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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

- On 4 October 1953, at 2100 hours, a 500-ton patrol vessel was near Kaiba-To (N 46-15, E 141-14).
- On 11 October 1953, at 1200 hours, two 30-ton launches, were underway on a southerly course at Telnovskiy, Sakhalin (N 49-24, E 142-06). Each had what was possibly a 37 millimeter gun mounted in the bow. 25X1
- On 11 October, at 1630 hours, a twin-engine bomber was flying south over Oktyabrsk, Sakhalin (N 50-44, E 142-05). 25X1
- The officer in charge of the authorities who took charge of affairs aboard vessel in Telnovskiy was a captain of about 30 years of age. His assistant, a senior lieutenant, was a very friendly person of Tatar nationality. The latter once remarked that it would be better for Japan to trade with the USSR and Red China than with the U.S.A. The customs officer appeared to be an intelligent and agreeable person of some 35 years of age. He dressed neatly and spoke some English. The harbor master, who was called Duzenko (phonetic) was a dignified and friendly man about 45 years old. He oversaw all matters pertaining to the loading operations. The Inflat representative, Kochetkov (phonetic), was 24 years old, handsome, and single. He spoke good English and was friendly to the Japanese. He and the harbor master were aboard ship more than anyone else. 25X1
- The loading facilities in Telnovskiy were good. There was a long concrete pier built out from the harbor. It had been built by the Japanese. Trains transported the coal from the mines to the harbor. From the end of the tracks conveyors carried the coal down to the pier where it was loaded on barges. There were more barges used and more work accomplished faster here than at Oktyabrsk, Boshnyakovo (N 49-39, E 142-10), and Shakhtersk (N 49-10, E 142-08).
- The Soviet laborers, deckhands, and the dispatcher came on board the ship at Telnovskiy, a procedure which was not permitted in other Soviet ports visited. The laborers worked eight-hour shifts. There were three shifts a day. They had daily work norms and were apprehensive about fulfilling them. The deckhands and dispatcher complained about the inefficiency of the Japanese winch-

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men and insisted on ceasing operations. It was necessary to bribe them with cigarettes and cigarette cases to keep them on the job. The Soviet workers were very efficient and worked so swiftly

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The workers on one of the Soviet barges requested a signed statement to certify to the Harbor Affairs Department (sic) that the work was delayed. The Soviets amiably cut 80 tons of coal from their calculations to eliminate a discrepancy between the amount they figured they had delivered and the amount that the Japanese captain calculated that he had received.

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7. The dock workers in Telnovskiy had bread, butter, and milk for the meals they ate during working hours. The butter looked homemade and not very good. It looked something like bean curds.

8. The inhabitants of Sakhalin had cows and chickens of their own and seemed to have plenty of milk and eggs. They did not, however, seem to have enough of other foodstuffs which were imported from the mainland. The Soviets sometimes asked for vinegar and onions from crews of foreign vessels. One Soviet asked for a cuttle fishing rod. He said that the Soviets did not eat cuttle fish but he wished to trade the cuttle fish for potatoes grown by the Koreans on Sakhalin. A 100-gram box of the best quality pipe tobacco, Zolotoye Runo, cost 18.70 rubles.

9. ship entered the port of Oktyabrsk (N 50-44, E 142-05) during September 1953 to load coal for shipment. Border guards came aboard and made a thorough search of the vessel, including under couches and in the chain locker.

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10. The following Soviets were among those who boarded the ship during the stay in Oktyabrsk: Belkovich, the Soyuz Promeksport representative, an educated man about 40 years old, who handled the liaison for loading the coal; a woman doctor, Yelena, one of the sanitary inspectors, who had married during the past year and had a baby; a representative of the Harbor Affairs Department; and an Inflat representative, Valtovich (phonetic), who took care of loading the ship as well as the paper work involved. It seemed that most of these people came from Aleksandrovsk.

11. When the Soviets first came aboard their launch damaged some traps¹ (sic), because of a high wind while coming alongside. They later offered to repair the damage. They did so in the course of a day. The traps were in better condition than before: they were strongly mended and fastened with a bolt, the Soviets had a good blacksmith in town.

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12. ship received 60 tons of bunker coal by written request. When the coal arrived some Japanese were assigned to assist the two Soviets working on the coal barge. This was to expedite the loading since the barge had only rope slings instead of grab buckets. When the Inflat and Harbor Affairs representatives arrived they ordered the Japanese back to the ship. The two Soviets on the barge had not been seen before and it appeared that they were convicts.

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13. During the stay in Oktyabrsk, Soviet workers were not allowed on the ship.

Comment: "Traps" may refer to a covering over the scuppers.

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