

INFORMATION REPORT

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PREPARED AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY

COUNTRY

USSR

SUBJECT

Port Information: Odessa

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DEC, 64 No 106-57).

1. [Redacted]

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2. Alphabetical Designators In connection with information contained herein, specific points of interest are [Redacted] referred to in this report by the following alphabetical designators:

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- A. First Anchorage
- B. Signal station
- C. Second anchorage
- D. Critical channel area
- E. Dredging operation
- F. Dredging operation
- G. Petroleum quay
- H. Berth
- I. Berthing area of Soviet destroyers
- J. Berthing area of 3-4 motor torpedo boats
- K. Berth occupied by two Soviet tankers
- L. Turkish tanker
- M. Berthing area of small miscellaneous craft

ATTACHMENT(S) ~~NOT~~
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NAVY review completed.

3. [Redacted]

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Vessel arrived at the first anchorage, labeled designator A, at 150815C. The anchorage was over very good holding ground because the anchor held well while brisk winds blew during the six days the vessel was anchored in this position. No satisfactory explanation was given by port officials for the delay at anchorage. Vessel's Odessa agent, Inplot, was sent an inquiry by radio concerning the delay but no answer was received. The same inquiry was then signaled by blinker light in English to the signal station located at designator B but the reply was made in Russian. Finally, the vessel was told to shift to the anchorage at designator C at 211630C. Source suspected that the delay was due to the fact that the cargo to be loaded on the vessel proceeding to vessel at her berth was being transported to the berthing area possibly from the Kuyalnitaki Lake area. Vessel reached the second anchorage at 211730C. The vessel was boarded at the second anchorage at 220830C by the pilot who arrived via small motor launch. The vessel got underway 20 minutes later in a thick fog for the trip into the berth. The incoming pilot was about 45 years of age and spoke good English. Pilotage at subject port is compulsory at all times and the pilots employed give good service. The vessel arrived at the berth

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at 221030C. The weather during the call was fair with a mean temperature of about 68°F. Upon departure from subject port, the outgoing pilot boarded the vessel at the berth at 250600C. The vessel departed from the berth 40 minutes later in a thick fog and rough sea. The pilot was discharged at the position labeled designator D at 250810C.

4. Harbor There was some disagreement regarding the controlling channel depth in the area labeled designator A, which is a part of the track into the vessel's berth. [redacted] soundings were taken on the way into the berth and the depth was found to be 30'. When given the amount of cargo he was to load, vessel's master refused to take on the full amount because it would give the vessel a 31'6" outgoing draft. The master was taken to the harbor master's office by Inflat representatives where a chart was produced showing the channel depth in the area in question as 31'. When the master refused to be swayed by this information, he was told that he could get through anyway because the bottom of the channel was soft clay. However, the master held out and did not load the amount desired. The vessel went out with a draft of 29'6". [redacted] dredging operations were being conducted in the areas labeled designators E and F. The New Breakwater has been finished and is in good condition.

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5. Controls Vessel was boarded at the first anchorage by customs, immigration, quarantine officials and one army officer. The crew's passports were taken up but were returned by the boarding party which boarded the vessel at the berth. This boarding party consisted of five "officers," a doctor and his female assistant. The officers were armed with pistols. Cigarettes and liquors were sealed and the crew was mustered for quarantine inspection. No foreign currency was allowed ashore. The master had to account for all currency aboard the vessel. Soviet currency was obtained from the vessel's agents and the unused portion had to be redeemed upon departure from subject port. Three or four guards armed with machine guns were stationed at the vessel's gangway. A 40-foot launch kept a surveillance of the vessel while at the first anchorage.

6. Harbor Craft Two vessels assisted the vessel in berthing and departing the berth. One was a new diesel tug - the other an old steam-propelled tug.

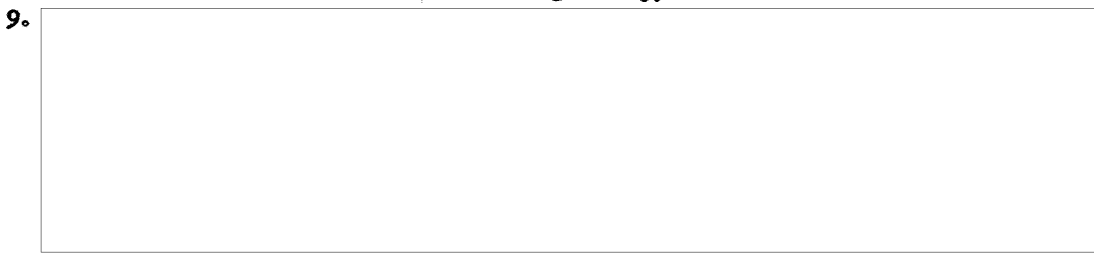
7. Berth Vessel berthed at the stone quay labeled designator G at the berth labeled designator H. Water depth alongside the quay was between 30'-31'. The quay is 800-1000 feet long with about 600 feet of usable berthing space. [redacted] The railroad on the quay is in poor condition but is frequently used. Females were employed as sweepers on the quay, and three or four stevedores handled the vessel's lines on arrival and departure.

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8. Naval Vessels Two Soviet Gordy class destroyers were berthed at the position labeled designator I. Three or four motor torpedo boats were berthed in the New Harbor at the position labeled designator J.



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10. Shore Activities The majority of the crew took part in shore leave during the call at subject port. A pass was necessary to go ashore and a 0200 curfew was established. [redacted] two young girls at the Seaman's Club who had just finished "school" in Moscow. [redacted] the "school" was a propaganda school and [redacted] the girls were placed in the club to pass on the propaganda and to pick up information. [redacted] the meals [redacted] were very poor. The crew was taken on a sightseeing tour of the city by bus. They saw the opera house, museum, and other cultural centers but were not shown any

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centers of military interest. However, [redacted] some teen-age boys in uniform and [redacted] they were students at a local merchant marine messenatovy school. [redacted] many working girls were "available" on the streets of the city.

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11. Miscellaneous [redacted] the inhabitants [redacted] were friendly and talkative. However, no one talked about politics. [redacted] more people in the streets in uniform than in civilian clothes. Many miscellaneous small craft were berthed in the area labeled designator M.

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12. Propaganda [redacted] four propaganda publications which were given to members of the crew while at the Seamen's Club, as follows:

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"Health Protection in the Soviet Union," a pamphlet published in Moscow, USSR, in 1956.

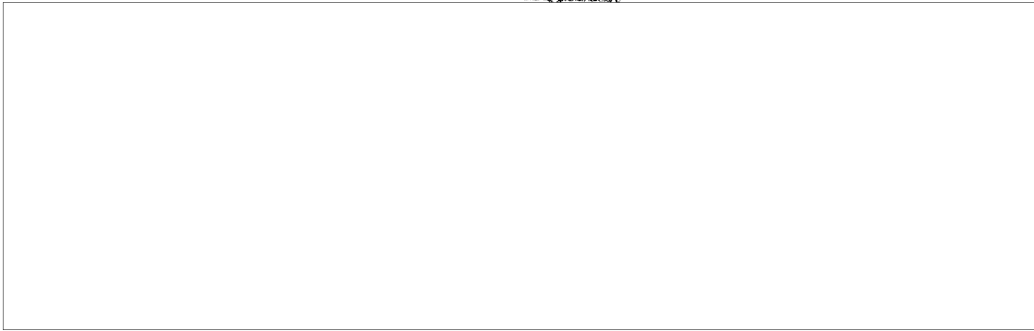
"Marriage and the Family in the USSR," a pamphlet published in Moscow, USSR, in 1956.

"The Tsimlyanskaya Project," a pamphlet published in Moscow, USSR, in 1956.

"The Tanker Derbent," a book published in Moscow, USSR, in 1938.

All of the publications are written in English.

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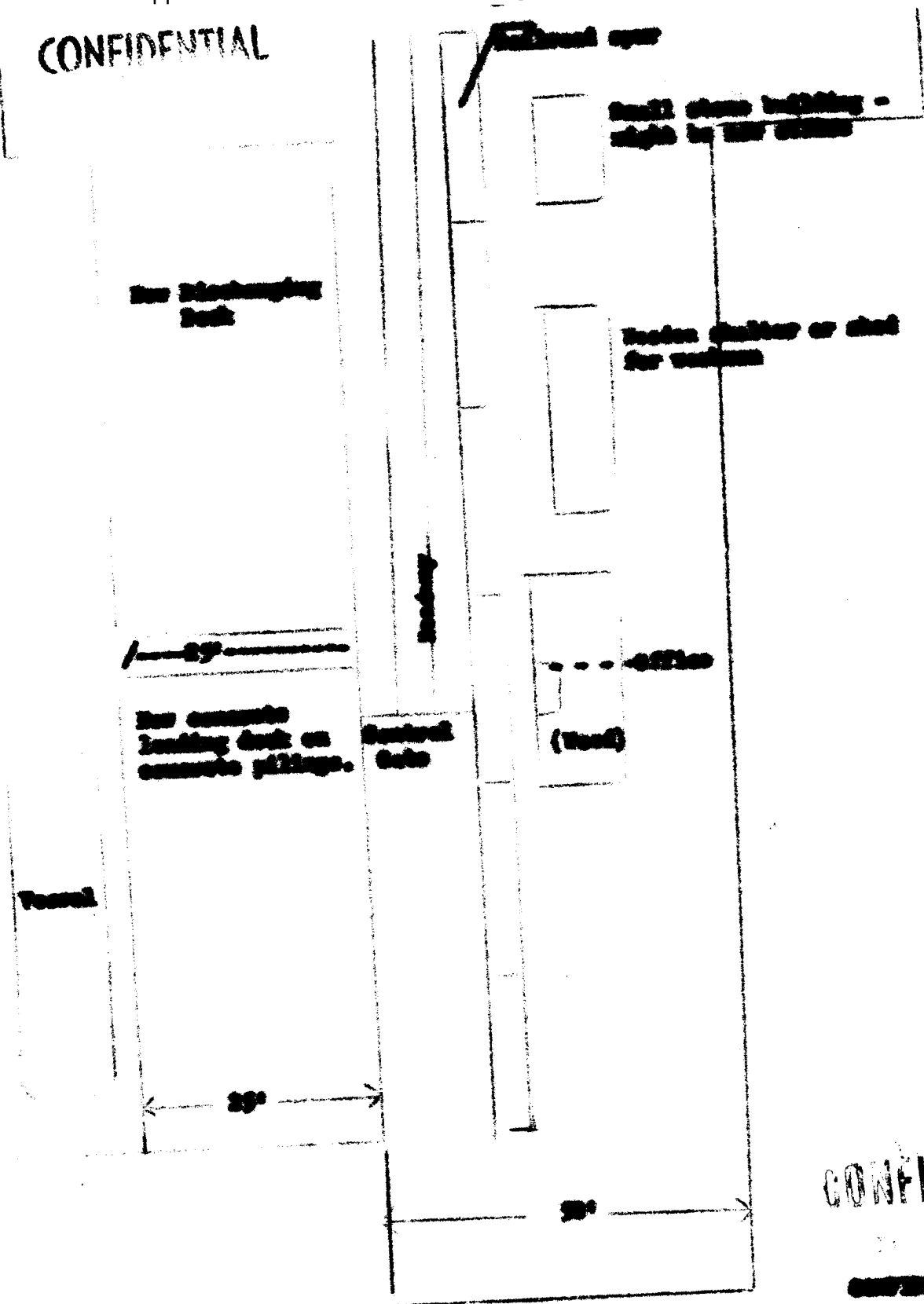
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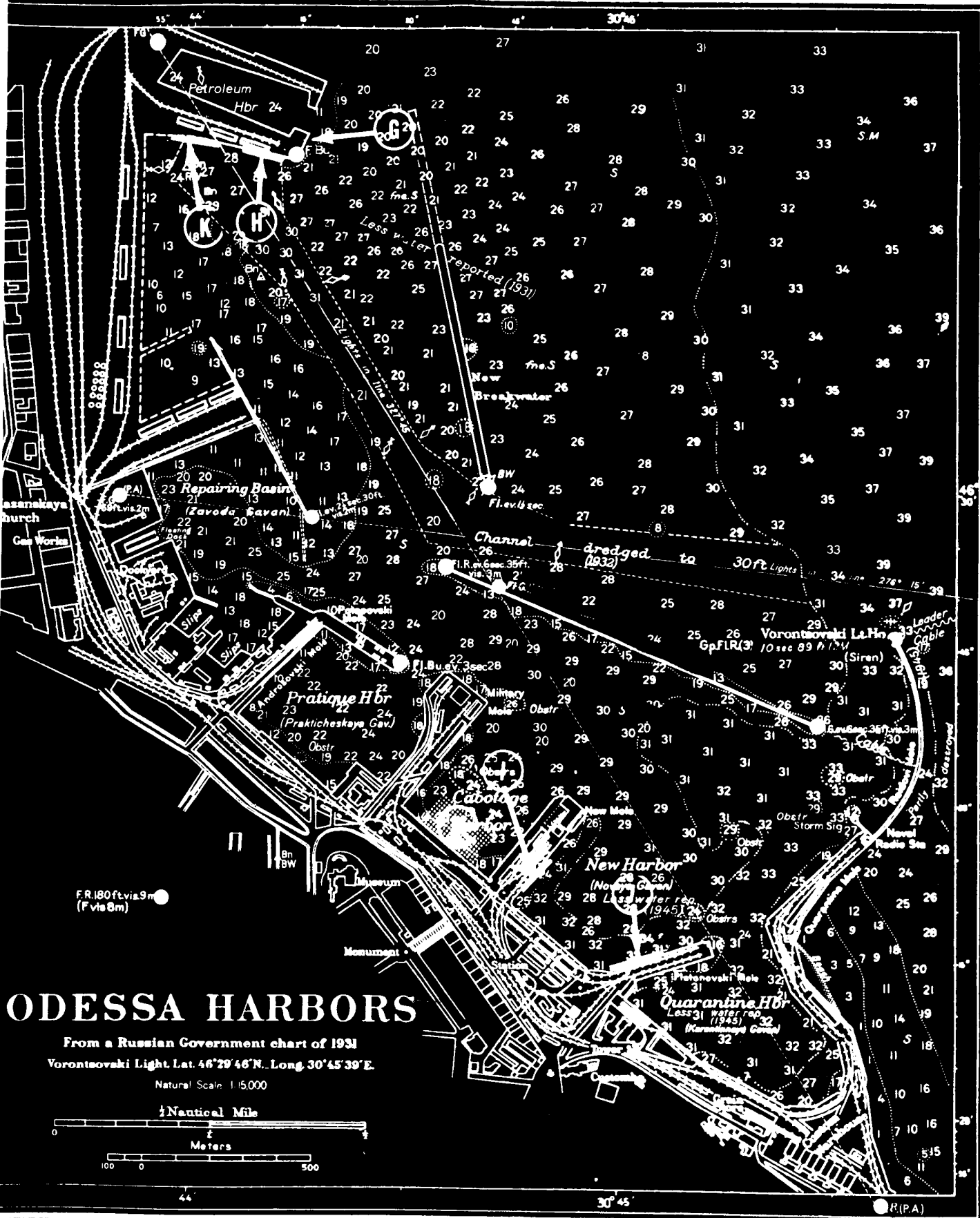


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The variation in Odessa Bay is largely affected by local influences and caution is therefore necessary; the normal values are given on this chart



ODESSA HARBORS

From a Russian Government chart of 1931

Vorontsovski Light Lat. 46°29'46"N. Long. 30°45'39"E.

Natural Scale 1:15,000

