passenger lines have sailed from Astrakhan' with various freight for rural areas of the oblast. Confectionery products, macaroni, sugar, groats, canned goods, and fabrics were included in the freight. The S/S K. S. Stanislavskiy and the S/S Komsomolets have delivered spare parts for caterpillar tractors to Vladimirovka.

The administration of the steamship line Volga Freight and Passenger, or Volga Freight? has stepped up work in accordance with the directive of the Ministry of Maritime and River Fleet USSR. From 10 to 20 September, 17,200 tons of freight were shipped; and from 20 to 28 September, 28,700 tons of freight were shipped.

There are, however, basic shortcomings in the shipment of consumers' goods and agricultural products. Dispatchers have not been insisting on the fulfillment of daily quotas, and as a result sections of freight to be shipped one day are carried over for shipment on the following day, and large quantities of merchandise accumulate on the piers. In addition, there is not sufficient coordination of work between the Volga Freight, Kama, and Moscow-Oka steamship lines.

In the port of Kineshma 222 tons of express freight have piled up, including 105 tons of textiles accepted for shipment to wharves along the Kama River. Delivery of this freight must be made by cargo vessels of the Volga Freight Steamship Line, but until 29 August, when the M/V Sovetskaya Moldaviya arrived in port, not a single cargo ship was available for this work. In Kazan', there are 1,708 tons of freight awaiting shipment to Kama River ports, mainly Tikhiye Gory.

Three passenger steamers are sailing on the Kazan'-Tikhiye Gory run at present, including the S/S Mekhanik Pogodin, which was leased to the Volga Freight and Passenger Line by the Kama Steamship Line. This ship was recently returned to the Kama Steamship Line for unknown reasons, but another vessel was not provided in its stead.

The Moscow-Oka Steamship Line has allotted tonnage for consumers' goods shipment in irresponsible fashion also. For this reason, freight destined for the Oka River is piling up daily on passenger stations in the Gor'kiy area.(2)

Caspian Sea

The M/V Desna is carrying consumers' goods on the Baku-Krasnovodsk run.

The M/V Mikoyan recently delivered 230 tons of watermelons for the oil workers at Baku; this cargo was not handled last year by the Caspian fleet.(2)

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During August and September, considerable quantities of bread grain, vegetables, potatoes, hay, and mineral fertilizer were shipped along the Kama River. The Kama River Steamship Line is not, however, fulfilling the transport plan for consumers' goods and agricultural products as a whole. Hundreds of tons of produce and manufactured goods are lying on the piers. On 29 September, for example, there were 25 tons of vegetables awaiting shipment in Menzelinsk and Yelabuga; in the suburbs of Rybnoye, 10 tons of potatoes had accumulated which were to be shipped to workers in Astrakhan'; and 10 tons of pickled mushrooms were stored in Krasniy Bor awaiting shipment to Kazan'.

In the port at Molotov, large numbers of agricultural machines are waiting for transportation. From 1 to 15 September, seeders, winnowing machines, sorting machines, mowing machines, cultivators, and other machinery stood on the piers awaiting shipment to Okhanskiy, Yelovskiy, and Chastinskiy rayons. As of 17 September, there were 864 kilograms of electrical equipment for the Kolkhoz imeni Stalin (Yelovskiy Rayon) lying in the second section of the port. In this same section, 700 kilograms of wool are waiting for transport to boot manufacturers in Gor'kiy and Kazan'.

The work of the dispatchers is poor. The dispatchers are responsible for the fact that ships are standing idle and are underloaded, and these failings are taking on massive proportions.

In sections of the port at Molotov lie tons of freight destined for the arctic areas; this freight is waiting for transfer to the railroad which will carry it northward. The difficulty, however, is that the Sverdlovsk Railroad System will not accept the goods because they are not packed according to GOST (State All-Union Standard) standards. The commercial section of the port and the steamship line have written to their clients and to the railroad, but no results were obtained and the cargo is lying on the wharves as before.(2)

Vyatka River

The Vyatka Steamship Line is not making a sufficient effort to transport consumers' goods. They lie on the piers by the month and are in transit for long periods of time.

The port at Kirov was to ship more than 2,000 tons of meal during August and September; not more than one third of this amount has been shipped. In addition, 9 tons of textbooks had accumulated in the port as of 26 September. The shipment of consumers' goods from the piers at Kotel'nich is no better.

As of 26 September, the monthly plan for shipment of vegetables and potatoes had been fulfilled by only 17 percent. The monthly plan for shipment of mineral construction materials to Kirov was fulfilled by only 9.5 percent.(2)

Arctic Area

Large quantities of freight have been shipped by the northern steamship companies during 1953. Tens of thousands of tons of food, manufactured goods, and construction materials and equipment were shipped along the Kanino-Cheshka line to Mezen', Nar'yan-Mar, Onega, and Kardalaksha.

The S/S Vyatka recently sailed along the line with a cargo of meal, vegetables, household articles, and groats. Lighters are delivering fuel, construction materials, and agricultural machinery to Mezen'. The cargo-passenger steamer Yushar recently arrived in Nar'yan-Mar, completing its 15th trip of the navigation season. This ship has delivered 6,000 tons of freight to the arctic area.

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Large quantities of potatoes, vegetables, and fruit have accumulated on the piers at Arkhangel'sk. The lighter Shuya was recently loaded with 233 tons of vegetables and apples for shipment to Nar'yan-Mar.

The organization of transport for consumers' goods is still far from satisfactory, however. The port at Arkhangel'sk and the steamship company Northern Steamship Company have a tendency to emphasize the shipment of goods which can be moved in large batches, and not enough effort is made to move light articles and food products.

On 23 July, 5 tons of brick for repairs to a school building in Shoyna were lying on the pier at Arkhangel'sk. In September, the bricks were still there. Textbooks for the schools in Mezenskiy Rayon were to be delivered by mid-August, but were not shipped until 17 September. Toys destined for Koynda lay in warehouses for 18 days. Cargoes of milk pails, skis, tables, and plywood have been waiting for shipment to Ruch'i since August, and cargoes of sewing machines and beds have been waiting since 26 August for transport to Zimnyaya Zolotina. Furniture for commercial establishments in Nar'yan-Mar and Mezen' has lain in warehouses for 2 months.

The directors of the port and steamship company have not seen to the construction of suitable warehouses for grains and vegetables, and many cargoes such as furniture must sit on open piers.(2)

Vessels are sailing daily from Arkhangel'sk for the arctic areas. Large quantities of food, wool and silk fabrics, footwear, household articles, and cultural materials have been delivered to Nar'yan-Mar, Mezen', Pesha, Shoyna, Indiga, and arctic islands.

The Northern Steamship Company has put additional ships in service to speed delivery of consumers' goods. Among them is the S/S Yelets, which has delivered 100 tons of sugar, large quantities of confectionery products, footwear, fabrics, books, radios, and cameras to the villages along the shore of the White Sea. The M/V Akademik Komarov is ready to leave port on a similar voyage.(3)

Dnepr River

Large quantities of vegetables, fruit, and melons are being shipped along the Dnepr River from Kherson, Nikolayev, and Zaporozh'ye to Kiev and other cities.

The refrigerator ships M/V Gruziya and M/V Uzbekistan (built at the Kiev Ship Repair Yard imeni Stalin) are operating on the Kiev-Kherson line. These two ships are carrying fish, meat, and dairy products to the Ukrainian capital.

The S/S Tbilisi, S/S Nikolay Shchors, S/S Moris Torez, and S/S Matias Rakoshi are doing similar work on the Dnepr.(4)

Since the beginning of the new harvest, river workers of the Dnepr River have worked to deliver vegetables and fruit from Ukrainian kolkhozes and sovkhozes to manufacturing centers.

The plan for vegetable and fruit transport has been fulfilled 160 percent. During 1953, river workers of the Dnepr delivered 20,000 tons of watermelons to Kiev alone from the southern oblasts of the republic. Large quantities of vegetables and fruit have been delivered to such industrial centers as Dnepropetrovsk, Zaporozh'ye, Nikopol', and Dneprodzerzhinsk.

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In the mid-September, the transport of the new potato harvest was begun. The first 3,000 tons of potatoes have already been delivered from Chernigovskaya and Kiyevskaya oblasts to the metalworkers in Dnepropetrovsk, Dneprodzerzhinsk, and Zaporozh'ye. The kolkhozes have delivered 500 tons of potatoes to wharves on the Desna and upper Dnepr rivers.(5)

SOURCES

1. Moscow, Pravda, 10 Sep 53
2. Moscow, Vodny Transport, 8 Oct 53
3. Moscow, Trud, 9 Sep 53
4. Moscow, Komsomol'skaya Pravda, 12 Sep 53
5. Vodny Transport, 3 Oct 53

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