

**INFORMATION REPORT INFORMATION REPORT**

**CENTRAL INTELLIGENCE AGENCY**  
**EXEMPT**  
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Title 50X1-HUM  
law.

COUNTRY USSR (Krasnodarskiy Kray) REPORT [redacted]

SUBJECT 1. SKORYY-Class Destroyer and Port Observations at Novorossiysk DATE DISTR. 1 May 1962

2. Soviet Merchant Vessels in the Sea of Marmara and at Novorossiysk NO. PAGES 2

of Marmara and at Novorossiysk SECURITY, CLEARANCE, PIERS, HYDROGRAPHY, CRANE REFERENCES AND PORT OF ENTRY PROCEDURES

DATE OF INFO. [redacted] 50X1-HUM

PLACE & DATE ACC [redacted]

1. The following three attachments, containing observations at Novorossiysk, including the sighting of a SKORYY-class destroyer and Soviet merchant vessels in the Sea of Marmara and at Novorossiysk, [redacted]

- | Att. No. | Description   | Classification       |
|----------|---|----------------------|
| 1        | A five-page [redacted] report. Includes the sighting of two new large Soviet merchant vessels at Novorossiysk [redacted] sighting of the tanker VARSHAVA at Novorossiysk [redacted]   | 50X1-HUM             |
| 2        | An eight-page [redacted] report. Includes the sighting of five Soviet merchant vessels in the Sea of Marmara and at Novorossiysk [redacted] (see paragraph 2 below for details), [redacted] and observations of port installations keyed to a sketch map [redacted] | 50X1-HUM<br>50X1-HUM |
| 3        | A five-page [redacted] report. Includes [redacted] various observations at Novorossiysk [redacted] plus the sighting of SKORYY-class destroyer, at anchor near Mys Doobskiy (N 44-37, E 37-54) [redacted]   | 50X1-HUM             |

C-O-N-F-I-D-E-N-T-I-A-L  
[redacted] 50X1-HUM

STATE	X	ARMY	X	NAVY	#X	AIR	X	NSA	X	OCR	X	NIC	X	DIA	X
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

**INFORMATION REPORT INFORMATION REPORT**

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- 2. The following Soviet merchant vessels were sighted in the Sea of Marmara and at Novorossiysk [redacted] 50X1-HUM
  - a. Cargo vessel URITSK, loaded, in the Sea of Marmara [redacted] on course for the Black Sea; [redacted] 50X1-HUM
  - b. Cargo vessel SEVASTOPOL, loaded, in the Sea of Marmara [redacted] on course for the Black Sea; [redacted] 50X1-HUM
  - c. Tanker ZHDANOV, empty, in the Sea of Marmara on course for the Black Sea; [redacted]
  - d. Tanker MOLODECHNO, loaded, in the Sea of Marmara [redacted] on course for the Black Sea; [redacted]
  - e. Merchant vessel CERNOSORSKY [sic], unloading unidentified cargo in wooden cases at Novorossiysk [redacted] 50X1-HUM
  - f. Tanker VOLGONEFT, departed Novorossiysk with cargo [redacted]

[redacted]

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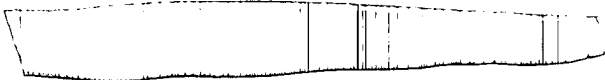
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Place and

[Redacted]



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Soviet Bloc Merchant ships sighted

[Redacted]

Soviet vessel of 16,000 tons, of new construction, painted gray, with white superstructure and funnel, its deck loaded with large boxes, was seen leaving the roadstead.

New Soviet tanker; 20,000 tons capacity, painted gray; was on its way out from the roadstead.

[Redacted]

Soviet super-tanker VARSHAVA.

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[Redacted]

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NOVORISSISK,

Enclosures:

1 sketch,

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A. INFORMATION AND OBSERVATIONS RELATIVE TO NAVIGATION

1. O.C. Naval and Merchant Vessels and Aircraft

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b. O.C. Merchant Vessels

SEA OF MARMORA

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Observed [redacted] on a parallel

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course, the Soviet motorship URISK, of recent construction; estimated speed, 16 knots; navigation bridge in the stern; 4 holds; 4 cranes; loaded; headed toward the Black Sea. A radar (LENINGRAD type) observed on the bridge.

SEA OF MARMORA

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[redacted] the Soviet motorship SEVOSTOPOL passed at an estimated speed of 16 knots; navigation bridge amidships; two trellis-work masts; 8 cargo booms; headed toward the Black Sea with a full cargo. A radar (NEPTUNE type) observed on the bridge.

SEA OF MARMORA

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[redacted] the Soviet tanker ZHDANOV

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passed, unloaded, headed toward the Black Sea.

SEA OF MARMORA

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the Soviet

tanker MOLODECHNO on a parallel course, loaded, headed toward Batum.

B. USSR. PORT OF NOVOROSSISK

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2. Naval Vessels in Port

Merchant Vessels in Port

b. Merchant Vessels in Port

The CERNOSORSKY, a steamer carrying a Soviet flag, unloaded a cargo of unspecified merchandise contained in wooden cases about 2.30 by about 1.50 meters in size (No 2 on the sketch).

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The VOLCONETT, an oil tanker carrying the Soviet flag, which left with a cargo for an unknown destination  (No 3 on the sketch).

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Commercial and Industrial Area  
3. Harbor. Military Area. Defenses and Military Equipment/ Shipyards.  
Grain/Elevator  
Warehouses. Cranes. Pontoons, Etc.

Quay with concrete piling under construction, outlined in red on the sketch.

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[ ] The letter A on the sketch shows the location of the grain loading pier, which is about 400 meters long and ~~about~~ 40 - 45 meters wide. The right side of the pier is used for mooring equipment for local use, such as floating cranes, fire-fighting equipment, pilot boats, motorboats, and a number of small tugs. The left side, on the other hand, is used exclusively for the loading of grain. On the stretch used for grain loading, there are four reception bins about six meters above the ground. Four women, one in each bin, <sup>are</sup> employed in shunting the grain into the elevator holds. The grain is moved from the grain into the bins on conveyer belts installed under the bins and in a small masonry building, equipped with a telephone, sits an employee who coordinates the grain loading between the eleva<sup>-tor</sup> the reception bins, and the ship.

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The water is deep enough at this pier to accommodate Liberty type vessels with a full cargo. As a matter of fact, vessels of this type first go to Kherson and then to Novorossisk to finish loading.

[ ] The stretch of the grain pier outlined in green on the sketch is currently under repair. [ ] this stretch of the pier had broken down in several places.

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[ ] The letter B on the sketch indicated the location of the elevator grain which stands about 1,000 meters from the loading pier on the other side of the road which borders the harbor area.

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[ ] The letter C on the sketch indicates the location of a

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[Redacted]

[Redacted]

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one-story masonry building in an open space near the fuel pier. This building is surrounded <sup>alternately</sup> by wire netting and by a low wall.

[Redacted]

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The letter D on the sketch indicates the gate.

This gate is next to the grain pier, on the right side, as indicated on the sketch. There is a small building at the gate, which is used by a guard who inspects the passes of those who enter or leave by the gate.

[Redacted] The location of two floating cranes with an approximate capacity of 250 tons is indicated on the sketch by the letter E.

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[Redacted] The letter F on the sketch marks the location of <sup>a large floating crane</sup> about 1,000 ton hoisting capacity. This floating crane which was working with its equipment and the aid of the two above-mentioned barges to refloat an unidentified steamer which had run aground while attempting to land the same morning.

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[Redacted] <sup>A</sup> Floating <sup>dry</sup> dock of about 12,000 ton capacity with an unidentified steamer aboard is indicated on the sketch by the letter G.

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[Redacted] the floating <sup>dry</sup> dock was empty.

[Redacted] The harbor area is fenced off by low walls and metallic netting.

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Directly after the enclosure, there are gardens with benches, then an asphalt road about 10 meters wide which runs along the harbor to the ~~main~~ town.

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[Redacted]

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5. [sic] Urban Area - Installations of a Military Nature (barracks, storage areas, car parks, etc.) - Installations of an Industrial or Commercial Nature (tanks [gas plants?], warehouses, etc.

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50X1-HUM

50X1-HUM

[ ] The letter H on the sketch indicates a cement plant on the hill on the right side of the harbor.

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[ ] The letter I on the sketch indicates a building with a smoke stack, probably a cement mill, in the immediate vicinity of the cement plant.

[ ] The letter L on the sketch indicates a large one-story building with a roof with semicircular sections, standing between the two above-mentioned buildings and probably used for storing cement.

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[ ] About 100 meters from the exit gate, on the left side of the road, there are three buildings, indicated on the sketch by the letters M, N, and O.

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In the first building (M) is the office for passengers in transit; in the second office (N) is the Harbor Office; and in the third building (O) is the Seamen's Club.

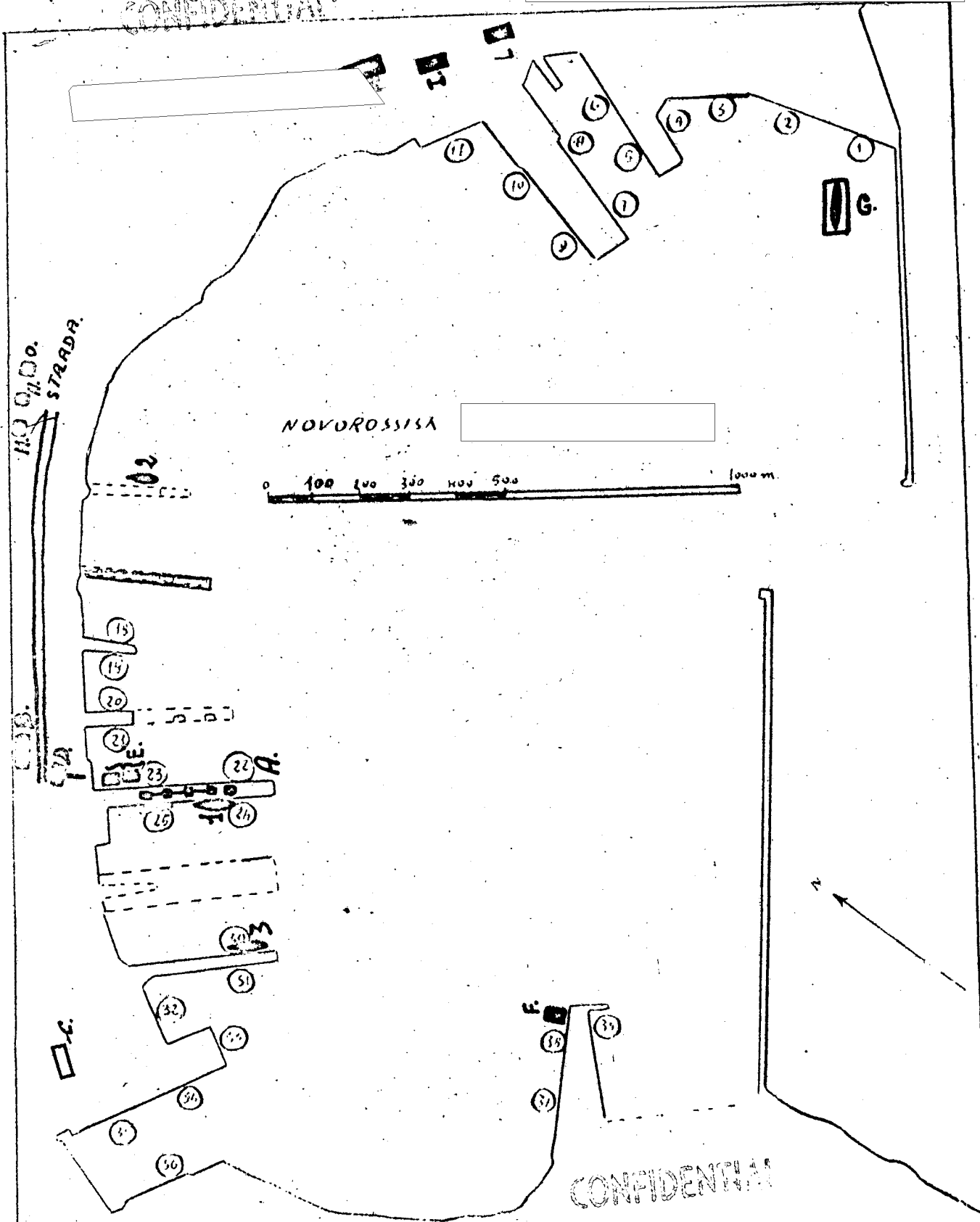
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The INFLOT Agency is on the right side of the road,

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Novorossiysk.

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a) Port of Novorossiysk

The following naval and merchant vessels were in the harbor

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- A Soviet naval vessel [redacted] was

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in the roadstead, anchored in the vicinity of Point

Dood [redacted] This vessel had [redacted]

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[redacted] two twin gun installations of medium-caliber, one at the bow and another one at the stern; two twin machine guns on the shelter deck; two launching tubes in the center (not identified whether twin or triple) and several radars. The vessel had three funnels and its stern was square. [redacted]

[redacted] no special missile installations could be sighted.

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Three unidentified steamships, [redacted]

[redacted] They were moored near the silos and were unloading Cuban sugar.

Three unidentified Soviet tankers were working in the harbor.

A Soviet steamship of medium tonnage was in the floating drydock.

Three Soviet motor patrol boats [redacted]

[redacted] in charge of surveillance of the merchant ships in the roadstead.

There were 7 tankers in the roadstead [redacted]

awaiting entrance to the harbor. [redacted]

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Miscellaneous information

- Motor patrol boats are in charge of night-surveillance of the ships in the roadstead. The surveillance begins at sunset. The boats usually cruise around the bay and along the coast, their searchlights constantly in operation. [redacted] the searchlights were not directed at any specific points on the coast but were throwing their light indiscriminately.

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[redacted] the purpose of these searchlights was less to disperse the darkness of the coast than to prevent clandestine sailings of ships or boats.

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(S) [redacted]

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The forced layover of tankers in the roadstead is caused by the fact that the maximum amount of oil, which arrives by tank cars, does not exceed 1,200 - 1,500 tons per hour.

Apparently because of the distance of the oil wells (about 2,000 km), it has not been possible to produce a greater flow of oil. The plan to build a pipeline originating at the oil-production sites will not be achieved in the foreseeable future.

[redacted] excavation work in the Point Sudyuk area [redacted] was intended to facilitate access to the lake.

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[redacted] super-tankers of 40,000 tons are presently under construction (apparently in Leningrad

[redacted] These super-tankers will be named after capital cities, such as Peking, Budapest, Bucharest, Prague. The super-tankers Peking and Bucharest are almost ready for service.

[redacted] the new petroleum pier has been

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completed. The depths are about 40 feet. Super-tankers can be moored there.

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