

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR (Black Sea)	REPORT	
SUBJECT	Port of Novorossiysk	DATE DISTR.	21 May 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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1. The beginning of the entrance route to Novorossiysk was marked by three beacons on Mys Doob and a fourth one on Mys Penay. A towing service consisting of two large and four small, powerful tugs was also available here.
2. The small island off Sudzhukskaya Kosa to the right of the bay was fortified and on the coast behind the island there were two or three new buildings which may have been barracks. On the opposite side, at Mys Doob and towards the inner part of the bay there was a radio, and possibly a radar station, as well as an anchorage for fast patrol boats and assault craft.

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4. The city itself was filthy and war rubble was still in evidence. There seemed to be more soldiers than civilians on the streets. In port there were three eight-hour shifts per day and the port workers were under constant surveillance. Often they had to form ranks and undergo searches by superior officers.

5. Along the hills which rose westnorthwest of the city, a large conveyor-like structure was discernible, while to the northeast of the city, the airfield could be seen. The latter must have been quite important, judging from the traffic of aircraft.

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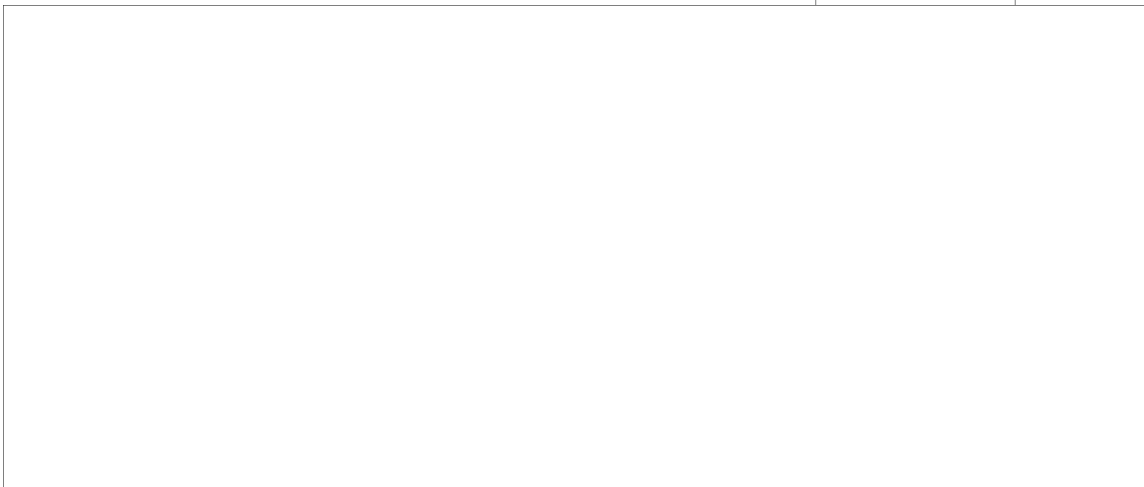
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8. [redacted] the sketch shown on page 3 [redacted]

- A. Two breakwaters at the harbor entrance. Although in good working order, they needed some repairs.
- B. Piles of bricks and construction materials. [redacted]
- C. Quay used to accomodate the postal ships.
- D. Anchorage of 15 or 20 MAS-type assault craft of varied tonnage.
- E. Oil refueling pier where naval craft or vessels used by the army could refuel. The pipes were old and worn-out, of a flexible type, and about 15 to 20 cm in diameter.
- F. Pier stump. More than half the original pier had been destroyed and the foundation blocks that remained were properly marked.
- G. Another pier stump, not in service.
- H. Three piers that had been totally destroyed.
- I. Eight wrecks aground.
- J. A quay on which there was an electric crane that moved on the tracks which connected the Import Mole with the principal part of the port.
- K. Depots, warehouses, freight car shunts, and the like. All appeared to be in rather good condition.
- L. Area that has been completely rebuilt.
- M. Import Mole. Recently reconstructed, it had twelve electric cranes which unloaded minerals.
- N. Pier that was an auxiliary to the Import Mole. It was equipped with four cranes.
- O. Cement works. At least six buildings were noted.
- P. Another cement works.

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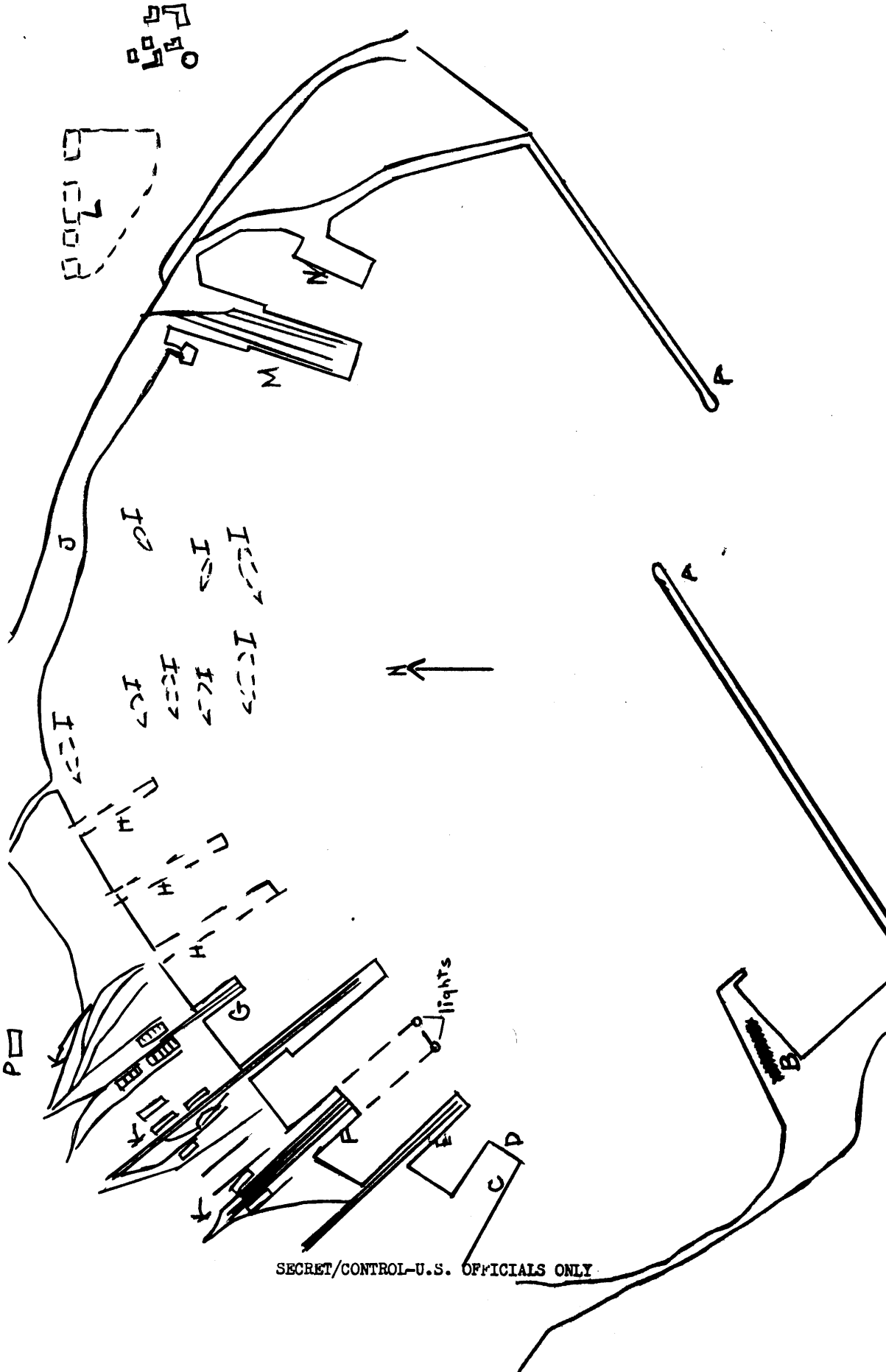
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