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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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THE APPRAISAL OF CONTENT IS TENTATIVE.

Soviet Black Sea ports
office in the belief that they may be of interest. Please return



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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#.") Form # 51-61 January 1953

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D. U.S.S.R. - General Information.

1. Foreign ships arriving at Soviet ports, are boarded either within the port area (at dockside) or while anchored just off-shore, depending on the type and size of the port-of-call.
2. A crew list (duplicate) and a list showing official number of passports (if passengers are carried) is required. The passports for all on board must be collected and produced along with seamen's identity cards.
3. The control and thorough search of ship is performed by a "Control Commission", composed of several port officials i.e. one doctor, 4-5 customs officials, shipping agents (INFLOT and the appropriate export office) and 7-10, both officer and enlisted personnel, of the border militia.
4. A Bureau of Health clearance issued by port of departure or last port-of-call is needed by all foreign ships.
5. The "Control Commission" collects all cameras and binoculars, which are either returned to ship before departure or sealed in Captain's quarters while ship is in port.
6. The "Control Commission" also seals the ships radio, arms and surplus stores (food supply not needed while ship is in port). All except minimum operational crew members are assembled on deck, while control procedures are taking place.
7. After completion of the inspection, the ship is given clearance and a ship registry (LUKOVA ZAPISTRA) is filled out in duplicate. One copy is held by the customs officials and the other copy is given to the ship. This document also lists the port of origin, cargo carried and cargo taken on while the ship is in port. The ships copy is then turned over to the customs officials at departure time.
8. Although 2 guards (changed every 4 hours) remain to guard the ship, "most" of the crew is given shore permits, based on crew member lists, and allowed to disembark.
9. The shore permits are printed, cheque type, perforated to form 2 sections and are various colors, depending on what color is used at each particular port-of-call. The crew members, usually allowed to remain ashore until 2400 hours, leave one section of the landing permit with the ship's guard and pick it up again on return to the ship.
10. The "Control Commission" boards ship again and same procedure is followed as on arrival, with exception of breaking seals, before ship is given clearance for departure.
11. Foreign ships are not allowed to recruit crew members while in Soviet ports.

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12. The ports of ODESSA, KHERSON, NIKOLAYEV and TUAPSE, damaged during World War II, have been partially repaired and are still in process of re-construction. Shipwrecks of various sizes and types, are still to be found within the harbors of most of these ports.

13. The pilot, usually escorted by 2 or 3 members of the border militia when boarding ships, occasionally boards ships alone at ODESSA.

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ANAKRIA (N42:23-E41:33) - U.S.S.R.

1. Harbor Description:

- a. The roadstead is open to all winds from N around westerly to S.
- b. Ships anchor on a bank, approximately $1\frac{1}{2}$ miles off shore.
- c. The depth of the bank is from 7 to 10 fathoms.

2. Regulations:

- a. Ships must obtain clearance at POTI.

3. Shipping:

- a. Exports: Indian corn.

4. Miscellaneous:

- a. Beef provisions can be had.
- b. Fresh water is obtainable from river.

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ANAPA (N44:52-E37:20) - U.S.S.R.

1. Harbor Description:

- a. There is a roadstead $\frac{1}{2}$ mile from town, exposed to S.W. winds.
(Considered safe in spring, summer and autumn.)
- b. Small breakwater and pier.
- c. Only ships of light tonnage can dock at pier.
- d. Two recently built lighthouses at entrance to the bay.

2. Shipping:

- a. Exports: grain, tallow, butter, poultry products and wax.

3. See attached map.

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SECRETBATUM (N41:39-E41:39) - U.S.S.R.

SECURITY INFORMATION

1. Location:

On S.E. shore of the Black Sea. Distance from sea, 1-3 miles from anchorage.

2. Harbor Description:

- a. The depth in the harbor varies from 24 to 32 feet.
- b. The "Petroleum Harbor" is 22 to 26 feet deep and accommodates 20 steamers.
- c. Accommodation for 5 tankers at depths of 22 to 28 feet.
- d. Depth of quay for case oil is 26 feet.
- e. There are 5 oil-loading berths alongside breakwater and wharf at depths of 27 to 31 feet.
- f. Steam cranes, (one 50 ton crane) owned Soviet Authority.
- g. There is a "40 ton" floating steam crane, for small repairs.
- h. Small pier on western side of bay.

3. Regulations:

- a. All ships must have anchors buoyed.
- b. Compulsory pilotage in and out of harbor (3 pilots on duty). Pilots board at anchorage when ship is wanted at berth, night or day, sometimes without notice.

4. Shipping:

- a. Imports: tin plates, iron pipes, fire brick and machinery.
- b. Exports: petroleum products, oil, cotton, manganese, walnut wood and liquorice root.

5. Miscellaneous:

- a. BATUM, has railway and telegraphic communications with TIFLIS and POTI.
- b. On arrival at roads, come to anchor north of "flight buoy" in 8 to 16 fathoms and await visit of controlling officers.
- c. Provisions available but expensive. Fresh water of good quality 3.50 rubles per ton.
- d. Port charges for ship of 3,670 TNR approximately 165 £ sterling, for second call during calendar year 10% reduction in port dues. For third or more calls during calendar year 25% reduction in harbor dues.

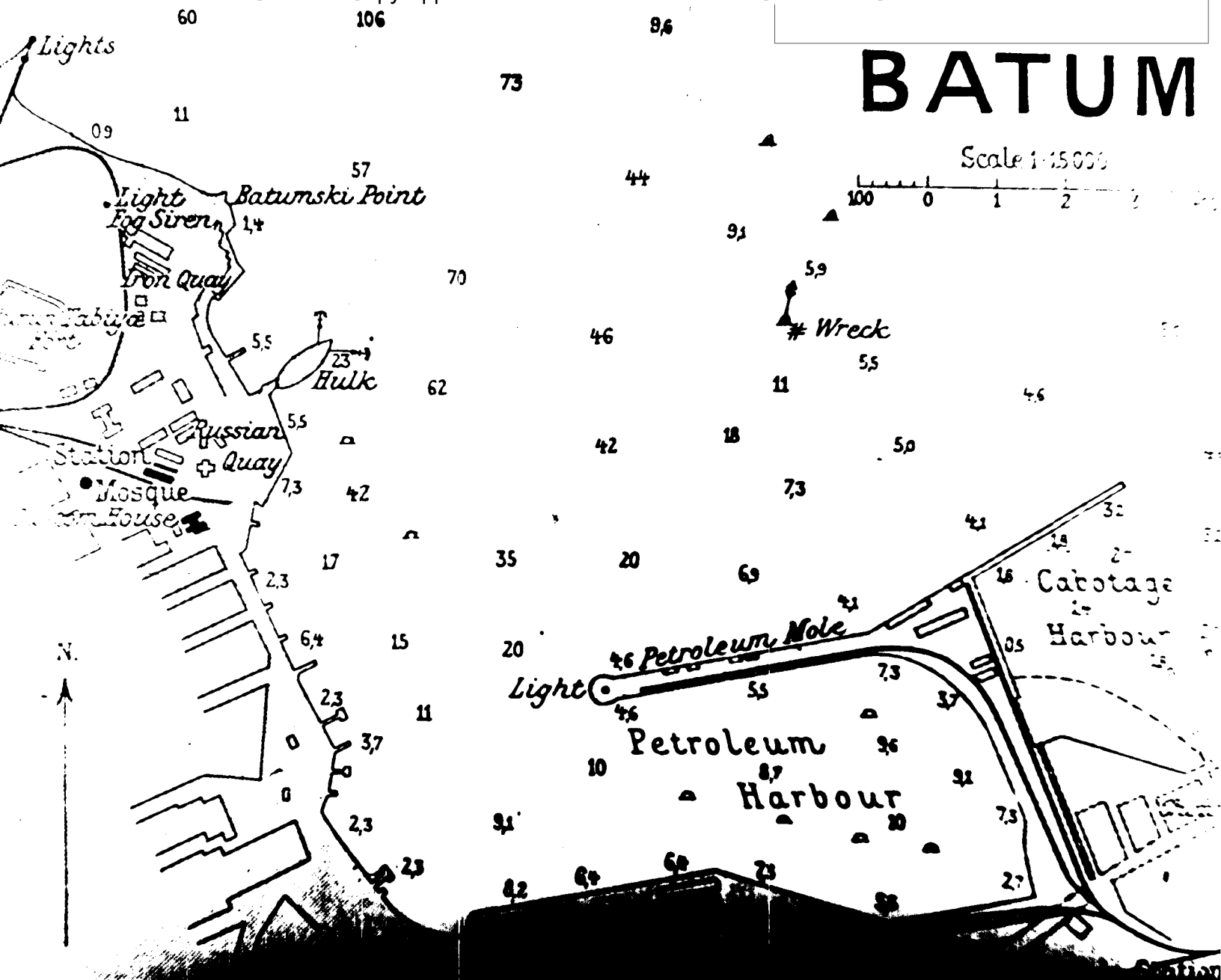
6. See attached map.

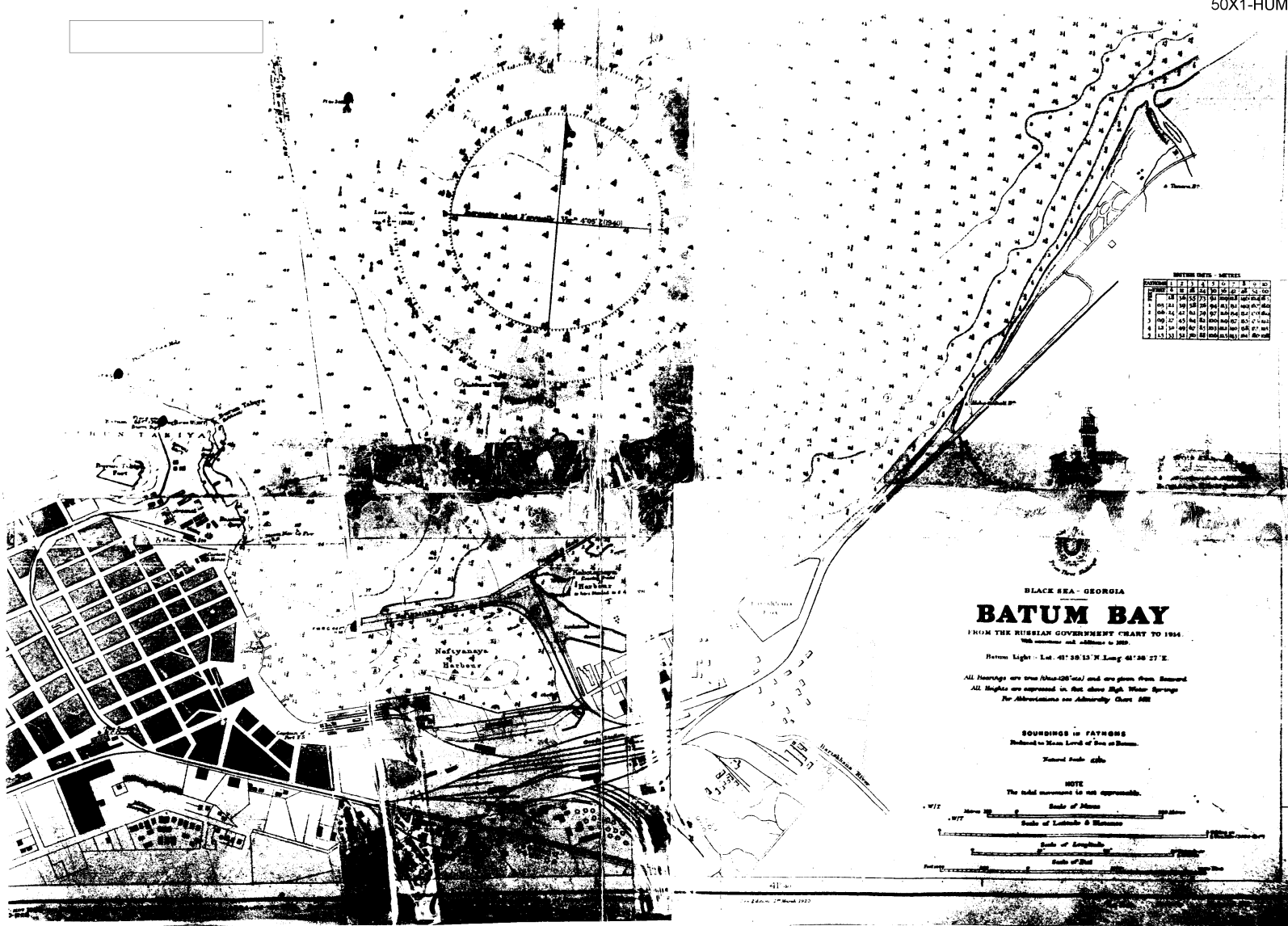
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BATUM

Scale 1:15,000





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YEVAPATORIA (N45:12-E33:23) - U.S.S.R.



1. Location:

Approximately 35 miles north of SEVASTOPOL.

2. Harbor Description:

- a. Ships, up to 18 foot displacement, anchor a quarter of a mile from YEVAPATORIA, on sandy bottom.
- b. This anchorage is protected from winds N.E. by E round to N to W by N, but is dangerous with E and S.E. winds.
- c. Larger ships (above 18 foot displacement) anchor farther off, in 4-5 fathoms.
- d. Impossible to load in winter.

3. Shipping:

- a. Imports: General cargo.
- b. Exports: Merino wool, hides, flax, barley, rye, salt and grain, etc.

4. Miscellaneous:

- a. Provisions are same price, as at other Black Sea ports.
- f. Fresh water bad and scarce.

5. See attached map.

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FEODOSIYA (N45:02-E35:23) - U.S.S.R.

1. Location:

It is situated at the foot of a large mountain, forming the S-W angle of a large and deep roadstead, on the western side of "KAFFA" bay.

2. Harbor Description:

- a. Depth 26 to 45 feet at entrance.
- b. New harbor, has uniform depth of 26 feet, with the remainder or old harbor depth of 24 feet.
- c. The harbor is sheltered from southerly and westerly winds.
- d. The roadstead is more or less open to NNE and E winds.

3. Regulations:

- a. Compulsory pilotage on the spot.

4. Shipping:

- a. Exports: grain, seed and oil-cake.

5. Miscellaneous:

- a. There is a fixed light, white and red, on the end of E pier and four small white lights on W pier.
- b. Coal bunkers are available day and night.
- c. Oil bunkers available 3 km. from port, by ships of 18 foot displacement.

6. See attached map.

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KHORLY (N46:05-E33:18) - U.S.S.R.

1. Location:

Approximately 100 miles from ODESSA.

2. Harbor Description:

- a. The depth in the harbor and channel leading to it is 19 feet.
- b. Harbor is well protected by sandbanks and loading can be carried on in any kind of weather.
- c. There is approximately 280 feet of quayage.

3. Regulations:

- a. Pilotage not compulsory. (Advisable for captains visiting port for the first time.)

4. Shipping:

- a. Exports: Grain.

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KERCH (NA5:21-E36:29) - U.S.S.R.

1. Harbor Description:

- a. Roadstead, no tide.
- b. The KERCH STRAIT channel connection Black Sea and Azov Sea, has a depth of 17 feet (low water) from April to August; permitting passage for ships up to 16½ foot displacement.
- c. From September until close of navigation, depth is approximately 13 feet.
- d. Six quays, with varying depth from 9 to 14 feet.
- e. Clay and muddy bottom.
- f. Inner harbor has stone mole 350 yds. long with depth 20 feet alongside.
- g. Channel 17 feet deep (to be increased to 20) 198 feet wide connects new quay with KERCH YENIKALE channel.
- h. 40-ton floating crane.

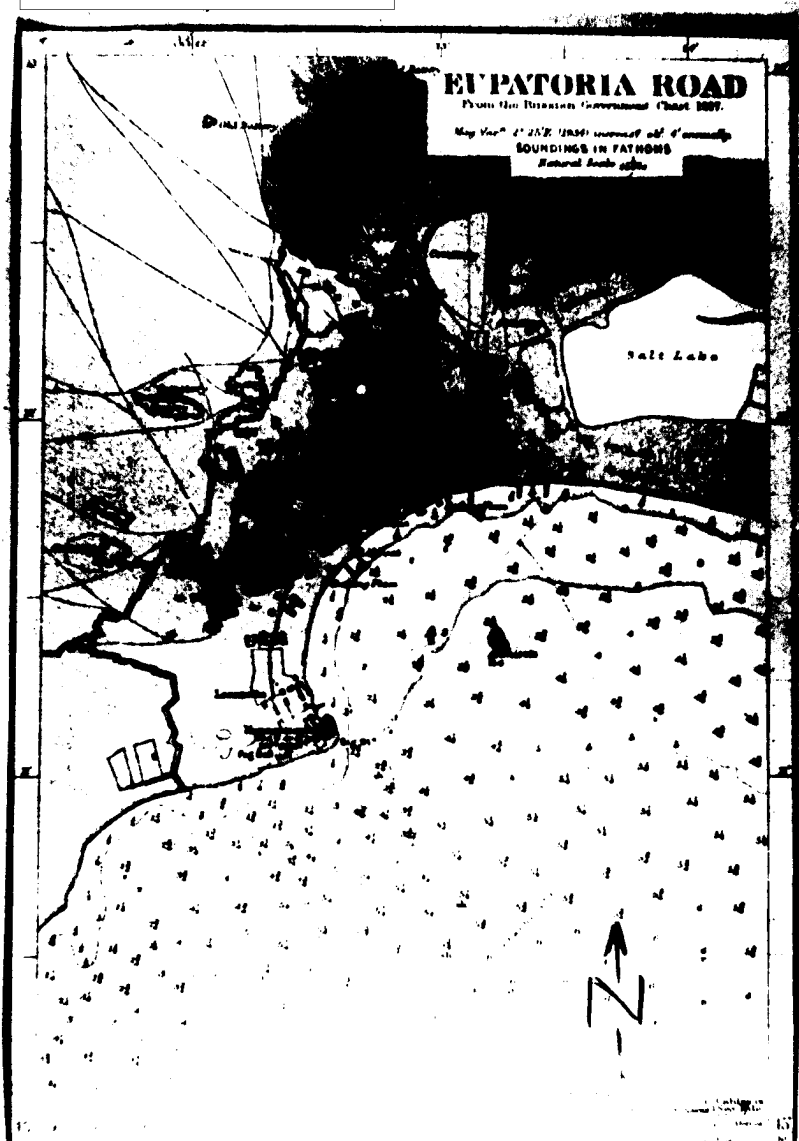
2. Shipping:

- a. Exports: wheat, barley, linseed, fish, wool, and hides.

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KHERSON(N46:38-E32:37) - U.S.S.R.

1. Harbor Description:

- a. River is being dredged to a minimum depth of 25 feet.
- b. Depth in stream 35 feet, alongside quay 25 feet.
- c. There are 5 loading berths, total length 2,100 feet.
- d. There are 6 berths in stream.
- e. There are 8 floating elevators (capacity 300 tons per hour).
- f. There is a grain silo, 150,000 ton capacity, capable of loading 22 to 25 thousand tons per day.
- g. There is a 40 ton floating crane.
- h. Floating docks, lifting capacity 2,000 tons.
- i. There are several electric cranes.

2. Regulations:

- a. Compulsory pilotage from OTCHAKOV to KHERSON and vice versa.
- b. The pilot, with customs officials and frontier militia personnel, board ship at ODESSA and remain aboard until docking at KHERSON.
- c. On docking, a control commission composed of a doctor, INFLOT shipping agent, "Grain Export Office" (EXPORT KHLEB) official, police and customs officials board the ship.
- d. The ship is searched thoroughly for contraband and stow-aways.
- e. All cameras, binoculars, arms, surplus stores and ships radio are sealed by the control commission.
- f. The crew members are assembled on deck and their seamens certificates and identity cards carefully checked against crew list, both on arrival and departure from port.
- g. Landing permits resembling bank cheques, pink and printed in very good form, are issued to most of the crew members.
- h. Control commission boards ship, and breaks all seals, before departure clearance is given.
- i. On return trip, pilot and military escort (2 men) accompany ship as far as ODESSA.

3. Shipping:

- a. Exports: Grain.

4. Miscellaneous:

- a. Harbor is closed from middle of December until early March.
- b. There is railway track on quay.
- c. Entrance to harbor is guarded by torpedo boat.
- d. Only older and physically small members of the crew seemed to receive permits for shore leave.
- e. There are approximately 15 to 20 launches (type unknown) equipped with radar and carrying troops, active in the port.
- f. Ship's radio is not sealed during trip from KHERSON to ODESSA.

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NIKOLAYEV (NA6:58-E3200) - U.S.S.R.

1. Location:

The port is situated on the right bank of the BUG River (going north) in the KHERSON district.

2. Harbor Description:

- a. Channel from the sea, has navigable depth of 28 feet.
- b. The "commercial" quay is 3,850 feet long, with a depth of 26 feet alongside.
- c. Mole in new harbor, is 2,800 feet long with a depth of 26 to 28½ feet alongside.
- d. There are berths for ore steamers.
- e. Floating crane, 25 ton capacity.
- f. Floating dock with lifting capacity of 30,000 tons.
- g. There are 6 portable 5 ton cranes.
- h. There are 8 grain elevators, capable of handling 4,700 tons per day.
- i. There is a dockyard and ship building works.
- j. There is a slip, 1,200 ton capacity.
- k. Entrance to harbor is marked by bouys and stakes.
- l. There is a new grain silo, daily capacity 3,500 tons.
- m. There are several small cranes, used for coal and similar items.
- n. There are no jetties in the harbor.

3. Regulations:

- a. Compulsory pilotage, for steam or motor ships, 15 foot displacement or over, from OTCHAKOV to NIKOLAYEV and vice versa.
- b. Ship is boarded offshore ODESSA (or OTCHAKOV) by pilot and military escort (2 frontier guards) who remain on board until arrival at NIKOLAYEV.
- c. Upon docking, ship is boarded by control commission, composed of a doctor, an INFLOT official, 4 customs and 8 Police officials, and thoroughly searched.
- d. All arms, cameras, surplus stores and binoculars were collected and sealed in the captain's cabin.
- e. Seamen's certificates and identity cards are carefully checked against the crew list.
- f. The INFLOT official remains aboard ship during stay in port.
- g. Landing permits, pink, cheque type, with perforated figures, are issued to most of the crew-members. One half of the landing permit is retained by a control official while the other half is given to the seaman.
- h. All foreign seamen must return to ship before midnight.
- i. The control commission boards the ship again before departure clearance is given.

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4. Shipping:

- a. Imports: Machinery, fire brick, and tile.
- b. Exports: Grain, bran, oil-cake, stoves, iron-ore, manganese - ore.
Steel rails, girders and logs.

5. Miscellaneous:

- a. There are two ice-breakers for winter service.
 - b. Operations are being carried on for keeping open throughout the year, the channel of the BUG and the estuary of the DNIEPER from the Black Sea to NIKO LAYEV.
 - c. Chronometers can be checked.
 - d. Noon at NIKOLAYEV is 21 hours 52 min. 6.1 seconds Greenwich mean time.
 - e. Port area is still partially destroyed and only few repairs are being carried out.
 - f. The beds of the KHERSON and NIKOLAYEV canals are getting filled with mud and silt. (Apparently no dredging process has been carried out.)
 - g. The shipyards are located on a peninsula designated as a restricted area.
 - h. World War II quay damage, has not been thoroughly ~~damaged~~ repaired.
 - i. Dock workers are documented and closely checked.
 - j. *The port area is guarded.*
- ~~6. See attached map.~~

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NOVOROSIYSK (N44:43-E37:47) - U.S.S.R.

1. Location:

The port is located 60 miles S.E. of KERTCH Strait.

2. Harbor Description:

- a. Harbor consists of bay, protected by large moles of masonry (eastern and western).
- b. Accommodation for 36 ships.
- c. There are five piers, with depth at end, 27 feet.
- d. There are five jetties, depth 24 to 28 feet and two special jetties for loading petroleum, depth 26 to 32 feet.
- e. Cement pier with depth 26 feet.
- f. New pier, depth 25 to 30 feet.
- g. East quay is 24 feet deep, and coasting quay is 28 feet deep.
- h. There are 32 petroleum tanks.
- i. There are several cranes, 5 to 10 ton capacity and 3 floating cranes, 12, 40 and 50 ton capacity respectively.
- j. There are 5 grain elevators on silo quay but only 3 are in operation (remaining 2 have burned down).
- k. There is a coal dump near cement quay, (approximately containing 2,000 tons of coal).

3. Regulations:

- a. Compulsory pilotage from NOVOROSIYSK to ANAPA.
- b. Ships must radio INFLOT at NOVOROSIYSK and request rendezvous with pilot.
- c. All foreign ships are escorted by torpedo boats (type unknown) on arrival and departure from port.
- d. Ship is boarded by control commission, composed of a doctor, and various port officials, i.e. INFLOT, customs, police, before berthing dockside.
- e. Ship is thoroughly searched for contraband and stowaways and radio, all cameras, binoculars, surplus stores and arms are sealed.
- f. Control commission boards ship again before clearance for departure is given.
- g. Shore landing permits, blue color, cheque type, good for only one day, are issued to most of the crew members.
- h. While in port, ship is under constant torpedo boat surveillance and is guarded by port militia.

4. Shipping:

- a. Imports: Agricultural machinery, fire brick, steel wire, coal, and general cargo.
- b. Exports: Grain, linseed, oil cake, ore, petroleum and cement.

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5. Miscellaneous:

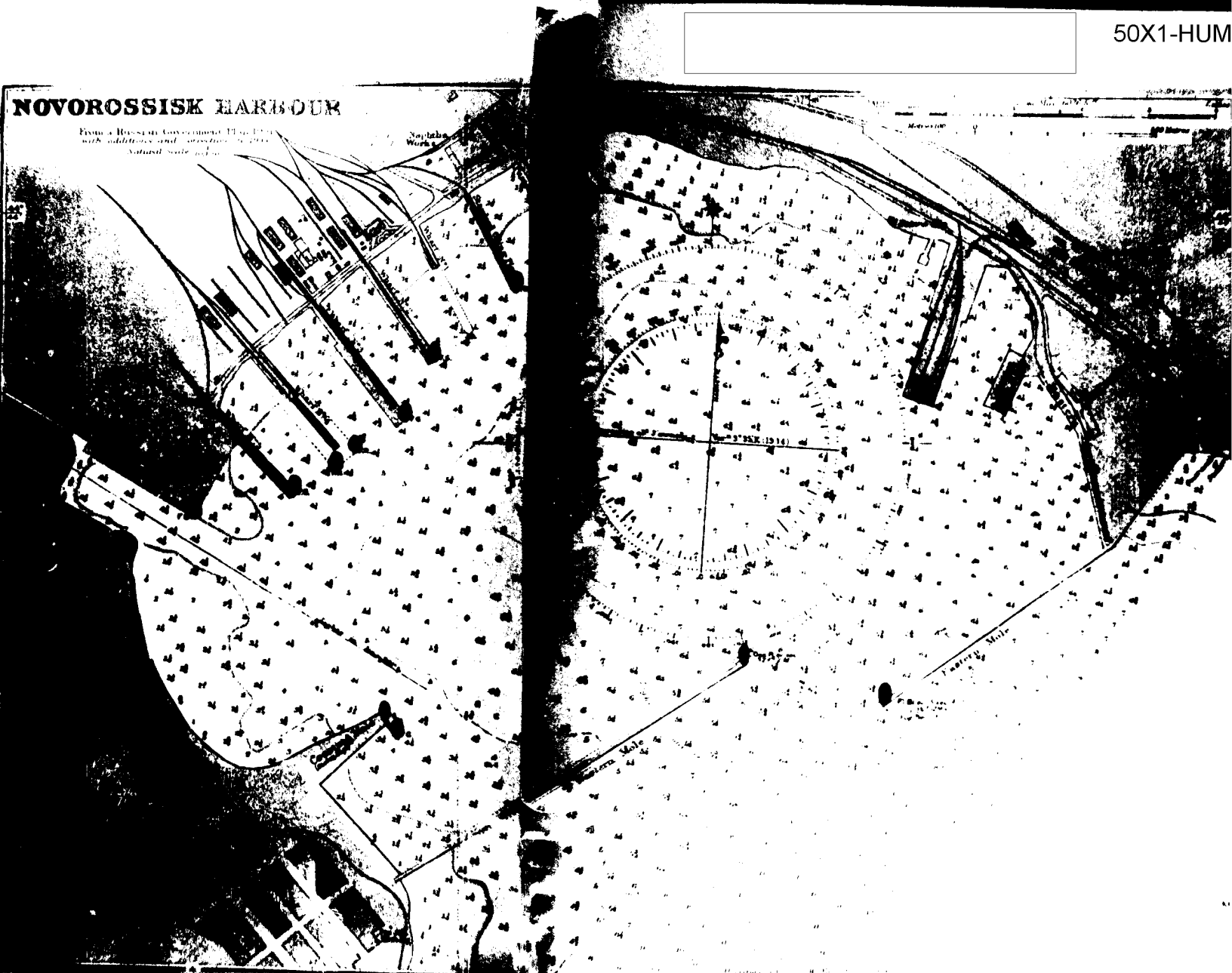
- a. Repairs to hull and machinery can be undertaken.
- b. Coal and fresh water are always obtainable.
- c. Bunkering with best "DONETZ" coal.
- d. Except for silo and cement quay, all quays are in dilapidated condition.
- e. Ship crew members may shop in city proper, with Rubles bought at INFLOT agency.
- f. Gasoline and corn jetties, seem to have been repaired and are in good condition.
- g. The quays and cement factory beyond coal jetty have been partly repaired and are in good working condition.
- h. The city proper is still in ruins suffered during World War II and little effort seems to have been made toward cleaning up of debris and re-construction.
- i. There are several hulls of wrecked passenger and cargo ships visible near cement quay.
- j. There are at least "100" torpedo boats (same as previously mentioned) on patrol duty within and in surrounding vicinity of port area.
- k. There are hundreds of fishing boats (all types and sizes) in operation in and out of port.

6. See attached map.

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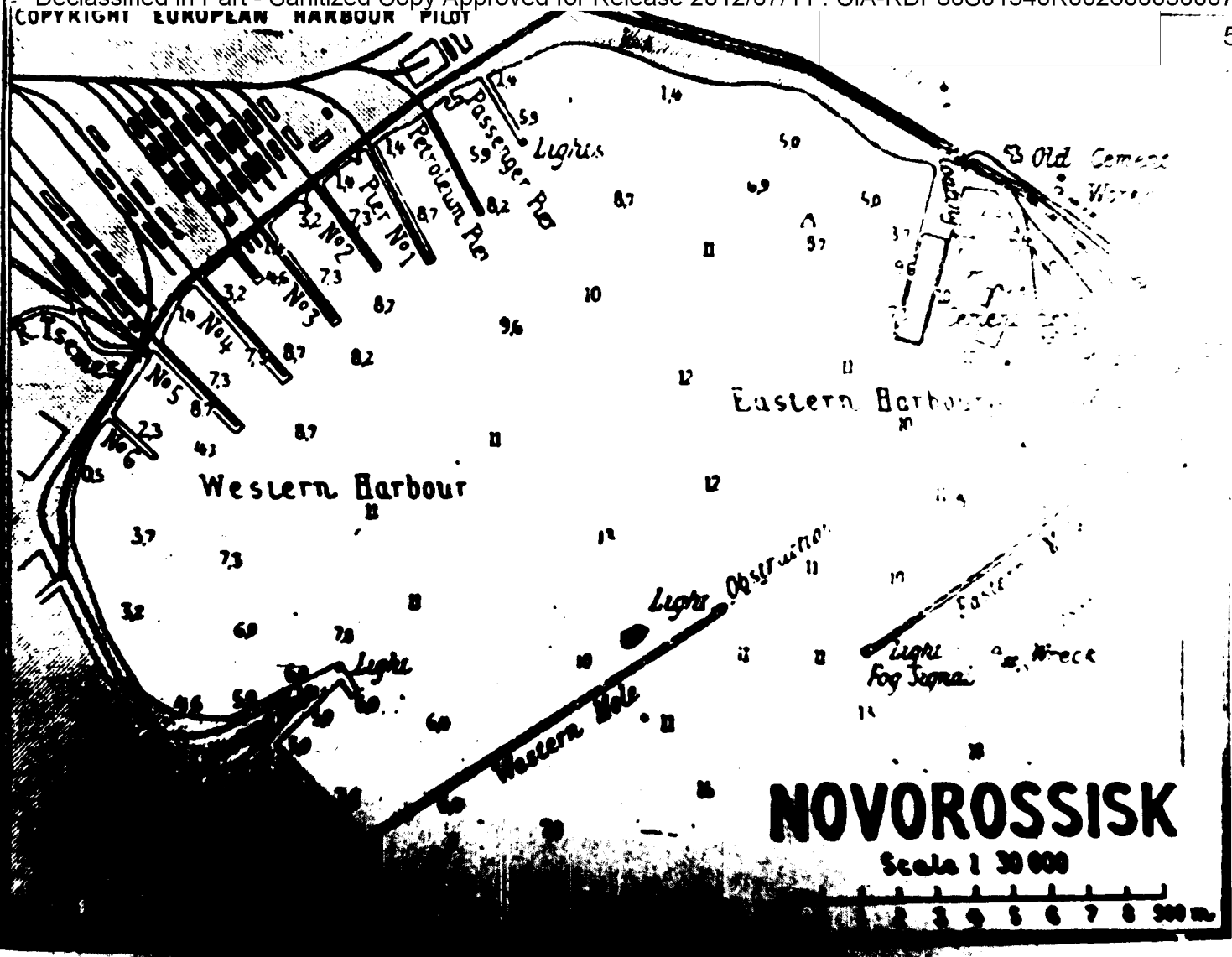
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ODESSA (N46:28-E30:14) - U.S.S.R.

1. Location:

Most northerly port of the Black Sea.

2. Harbor Description:

a. It is sub-divided into four sections:

- 1) Quarantine Harbor: width of entrance 1,080 ft., depth at entrance 32 feet, depth in middle 26 to 30 feet; length of quay 6,360 feet and depth alongside quay from 28 to 30 feet.
- 2) New Harbor: width of entrance 1,080 feet, depth at entrance 32 feet, average depth inside is 26 feet and length of quayside is 1,275 feet.
- 3) Pratique Harbor: width of entrance 1,000 feet, depth at entrance 20 feet, average depth inside is 16 feet and length of quayside is 4,450 feet.
- 4) Cabotage Harbor: width of entrance 1,000 feet, depth 20 feet.
- 5) Petroleum Harbor: depth at entrance and at quayside is 22 feet, length of mole is 2,825 feet.

- b. Very good anchorage in the inner and outer roads.
- c. Navigation operated throughout the year.
- d. Total accommodations in harbor, for 50-60 ships alongside quays.
- e. There are 4 floating cranes, 25 to 40 tons capacity each.
- f. There is a floating pontoon dock, 4,800 ton capacity.
- g. There are 4 floating docks, 2 large and 2 small (capacity unknown).
- h. There is one 8 ton crane and several 1½ ton cranes, especially used for coal and general cargo.
- i. There are 2 berths for discharging coal.
- j. There are petroleum bunkers, 2,500 ton capacity, vegetable oil bunkers, 2,500 ton capacity, along with mechanical pumping and discharge of molasses.
- k. There are 2 slips, with lifting power of 1,100 and 700 tons respectively.
- l. There are several grain elevators and warehouses.

3. Regulations:

- a. Pilotage is not compulsory (however it is advisable).
- b. Light port charges (the same as for all Soviet ports).
- c. Ship is boarded at dock-side by control commission composed of approximately 8 to 10 persons (various port officials i.e. doctor, customs, INFLOT, and frontier or port militia) and thoroughly searched for contraband, anti-Soviet propaganda and stowaways.

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- d. All cameras, binoculars, surplus stores and radio are sealed.
- e. Port authorities carefully check seamen's identity cards and port passes, to insure that returning crew members are the same individuals who had been allowed ashore.
- f. Foreign crew members are not permitted to remain ashore overnight. Those who do so, have their permits revoked and are forced to remain aboard ship until departure.
- g. There is no curfew, blackouts or any other restrictions on night life.
- h. All landing permits, must be returned to INFLOT, before ship is given clearance for departure.
- i. The landing permits are blue, cheque type, with special warning to bearer, not to carry binoculars, cameras or newspapers.
- j. Every crew member must declare once at ship arrival and again at ship departure, the exact amount of money in his possession. This is required, whether or not the crew member had been ashore.
- k. The port is administered by a port authority and guarded by port militia. However, all foreign ships in port are guarded by border troops and patrol boat (type unknown) surveillance while approaching port and anchoring.

4. Shipping:

- a. Imports: Coal, iron, machinery, tobacco, manufactured products, earthenware, cotton and jute.
- b. Exports: Grain, sugar, wool, linseed, spirits, cattle, seeds, oils, flax and timber.

5. Miscellaneous:

- a. All kinds of repairs can be undertaken. The work shops on docks and quays (illuminated at night) and floating docks appear to be round-the-clock operation.
- b. All factories in ODESSA proper appear to be in full operation.
- c. Work is proceeding on a round-the-clock basis in all port installations, with every dock crew, working two 6 hour shifts each 24 hours under strict control.
- d. Large numbers of German PW's are being used as dock laborers, and for certain types of repair work at shipyard installations.
- e. A large cold-storage plant is currently under construction.
- f. There are no foreign consuls or diplomatic services stationed at ODESSA.
- g. All liaison and commerce with foreign ships is done through INFLOT shipping agency.
- h. Aliens, who have permission to disembark while ship is in port, are billeted at the "INTOURIST HOTEL". Outside of occasional sur-

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veillance, they are placed under no restrictions.

i. Russian, German, Rumanian and English is spoken.

j. Dock workers have special permits to enter port area.

k. Pilots boarding ships off-shore ODESSA, are reported to be officials of the "Agricultural Procedure Office" (official name unknown).

l. Alien seamen are permitted to visit the "International Club", where they are shown Soviet films and exposed to Communist propaganda. However, they have no other contact with local seamen organizations or units.

m. The port area is separated from the city proper by a wall 3 meters high and 50 cms. wide. There are no natural obstacles, nor is traffic controlled between the port and city proper.

n. Passengers disembarking at ODESSA, are controlled by militia and port authorities on exit from port.

o. There are 25 pontoon bridge supports).

p. The port is open to navigation the whole year. Several ice-breakers of 1,200 and 7,500 h.p. each, operate during winter months in Black Sea and Azov ports. These are all for ice operations.

q. Currents can be checked.

r. Noon at ODESSA is 21:57 hours Greenwich mean time.

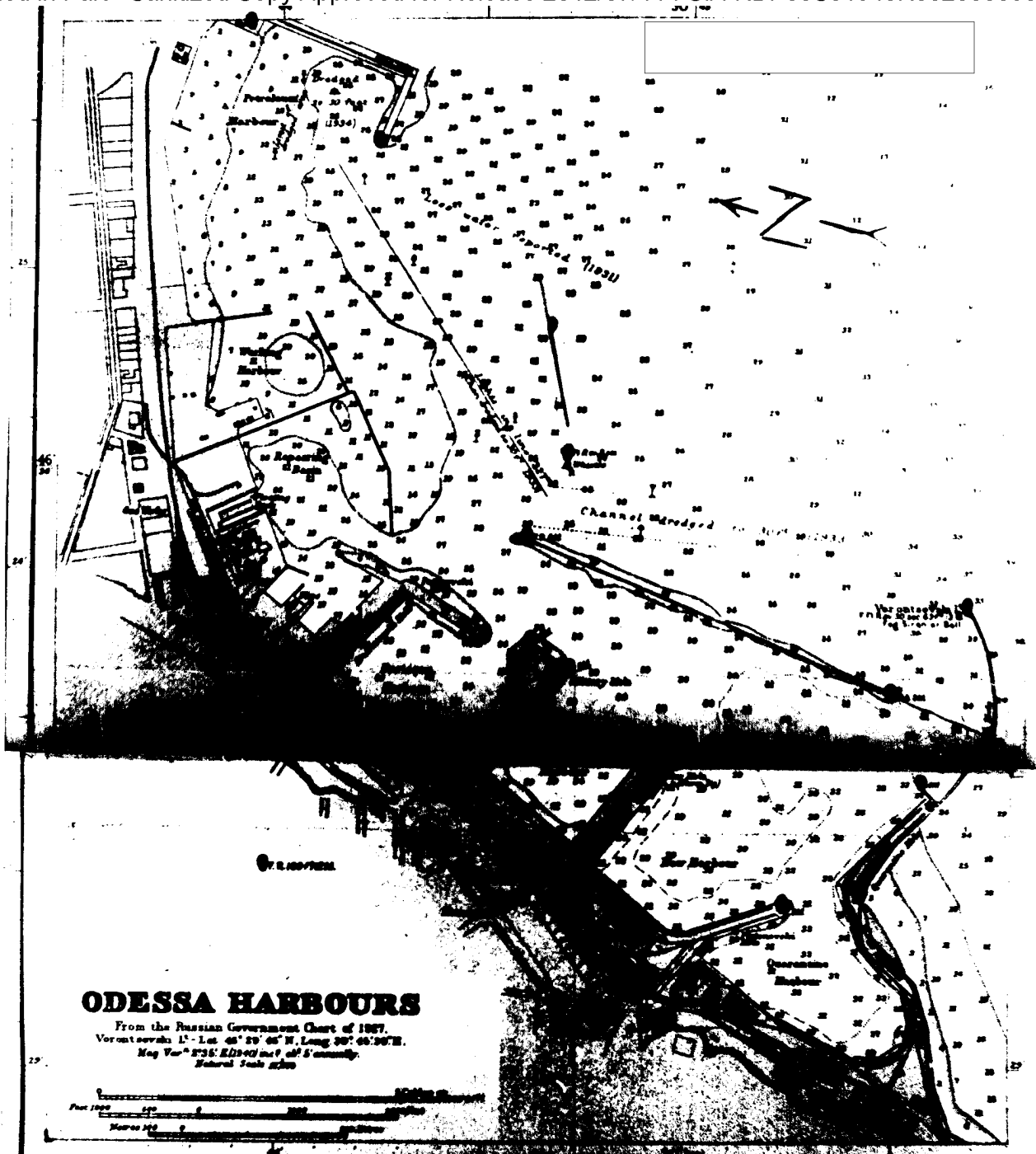
s. It has been reported that there are no mine fields between ODESSA and NOVOROSIYSK.

t. There is a floodlight on quay, used during foggy and inclement weather.

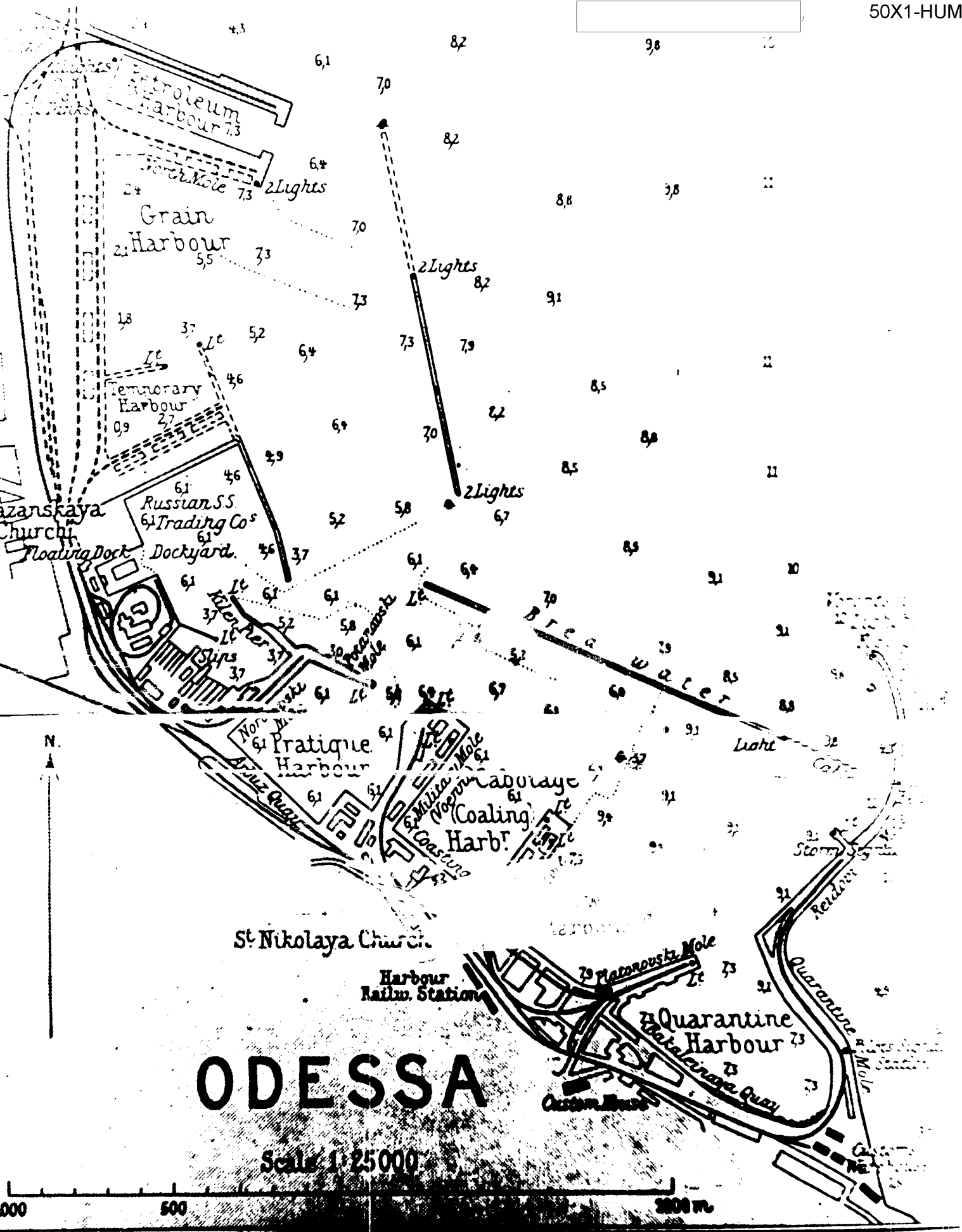
6. See attached map.

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ODESSA

Scale 1:25,000

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POTI (N42:09-E41:41) - U.S.S.R.

1. Location:

The town stands $1\frac{1}{2}$ miles from the mouth of the River Rhion, on the S bank.

2. Harbor Description:

- a. The inner harbor is a safe port, where ships can load and discharge in any weather.
- b. The outer harbor is greatly exposed to gales from W and N.W.
- c. The entrance to outer harbor is 26 feet deep.
- d. The depth of the N bar, does not exceed 6 feet.
- e. The anchorage, one mile S.W. of the lighthouse, is in 10 fathoms with a bottom of mud and blue clay.

3. Regulations:

- a. Pilotage is compulsory, a pilot is appointed and his services are obligatory.

4. Shipping:

- a. Exports: Maize, manganese, boxwood, walnut wood, wine, and laurel leaves.

5. Miscellaneous:

- a. Mooring ropes are necessary.

6. See attached map.

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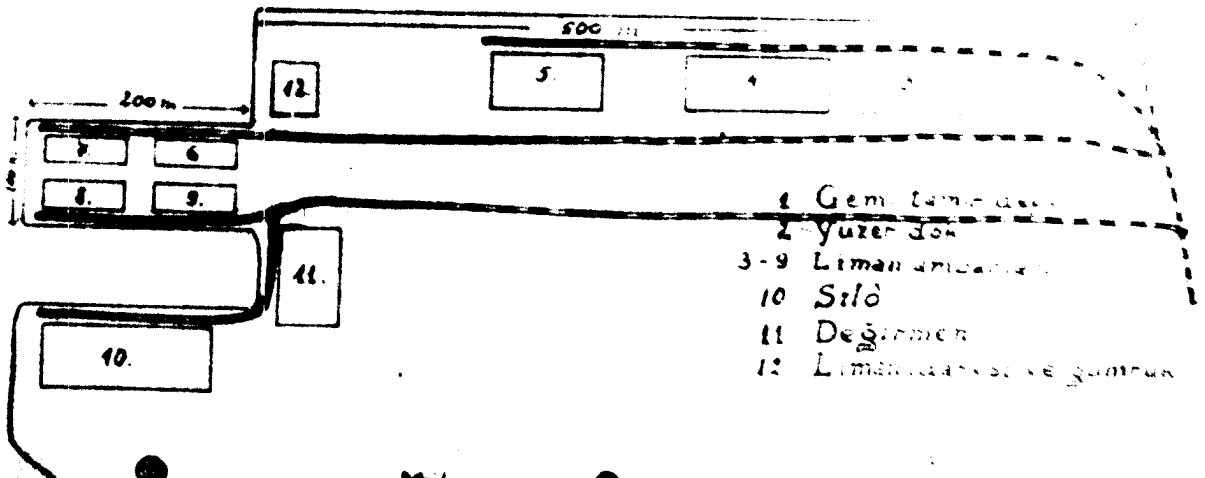
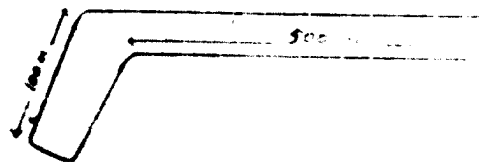
POTI

LEGEND:

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- 1- SHIP REPAIR SECTION
- 2- FLOATING DOCKS
- 3-through-9 - WAREHOUSES
- 10 - GRAIN ELEVATOR
- 11 - MILL
- 12 - HARBOR MASTER'S OFFICE AND CUSTOM'S OFFICE.

800 m



- 1 Gen. tamir alanı
- 2 Yüzey dok
- 3-9 Liman ambarları
- 10 Silo
- 11 Değirmen
- 12 Liman idaresi ve gümrük

SECRET

SECURITY INFORMATION

SEVASTOPOL (N44:37-E33:32) U.S.S.R.



1. Harbor Description:

- a. The harbor, with capacious roadstead is exposed to westward.
- b. The over-all harbor depth is 33 to 70 meters and sufficient to largest ships.
- c. Depth of South Bay is 33 feet, no bar.
- d. Several floating cranes, 20 to 80 ton capacity.

2. Regulations:

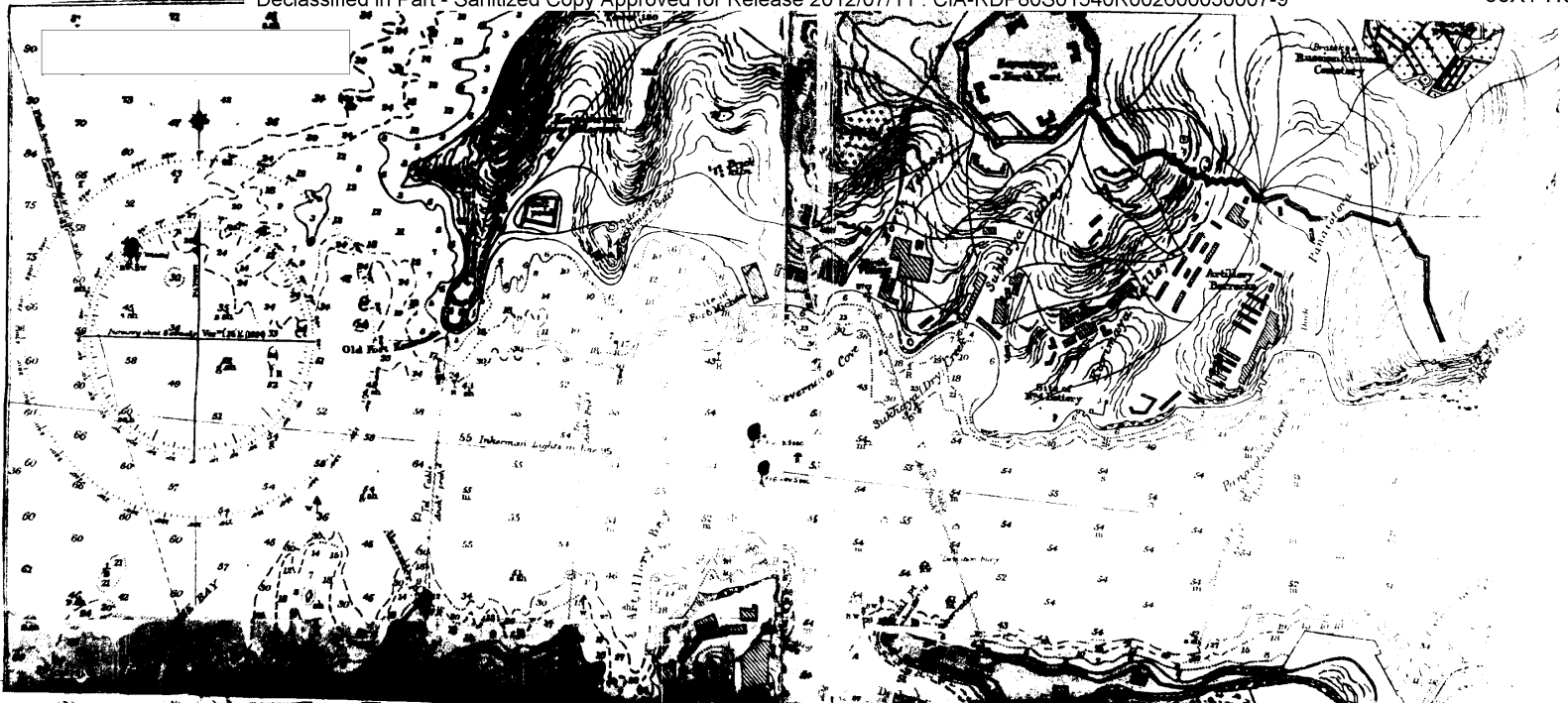
- a. Merchant ships are not permitted to enter harbor between sunset and sunrise, except when in distress.
- b. SEVASTOPOL is entirely military port, no foreign ships call at port, unless having machinery or coal for port authority of State Railway system.

3. See attached map.



SECRET

SECURITY INFORMATION



SECRET

SECURITY INFORMATION

SKYADOVSK (N46:10-E33:00) - U.S.S.R.

1. Harbor Description:

- a. Harbor channel dredged to 26 feet.
- b. Ships with displacement up to 26½ feet can always dock alongside three quay berths.

2. Shipping:

- a. Imports: General merchandise.
- b. Exports: Wheat, barley, rye and oats.

SECRET

SECURITY INFORMATION

SECRET

TUAPSE (N44:05-E39:05) - U.S.S. SECURITY INFORMATION

1. Location:

It is situated 1 3/4 miles east of C. KADOSH and approximately 1 to 1 3/4 miles from anchorage.

2. Harbor Description:

- a. Depth of harbor between 29 and 30 feet.
- b. There are two berths for tankers at piers inside breakwater with depth of 29 to 30 feet alongside.
- c. There is good anchorage in the open roads at about 12 fathoms.
- d. Strong SW winds set up heavy swells in harbor.

3. Regulations:

- a. Pilotage compulsory; board at anchorage when ship is wanted at berth, sometimes without notice.

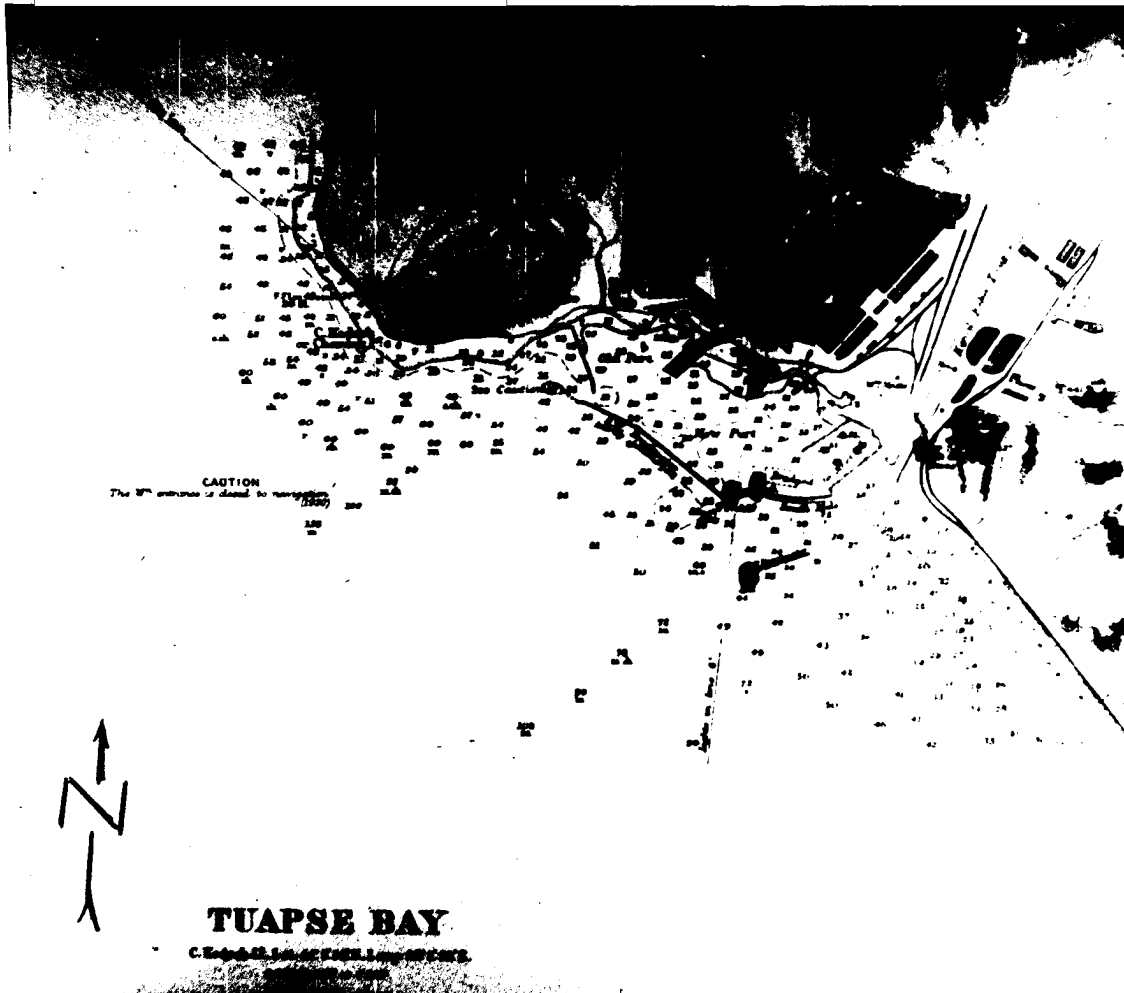
4. Miscellaneous:

- a. No repairs effected.
- b. Provisions and freshwater obtainable but expensive.
- c. Use of one tug, recommended for berthing.
- d. Loading facilities are good, but ships often have to wait for free berth space.
- e. Port charges for ship 3,670 TNR about 165 r; for second call during calendar year, 10% reduction in harbor charges. For third or more calls during calendar year, 25% reduction in harbor charges.
- f. Diesel and fuel oil obtained at reasonable prices.

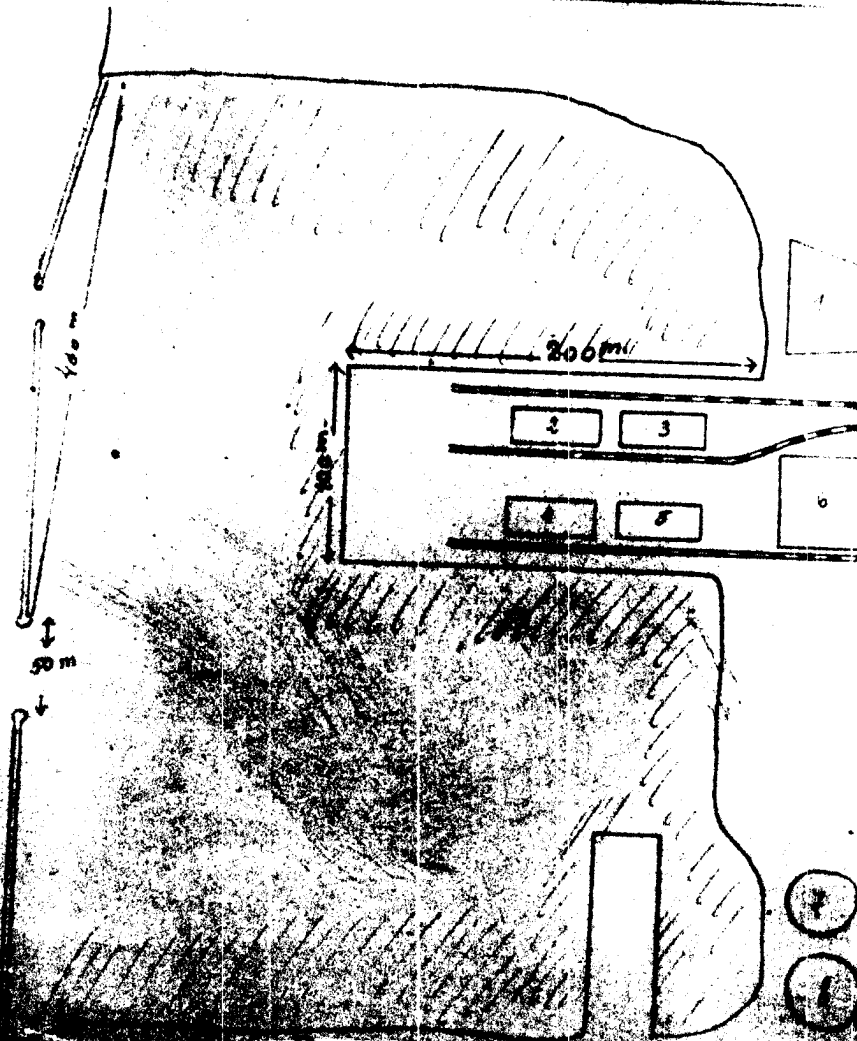
5. See attached map.

SECRET

SECURITY INFORMATION



Tuapse



- 1 Ship Repair Section
- 2-5 Limb...
- 6 Harbor Master's Office
- 7-8 Oil Tanks

LEGEND:

- 1 - SHIP REPAIR SECTION
- 2-3-4-5 - WAREHOUSES
- 6 - HARBOR MASTER'S OFFICE
- 7-8 - OIL TANKS

SECRET

50X1-HUM

A. General Information Concerning Ships Entering the Black Sea Calling At Soviet or Satellite Ports.

1. All ships which have been chartered to call in Soviet or Rumanian Black Sea ports must clear through the Soviet Shipping Representative in Istanbul. This representative is a Turkish citizen,

Mr. Ishan BERKIN,

2. As the Captains of the ships (or, in most cases, the Istanbul agent) call at the BERKIN office, the ship name is first checked off the Entrance List (issued weekly from SOVRON Offices MOSCOW), routing instructions are issued (*) and instructions concerning arrival notifications are issued.

3. Thereafter cables indicating ETD ISTANBUL and ETA calling port must be sent by the Captain or agent to the following addresses:

INFLOT, MOSCOW and port of call

SOVRON, MOSCOW and port of call

Export KALEB (or the appropriate exporting office), MOSCOW and port of call.

4. Thereafter the ISTANBUL Harbor authorities are notified that the ship in question has been cleared for the Black Sea.

5. Mr. BERKIN receives full agency fees for all ships which he services in this manner, regardless of the local Turkish agent service.

* Routing instructions for all Soviet and Satellite Black Sea ports seem to change periodically as to the ships contact point with shore radio and control ships. We will forward these instructions from time to time, as we receive them.

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50X1-HUM

B. Bulgaria - General Information.

1. Foreign ships carrying flag of nationality, are not ordinarily requested to submit to document or other controls while merely plying in Bulgarian territorial waters.

2. Foreign ships, desiring to enter Bulgarian ports, must anchor in road-stead and signal (by yellow flag) for boarding party. After inspection by boarding party the ship is allowed to enter port and dock.

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