

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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Far Eastern State Steamship Company

1. The Far Eastern State Steamship Company (Dalnevostochnoye Gosudarstvennoye Morskoye Parokhodstvo - DGMP) was subordinate to the Ministry of the Merchant Fleet (MMF) through the Chief Directorate of the Far Eastern Fleet [redacted] This was 25X1 the largest steamship company of the Ministry of the Merchant Fleet. The company's administration was in Vladivostok. The director of the Far Eastern Steamship Company was General Director MF Third Class Syrykh (fnu) (formerly director of the UChP and Sovtanker).
2. The historical background of the Far Eastern Steamship Company is similar to that of the other MMF steamship companies which were nationalized in February of 1918 and went through several reorganizations before 1946.
3. The DGMP maintained freight and passenger transport lines among various ports of the Bering Sea, Sea of Okhotsk, and Sea of Japan. From time to time ships of this company made trips to foreign ports, mainly to San Francisco. However, since USSR trade relations with the Western Hemisphere have been severed, these transport lines have lost much of their importance.
4. The main cargoes transported by DGMP were as follows: coal from Suchan region (east of Vladivostok) and Uglegorsk region (on Sakhalin) mainly to Sovetskaya Gavan [N48-58, E140-18] and Nikolayevsk na Amure; POL products and crude oil from Sakhalin; timber, machinery, and equipment, mainly to Magadan [N59-34, E150-48]; processed metals mainly to Magadan; and grain, foodstuffs, fish, etc, from Vladivostok to all the other ports. In addition to freight, the DGMP was very active in passenger transport, carrying large contingents of slave labor from one Far Eastern port to another.

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25X1

-2-

5. The DGMP 1951 transport plan called for transport of 10 million tons of freight. [redacted] this plan was fulfilled. 25X1
6. Organization of the DGMP administration was very similar to that of the Baltic State Steamship Company [redacted] However, the T/O of the DGMP's administration was much larger and amounted to approximately 600-700 people. The DGMP's newspaper was called Tikhookeanskiy Moryak and the distribution was approximately four thousand copies. 25X1
7. The DGMP fleet was composed of approximately 250 vessels. [redacted] steamships constituted about 75 per cent of this fleet and diesel ships most of the remainder. [redacted] the following ships belonging to DGMP: 25X1
- (a) Steamships: ANDREI MARTI, RIGA, KRONSTADT, TASHKENT, STALINGRAD, KISHENEV, ODESSA, SOGOL, IVAN KULIBIN, POLINA OSIPENKO, KRASNOGVARDEYETS, DEKABRIST, SIBIR, KAVKAZ, LUNACHARSKIY, MIKHAIL KUTUZOV;
- (b) Diesel ships: ULICH, SMOLNYY (American Lend-Lease), VITIEBSK, STARYI BOLSEVIK (American Lend-Lease), ANIVA, ANNA;
- (c) Tankers: PAMIR, STALIN, BATUMI.
8. Maintenance and repair of DGMP vessels was done at Dalnevostochnyy Zavod in Vladivostok, a yard belonging to GlavMorProm; at Zavod #1 in Sovetskaya Gavan', a yard belonging to GlavMashProm; and at ship repair shops of the DGMP in Vladivostok.

Sakhalin State Steamship Company

9. In 1946 some ships were taken from the DGMP, and the Sakhalin State Steamship Company (Sakhalinskoye Gosudarstvennoye Parokhodstvo - here called SGP) was organized as an independent steamship company subordinate to the Ministry of the Merchant Fleet through the Chief Directorate of the Far Eastern Fleet [redacted] The company's administration was in Kholmsk on the Island of Sakhalin. From 1950 the director of the SGP was General Director NF third class (fnu) Korobtsov (formerly director of the Baltic Steamship Company, Northern Maritime Steamship Company, and Far Eastern State Steamship Company). 25X1
10. Main cargoes transported by SGP were as follows: timber, coal, PGL products, crude oil, machinery, and equipment, construction materials, processed metals, and feedstuffs. The 1951 SGP transport plan called for transport of two million tons of cargo.
11. Organization of the SGP administration was similar to that of Kaspflot [redacted] but on a smaller scale. The company's newspaper was called Sakhalinskiy Moryak. 25X1
12. The SGP maintained freight and passenger lines between various ports on Sakhalin, Sea of Okhotsk, and Vladivostok. The SGP fleet was composed of approximately 30 vessels. [redacted] Maintenance and repair of SGP vessels was done at Dalnevostochnyy Zavod in Vladivostok and the company's ship repair shops in Kholmsk. 25X1

SECRET

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25X1

-3-

Kamchatka-Chukchi State Steamship Company

13. The Kamchatka-Chukchi State Steamship Company (Kamchatsko-Chuuskoye Gosudarstvennoye Parokhodstvo - KChGP) was organized probably in 1951. The company's administration was in Petropavlovsk na Kamchatke. Director of KChGP was General Director MF Third Class Matyushev (formerly director of Kaspflot, Soviet Danubian State Steamship Company, and Sakhalin State Steamship Company).
14. Creation of KChGP came about because of postwar developments, namely the incorporation of Kuril'skiye Ostrova and Southern Sakhalin into the USSR, and the wish of the Soviet Government to give these areas, for propaganda reasons, their own regional organizations.
15. The KChGP maintained freight and passenger lines between Sakhalin, Kuril'skiye Ostrova, Chukotskiy Peninsula ^W of Alaska, and Vladivostok. The annual freight transport of this company may amount to approximately 1.5 million tons.
16. I know nothing further about these subjects.

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