

FEB 1952

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

50X1-HUM

**INFORMATION REPORT**

REPORT [redacted]

CD NO.

COUNTRY USSR (Black Sea)

DATE DISTR. 17 July 1952

SUBJECT Port of Novorossiysk

NO. OF PAGES 8

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DATE OF INFO. [redacted]

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SUPPLEMENT TO REPORT NO. [redacted]

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1. [redacted] the port of Novorossiysk was equipped with searchlights, either ashore or afloat, which were visible from the open sea.

2. Moored to a buoy [redacted] was a wooden motor patrol boat, approximately 12 meters long, with a small mast with truck, a bridge aft with a small searchlight overhead, and armed with a machine gun forward. [redacted]

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3. Numerous other patrol craft were seen of varying hull lines, super-structure, and size. All were armed with machine gun forward. Some vessels [redacted] are slightly longer and have a small cannon forward.

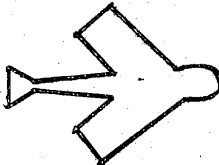
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4. Two ships waiting to enter were at anchor, while three patrol boats were on guard. [redacted]

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5. In the afternoon, three jet airplanes of the silhouette shown below were seen circling at 1,000 meters.



6. The silhouette of a super destroyer anchored in the harbor was identified as belonging to the Tashkent class. It had two funnels [redacted] anchored at No. 1 on Attachment 1. It left the harbor during the night.

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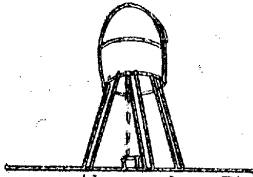
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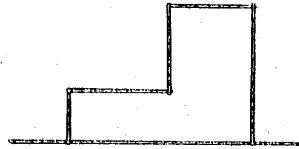
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- 7. During the evening, a Soviet passenger ship arrived [redacted]. It was painted white, as are all Soviet passenger ships, and it had one funnel. It displaced about 10,000 tons and was 50X1-HUM equipped with radar as shown in the sketch below. The ship left during the night after disembarking very few passengers.



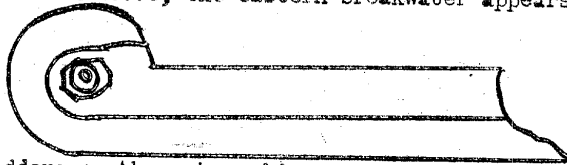
- 8. The police inspection was very thorough. It lasted four hours, and a few bunks and wooden panelling in the cabins were taken out. The inspection was conducted by twenty to twenty-five persons, all police except for a customs official and a woman physician who took the temperature of the entire crew.
- 9. The quayed breakwater has two legs which enclose the harbor to the southeast. These legs are stepped, and a cross-section is shown in the sketch below.



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The outer wall is about three and a half meters above the water, and is about one and one-half meters wide.

[redacted] Seen from above, the eastern breakwater appears as in the sketch below.



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There were no ladders on the outer side, nor were any observed on the inner side.

[redacted]

- 10. [redacted] a small breakwater (No. 3 on Attachment 1), extending approximately in a southeasterly direction and forming a small outer harbor. [redacted] the existence of the breakwater, whose purpose may be to protect a small pier for loading cement. This pier was outside the main harbor and served the cement mill (No. 5 on Attachment 1) whose smoke stacks can be seen

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50X1-HUM

- 11. [redacted] the masonry structure for the green light which marks the harbor entrance.

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[redacted] Resting on the platform of the green light there is a metal support for another light, probably a secondary beacon, while on the tower supporting the light there is a fog bell.

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- 12. The area situated east of the port of Novorossiysk, near and around the tongue of land which is the shore end of the eastern breakwater, is the site of a large cement mill (No. 8 on Attachment 1) and possibly other factories. The cement plant extends over a wide area, from the coal pier (No. 11 on Attachment 1), southeast to a point beyond the land end of the eastern breakwater.

[redacted] the northwest, there were industrial sheds, metal girderworks, etc.,

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which did not seem part of the cement mill.

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13.

[redacted] the eastern breakwater, No. 2 on Attachment 1, and the coal pier, No 11 on Attachment 1.

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g. A structure [redacted] just east of the smokestacks, marked No. 8 on Attachment 1

h. Some low-lying shops with a smokestack, on the water edge

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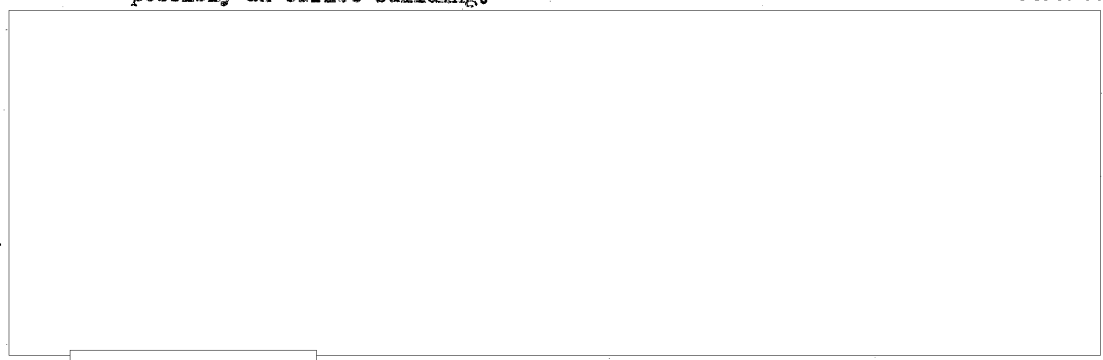
i. Higher up, two or three storage tanks (perhaps fuel tanks or gas works)

j. Two reinforced concrete pillars shaped as high arches, probably supporting a cableway from the cement mill to the cement pier (No. 10 on Attachment 1). Similar arches are situated on the ridge of the dark hill in the foreground, standing out against the light background of the more distant mountains. These could support a cableway connecting the cement factory with the quarries on top of the hill. The quarries are clearly distinguishable from the vertical cuts which appear on the ridge of the hill [redacted]

k. A cement factory, with four smokestacks (No. 5 on Attachment 1)

l. More houses, and at the far right end there is a large modern structure possibly an office building.

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16. [redacted] the head of the cement pier (No. 10 on Attachment 1) which is in front of the cement factory (No. 8 on Attachment 1). This pier is to the right of the coal pier and it seemed smaller and shorter [redacted] It had no loading installations, and unidentified piles of material [redacted] [redacted] the pier was not completed.

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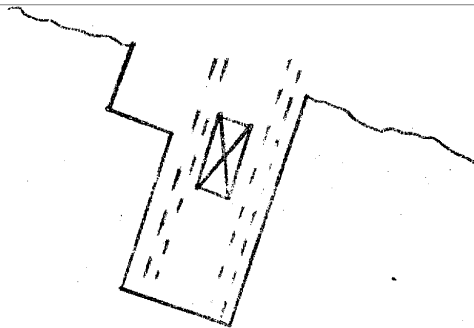
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[Redacted]

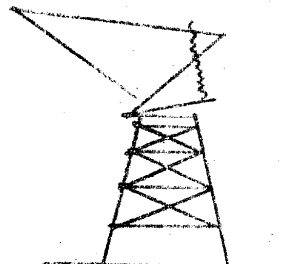
[Redacted] the quarantine station (No. 4 on Attachment 1) and the tower (No. 6 on Attachment 1) [Redacted] 50X1-HUM

[Redacted] a dark spot resembling a large hull being fitted out (No. 7 on Attachment 1) [Redacted] 50X1-HUM

20. The coal pier at No. 11 on Attachment 1 [Redacted] differences in shape between the sketch below and the pier [Redacted]



21. The installations on the coal pier included a (parrot beak) level-luffing crane, three luffing-jib cranes, and a heavy duty crane on a latticed tower on the southeast side (see sketch below); and on the northwest side, a level-luffing crane, three luffing-jib cranes, and a warehouse. [Redacted] 50X1-HUM



22. Fuel, as well as a chunky, lead-brown ore, was loaded at this pier. The pier has two double tracks. [Redacted] 50X1-HUM

23. At No. 12 on Attachment 1, there is a pier constructed of concrete blocks [Redacted]

24. At No. 13b on Attachment 1 is a shipyard for repairs. It has one or more marine railways which haul up tugs and barges. [Redacted] 50X1-HUM

25. In the northern part of the port area, lying between the repair yard and the commercial harbor, several wrecks are aground. [Redacted] The shore is natural and the beach is littered with detritus, trash, and wreckage. Back from the shore there possibly were houses and shops.

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26. At No. 13 on Attachment 1 there is a small metal bridge (plated roadway), a little more than two meters wide. It crosses the creek which empties into the harbor at that point, and then continues to become part of the seashore road (No. 14 on Attachment 1) which leads from Novorossiysk to the cement mills. Beyond the bridge the road turns left, and at this point it forks north to the interior and east towards the cement mills. Right before the fork, a single pair of railroad tracks cross the road; but, on either side of the road, the tracks are double.

27. The greater part of the commercial port extends along the shore southwest of the creek (No. 13 on Attachment 1). [redacted] 50X1-HUM

28. [redacted] the wharf (No. 16 on Attachment 1) indicated [redacted] as the passenger wharf no longer exists. [redacted]

29. The former fuel pier is visible only as ruins of the shore end, and the remains of the head with warped and split piles driven into reenforced concrete. [redacted] This pier once served a fuel storage depot halfway up the hill (No. 18 on Attachment 1) and in direct line with the wharf. Some large tanks of this depot (three or more) still remain, [redacted] 50X1-HUM

30. Of the wharf (No. 19 on Attachment 1) [redacted]

31. The wharf at No. 22 on Attachment 1 is the grain wharf. [redacted]

32. To the southwest of the grain wharf, there is a stump of a wharf (No. 23 on Attachment 1) completely covered with scrap of every kind. Underwater, the foundation blocks for a new and larger Wharf No. 4 can be seen. Some new blocks, about six or seven, are awash near the head of the planned wharf.

33. The pier marked No. 25 on Attachment 1 and indicated on the area charts as Wharf No. 5 is used for loading fuel. A railroad track in good working order runs the whole length of the pier [redacted] 50X1-HUM

34. Southwest of the fuel pier there is another pier (No. 26 on Attachment 1) which is used by light surface units of the Soviet Navy. The pier is 40 to 50 meters wide and 18 to 20 meters high and all warships moor here. The area is closed to civilians. For sketch with legend of the navy pier, see Attachment 3.

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35. [redacted] the area surrounded by the high wall p on Attachment 3 is a seaplane station because many airmen and officers of the air force go through the gate. The station, if it exists, does not appear to be in operation, since neither seaplanes nor windsock and weather observation towers were visible. This area is well concealed from shore and sea observation. [redacted] beyond the western breakwater (No. 28 on Attachment 1). whitewashed structures can be seen [redacted] 50X1-HUM

36. The southeastern port area was neither observed in detail [redacted] The pier No. 27 on Attachment 1 [redacted] indicates as the Coast Wharf is damaged and repair work is in progress on it. It is probable that the crane [redacted] near the two oared boats is a floating crane doing the repair work. 50X1-HUM

37. The southeastern shore area outside the port was superficially observed. At No. 29 on Attachment 1 there probably are marine railroads, some marine shops, and a small wooden pier. [redacted] a radio antenna and the approximate location is at No. 30 on Attachment 1. [redacted] 50X1-HUM

38. The area to the north of the port has streets which are unusually wide and straight but in the poorest condition. Almost all of them were unpaved and full of holes, in the roadway as well as on the raised sidewalks. There are no gutters, and when it rains they are covered with mud. The only paved street, and this is ruined, is the road at No. 14 on Attachment 1 which flanks the northwest shore of the harbor. It is about 12 meters wide, and near the town very little of the asphalt remains. [redacted] (see Attachment 1): 50X1-HUM

- a. No. 13, a bridge previously mentioned
- b. No. 15, two tracks, level with the road at No. 14. These tracks have already been referred to in paragraph 26.
- c. No. 13/a, the offices of Inflat. [redacted] 50X1-HUM

Across the street from Inflat there are small wood and masonry sheds, one of which is a newspaper stand.

- d. No. 16/a, there is a large masonry structure which has seriously been damaged and only the outer walls are standing. [redacted] In the background is a light-colored industrial shed with two smokestacks which could be the Naptha Works (No. 17/a) [redacted] In front of the damaged structure, there are several huts and sheds of fruit vendors and a shooting gallery. 50X1-HUM

- e. No. 19/a, an infantry barrack. It is possibly used by the men who are employed in the grain elevator. The barrack is two-storied, brick, 20 m x 8 m, and can house about 1,000 men. It is located at the junction of the shore road and the road at No. 14/a which leads inland. The latter is unpaved and about six meters wide. [redacted] 50X1-HUM

- f. No. 19/b, a theater, with possibly a recreation center and a lecture hall attached, is on the opposite corner of the road No. 14/a. [redacted]

[redacted] There is a long flower bed in front of the theater. 50X1-HUM

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- g. No. 20, the Cominform or Party building. Though not a new structure, it is well maintained and it is the whitewashed building which stands out [redacted] Between the two flower beds in front of the building there is a monument of stones dedicated to the memory of Cominform heroes or similar figures. To the left of the building (looking at it from shore) there is a tall radio antenna whose twin is a short antenna fixed to the roof of the building. 50X1-HUM
- h. No. 21/a, a fine building, whitewashed, composed of three wings, one of which is in the shape of a tower. On the facade is the sign "Restaurant" in Cyrillic letters. [redacted] 50X1-HUM
- i. No. 23/a, a railroad yard. [redacted] 22 yardlines but only two small steam locomotives, which were very old, and many cars of various type, mostly old. 50X1-HUM
39. The town is in the area southwest of the military harbor. The city is heavily damaged and the unpaved, tamped dirt streets are in very poor condition. There is rubble everywhere and entire city blocks have been destroyed, leaving large empty spaces. There is little new construction visible, limited mostly to a few houses and the Bank of the USSR. The rest of the city appears abandoned. See Attachment 4 for a sketch of the city with the accompanying legend.
40. There are no streetcars, but many buses both small and large (latter are probably used for inter-city transit). The private automobiles are few and very old.
41. [redacted] the railroad (No. 27/a on Attachment 1) [redacted] in the urban area. 50X1-HUM  
50X1-HUM
42. There were two dry goods shops with five or six lengths of cotton cloth in the window, but no woolen material. A shoe shop displayed nine pairs of shoes at the average price of 200 rubles, and the quality and workmanship were very poor. Food is sold in little wooden sheds (2/3 x 2/3 m) which have very little stock. The bread is baked with dark rye in the shape of German loaves [redacted] There are a few large saloons or beer parlors. 50X1-HUM  
50X1-HUM
43. In their dress, the women try to be neat but there is no elegance. [redacted] one woman with a fur, probably a coltskin. She also wore nylon stockings, and her "elegance" was such a sharp contrast that [redacted] she was either the wife of a notable or a notable herself. Many of the women wore large medals on their chests, probably decorations for labor achievements. The people seem constantly worried; their faces are drawn and never joyful. Even the children are serious and subdued. 50X1-HUM  
50X1-HUM
- In the port area, there was great enthusiasm for Communism and many offered to teach the foreign sailors Russian. [redacted] they had met Togliatti personally when he was in Novorossiysk as chief of the youth organizations. Only one port official was not orthodox and complained, "Stalin, Hitler, DeGasperri, Truman. All we do is work." The women in the port are the most fanatical yet the most approachable. Every office, no matter how small, is full of portraits of Stalin, large and small. The same may be said about propaganda leaflets. 50X1-HUM
44. The city was overrun with servicemen of all kinds: Air Force, Artillery, Police, Frontier Guard etc. [redacted] no unit numbers on the lapel or anywhere else, either on the overcoat or on the blouse. Servicemen wear collar patches of different colors to represent their branch of service: red, purple, green for the Frontier Guard, and light blue for the Air Force. Officers' rank are indicated by stars on epaulets. Caps 50X1-HUM

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are the same for enlisted men and officers, except for the quality of the material. Some sailors wore the insignia S/F on their epaulets. Naval officers wear stripes with rhomb on their sleeves. some soldiers on a truck who were armed with a 9.5 mm Beretta type sub-machine gun but possibly a little shorter. The machine gun had a wooden butt and a holed jacket over the barrel.

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45. [redacted] various ships at anchor [redacted]

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[redacted] Also noted were many local vessels, floating shear cranes, floating cranes, common pontoons, barges, etc.

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46. [redacted]

47. [redacted]

Attachments:

- 1. Overall sketch plan of the port of Novorossiysk
- 2. Grain Wharf at Novorossiysk, two pages
- 3. Navy Pier at Novorossiysk, two pages
- 4. Urban Area of Novorossiysk, two pages

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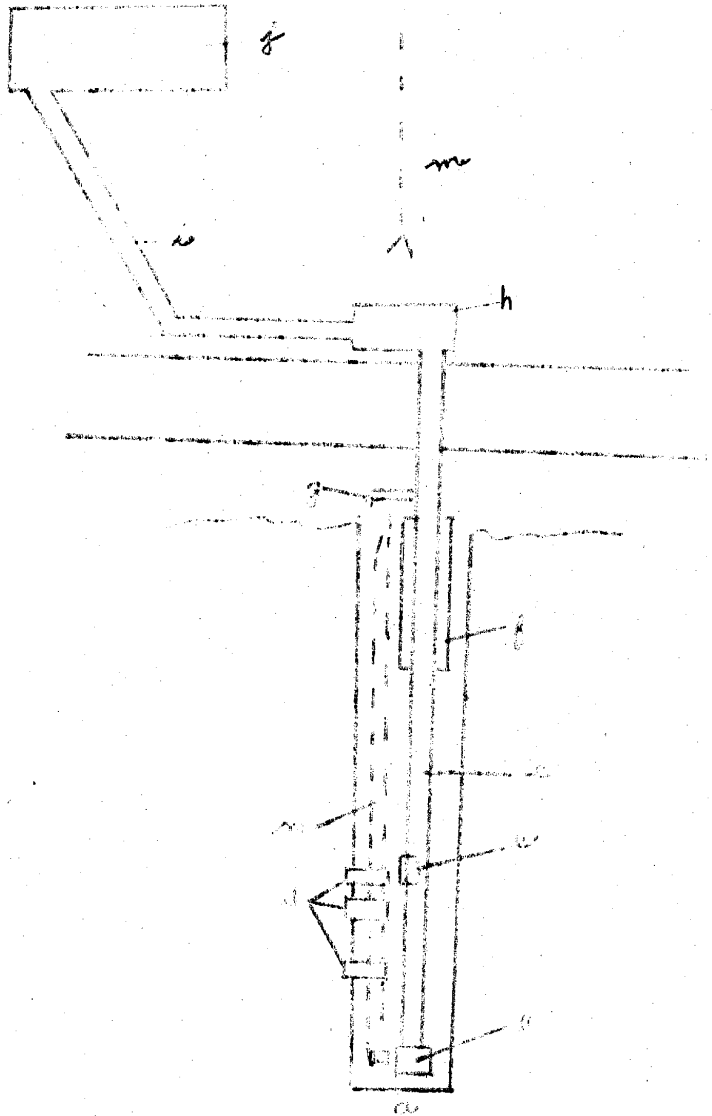


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Attachment 2

Grain Wharf at Novorossiysk



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Attachment 2

Legend to Attachment 2:

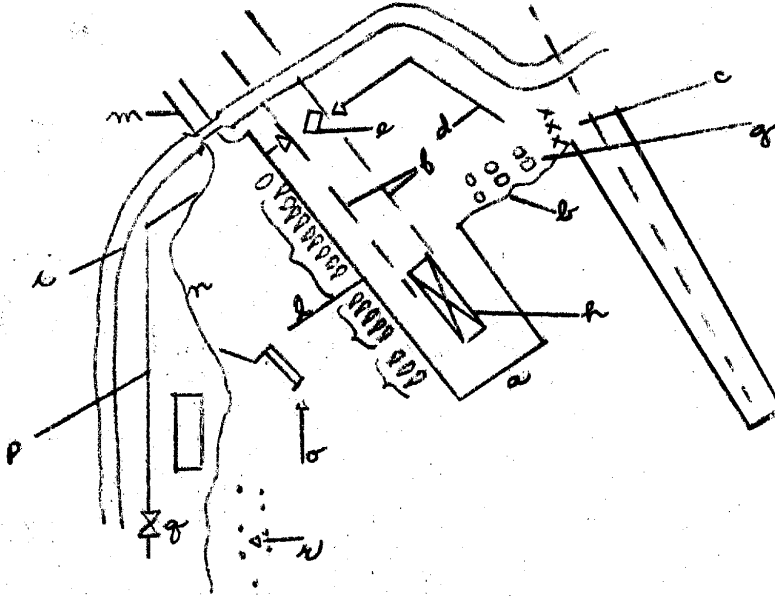
- a. Pierhead. The wharf is approximately 25 m wide and 200 to 300 m long. [redacted] each side could accommodate not more than two ships, one of 10,000 and one of 2,000 tons. The bottom near the shore end is quite shallow so that the inshore 80 to 100 m can accommodate only fishing smacks. The wharf is 1.8 meters above the water. 50X1-HUM
- b. Lookout and signal station. This is situated at the pierhead and stands above structure c. The station is wood and 16 meters above the water [redacted]. The station has a signal mast, and a periscope which [redacted] is necessary in order to raise the viewing plane above the surrounding obstacles. 50X1-HUM  
A small iron ladder leading to the tower is on the southwest side of the wharf.
- c. A masonry conduit. It is in very poor condition with large pieces of crumbled plaster, and it runs the entire length of the wharf, straddling the seaside road. It has a corrugated sheet metal roof and it houses the conveyor belt for grain. The conduit, on a platform which rests on reinforced concrete pillars, is two meters wide and five meters above the pier.
- d. Three hopper cranes for loading grain. These cranes can move about ten meters along a track. Usually only two of the hoppers are operating because the third is frequently in disrepair. They are operated electrically and the power cables are fastened to the pillars of the belt conduit. The first fastening is on the sixth pillar counting from the pierhead. [redacted] 50X1-HUM
- e. Booth for the chief loading agent. Situated below the conduit and connected by telephone to the grain elevator (j), it receives hourly reports on the quantities in each hold and the over-all total.
- f. Large shed [redacted] 50X1-HUM  
It is situated under the conduit and on that part of the wharf near the shore end. It contains a messhall for stevedores, a barber shop, offices, and perhaps a small warehouse for equipment.
- g. A wooden pylon. It supports the conduit c and is located on the southwest side of the wharf where the two tracks (m) break off and merge into a single track. On the other side of the road the rails of this track are twisted and disconnected. 50X1-HUM
- h. A large structure. A deflection point for the conveyor belt, possibly used for weighing grain and for housing offices. [redacted]  
[redacted] The year of construction, 1898, is marked on the side of the building which faces the sea, about seven or eight meters above the ground.
- i. A conduit, in disrepair, rusty and full of bossage. From the right side of h, this conduit descends obliquely to the ground, turns right, continues at ground level for 250 meters or more to the grain elevator.
- j. Grain elevator. This is approximately 300 meters from shore, 200 meters long and not very high. It blends with the surrounding structures so that the eye must follow the conduit (i) to distinguish it.

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Navy Pier at Novorossiysk



Legend:

- a. Navy pier (No. 26 on Attachment 1)
- b. Large shed
- c. Barbed wire entanglement
- d. Wall about three meters high
- e. Wide gate bearing an anchor of sheetmetal
- f. Double track in working order
- g. Piles of new nets with a large mesh, to be used as obstructions, about 1,000 meters long and 20 meters high
- h. Natural shore, muddy beach
- i. Shore road (No. 14 on Attachment 1)
- l. Side for naval vessels. [redacted] the following ships seen at this dock from shore end to pierhead:

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- 1. one Italian motor barge or a type similar to it
- 2. nine deepwater VAS with hydrophone sets; 25 mm twin-mounted machine guns forward and aft. Group leaders equipped with radar.
- 3. five magnetic minesweepers corresponding to the Italian type 200, with a wooden hull 45 to 50 m long. They have a 70 mm gun forward and a large cable winch aft with an electric cable approximately 400 to 500 m long. [redacted] 50X1-HUM

- 4. three destroyer escorts with radar. [redacted]

These destroyer [redacted]

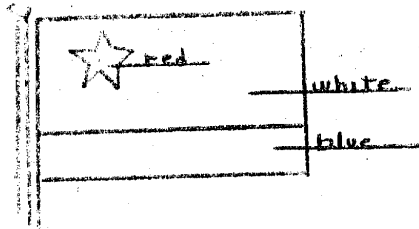
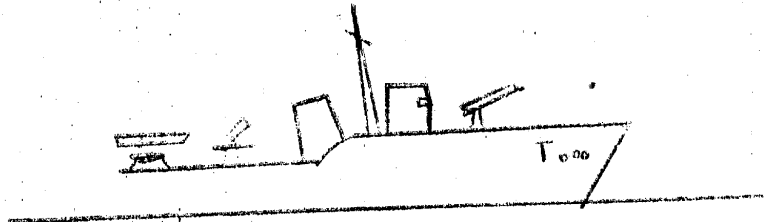
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Attachment 3

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escorts had a bow streamlined [redacted] gun on the forward mount and not far from the bridge, possibly shielded; a single funnel separated from the bridge; platforms for a machine gun, possibly twin-mounted and for torpedo tubes of undetermined number. Below is a sketch of the bows and midships of these destroyer escorts, and a sketch of the flag they were flying.



- m. Creek which empties into the water enclosed by the military reservation. It is crossed by a narrow wooden bridge which, despite its temporary appearance, is the same as in 1949. The width of slightly more than two meters barely allows the passage of trucks.
- n. Stretch of natural shore and muddy beach
- o. Crude wooden pier. It is only a narrow boardwalk, 2.5 meters wide, and it widens towards the shore end. It is on piles. Here the PK's and PS's are moored
- p. Very high wall, about five meters. It is parallel to the road which connects the port area to the town center. Inside the wall, roofs of sheds and other types of structures are visible.
- q. Gate
- r. Row of mooring buoys

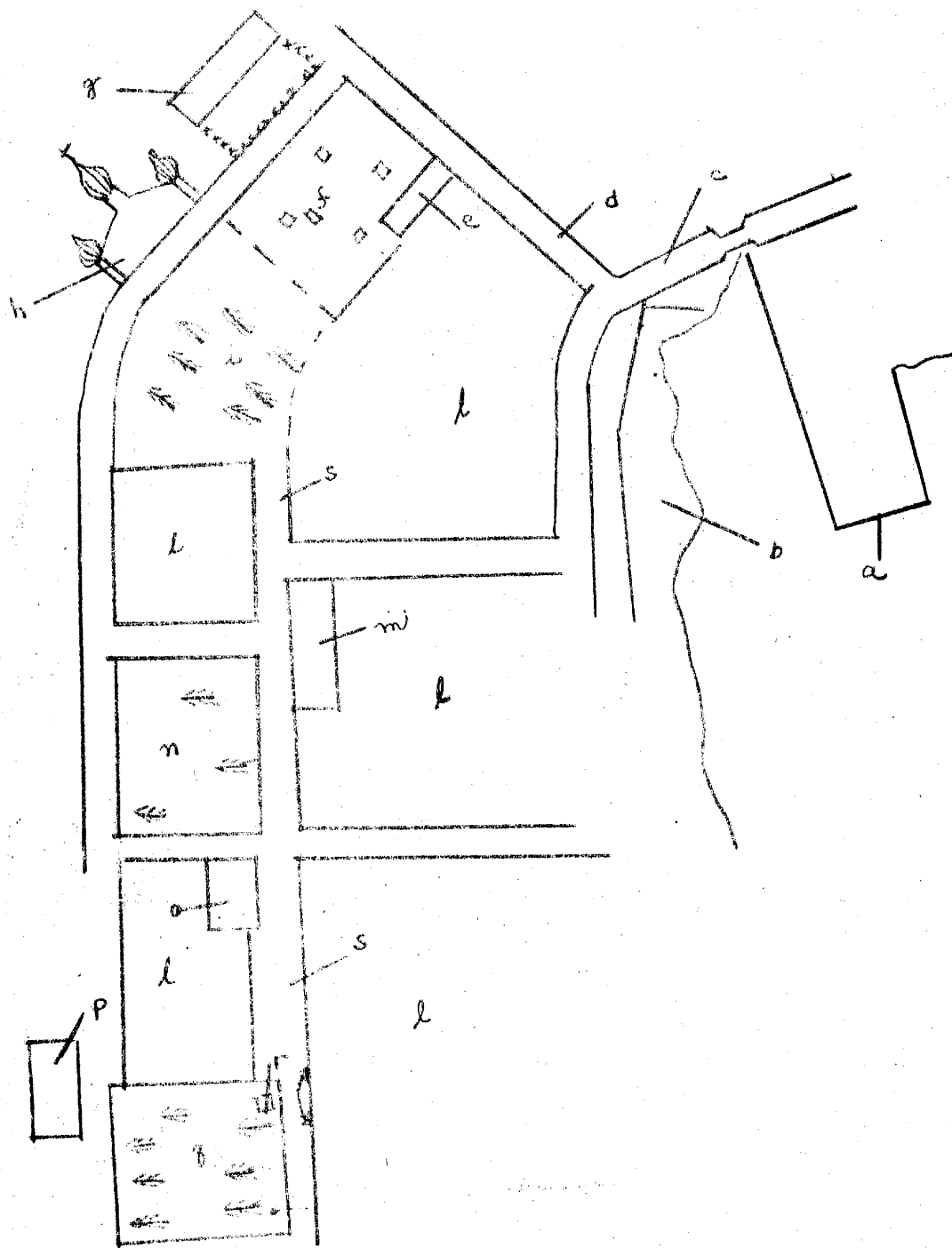
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Attachment 4

Urban Area of Novorossiysk



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Attachment 4

Legend to Attachment 4:

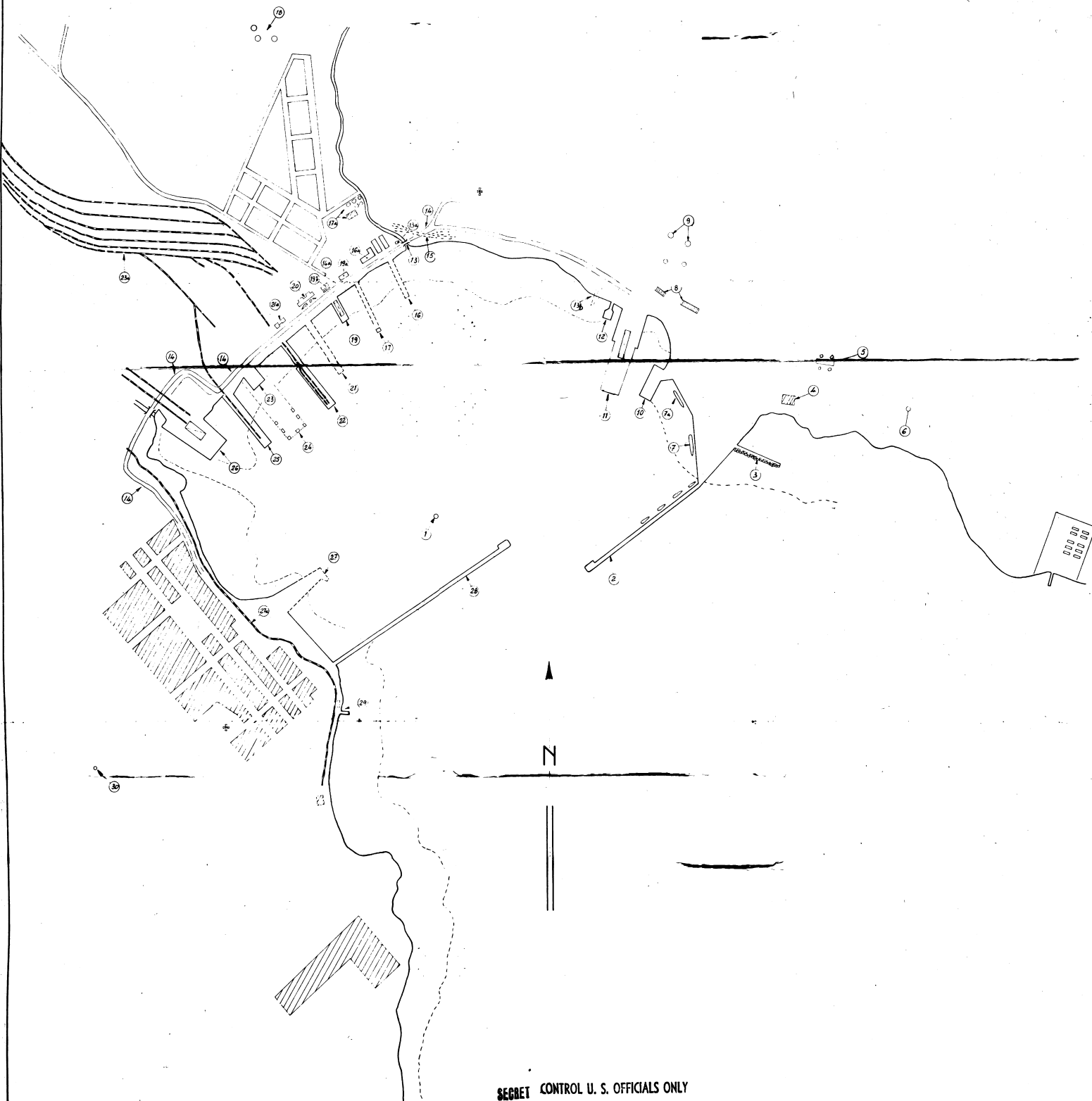
- a. Navy pier
- b. Seaplane station
- c. Road, about 10 to 12 meters wide, an extension of the shore road. Traces of the asphalt still remain.
- d. Road going uphill, about eight meters wide, muddy and full of ruts
- e. Building under construction
- f. Market, with small wooden sheds 2 x 2 meters
- g. Large barracks, front yard enclosed by a fence with a large gate. In front of the gate a sentry was posted and trucks were parked.
- h. Church, very close to the barracks. It has the onion-shaped cupulas characteristic of Russian Orthodox churches.
- i. A neglected park with few trees and lawns
- l. Heavily damaged districts; there are a few tall buildings but there are more huts and rubble.
- m. Food warehouse of the military. This building is 100 meters long and five stories high. Directly under the roof there is a large portrait of Stalin.
- n. Another wooded park with benches. In the center there is a monument of dark gray stone dedicated to the war dead.
- o. A very modern structure, 40 x 40 m, with three or four stories and the entrance on the north corner. A large sign in Cyrillic letters indicates that it is the Bank of the USSR. The name is written in English on the northeast wall and in German on the northwest wall.
- p. A fairly modern structure
- q. Another park with trees, benches, dance pavillion, band rotunda, and lawns
- r. Statue of Stalin
- s. Street, about ten meters wide, of tamped dirt and full of holes and ruts. It slopes uphill as far as the park at r, and then it slopes downhill.

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Attachment 1

SECURITY INFORMATION



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