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CENTRAL INTELLIGENCE AGENCY

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1. The port of Novorossiisk is situated in a deep natural bay created by the Tsemes Iriver. The bay is protected from the northeast by Point Doob (Doobski Mys) and from the southwest by Sundzhuk Peninsula (Sundzhukskaya nosa); it is protected against winds from all directions except from the southeast, south, and partly southwest. As protection against these winds, at the end of the 19th century (1891-93) the east and west breakwaters, closing in the port, were built inside the bay.
2. The east breakwater is about 750-800 meters long. The Novorossiisk entrance light is on its outer end. On the outer side, the breakwater is 4-4.5 meters high, and on the inner side about 2-2.5 meters.
3. The west breakwater is about 1,200 meters long. At its outer end there is a red signal light, about 10-12 meters above sea level, which with the entrance light forms a gateway to the port of Novorossiisk. Both breakwaters have, above the water, a width of up to 4 meters (a 3-meter platform on the inside and a parapet one meter thick by two meters high). They are equipped with moor-piles along their entire length on the inside, but do not have wooden mooring fenders. Along the entire length of both breakwaters are steps down to the level of the water; these steps are evenly spaced at a distance of 250-270 meters from each other.
4. Thus, the port of Novorossiisk is protected from all sea winds which might create waves within the bay and interfere with normal harbor activities. The only wind that might endanger vessels within the harbor would be one blowing not from the sea but from the mountains (out of the mountain passes of the Morkhotski Range (Morkhotski Khrebet)) on the northeast side of the bay. The wind blows from the northeast and is called "nordost" (northeaster) or "bora". The "nordost" attains, especially during the winter, a great velocity (12 balloons /sic/ at a speed of more than 40 meters per second) and lasts periodically 1, 3, 6, 9, 12, and 15 days. In winter, the periods are more frequent (from one to 3 times a month) and of longer duration. During a "nordost", only the eastern part of the port can operate, and the anchoring of vessels in either the inner or outer roadsteads is out of the question; usually all vessels in the roads either tie up at a safe mooring or leave Tsemes Bay (Tsemeskaya Bukhta).

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5. Located in the central part of the black Sea, the port of Novorossiisk is a nerve center connecting the Caucasus coast with the industrial regions of the North Caucasus and the central part of the Soviet Union. In order to increase the turnover capacity of rolling stock, freight destined for the Caucasus is shipped by rail as far as Novorossiisk and from there is sent to a suitable port on the Caucasus coast. The reverse is applicable to freight flow in the opposite direction. The presence of suitable loading and unloading facilities and also the geographical location (the neighboring chernozem areas) make Novorossiisk one of the most important grain-shipping ports of the Black Sea. The main types of freight passing through the port of Novorossiisk are grain, cement, flour, coal, ore, imported equipment, forest products, various general (export) goods, and liquid fuel (petroleum, gasoline, lubricating oils). In freight turnover, Novorossiisk, along with Odessa, Nikolayev, and Kherson, is one of the principle commercial ports of the Black Sea - a port of the first class.
6. The port of Novorossiisk is ill-suited as a military port and has never been one, with the exception of several periods during the past war. A series of heavy shore batteries were installed near the Penay light (Penayski mayak), near the Doob light (Doobski mayak), to the north and to the south of Koldun Mountain (near the villages of Myskhako and Shirokaya Balka). These batteries, equipped with searchlights, control ship movement both inside the bay and in the approaches to it.
7. In addition, a squadron (otryad) of picket boats belonging to Morpogranokhrana (Coastal Border Patrol) is stationed in the port. The squadron continuously patrols a 40-kilometer zone of border waters. [redacted] 50X1-HUM
[redacted] there was stationed in Novorossiisk the 10th Picket Boat Squadron of Morpogranokhrana, consisting of six "Okhotnik"-type picket boats armed with two 45-mm guns, four antiaircraft machine guns, and 12 depth charges. These boats have a speed of 25-30 knots. The base of the cutters of the 10th Squadron is in the bay called Kovsh [redacted] 50X1-HUM
alongside the refrigerating plant (kholodilnik) [redacted] 50X1-HUM
[redacted] The squadron headquarters is on Naberezhnaya ulitsa (ulitsa imeni Lenina), opposite the liquid-cargo loading pier [redacted] 50X1-HUM
8. In the last war, Novorossiisk was badly damaged by both air and artillery bombardment, since it was in the front lines for 18 months. The northwestern and western parts of the city were occupied by the Germans, and the Soviet artillery was located at the Oktyabr Cement Plant, where it was entrenched in the plant's tunnel-shaped quarries. 50X1-HUM
9. After the city was liberated from the Germans, the Soviets, even before the end of the war, began rebuilding the city and chiefly the port, which had at that time strategic significance for the coming Crimean operations. [redacted] 50X1-HUM

[redacted]
at the end of the war reconstruction works were being done at a fast pace; 5,000-8,000 German P.s were employed in the work. Demolished machinery was replaced by machinery dismantled in Germany.

Eastern Part of the Port (Plant Side)

East Quay

10. On the right side of the base of the east breakwater is located the east quay, consisting of three berths: the 1st, 2nd, and 3rd. The depth of the 1st and 3rd berths is 28-32 feet, and the 2nd has a depth of up to 36 feet. These berths are used for mooring vessels taking on cement from the Oktyabr Cement Plant [redacted] and for receiving coal, the storage areas for which are located in the east quay area. When there are no ships loading cement, the berths are usually occupied by coal barges which serve as auxiliary units. 50X1-HUM

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for bunkering ships standing at other berths or in the inner roadstead.

11. Directly behind the coal storage area, at the east quay, are the storage buildings (warehouses). The first two buildings are stone structures [redacted] and are used for storing cement received from the Oktyabr Cement Plant by the overhead cableway. The terminus of the cableway is the so-called "Nizhni Grib" (lower mushroom), a concrete mushroom-shaped building, the top of which has a diameter of 12-15 meters and a height of 8-10 meters. The turntable for the cars of the cableway is located in the top of the "mushroom". The cableway, which connects the Oktyabr Cement Plant with the port, is more than one kilometer in length and is built on concrete poles, some of which are set right in the sea. The cableway has a capacity of about 1,800-2,000 tons of cement per day. 50X1-HUM
12. The eastern quay has an extensive network of railroad spurs (10-12 tracks) which terminate at dead ends and at several warehouses used to store various types of goods.
13. At the base of the east breakwater there are two small tanks, about 15 meters high and about 12 meters in diameter, which are used for discharging and storing vegetable oils. There is also a small building containing a pump and a power installation for these purposes.
14. Adjacent to the warehouses, on the northeastern side, is the area of the port's ship repair shops (called, simply, machine shops), which occupy an area approximately 200 meters by 300 meters. The ship repair shops include a lathe shop, a foundry, a forge, a fitting shop, a copper shop, a painting shop, and a carpenter shop; they repair mostly ships from the auxiliary fleet assigned to the port of Novorossiisk. The total number of personnel employed in the shops is 450-500. In the same area as the ship repair shops are the main supply warehouses of the administration of the port of Novorossiisk.
15. Delivery of cement from the warehouses and from the Nizhni Grib to the loading platforms of the east quay for loading on ships is done either by a narrow-gauge railroad (horse traction) which connects the warehouses and the Nizhni Grib with the wharf or simply by horse transport. Loading of coal from the storage area on the east quay into ships and barges is done with the aid of electrically driven belt transporters. There are 15-20 transporters in operation on the east quay. The warehouse area is equipped with many contact devices for connecting transporters into the network. For loading coal from remote sections of the storage area, from four to seven transporters are connected one after another.

Cement Pier

16. Adjacent to the east quay is a pier (of solid construction, not on piles) called the cement pier, which is about 120 meters long and 65-70 meters wide. In the center is a large concrete building, the cement warehouse, which occupies the whole pier with the exception of narrow (4-5 meters) loading platforms along each side of the pier. On the roof of the warehouse is located the terminal reversing point of two aerial cableways which connect the warehouse with the first and second sections of the Proletarii Cement Plant. The first cableway, connecting the cement pier with the packing department of the first section of the Proletarii Cement Plant, runs on the left side (as one stands at the base of the pier and looks toward the head); the second cableway, going to the first section of the plant parallel with the first cableway, and from there through the plant territory to the packing department of the second section of the plant, runs along the right side. The terminal of the cableway has on each side of the warehouse four lowering devices (chutes for bags and cages for barrels) distributed evenly along the entire length of the building. The section of the cableway which runs over the area of the east quay (between the cement pier and the first section of the plant) has, for safety, a metal net 200-220 meters long and 8-9 meters wide, underneath it.
17. At the head of the cement pier is a large silo, above which is a slewing grab crane with a capacity of 1.5-2 tons which is used to unload coal and

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trass coming by sea to the cement plant. The cargo unloaded by the crane is put into the silo, from which it is carried by the cableway (in the return cars) to the plant area. The cable cars are unloaded automatically by means of a movable device fastened to the cable which automatically tips the car, and unloads the contents in the desired spot. Thus, the head or 5th berth of the cement pier serves only as a mooring for ships arriving with cargoes for the Proletarii Cement Plant, such as coal and trass going into the composition of high-quality cement.

18. The left (4th) berth of the cement pier can handle simultaneously two ships of average tonnage (1,500-2,000 gross tons) or one large ship. The depth of the berth is 25 feet at the base of the pier and 40 feet at the head.
19. The right (6th) berth of the cement pier has a depth at the base of the pier of 30-32 feet and of up to 40 feet at the head and can handle simultaneously one medium ship and one larger ship.
20. The cement pier has no railroad tracks or automobile roads. The full load capacity of the cement warehouse is about 30,000 tons.
21. The first cableway can handle 1,500-1,600 tons of cement per day. Since 1933, the first cableway has not worked at full load, since the major part of the cement produced by the Proletarii Cement Plant is shipped in bulk in railroad cars, with a resultant saving in packaging materials. In recent years, cement has been shipped by sea from the first section of the cement plant only in cases of delay in the delivery of railroad cars.
22. The second cableway can handle 1,200-1,300 tons of cement per day and works at full capacity. Approximately 60 percent of all the output is shipped in soft packaging (50 kg burlap and paper bags and 77 kg burlap bags), and the rest in 180 kg barrels.
23. The Proletarii Cement Plant has about 8,000 workers and the Oktyabr Cement Plant has about 3,500 workers. The Proletarii Plant produces about 800,000 tons of cement per year, and the Oktyabr Plant produces about 300,000 tons per year. The number of loading workers of the port serving cement and coal operations ranges between 250 and 450 persons.

The Import Pier

24. To the west of the cement pier is located the so-called import pier (of solid construction, not on piles). The import pier has five berths: the 7th and 8th located on the left side, the 9th at the head, and the 10th and 11th on the right side. The 7th and 11th berths can handle ships with drafts of less than 18-20 feet, and the other berths can handle ships with drafts of up to 36-40 feet.
25. The name "import pier" comes from the fact that this particular pier was designated for the unloading of imported or entering cargoes; which were almost exclusively machine tools for plants and factories, machines for the heavy metal-working industry, motors, etc. All of this was heavy cumbersome freight; to unload it, the import pier was accordingly equipped with unloading machinery.
26. On the right and left sides of the pier are two overhead travelling cranes with a capacity of 15 tons each; these cranes are capable of moving along the entire pier and carrying freight to any point on their respective sides of the pier. In addition, three jib cranes, having a capacity of 7.5 tons each and set on railroad cars, are located along each side of the pier; these cranes are equipped with electromagnetic devices for lifting loads up to 3.5 tons in weight. Along with these cranes the import pier has two non-selfpropelled railroad cranes with a capacity of 10 tons in the lengthwise position and 6.5 tons in the crosswise position. For unloading

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especially heavy loads the port has three floating cranes: Flavkran No. 1, Flavkran No. 2, and Flavkran No. 3, with capacities of 50, 35, and 60 tons, respectively. These cranes are placed at the disposal of the import pier when they are needed.

27. The import pier has an extensive network of railroad sidings, with three tracks on each side of the pier. The head berth of the import pier was equipped recently for unloading ore arriving by sea from Poti for onward shipment by rail. This berth does not have railroad sidings. Thus, ore is loaded only into rail cars delivered onto a dead-end of the sidings along the sides of the pier.
28. The dimensions of the import pier are: width at base, 80-90 meters; width at head, 65-70 meters; length, 150-160 meters. The import pier has a one-story stone building on the left side of the base of the pier, serving as a waiting room for workers, and two large warehouse buildings located at the center of the pier. One of the latter is fitted for the office and various storage places for materials and spare parts necessary for the equipment of the port, and the other is a storehouse for small freight which must be protected from atmospheric changes. The total number of workers and technical and service personnel of the import pier is about 350 persons

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"Labor Office" (Rabochaya Kontora)

29. In the space between the cement and import piers there is a small anchorage for small ships being repaired in the ship repair shops of the port (in cases where ship machinery or the above-water part of the ship is being repaired and docking is not necessary). The name "Labor Office" comes from the location of a stevedores' post, which was subsequently remodeled into a workers' dining hall, just opposite the station mentioned above.
30. When standing at anchor, small ships are tied by the stern directly to the shore, the steepness (up to 12 feet deep at a distance of 3-4 meters from the shore) of which permits a ladder to be laid from ship to shore. Usually up to 10 various small ships, mainly from the auxiliary fleet (tugs, scows, small passenger and fishing boats) are found in this anchorage.
31. In a small cove which is adjacent to the base of the cement pier and is called "under the net" (pod setkoi) (inasmuch as over it is the guard net of the cableway) is a small wooden pier which serves as a mooring for the small motor cutters which transfer workers and passengers (cutter transfer, which connects the western or town part of the city with the eastern or plant side). The station of these motor cutters is also located here, since the cove is sheltered from all winds and is a safe anchorage.

The Slip

32. On the right side of the base of the import pier, in the northeast part of the port, is located the so-called "slip", which is a division of the ship repair shops of the port. The slip is located on a sloping shore and occupies an area 200-220 meters long and 100-120 meters wide. Here work on ships requiring repair of the underwater part is carried out. For this, the slip has four or five mechanical windlasses which draw the ships onto the launching cradles. Four or five ships having maximum displacements of 450-500 tons, can be drawn out at one time. The Novorossiisk ship repair shops cannot drydock heavier ships. For drawing out small ships with displacements of 30-50 tons, the slip has portable electric and hand-operated capstans. The slip has large carpenter shops, a forge, a casting shop, and a power installation.

"Novores" (Novorossiisk Electric Power Plant)

33. At the base of the eastern breakwater is located the Novorossiisk electric power plant, called "Novores", a structure which was finished in 1933-34.

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Novores is the largest electric power plant in the area and supplies power not only to all enterprises of the city but also to the Krymskaya Canning Combine (50 km away in the direction of Arasnodar) and to part of the industrial enterprises of Krasnodar Krai. The plant, a 3- or 4-story building with large open spaces, is a ferro-concrete structure approximately 80 by 100 meters in size; it stands out in relief against the background of factory buildings and makes a good identification feature both from the air and from the sea.

34. In September 1942, on the approach of the Germans, the Soviets themselves blew up Novores. The plant suffered further damage in the period of continual artillery and air battles. Reconstruction of the plant was begun at the end of the war and restoration operations were finished (according to the Soviet radio) in the spring of 1948.

35. [redacted] in the period of inactivity 50X1-HUM of Novores, the old electric power plant was operated. The old electric power plant is located one kilometer from the city on the Anapski Shosse (Anapa Highway) on the side toward the Tonnelnaya railroad station. This power plant supplied the city with electric power before the construction of Novores and has a considerably smaller capacity. During the war, it was put into partial operation by the Germans. Before the war, it was a spare plant in case of accident at Novores.

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Old Passenger Pier

37. This pier is called the Old Passenger Pier because, before the outfitting in 1932-34 of the coastal jetty [redacted] for passengers, it was the only pier in the port of Novorossiisk equipped to handle passenger ships. The Old Passenger Pier is a wooden structure fastened to wooden piles treated with a compound to prevent the destructive action of water; the underwater parts of the piles are sheathed with galvanized iron. The pier is approximately 110-120 meters long and about 15 meters wide. It has two berths: the 12th and the 13th. The 12th berth can handle vessels with a draft of not more than 26 feet, and the 13th berth can moor vessels with a draft of not more than 28 feet.

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38. On the left side of the base of the pier is a wooden shed [redacted] which serves as a warehouse for cargoes being transferred. At the base of the pier are two stone one-story buildings [redacted] which formerly were used as passenger and freight offices for the Novorossiisk Moragentsvo (Maritime Agency). At present, building 21 houses the office of the port automobile transport, the garages of which are in the pier's former freight sheds located opposite the pier [redacted] and are connected with the pier by a narrow-gauge road.

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39. In building 22 is located the Portnadzor (Port Inspection), which has charge of order in the port, ship traffic, mooring procedure, and the general observance of all maritime formalities. In the Port Inspection the following are on duty 24 hours a day: a pilot, a mooring crew, and a port inspector. Two port cutters, whose anchorage is at the gangway on the right side of the base of the Old Passenger Pier, are attached to the Port Inspection. Under the supervision of the Port Inspection are the posts of the "shore sailors" (beregovoi matros). These posts are distributed over the area of the port, which is broken up into the following sections:

- a. Vostochnaya Naberezhnaya (East Quay) post
- b. Import Pier
- c. 1st pier
- d. 5th pier
- e. Lesnaya Gavan (Timber Pier)
- f. Coastal jetty

All of these "shore sailor" posts have telephone communication with the Port Inspection and are the representatives of the Port Inspection in their respective sections.

40. The Old Passenger Pier is used as a passenger pier only during the "nordost" period, that is, when mooring at the coastal jetty is impossible. The rest of the time, the pier is an auxiliary pier and serves for various coastal operations. The pier has a good siding for automobile transport but no railroad sidings. There is a railroad dead-end at the rear wall of the freight shed (16), whence it is possible to deliver goods to the pier only with the aid of a narrow-gauge railway which has not been used for a long time.

Liquid Cargo Loading Pier

41. At a distance of 120-130 meters to the south of the Old Passenger Pier is located the liquid cargo loading pier of Neftesindikat (Petroleum Syndicate) [redacted] an obsolete structure (wooden, on wooden piles) of 50X1-HUM exactly the same type as the Old Passenger Pier. The pier is 120-130 meters long and 15-16 meters wide. It has two berths, the 14th and 15th, which permit the mooring of ships with a draft of 30-32 feet. 50X1-HUM
42. The pier is equipped with a pipeline connected with the storehouse of the Petroleum Syndicate [redacted]. The storehouse, in turn, is connected with the main storehouse of the syndicate [redacted] by an underground pipeline. Each side of the pier has two delivery pipes having diameters of five and seven inches. On the left side of the base of the pier is located the reinforced fire post, which is equipped with chemical fire-fighting agents. 50X1-HUM
43. The pier serves for the mooring of ships which take on cargoes of liquid fuel through the Novorossiisk section of the Petroleum Syndicate. (The main section of the Petroleum Syndicate is located in Tuapse, which is the chief liquid cargo loading port on the Black Sea. Tuapse is located on the Caucasus shore of the Black Sea, southeast of Novorossiisk.) The capacity of the pier, depending mainly on the various supplies of liquid fuel in the storehouses of the Petroleum Syndicate, permits the loading of a tanker with a displacement of 3,500-4,000 tons in 4-5 hours when all four pipes of the pier are working.

1st Pier

44. At a distance of 130-140 meters to the south of the liquid cargo loading pier is located the 1st pier [redacted] which is the remaining part 50X1-HUM of the bunkering (estakadnaya) pier which was dismantled in 1936-37 because of decay and unsuitableness. In connection with the completion in 1934-35 of the 3rd elevator pier, equipped with powerful conveyor belt machinery, the

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bunkering pier with its obsolete loading devices lost its value and the restoration of the decayed structure would have been unprofitable. It was proposed to build on this site, by lengthening the existing basic foundation, a freight and passenger pier which would be equipped with modern loading and unloading machinery. The works were held up in connection with a construction failure on the 4th berth, which was destined for exactly these purposes: the berth was almost finished when its entire left side suddenly collapsed. As a result, it was necessary to discontinue all operations. The post war caused such great damage to the port that the reconstruction of vital installations caused the postponement for several years of the project for this pier.

45. At present, the 1st pier, which is a small pier 40-50 meters long and 16-18 meters wide, serves as a mooring for small motor cutters (passenger cutter transfer), port tugs, and fire and rescue cutters. The area marked by stippling on the chart is dangerous for ships because it is possible to run onto piles left after the bunkering pier was dismantled.

2nd Pier

46. The 2nd pier, 130-135 meters long and 20-22 meters wide, is located 120-130 meters south of the 1st pier. The 2nd pier is a wooden structure of the same type as the Old Passenger Pier and the liquid cargo loading pier but is of later construction and is in better condition. The pier has two berths (18th and 19th), both of which can handle ships having a draft of 36 feet. Double-tracked railroad sidings on both sides of the pier connect the pier with the warehouses of the lower station. The 2nd pier is the main transfer point for general cargoes, mill cake, artificial fertilizers, etc.

3rd or Elevator Pier

47. The 3rd or elevator pier is located 110-120 meters south of the 2nd pier. For a distance of 50-60 meters it is a solid pier; beyond that, it is built on ferro-concrete piles. The overall length of the pier is 180-200 meters and the width is 20-22 meters. Along the entire pier, in its center part, at a height of 4.5-5 meters, runs a concrete gallery, inside of which are located the endless belt excavators which deliver grain for loading. The concrete gallery, built on concrete columns, runs through the entire area of the lower station to the grain silos of the main elevator. On the pier, the gallery has four towers on each side, through which grain is loaded directly into ships. The capacity of the elevator pier under full load is 1,600-1,800 tons of grain per hour.

48. The 3rd pier has four berths: the 20th, 21st, 22nd, and 23rd. Of these, the 20th and 23rd can handle ships with a draft of 22-24 feet, and the 21st and 22nd can moor and load ships with a draft of 30-40 feet. The pier has two double railroad sidings on each side, which connect it with the lower station of the Novorossiisk railroad center.

49. On the right side of the base of the pier is a stone one-story building in which is located the Novorossiisk section of EPRON (Expedition of Underwater works). A small wooden pier serves as a mooring for diver tender boats, tugs, and motor cutters of EPRON.

4th Pier

50. The 4th pier, designated by plan as a passenger pier, is located 100-110 meters south of the 3rd pier. The 4th pier connects the railroad and maritime station buildings. Passenger trains are delivered directly to the pier. Construction was begun in the early 1930s and was supposed to be finished by 1937-38, but all calculations were upset by the unexpected collapse of the left pier wall. (The pier was built as a solid pier, the walls of which were made of concrete cubes/massives, with an edge of 2.5-2.7 meters; the basin thus formed was filled with a mixture of gravel and sand.) To eliminate and to correct the

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failure, it was necessary to dismantle everything to the foundation, to dredge more deeply, and to lay a new bed--in other words, to start all operations over again, and these were destroyed by the last war.

51. [redacted] a sergeant in the Soviet Army who had accompanied trains loaded with equipment into the heart of the Soviet Union and who was in Novorossiisk twice in 1946, the construction of the 4th pier was proceeding at full speed along with other restoration operations. In view of the fact that, after the filling of the pier is finished, it is necessary to wait 1 1/2 - 2 years for the ground to settle completely before further construction of the railroad and maritime station buildings can be done, there is reason to believe that the construction of the passenger pier, even barring accidents, cannot be completed earlier than 1950-51. 50X1-HUM

5th Pier

52. The 5th pier, located south of the 4th pier, is one of the newest piers in the port. It is a ferro-concrete structure built on a solid foundation for part of its length and on ferro-concrete piles for the rest. The pier is 160-170 meters long and 18-22 meters wide.

The pier has railroad sidings linking it with the lower stations of the Novorossiisk railroad center, and a pipeline which links it with the storehouses of the Petroleum Syndicate. The diameter of the two pipes of the pipeline is 7 in. Thus, the pier can handle both liquid and dry cargoes, but it has no loading or unloading machinery.

53. The pier has four berths: the 28th, 29th, 30th, and 31st. The 29th and 30th berths can handle ships with a draft of 34-36 feet, and ships with a draft of not more than 14-18 feet can tie up at the 28th and 31st. There is a fire station [redacted] equipped with chemical fire-fighting agents, at the right side of the base of the pier. At the same place there is a "shore sailor". 50X1-HUM

Kovsh

54. In the western part of the port of Novorossiisk there is a small bay, about 180 meters by 180 meters, called Kovsh. This bay, located in the port, is an artificial enlargement of the estuary of the Tsemes River. It is protected from all winds, including the "nordost", and is an excellent harbor for medium-tonnage ships.
55. A wooden pier is located in the northern part of the Kovsh. It is adjacent to the timber storehouses of Eksportles and is called the timber pier (lesnaya gavan). The pier is 110-120 meters long and 35-40 meters wide; it has two berths; the head berth (32nd) and the right (33rd) berth. The maximum draft for ships mooring at the 33rd berth is 18-20 feet; and for ships mooring at the 32nd berth, 14-16 feet.

56. The pier is designed for loading timber from the adjacent timber storehouses, the area of which is adjacent to the pier [redacted]. In the timber storehouse area there are two large warehouse-type stone buildings of which one (4) is the office of Eksportles and the other is a storehouse and building for workers (waiting room, workers' dining hall, medical and sanitation point). 50X1-HUM
57. The storehouses of Eksportles occupy a large area, more than one kilometer long and 120-140 meters wide, and have an extensive network of railroad sidings. For loading timber from remote sections of the storage area, Eksportles has at its disposal 20-25 specially equipped trucks for carrying complete loads of timber (a load /podyem/ is the amount of timber which can be loaded as a unit by the ship winches). These trucks speed up ship loading considerably, since they eliminate unnecessary transfer operations. 50X1-HUM

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[redacted] during the last war, both of the stone buildings of Eksportles and the wharf of the timber harbor were called the "Military Port" and served for a time as quarters for the staff of the Black Sea naval forces. After the war the area was reoccupied by Eksportles. 50X1-HUM

Refrigerating Plant (Kholodilnik)

58. The Novorossiisk refrigerating plant [redacted], a large four-story building about 100 meters by 60 meters, is located in the southern part of the Kovsh. It opens onto an adjacent pier which is called the refrigerating plant pier [redacted]. This pier has one berth (the 34th), which can moor vessels with a draft of 22 feet, and two tall loading cranes with a 5-ton lifting capacity each. The refrigerating plant has a railroad siding [redacted] and a truck loading platform [redacted] equipped with truck scales. 50X1-HUM
59. On the west side of the refrigerating plant there is a one-story concrete building [redacted] facing the Kovsh. Along the full length of the building there is a wooden pier for berthing cutters [redacted]. The 10th Squadron of korpogranokhrana is located there. A building [redacted] serves as the office of the watch officer and living quarters for sailing personnel. The adjacent area [redacted] is surrounded with barbed wire; picket boats are pulled out of the water there for the purpose of cleaning the hulls. (The underwater part of the hull rapidly becomes fouled with seaweed, which reduces speed considerably, especially in the case of small high-speed craft. For this reason, small craft are cleaned every 5-6 weeks in summer and every 2-3 months in winter.) 50X1-HUM
60. South of the refrigerating plant is the area of the Fish Trust [redacted] which has its own pier [redacted]. The pier is a temporary wooden structure which can berth 3-4 fishing boats at one time. Adjacent to the refrigerating plant area, in a one-story stone building, is the office of the Fish Trust [redacted]. Further south are located ship repair shops for small motor cutters of the passenger cutter transfer [redacted]. In the same area is a sloping space for periodic cleaning of the hulls. 50X1-HUM

Coastal Jetty (Kobotazhny Mol)

61. In the southwestern part of the port of Novorossiisk is the coastal jetty [redacted] which is the passenger and freight pier of the Novorossiisk Maritime Agency for coastwise navigation. The jetty is about 240-250 meters long, with a width of 70-80 meters at the head and 120-130 meters at the base. It has four berths: the 35th, 36th, 37th, and 38th. The maximum permissible draft is 34 feet at the 36th and 37th berths, 28-30 feet at the 35th berth, and 22-24 feet at the 38th berth. On the left side of the base of the jetty there is a berth for mooring small passenger ships of the Novorossiisk-Gelendzhik local line; the maximum permissible draft at this berth is 12-14 feet. 50X1-HUM
62. The pier has four large stone warehouses, three of which are used for freight of the Crimea-Caucasus freight and passenger line [redacted] and one as a warehouse of the Gelendzhik-Anapa local line [redacted]. On the right side of the pier is a wooden shed for storing crated merchandise [redacted]. 50X1-HUM
63. The pier has an extensive network of railroad tracks and is asphalted to accommodate automobile transport. In addition, it has 25-30 battery-powered trucks for handling freight on the pier and loading it into ships. The trucks are loaded in a specially-equipped garage [redacted]. Warehouses of the pier have a capacity of 30,000-35,000 tons of freight. The average freight turnover of the pier is 120,000-150,000 tons per year. 50X1-HUM
64. Offices of the Novorossiisk Maritime Agency and the coastal navigation section of the port are located in a two-story stone building [redacted] also housing the office of the Portoflot (port fleet), which handles all the auxiliary, small sail, and motor boats registered in the port. Ticket and freight offices and an information office are located in building [redacted] Building [redacted]. 50X1-HUM

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a one-story stone building, has waiting rooms and other passenger services. The restaurant and lunch counter of the Vodreskafé Trust are located in building [redacted]. The food store of the port cooperative is in building [redacted] 50X1-HUM. Building [redacted] houses the dispensary of water transport workers and the 50X1-HUM quarantine and sanitation department of the port. Building [redacted] houses the 50X1-HUM anti-aircraft section; it has an observation and signal tower 24-25 meters high. Building [redacted] is the workers' dining hall, with a "Red Corner" for 50X1-HUM workers of the coastal navigation section of the port. Posts of the military guard and fire service and the transportation section of the Administration of State Security (UGB) are located on the pier, in building [redacted] 50X1-HUM.

65. On the left side of the base of the jetty is the cutter transfer pier [redacted]. The maximum permissible draft is 5-6 feet. The cutters are used for passenger transport on the "City - Standart" and "City - Cement Plants" (Gorod-Tsem Zavody) lines.
66. On the right side of the jetty is the area of the civilian construction section [redacted] of the port of Novorossiisk. On the sloping 50X1-HUM shore, mooring or approach to which can be made only by ships with a draft of 3-4 feet, large cubical concrete blocks weighing 30-35 tons are made for the construction of piers and jetties. The blocks are carried by floating cranes to the west breakwater for drying, and then are distributed to the necessary sector of the civilian construction section. A one-story 50X1-HUM wooden barrack-type building [redacted] houses the cement stores for making these blocks, the tool shop, and the workshops of the civilian construction section. Building (11) houses the office of the section.

Organizational Structure of the Administration of the Port of Novorossiisk

67. The head of the port heads the administration of the port of Novorossiisk and is under the jurisdiction of the Administration of the Black Sea Shipping Line (Odessa). There are a party committee and a trade union committee, which, with the head of the port, form the so-called "port triangle" (treugolnik porta) for handling political campaigns, raising labor productivity, and maintaining production discipline.

68. The administration of the port consists of the following departments, which in turn have various subdivisions:

Main dispatching office

Administrative department

Bookkeeping department

Planning department

Supply department

Mechanization department

Labor standardization department

Safety technology department

Mobilization department (secret part)

69. In addition, the administration of the port has the following independent shops:

Cement and coal section

Export and import section

Coastal section

Civilian construction section

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Ship repair shops

Port fleet (section of ships registered in the port)

Transport department

Port Inspection

Military guard

Quarantine and sanitation service (medical service of the port)

Communications department

Anti-aircraft defenses of the port

Workers' supply section

Communal and welfare department (port housing administration)

Meteorological service of the port.

70. Each section, being an independent organ responsible to the administration of the port, has its own bookkeeping and administrative apparatuses. In regard to finances, the sections are under the supervision either of the main dispatching apparatus (cement and coal section, export-import section, coastal section) or of the corresponding department of the administration (the ship repair shops are under the mechanization department; anti-aircraft defenses are under the mobilization department).
71. In addition to these shops, two so-called "attached" ports, Anapa and Gelendzhik, are administratively and economically subordinate to the administration of the port of Novorossiisk. Gelendzhik is located 17 miles from Novorossiisk on a deep natural bay of the Caucasus shore. It is a resort locality connected with Novorossiisk by bus and local water transport. During the last war, a large seaplane base was built in Gelendzhik Bay and an airfield was built on Tonki Mys
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- Anapa is also a resort, located 37 miles (sic) northwest of Novorossiisk, with a well-developed wine industry. It has no military objectives other than a detachment of border guards, a base for picket boats, and a small civil airport. Like Gelendzhik, Anapa is connected with Novorossiisk only by bus and local water transport.
72. Anapa is an open port, having one small pier for mooring ships with a draft of not more than 11-14 feet. Larger ships anchor in the roadstead and load and unload passengers and freight with the aid of self-propelled port cutters. Operation of the Anapa port is impossible during southwestern, western, and northwestern storms.
73. Gelendzhik is a closed port, the entrance to which is protected by two extended banks running toward each other from Tonki Mys and Tolstoi Mys and leaving a small safe passage for ships with a draft of not more than 16-18 feet. Entrance to the port and operations in it are possible in any weather for small ships. Ships and seaplanes can anchor even during strong "nordosts", which do not attain the intensity in Gelendzhik Bay that they do in Novorossiisk Bay.
74. In both Gelendzhik and Anapa there are suburban establishments of the workers' supply section of the Port of Novorossiisk. These establishments raise vegetables and operate dairy farms.
75. The personnel of the administration of the port of Novorossiisk totals 3,300-3,600 persons and is divided as follows:

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Longshoremen	700-1,000
Construction and auxiliary workers	500-550
Sailing personnel	350-400
Technical personnel, mechanics	350-400
Ship repair and automobile transport workers	500-550
Military guard	200-250
Administrative workers and employees	750-800

Auxiliary Fleet of the Port of Novorossiisk

76. The port has at its disposal an extensive auxiliary fleet composed of the following:

- 4 steam towing cutters, of which one is a fire boat
- 3 floating cranes
- 5 coal barges
- 1 water barge
- 1 liquid fuel barge
- 3 mud scows
- 1 dredging pump
- 1 coal loader
- 2 local passenger cutters (200 passengers each)
- 15-20 various small motor cutters
- 10-12 sail and motor freighters
- 20-25 fishing boats

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[redacted] It is possible that there has been some redistribution of ships in the ports of the Black Sea, or replacement of ships that left during the war; however, [redacted] the total number of ships cannot vary greatly from the above figures during normal operation of the port. 50X1-HUM

Military Objectives of Tsemes BayShore Batteries

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77. As has been said, Tsemes Bay is protected by four shore batteries distributed in the following manner [redacted]

a. Sys Khako [redacted]: Village of viniculture 7 km southwest of Novorossiisk; 5-5 heavy shore batteries (3-gun batteries, as confirmed by deserter). Concrete bunkers well camouflaged in a hilly wooded location. At the same place, a large tunnel-shaped ammunition dump. The distance between batteries is 50 to 60 meters. The ammunition dump is connected with the coastal jetty of the port of Novorossiisk by a narrow-gauge railroad spur. The batteries are located approximately 100 meters from the shore of the sea and 1.5-2 km from the foot of Koldun Mountain. 50X1-HUM

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- b. A wide ravine [redacted]; One 3-gun battery of lighter coast guns, according to a deserter; the battery is camouflaged and is on the west slope of Koldun Mountain, at a height of 30-40 meters above sea level.
- c. 15th kilometer - Penay light [redacted]: Coast guns on heavy concrete foundations are located 100-150 meters south of Penay light, at the foot of the Morkhotski Range, between the sharply rising seashore and the Gelendzhik-Novorossiisk highway, in a strip of mixed woods adjacent to the concrete building of the Penay water reservoir, 15-20 meters above sea level. This battery is connected with the city only by the highway. Approach from the sea is impossible because of the steep shore and rocky shoals. The number of guns was not determined. 50X1-HUM
- d. Doob Light [redacted]: Two batteries are located in the immediate vicinity of the light, on both sides of the light. The number of guns has not been determined. These batteries are screened by a mixed wood and are about 50 meters above sea level. 50X1-HUM

Airfields

78. [redacted] Adjacent to the western outskirts of the city of Novorossiisk is a military airfield for fighter aircraft. The field was built during the war [redacted] 50X1-HUM
79. In the region of the village of Mys-khako [redacted] there is an airfield also built during the war and placed under the administration of the civil air fleet after the end of the war. The city radio station, which has two towers of girder-type construction which can serve as good recognition features from the air, is adjacent to the territory of the airfield. Both of these airfields are surrounded by anti-aircraft batteries on the hills adjacent to the airfields.
80. In Gelendzhik Bay, on Tonki Mys [redacted] there is a large military airfield suitable for landing heavy planes. 50X1-HUM
81. In the northern part of Gelendzhik Bay [redacted] there is a military seaplane base. There are large ferro-concrete hangars housing up to 100 two-motor seaplanes on the adjacent sloping shore. 50X1-HUM

Entrance into the Port in Wartime

82. The entrance to Tsemes Bay is protected from the east by the Doob light and from the west by the "blinker", a light showing the shoal (otmel) of Sundzhuk Peninsula. Further inside the bay is the Penay light, which protects ships from the craggy shoals of the northeastern shore of the bay. In addition, inside the bay there is a green blinker which shows ships the location of the roadstead anchorage. The entrance to the port is shown by the entrance light on the end of the east breakwater. 50X1-HUM
83. During the last war, the minefields of Tsemes Bay were traversed with the aid of the lights mentioned above in the following manner [redacted]
- a. Approaching and entering the port: A course is made to the Penay light, through the center of the line between Doob light and the red blinker of Sundzhuk Peninsula; this course is held until the merging of the lights of the green roadstead blinker with the light of the entrance light; the course further follows the line of the merging lights into the port.
- b. Leaving the port: The merging lights of the entrance lights and green blinker are kept in the wake until the intersection with the line between Doob light and the red blinker of Sundzhuk Peninsula; then a turn is made to the right until the position of the Penay light is strictly astern, and this course is held out into the sea.

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84. When the configuration of the minefields is changed, the location of the green roadstead blinker is changed, but the directions for entering and leaving the port are not changed.
35. During the war, the cutter "Gosstrakh" was stationed at the "boundary net", by which the "gate" of the port of Novorossiisk was closed. The "gate" is the unprotected stretch between the east and west breakwaters.

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