

5. The old ships which were in the flotilla from 1941 to 1945 are set forth below.

(a) Gunboats (kanonerskaya lodka).

The KRASNYY AZERBAYDZHAN and the LENIN. These ships were constructed in Russia before the revolution and have the following characteristics:

Displacement	600 to 650 tons
Length	60 meters
Width	8.5 meters
Draft	2.5 meters
Crew	85 men
Speed	14 knots
Horsepower	500 hp

√See Enclosure (A), sketch #1

The main engines on each vessel consist of two Nobel-type internal combustion engines with a cruising radius of only about 2,000 miles. The armament consists of two 120mm guns, two 100mm guns and four machine guns on each vessel.

The ALT'FATER, the MARKIN, and the BAKINSKIY RABOCHIY were also constructed before the revolution and have the following characteristics:

Displacement	700 tons
Length	75 meters
Width	7. to 7.5 meters
Draft	3.5 meters
Crew	90 men
Speed	25 knots

The main engines consist of a pair of triple expansion steam engines with a capacity of 6,000 horsepower. There are four tubular, Yarrow-type steam boilers on each vessel. √See Enclosure (A), sketch #2

The armament of each ship is four 100mm guns, one 37mm gun, and two machine guns. In addition each vessel can take on 20 mines.

(b) Auxiliary vessel (vspomogatel'noe sudno).

The SEKSTAN is a transport, steam driven, displacing about 2400 tons and is used as flotilla flagship during maneuvers and other operations.

(c) Guard vessels (storozhevoy korabl').

The KHOREK, the KUNITSA, the VYDRA and the LASKA have the following characteristics:

Displacement	180-200 tons
Length	40 meters
Width	7 meters
Draft	2.6 meters
Speed	12 knots
Horsepower	350 hp
Armament	Two 75mm guns and also a few machine guns
Crew	35 men

The ALI BAYRAMOV has the following characteristics:

Displacement	400 tons
Length	50 meters
Width	7.5 meters
Draft	2.8 meters
Crew	50 men
Speed	12 knots
Horsepower	500 hp
Armament	5 47mm guns and a few machine guns.

(d) Submarines (podvodnaya lodka).

There are four submarines, whose names I don't know, which have the following characteristics:

Displacement	200 tons
Length	35 meters
Width	4 meters
Draft	2.2 meters
Crew	18 to 20 men
Surface speed	15 knots
Submerged speed	8 knots
Armament	two torpedo tubes and one 37mm gun.

√See Enclosure (B), sketch #3

6. The new ships which passed through Astrakhan enroute to Baku from 1946 to 1951 inclusive are listed by type below. New combatant-type ships were added to the

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Flotilla during this period and totaled at least 29 vessels. Included in this total were destroyers, gunboats, armored landing barges and submarines. I witnessed the transfer of these ships and as far as I know they are all still in the Caspian Flotilla.

(a) Destroyers (minonosets).

There are four destroyers, whose names I don't know, although one destroyer was numbered 107 and passed through Astrakhan enroute to Baku in 1949 or 1950. The destroyers have the following characteristics:

Displacement	1,000 to 1,100 tons
Length	80 meters
Width	8 meters
Draft	2.5 to 2.8 meters
Crew	130 men
Speed	25-28 knots
Horsepower	15,000 to 20,000 hp

The vessels are driven by steam turbines and have twin screws. See Enclosure (B), sketch #4/

The armament of each vessel consists of four 100mm guns, two 37mm guns, one or two rocket installations, four 450mm torpedo tubes, two depth charge racks, two machine guns, and up to 50 mines may be carried.

There was some equipment amidships on the well decks of the destroyers which was covered with canvas. I don't know but I think this equipment was probably torpedoes, rockets and depth charges. 50X1

(b) Gunboats (kanonerskaya lodka)

There are eight gunboats whose names I don't know, which have the following characteristics:

Displacement	800 tons
Length	70 meters
Width	7. to 7.5 meters
Draft	2.8 meters
Crew	100 men
Speed	25-30 knots
Horsepower	12,000 hp

The main engines consist of steam engines and the vessels have twin screws. See Enclosure (B), sketch #5/

The armament of each vessel includes three 100mm guns, two 37mm guns, two machine guns and one or two rocket installations.

(c) Submarines (podvodnaya lodka)

There are five submarines whose names I don't know, two of which have the following characteristics:

Displacement	600 tons
Length	70 meters
Width	7 meters
Draft	3. to 3.2 meters
Crew	30 men
Horsepower	1,000 hp

The submarines have Diesel engines as their main propulsion plant.

The armament of these two submarines consists of four torpedo tubes and a proposed mount for one 100mm gun and one 37mm gun. See Enclosure (C), sketch #6/

The characteristics of the other three submarines are:

Displacement	750 tons
Length	80 meters
Width	8 meters
Draft	3 meters
Crew	35mm
Horsepower	1,200 hp

I heard that the latter three submarines had a Diesel electric main propulsion plant with a four bladed, counter-propeller type screw.

For additional information about these five submarines see my reports on Soviet Submarines in the Caspian Sea 50X1

(d) Armored landing barges (bronedesantnaya barzha). There were twelve of these barges but I do not know their names or numbers. I have no exact information about these barges since I saw them only once at the time of the transfer and I had no personal

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acquaintances aboard the vessels.

Length	30 meters
Width	6 to 8 meters
Draft	0.5 meters or less

Internal combustion engines propel these vessels. The bow section can be lowered. Both the bow and stern surfaces are flat without any angular formations. (See Enclosure (D), sketch #7/ [redacted]) 50X1

7. Experiences in World War II revealed that a number of merchant vessels could be successfully utilized in military operations as combat units. The Lastockha class of tugs demonstrated especially good combat qualities in action at the siege of Stalingrad. There are six tugs of this class in operation. All steamships, the PAMYAT IOV VOYKOVA, the DZHAMBUR (formerly the DZERZHINSKIY), the PROFINTERN, the KUZ'MICHEV, the URIT-SKIY, the 10th GODOVSHCHINA ORTYARRYA. (See Enclosure (D), sketch #8.)

The superstructures of these ships are steel except for the charthouse. On the spar deck there are two platforms for installing antiaircraft machine guns or 37mm guns. The technical condition of these tugs is excellent.

8. Beginning in 1946 the Riga Ship Repair-Shipbuilding Yard and the Shipyard i/n Vano Sturua (located in Baku) started production of tugboats. These tugs were constructed with a view to their possible use in military operations. Hence there is little remaining to be done to these tugs to convert them to military use.

The Riga Yard constructed for Reydtanker two 500 hp horsepower tugs, Diesel engines, and named the GVARDEETS, and the PARTIZAN, and also five 150 horsepower tugs, the BURUN, [redacted] The superstructures of these tugs are steel except for the chart house. 50X1

Since the end of 1946 the Shipyard i/n Vano Sturua has gained considerable prominence due to the military potential of the tugboats which the yard has been constructing. Although these tugs are being constructed for Reydtanker and Kasptanker (Caspian Oil Tanker Steamship Agency) and Kaspflot (Caspian Dry Cargo Steamship Agency) they are readily convertible to military operations. These tugs are completely steel, including the superstructure. On the decks of the tugs mounts have been built for ready installation of guns and on the spar deck there are platforms for antiaircraft mounts. The wooden flooring of the decks can be readily dismantled in the interests of damage control. From 1946 to 1948 standard tugs numbered from #1 to #14 were constructed, including the BURNIY, the BEDOVY, the BYSTRYY, the BDITEL'NIYY, the BESSTRASHNIYY, the RESPOSHCHADNIYY, the BOYKIY, and the BODRYI. (See Enclosure (E), sketch #9.)

The main internal combustion engines of these tugs are 500 horsepower each, driving a single screw.

These tugs have the following characteristics:

Displacement	200-220 tons
Length	30 meters
Width	7 meters
Draft	3. to 3.2 meters
Crew	26 men
Speed (no load)	12 to 13 knots

In 1948 construction was begun at the Yard i/n Vano Sturua on a class of tugs known as the BURNIY-type motor ship. The tugs were supposed to be quite similar to the first fourteen, just described above, and were assigned numbers 15 to 22. These tugs were to be a little larger than the first group, however, and were to have twin screws driven by 800 horsepower Diesel engines. Two of these tugs were to be delivered to Reydtanker but as of June 1951, when I left the Caspian Sea region, the construction plan was still not fulfilled.

In 1950 the shipyard i/n Vano Sturua began construction of a third class of tugboats which were to have twin screws and a 1200 horsepower main engine. It was planned to construct ten of these tugs and the numbers 23 to 32 were assigned to the program. By June 1951, none of these tugs had been placed in operation.

9. In 1951, and in preceding years, I had information that the maneuvers of the Caspian Flotilla were conducted in the areas between Derbent and Kuli-Mayak (located north of Krasnovodsk). I don't know any details on the nature of the maneuvers, but it was common belief that besides the usual firing and tactics, a great deal of attention was given to the training of personnel in landing operations.

The character of the terrain in the general areas where the maneuvers were conducted is as follows:

- (a) The region of Makhachkala. The sea has a stony bottom and there are difficult approaches to the shores. In addition this is the most turbulent part of the Caspian Sea and storms most frequently arise in this area with a maximum amount of force

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(b) The region of Kuli-Mayak. The sea has a sandy bottom, very shallow water, and a large number of shoals and banks which render an approach to the shore extremely hazardous. Moreover, in the summer season, the temperature of the air rises to 46° - 48° C.

10. All of the new naval vessels in the Caspian Flotilla have been equipped with radar (officially called radio lokator - RL). There are only two or three of the old vessels in the Flotilla which have radar however. A person operating the radar equipment, a radarman, is called a lokatorshchik. I am unable to describe any of the antenna or even give a rough sketch because I never had a close enough look to note any details.
11. All ships of the Ministry of the Merchant Fleet are equipped with antimine defenses. The following ships are equipped with protective cable around their hulls to protect them from magnetic mines.

(a) Kasptanker

The BERIYA
 " KAGANOVICH
 " PROFINTERN
 " STALIN
 " MOLOTOV
 " VKP (B)
 " ZHDANOV
 " LENIN
 " AGAMALI OGLY
 " KOMINTERN
 " RABOCHIY
 " KREST'YANIN
 " TRETIIY INTERNATSIONAL
 " VALERIY CHKALOV
 " KILIYA

(b) Kaspflot

The AZERBAYDZHAN
 " BAGIROV
 " AZERBAYDZHANSKIY
 " DAGESTAN
 " KUYBYSHEV
 " TEL'MAN
 " KAFUR MAMEDOV
 " KATUN'
 " CHOROKH

(c) Reyd tanker planned in 1951 to equip the following ships with antimine belts.

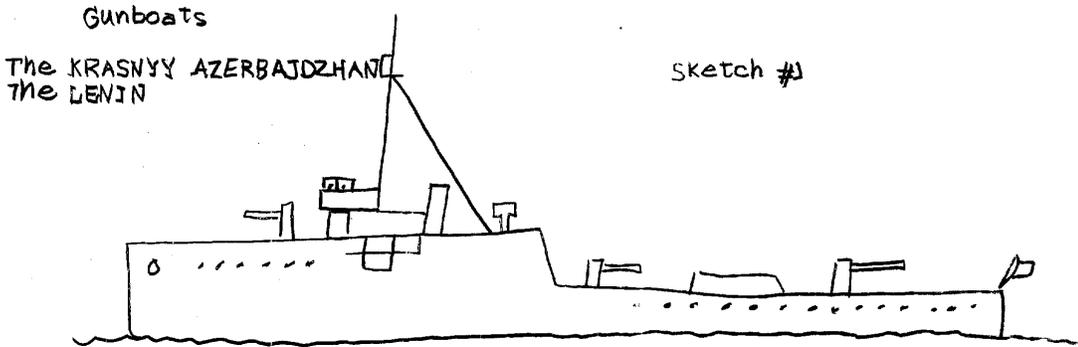
The AKADMIC VIL'YAMS
 " BAGRATION
 " SORMOVETS
 " AKADEMIK ZHUKOVSKIY
 " KAPITAN KRASNOV
 " METALLIST

- end -

ENCLOSURE (A): Two Sketches of Soviet Gunboats
 (B): Sketch of Soviet Submarine and Destroyer
 (C): Sketch of Soviet Gunboat and Submarine
 (D): Sketch of Soviet Armored Landing Barges - BDB-2 and Soviet Tugboat
 (E): Sketch of Soviet Tugboat

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TWO SKETCHES OF SOVIET GUNBOATS

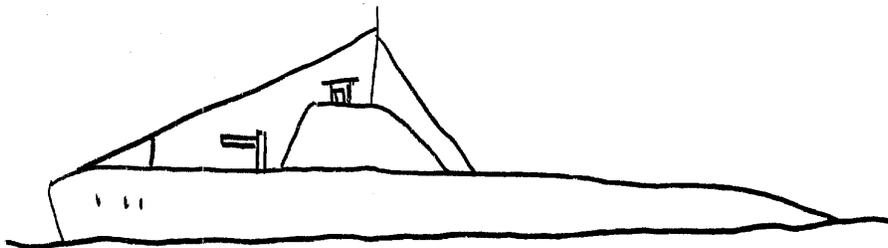


SKETCH OF SOVIET SUBMARINE AND DESTROYER

Submarines

Four un-named boats

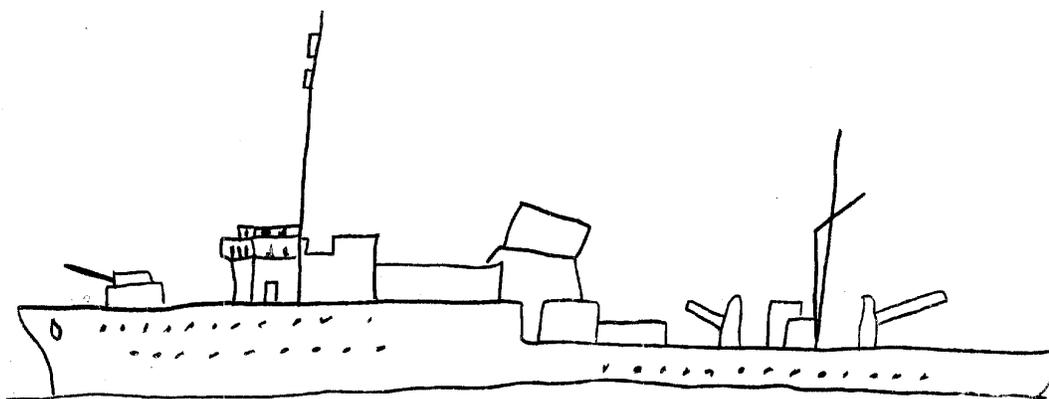
Sketch #3



Destroyers

Four un-named ships

Sketch #4



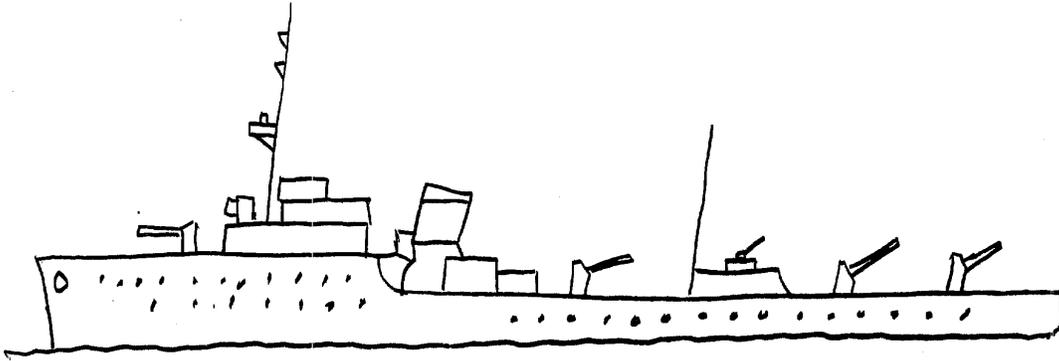
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SKETCH OF SOVIET GUNBOAT AND SUBMARINE

Gunboats

Eight un-named vessels

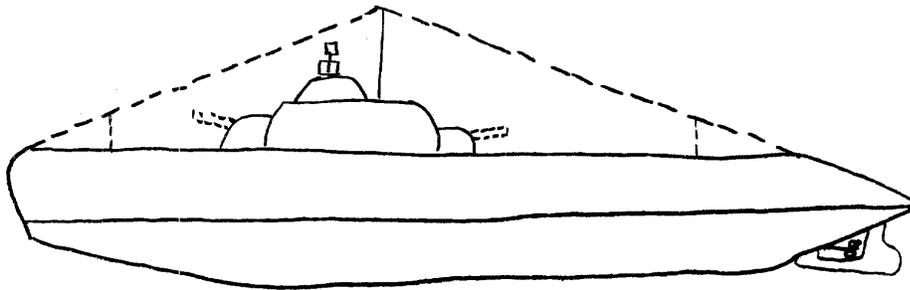
Sketch #5



Submarines

Two un-named boats

Sketch #6



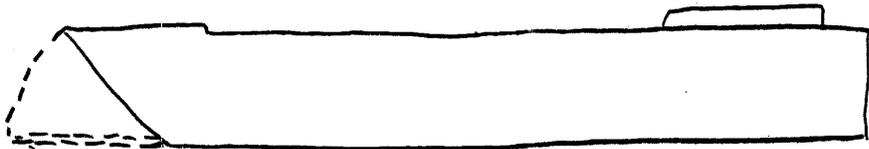
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SKETCH OF SOVIET ARMORED LANDING BARGES - BDB-2 AND SOVIET TUGBOAT

Armored landing barges - BDB-2

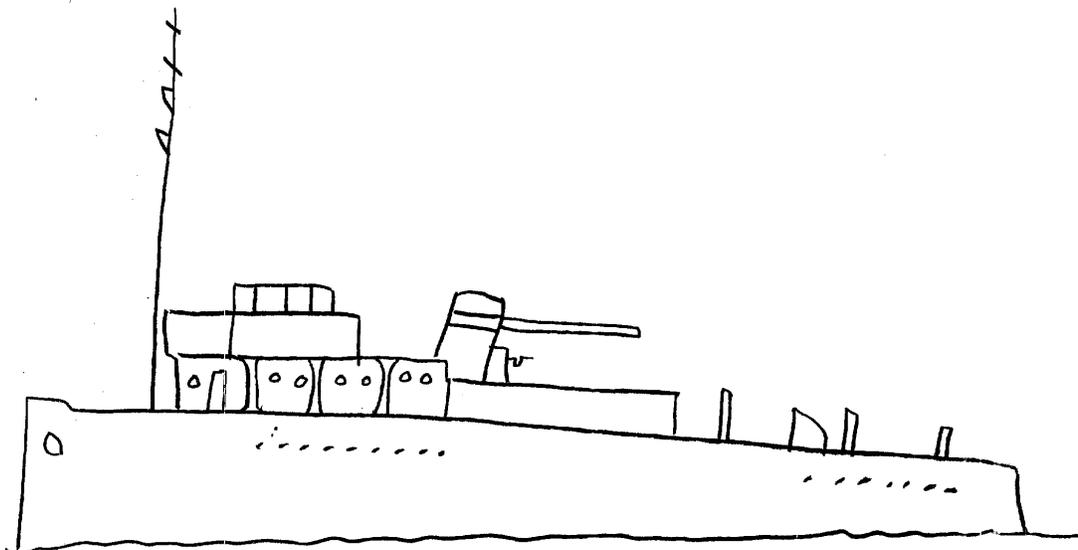
Twelve un-named vessels

Sketch #7



Tugboats - The PAMYAT TOV. VOYKOVA
 " DZHAMBUR (Formerly the DZERZHINSKIY)
 " PROFINTERN
 " KUZ'MICHEV
 " URITSKIY
 " 10 GODOVSHCHINA OKTYABRYA

Sketch #8

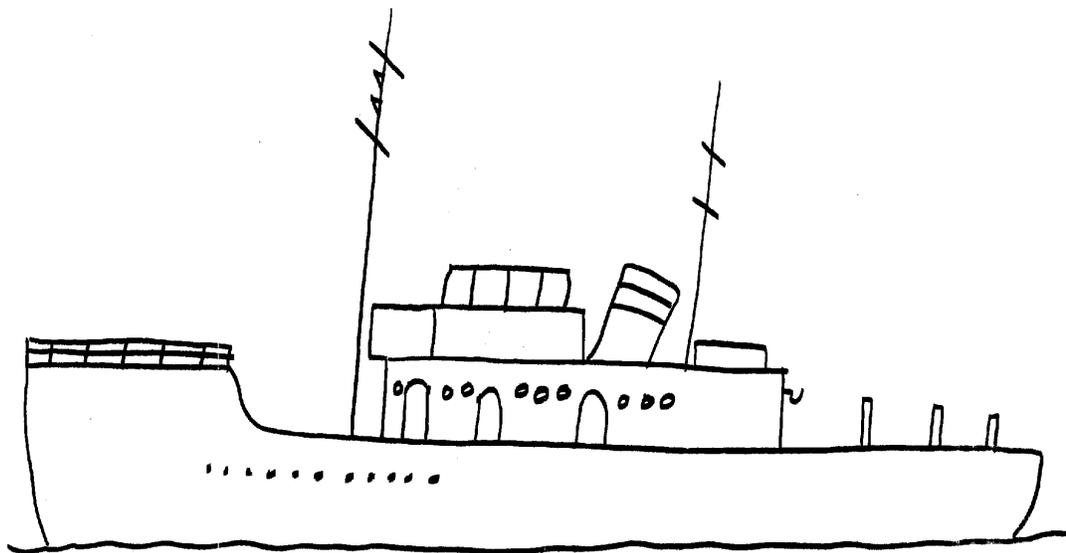


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SKETCH OF SOVIET TUGBOAT

Tugboats - Fourteen in class

The BURNIY
" BEDOVOY
" BYSTRYY
" BDITEL'NYY
" BESSTRASHNYY
" BESPOSHCHADNYY
" BOYKIY
" BODRYY



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