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C-O-N-F-I-D-E-N-T-I-A-L
INFORMATION REPORT

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COUNTRY

SUBJECT

Port Information on Odessa Bay, Black Sea

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The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3c of NSCID #7.

APPROACH

1. [redacted] a merchant vessel [redacted] arrived at the entrance to the harbor [Odessa Bay] at 2200, 18 Dec 55, and called for a pilot. The ship was requested, by signal light, to anchor until the pilot arrived in the area marked Point 1 [redacted]

The pilot, accompanied by a male doctor, finally arrived at 2000, 19 Dec 55. From area 1 to the berth, the pilot used the course indicated on the overlay by the dotted line marked 2. While the ship was en route, the doctor cleared it through quarantine by asking several questions on the health of the crew and filling out some forms.

2. The ground at the anchorage consisted of mud and sand, and its holding qualities were very good. [redacted] while proceeding to the berth [redacted] a small military patrol vessel anchored at the point marked 3. This vessel was approximately 90 feet in length, painted a dark gray, and it carried a two-and-a-half inch gun forward. It appeared to be stationed there as a security vessel. Another patrol vessel a little larger and a little older was seen in the area marked 4. This craft was about 150-160 feet long, was also painted a dark gray, and carried a four-inch gun forward and numerous 20 caliber guns in other parts of the ship. It was cruising in the waters off Cape Fontan and flying two pennants which were checked in the international code book and found to mean "adjusting composite."

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NAVY review

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HARBOR

3. The ship was moored, without use of a tug, directly in front of a barge at point marked No 5. The ship did not require a tug the entire time it was in Odessa. The dock to which the ship was tied could handle two medium-sized ships. Quays marked on the overlay as Nos 6, 7, and 8, are capable of handling ships on both sides. The number of ships each of these quays could handle at one time was not determined. At the end of quay 8 was a new passenger dock, marked No 9 on the overlay. There were no ships tied up here at the time.
4. Farther up the harbor at a point marked 10 is an oil dock capable of handling fairly large-sized ships. Quay marked 11 is also an oil dock capable of loading ships up to 18 thousand tons. [redacted]
[redacted] there were no ships loading at these docks while they were in port. The only ships seen were two or three ships tied up at points Nos 12, 13 and 14. No identifying data on these ships was noticed.
5. The breakwater marked No 15 on the overlay has been extended as indicated. There was no work being done on it at the time, and it was believed [redacted] to be completed. The other breakwater, No 16 on the overlay, had been repaired, although not completely finished -- that is, the rocks had just been stacked and the top not leveled off. Inasmuch as there was no evidence of work being done, source believed it would be left as it was.
6. No harbor craft other than tugs were seen. Two of the harbor tugs were new, in good condition, and capable of turning about 600 to 700 horsepower. They carried the usual hammer and sickle emblem on their stacks. They were without tows. Numerous small tugs were seen moving about the harbor. There were no naval craft except for the two patrol vessels mentioned previously in this report.

7.

[redacted]

SECURITY

8. The security guards who boarded the ship when it docked secured only the ship's radio transmitter. They informed the crew that they could retain their cameras and film and take any pictures they wished to. Several people had cameras [redacted] no pictures had been taken. [redacted] security regulations had certainly been relaxed since his last voyage.
9. Upon arrival the guards collected passports from the crew, and from the captain a list of all foreign monies in possession of the crew. This was followed by a request that all the money be counted in their presence. This was as far as they went, for there was no restriction on the amount of money a man could take ashore and spend. However, they stipulated that any unused Soviet money be exchanged prior to the ship's departure.
10. The passports were returned to the ship two hours later, with a pass for each man to use to go ashore. They were on white paper and contained the man's name and position and the signature and stamp of the security officer. When a man left the ship, a guard stationed at the bottom of the gangway tore the pass in half and retained one portion, which was given back to the man when he returned to the ship. These passes were collected before the ship left the harbor.

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11. Guards in dark green uniforms and equipped with rifles and fixed bayonets were stationed all around the dock.

DOCK

12. The dock, held up by pilings in very poor condition, was surfaced with asphalt. The sheds, located as shown on the chart, were small, two-story buildings. Where the third shed is shown on the chart and marked No 17 on the overlay, coal is piled. An electric crane with a capacity of 10 to 15 tons, which assisted the offloading of the cargo from the ship, is used primarily to handle the coal. Four or five other cranes of the same capacity were seen on quay marked No 6. This "coal dock" was very dirty, with mud several inches deep in places.
13. The ship's 18 hundred tons of Moroccan oranges were off-loaded in four days by gangs working 24 hours a day using the ship's gear and the crane described above. The orange crates were placed on pallets in the ship's hold and moved to very new and modern aluminum refrigerated railway cars by what appeared to be World War II US-built fork lifts. The railway cars used standard-gauge tracks and were moved by the electric cranes and fork lifts.

STEVEDORING

14. To unload the cargo the Soviets used two gangs made up of four men each: one man in the hold, one on the dock and two working the winches. The men working the winches would alternately race down into the hold to help the men there load the pallets and run back up to operate the winches. [redacted] these men worked as persons possessed. While the unloading process was slow (500 tons per 24-hour day), these men did the work of twice their number. When they began unloading the lower holds, two more men per gang were added and the men on the winches no longer assisted the loading of the pallets. Once the pallets were placed in the railway cars, deck workers took over the unloading of the pallets. The supervisors and many of the dock workers were women.

GENERAL

15. Liberty was unrestricted, and most of the crew took advantage of it. [redacted] the Chief Officer and Chief Engineer, went ashore one night to see an opera, at the insistence of the Soviet shipping agents. An omnibus, in very poor condition, took them to the opera house in town. The seats consisted of benches running around the inside of the bus.
16. The opera house was very old and run-down, but in spite of this it showed indications of having been a beautiful edifice some 30 or 40 years ago. The interior was in the same run-down condition. The benches were old and hard, and the boards in the floor (there were no carpets) were beveled out from wear. [redacted] equivalent to US\$7 for a seat in the front row. There were four balconies which ran from one side of the theater to the other and included some box seats.
17. In one of the box seats along the side of the second balcony there was a well-decorated Soviet military man with enough gold to indicate he was of high rank. He was white-haired and in his 50's and he carried a pair of binoculars or opera glasses with which he spent more time watching the audience than the actors on the stage. [redacted] The theater was a little over half full, with an estimated 15 hundred people in attendance.
18. The opera was pure propaganda. It began by depicting a scene before the Revolution, when the land was owned by a few "capitalists" for whom the

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rest of the people worked and to whom they were required to pay more in rent and taxes than they could produce. The scene opened with women on their knees praying to their master to forgive their husbands, who were being taken away and killed because they were unable to pay their rent and taxes. The opera then showed the great improvement in conditions in the USSR after the Revolution.

19. During the intermission soft drinks of bottled fruit juices and bread were available in the foyer. The opera began at 2000 and had not ended at 0030 [redacted] 25X1
 the singing and that the actors were good. There were no taxicabs or busses available after the show. [redacted] 25X1
 [redacted] using the stairway marked No 18 on the overlay, to get down to the water level. 25X1

20. Living conditions were still very poor and prices very high in relation to what an individual had in take-home pay. The buildings still looked as they did many years ago, except where the effects of wear and tear were in evidence.

21.

[redacted] 25X1

22. The receiver of the cargo was INFLOT, which was represented by a male and a female agent who spoke very good English.
23. Every night women representatives from the International Seaman's Club came aboard the ship to invite crew members to the Club. These hostesses were very good looking, spoke good English, and were loaded with propaganda. No advances were permitted. On Christmas Eve they came aboard, accepted a few drinks, and stayed longer than they should have, which again reflects the lessening of the restrictions. 25X1

[redacted]

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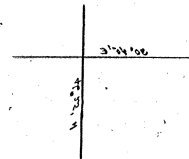
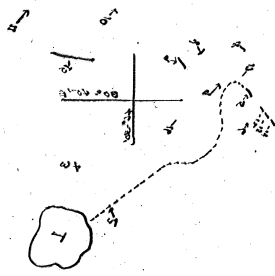
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