

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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[Redacted]

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COUNTRY	USSR (Arctic)	REPORT	[Redacted]	25X1
SUBJECT	1. Port of Kem 2. Sighting of Delta-shaped Aircraft	DATE DISTR.	1 April 1955	25X1
DATE OF INFO.	[Redacted]	NO. OF PAGES	7	
PLACE ACQUIRED	[Redacted]	REQUIREMENT	[Redacted]	25X1
		REFERENCES		

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1.

[Redacted]

2. All the piers in Kem were made of wood. Along the edges there were pilings beneath the timbers. Inside of this there was filling which consisted of chips and refuse from the sawmill. On top of this there was a flooring of heavy planks. The harbor installations were in very poor condition. The pier in the extreme north section of the harbor looked relatively solid, and the planking looked new. The remains of an old pier ran parallel to the new one. No railroad tracks led out onto the pier. 25X1

3. The pier marked No. 8 on sketch No. 1 was used by Soviet steel lighters of 2,000 to 3,000 tons each. Two lighters could load at the same time. They took on boards and/or round timber. The planks were loaded aboard the lighters with their own winches; the timber was loaded by booms which were moored beside the lighters. The timber booms were towed to the quay by tugboats which came from the mouth of the Kem River. On the pier there was a crane mounted on caterpillar treads which was not used. A railroad spur came down to the pier. The outermost part of the spur lay under the planking and could not be used.

4. [Redacted] ship lay at No. 10 on sketch No. 1. This pier was about three feet lower than the pier used by the Soviet lighters. At high tide the water was several feet from the edge of the pier. Approximately half of the pier was only 25X1

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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three feet wide. The ship moored on the outer side of two timber rafts so that it was lying five to eight feet from the pier. A sounding was made on the inboard side of the ship at mid-tide; the water depth was fifteen to twenty feet. The pier was located within the sawmill area. Sawn lumber was transported by lumber trucks. There was electric light on the pier but no other equipment.

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5. The pier between Nos. 10 and 11 on sketch No. 1 was completely decayed. The rows of poles were broken and askew and the filler material had fallen away. The basin at No. 11 on sketch No. 1 was half full of chips and debris. There were no piers there and no boats were seen in the basin. On one occasion [redacted] the control commission's motor launch moored at a decayed pier in the basin at No. 21 on sketch No. 1. Several times [redacted] a tugboat about fifty feet in length tied up at the same pier. The large basin at No. 22 on sketch No. 1 was protected on the west by a badly decayed timber pier. The outer part of the basin was loaded with round timber which was piled up on shore by two paternoster hoists. [redacted] no vessels in this basin.

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6. Along the pier at No. 6 on sketch No. 1 there was usually a cutter about fifty feet long which was manned by sailors. [redacted] wooden crates were being loaded aboard the cutter. On one crate were the words "Corn Beef" and on another "Armour". At 1525 hours on 3 August, an MTB came from the north and hove to at this pier (see sketch No. 2). No other naval vessels were seen in the harbor. [redacted] many sailors and a few naval officers in the harbor area.

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7. The sawmill buildings (No. 14 on sketch No. 1) were located closer to the water's edge than shown on Admiralty Chart 2061. The sawmill consisted of a large stone building with several wooden additions. On the side closest to the water there was a tall chimney braced by stays. There were a number of wooden houses in the area around the sawmill. Some of them had towers on the roofs. The broken line on sketch No. 1 shows the fenced-in area of the sawmill. [redacted] the fence may have extended farther to the south than shown on the sketch but in any case the sawmill area was not as large as indicated on Admiralty Chart 2061. [redacted] there were 300 people working at the sawmill, most of whom were women. The sawmill operated on a 24-hour basis. It was forbidden to smoke in the sawmill area except in one of the sheds.

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8. The railroad line from Kem was a single track line that passed over the northernmost of the two bridges between the mainland and Rabocheostrovsk (N 65-00, E 34-48). The bridge consisted of compact filler except for a short straight span nearest the mainland side (see sketch No. 3). The railroad line and a telephone line with two wires on a row of poles crossed the bridge. There was a mud bottom in the sound between the bridge linking Rabocheostrovsk and the mainland; the sound was practically dry at low tide. The telephone line originated from the railroad station. The railroad line divided into four tracks. One track curved toward the new pier area but it did not go all the way out to it. This track was used to shift the railroad cars. A second track continued in a straight line and then curved to the right near the quay used by the Soviet lighters. The third and fourth tracks were parallel, first in a southeasterly direction along the station platform and then in toward the sawmill area. It was possible that the double tracks ran together again in the sawmill area. [redacted] These tracks were in use constantly. Within the sawmill area a number of small green closed trucks were observed. [redacted] Along the platform at the railroad station [redacted] some trucks and a few small green passenger cars. There were no tank trucks or other special cars at the station [redacted]

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9. There were five or six trains daily in both directions on the stretch between Kem and the Kem docking area. The trains were composed of eight to ten boxcars and three or four passenger cars. The railroad station itself was a two-story wooden building. One half of it was taken up by the waiting room, in which there was a window to the ticket counter. There was a door on which a sign indicated it was a cashier's office, and a door to the control room where there was a telephone. In the other half of the building there was a restaurant where one could buy vodka, sandwiches, candy, or cigarettes.
10. There were several wooden houses in the station area which [redacted] were living quarters for the railroad employees. In addition, there was an ancient storehouse with a loading ramp which extended toward the track that led down to the quay area. The storehouse was always empty except [redacted] on the afternoon of 28 July [redacted] four or five soldiers in olive-drab uniforms without insignia standing around the warehouse. On the loading platform in front of the warehouse there were some field-green rectangular objects about one meter long, fifty centimeters wide, and eighty centimeters high. They resembled units or stationary motors (sic). 25X1
11. The roads around the railroad station and the streets in the harbor settlement on the southern part of the island had plank surfaces which were in some places quite solid. The road from the railroad station toward the south on the west side of the sawmill area was laid out on hard and compact chip fillings. The road continued over to the mainland, where there were large holes in some places; the holes were crossed by wooden bridges (sic) which were in poor condition. A theatrical group from Leningrad which came to present a play at the Seamen's Club had to park their large busses on the mainland. The players' equipment was brought to the club in trucks. 25X1
12. [redacted] six or eight trucks, each with a capacity of three to three and a half tons. There was also a truck with a crane mounted on the rear platform, and a type of bulldozer which was either a rectangular tractor with a caterpillar tread or a rebuilt military vehicle with a scoop in front. 25X1
13. The telegraph and telephone station was located in an old wooden building (No. 20 on sketch No. 1) in the settlement on the southern part of the island. From this building the telephone lines ran on poles to a number of the local buildings. A row of telephone lines extended in a northerly direction between the road and the fence to the settlement around the railroad station; another row of poles carrying many lines extended via the roadbed to the mainland. There were red fire extinguishers hanging on most of the telephone poles.
14. A large and fairly dilapidated wooden building (No. 13 on sketch No. 1) was located on the sound not far from the roadbed; it housed garages and possibly a small repair shop. There were always several trucks parked outside, among them the tow truck and the bulldozer mentioned in paragraph 12. In the southern settlement on the island a large wooden building was under construction (No. 17 on sketch No. 1). It was almost completed and had a tower on the roof. Three large gates faced the street. Inside there was a one-piece floor and garage space for four or five trucks. There was a repair trench in the floor. The building resembled a firehouse. There was an old wooden building (No. 18 on sketch No. 1) where persons came with buckets and purchased water. They paid at a window before they drew water from a pump near the wall of the building.
15. In addition to the telephone line above the roadbed, there was also a row of poles carrying electric wires. The insulators were not large and the entire arrangement gave no indication of being high tension equipment. Most of the houses in the Kem harbor area were made of wood. Many of them were log cabins without cellars or foundations. The older buildings were often leaning over as a result of the movements caused by the frost in the ground. There were "no smoking" signs posted in several places in the settlements, but little attention was paid to this regulation.

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16. At 1415 hours on 4 August, four jet fighters were seen flying in a V-formation, and a moment later three more were seen. All were flying on a course of about 280 degrees and at an altitude of 1,000 to 1,500 meters. Each aircraft had one jet engine with an intake in the nose and exhaust at the end of the fuselage. The body and wings of the aircraft were definitely delta-shaped.

Legend to the Sketch of Kem Harbor Area:

1. Relatively solid projection with new planked surface. Along the length of this pier and beside it there were the remains of an old pier. No railroad tracks led out onto the pier.
2. A large wooden building with a half-round roof. On the roof there was a platform and a mast; on several occasions, guards were observed on the platform.
3. A canteen.
4. Bridge, which consisted of compact filler except for a short straight span near the mainland side.
5. Storehouse, where everyday necessities were stored.
6. Pier. There was usually a cutter about fifty feet long at the pier. The cutter was manned by sailors. On one occasion, wooden crates were loaded aboard the cutter; on one crate [redacted] the words "Corn Beef", and on another "Armour".
7. Railroad station; a two-story building.
8. Pier, used by Soviet lighters.
9. Gate to the sawmill area.
10. Pier, at which [redacted] ship was berthed.
11. Basin, which was full of chips and debris. There were no boats or piers in the basin.
12. Gate to the sawmill area; between the gate and No. 18 there was a handball court. On the other side of the street there was a kindergarten with a playground.
13. Large and fairly dilapidated building housing garages and possibly a repair shop.
14. Sawmill buildings.
15. Not indicated.
16. A canteen
17. Large wooden building under construction.
18. Old wooden building, where persons purchased water.
19. Two paternoster hoists.
20. Telegraph and telephone station.
21. Pier in the basin, where the control commission's motor launch was moored.
22. Large basin protected by a timber pier.
23. Seamen's Club; a white stone building with wooden additions.

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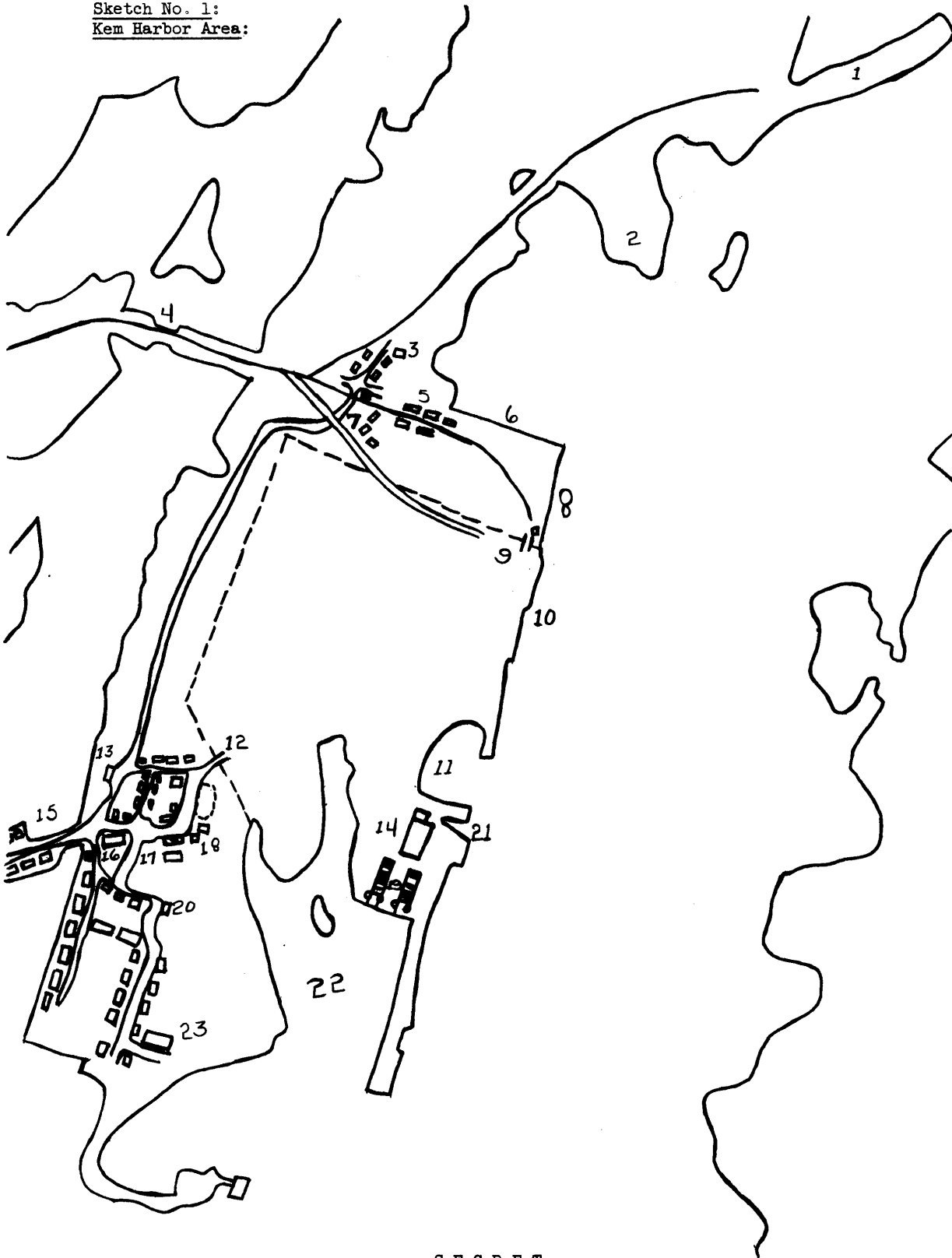
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Sketch No. 1:
Kem Harbor Area:



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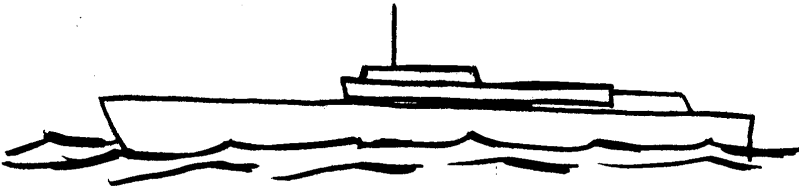
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Sketch No. 2:
Soviet MTB:



Sketch No. 3:
Bridge between Mainland and Rabocheostrosk:



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