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1.

The rate of loading coal was noteworthy; a single crane loaded 3,200 tons in less than 24 hours.

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2.

The area around the oil pier and immediately to the north was the site of an industrial complex. At 1 on Attachment 1 there was a large shed with a corrugated metal roof, resting on metal pillars. It might possibly have been a hangar.

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3.

there were many buildings which were part of an industrial complex. there was a ramp which extended from the tallest building to the roof of the adjacent lower building. There were a great many smokestacks, among them one much taller than the others.

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4.

Behind the buildings at 2 there were a number of cylindrical tanks for combustible fuels.

5.

Approximately at 3 and 4 on Attachment 1 there were other industrial establishments. The latter was observed to have a tall smokestack painted with horizontal black and white stripes. At night it emitted

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a reddish smoke following frequent bursts of flame. The factory might possibly be identified as the steel mill or machine-tool plant that is known to exist in Odessa and from which the countries of the eastern bloc are supplied with machines such as cranes, tractors, etc.

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6. Immediately to the south of this complex, at 5 on Attachment 1, there was the Gas Works

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7. In front of the factories at 4 and 5 and facing the basins B and C on Attachment 1, there were shipyards for repairs. They were observed to have a concrete dry dock at C/1 with a crane on each of its four corners, two metal dry docks at C/2 and C/3, an undetermined number of workshops with cranes, and other unidentified equipment. Of the three dry docks, that at C/1 appeared to be the largest.

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The docks at C/1 and C/2 were occupied respectively by the Gruzina and a passenger ship of about 4,000 tons, both undergoing repairs. On the dock at C/3, a ship being built but neither tonnage nor type could be discerned. All the dry docks had on their sides, the warning in Cyrillic letters, "Go slowly--do not moor here".

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8. the L-shaped foot of the oil pier at 6 on Attachment 1. On the pierhead, at its southwestern end, there was an iron tower which supported a green light (6/a).

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9. South of the oil pier there were two naval basins enclosed by the pier at 7 on Attachment 1.

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In the latter are moored the dry docks already mentioned.

10. Poor visibility and distance prevented observing the Pratique Harbor in much detail.

At its southeastern end, at 8/a, there was an iron tower with a red light on it.

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11. In the center of the pier at 9 there was a 1.5 meter high wall which extended lengthwise from the pierhead, towards the shore end, for a distance approximately one-third the length of the pier. 9/a on Attachment 1 indicates the wall. Southeast of the wall at 9/b there were five or six warehouses, constructed of masonry and painted white.

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these were refrigerator warehouses because some refrigerator cars on the only railroad tracks on the pier at 9/c.

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12. At the shore end of the pier, at 9/d, a building was under construction which was to be a refrigerator warehouse. It will have freezing units with a capacity of 3,000 tons for storing fish and meat.

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13. The New Mole at 10 is used primarily for the exporting of coal and ships loading coal usually dock there.

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The pier was illuminated by four searchlights which were on a platform supported by an iron tower at 10/a. Two identical towers were located at the shore end of the pier at 10/m and 10/n.

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14. On the eastern corner of the pier there was a double shear-legged crane which have a considerable capacity. On the opposite corner, the one facing Cabotage Harbor, there was a crane with a seven-

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ton capacity at 10/c. It had an adjustable jib and moved on tracks that extended practically the whole length of the pier. On the pier side that faced the New Harbor there was another set of tracks on which [redacted] a 20-ton parrot crane at 10/d, two 11.5-ton cranes with adjustable jibs at 10/e, and a parrot crane of seven tons' capacity at 10/f. [redacted]

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The working radius of the cranes at 10/e and 10/f was judged to be about 22 meters. In the center of the pier there was a short railroad spur that ran lengthwise. On it [redacted] a crane with two hooks, at 10/g. One of the hooks had an 11-ton capacity and the other 15 tons. The crane had a working radius of 30 meters. All the cranes on the New Mole were electrically operated and were fed by a rubber-insulated cable which was wound on a spool. [redacted]

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15. The railroad track which runs down the center of the pier connects with the main railroad line of the port.
16. At 10/j and 10/k there were two one-story masonry warehouses, one was 50 x 60 meters and the other 20 x 30 meters. Each of the warehouses had four large doors on the side facing the New Harbor and these opened towards the outside. Several large windows provide light for the warehouses, and [redacted] see piles of cement bags inside. 50X1-HUM
17. There was a small structure at 10/i which probably was used as an electric transformer station. [redacted] 50X1-HUM
18. The structure at 10/l at the shore end of the pier was used as the office of the port workers.
19. On the New Mole itself there were heaped piles of coal of varying size. There were large beams stacked between the two warehouses already mentioned. At different places along the pier, construction materials such as bags of cement, tarpaulins, metal sheets, planks, etc., could be seen housed in temporary sheds. Towards the shore end of the pier, [redacted] a heap of grayish black ore which, judging from the efforts of those who were loading it, must have been very heavy. The ore looked like manganese, and the pile covered an area 10 x 4 meters and was about 1.5 meters high. It was protected by a tarpaulin. 50X1-HUM
20. For transporting on the pier itself, small cars which were electrically powered (or possibly battery-run) were used. These machines were similar to those used in Western European railroad stations. 50X1-HUM
21. The ships moored to the quay at the New Harbor obscured it from view [redacted]
The quay at the New Harbor is likewise used primarily for loading coal. There were an undetermined number of adjustable jib cranes (10/o) [redacted] 50X1-HUM
[redacted] In the naval basin itself there were two mooring buoys at F/1 and F/2, respectively. 50X1-HUM
22. The Platonovskiy Mole [redacted] The pier 50X1-HUM

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was lighted by six searchlights which were on an iron tower (11/e). [redacted] 50X1-HUM
[redacted]. There was a similar tower at 11/f at [redacted] 50X1-HUM
the shore end of the pier. On the side of the pier that faced the New
Harbor, there were three 10-ton adjustable jib cranes whose working radius
was about 30 meters. They were electrically powered and ran on tracks
which traversed the pier lengthwise. A fourth crane at 11/b was being
assembled at the head of the railroad track already mentioned. [redacted] 50X1-HUM

[redacted] The railroad spur that ran along the side that faced the
Quarantine Harbor connected with the main port line.

23. The pilots' headquarters was probably the small brick building at 11/e,
where [redacted] several of the pilot boats at the mooring. [redacted] 50X1-HUM
24. Metal barrels and bales of cork were noted on the pier, while at 11/g there
were several warehouses. [redacted] 50X1-HUM
On the New Harbor side of the pier there was an enclosed platform, two to
three meters wide, which extended the entire length of the pier. 50X1-HUM
25. The Quarantine Harbor at G [redacted]
[redacted] The quay was furnished with nine 11.5-ton cranes with adjustable
jibs and a working radius of 22 meters. All electrically powered, the five
cranes at 12/a move on a track situated at the edge of the pier, while the
other four move on another track further inland. [redacted] 50X1-HUM
[redacted] Two railroad spurs run parallel along the quay 50X1-HUM
and are indicated on Attachment 1 at 12/c. Three or more warehouses were
at 12/d, while a large shed was under construction at 12/e. The latter 50X1-HUM
was about 60 x 35 meters, and the ground floor was already completed,
awaiting now the completion of the second story. It is built of reinforced
concrete over a framework and it has brick walls. [redacted] 50X1-HUM
26. At G/4 there was a steamer which was being repaired. The presence of this
boat, coupled with the continuous stream of workers between there and the
shore, [redacted] there may be a shipyard for repairs 50X1-HUM
in the vicinity.
27. On the Quarantine Mole at 13 there were some grain bins. At 13/a there
was a comparatively new bin [redacted]. It consisted of an 50X1-HUM
elevated storage bin on pillars from which descended a number of loading
spouts. Very close by, and actually connected with the bin, there was a grain
elevator constructed of masonry and consisting of three or four cylindrical
towers (13/a). [redacted] 50X1-HUM
[redacted] At 13/b there was another bin which moved on a
track. Some older grain bins were at 13/d [redacted] 50X1-HUM
[redacted] In the latter, the details of the construction 50X1-HUM
can be seen and ten loading spouts are visible.
28. The Quarantine Mole was illuminated by four searchlights which were on
an iron tower at 13/c. [redacted] 50X1-HUM
To the west of the grain bins a railroad track ran the entire length of
the pier. Before reaching the bins, the track became double, as shown on
Attachment 1. On this part of the track, [redacted] observed several freight
cars; among them were some 60-ton cars [redacted] 50X1-HUM
29. The offices of Inflat were in the one-story building at 13/f [redacted]
[redacted] A two-story masonry construction at 13/g, very near 50X1-HUM
Inflat, was also used for offices. [redacted] At 13/h there was
a low-lying structure. The Quarantine Mole was constructed of masonry 50X1-HUM
for the greater part of its length but sections of it, such as those in
front of the bins at 13/b and 13/d, were constructed of wood.
30. The head of the Quarantine Mole curves to become the eastern breakwater.
It is constructed of blocks of cement which have been levelled on the top.
At the rounded end of the breakwater there was a red beacon light on an

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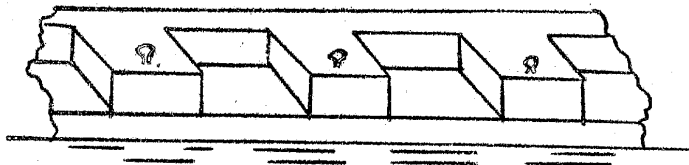
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iron tower at 14/a. This marked the harbor entrance. All along the breakwater there were poles from which fishing nets were suspended. 50X1-HUM

31. The outer breakwater at 15

This particular breakwater was formed by a floor of cement blocks, above which a thick wall rises on the outer side. On the southwest side there were projections at regular intervals which were on a level with the outside wall. These projections were constructed of stone and on each of them there was affixed a mooring bar with a mushroom head. The sketch below shows the breakwater as it appears from above.



On the two ends of the breakwater there were iron towers which supported beacon lights, a green one on the southeast at 15/a and a red one on the other end at 15/b.

32. The breakwater at 16 was to the north of the red beacon at 15/b and protected the basins at A, B, and C. It is composed of a jetty of unlevel blocks

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33. Southwest of the New Mole on the other side of the port fence there was an imposing flight of stairs at Z which led to the city. At the side of the stairway there was a cable line and at the top of the stairs there rose a monument to Pushkin. At night the stairway and the monument were brightly illuminated. The public transportation system was efficient and well kept and recently several new trolley buses had been put in service. The center of the city was well cared for and the shops were well stocked. The roads leading to the city were also being repaired.

34. The town inhabitants, the women especially, dress very plainly. 50X1-HUM
the absence of men over 20 to 25 years of age. Youths over 50X1-HUM
15 were organized into gangs that bought everything from foreign sailors, namely, clothing, cigarettes, foodstuffs, etc. They often wanted to purchase even the clothes that the sailors were wearing.

35. the following ships:

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(1) Oil Harbor

- a. Two oil tankers at A/1 and A/2 50X1-HUM
- b. A tanker at anchor at A/3 with a 600-to 700-ton tender alongside
- c. A 600-to 700-ton barge loaded with oil, at A/4

(2) Repairing Basin

- a. A Soviet passenger ship of more than 4,000 tons, undergoing repairs in the dry dock at C/1
- b. The Gruziya, undergoing repairs in the dry dock at C/2
- c. A naval unit of undetermined type, on the dry dock at C/3

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- d. Two steamers of 7,000 to 8,000 tons, under repair at C/4
- e. Two steamers of 4,000 to 5,000 tons, under repair at C/5
- f. A ship of 7,000 to 8,000 tons which was painted gray, similar to the units of the Soviet Navy. It may have been an auxiliary vessel.
- g. A floating crane at C/7

[REDACTED]

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(3) The Military Mole

- a. The Rossiya, moored at the pierhead at H/1. It had come from Batumi.
- b. A passenger-freighter of the Nikolayev-Odessa line at E/1. [REDACTED]

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(4) Cabotage Harbor

- a. A steamer of more than 3,000 tons at E/2
- b. The Volokolamsk, unloading coal on land as well as on the barge drawn alongside. Later the barge unloaded the coal on the quay of the New Harbor. [REDACTED]

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(5) Coal Pier

- a. The Rabochiy at F/3, unloading sand
- b. The Karl Marx at F/4, unloading cement

[REDACTED]

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(6) New Harbor

- a. The Voroshilov at F/5. It had unloaded its cargo of coal in five and one-half hours, using three hoists.
- b. The barge which had loaded from the Volokolamsk and then subsequently unloaded. It is indicated at F/6.
- c. The 2,000-ton Toros at F/7. Alongside there was a small floating grain elevator, which in turn was moored to the quay.

[REDACTED]

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(7) Platonovskiy Mole

- a. Two recently constructed tugs. at F/8. [REDACTED]
- b. The Petr Velikiy, at F/9. [REDACTED] it is about 4,500 tons and sails regularly to Albania.
- c. The tug, M. Kutuzov at F/10

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[REDACTED]

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(8) Quarantine Harbor

- a. The Bulgaria at G/1, unloading machines and parts destined for Bulgaria. On deck there were trucks and crane parts.
- b. The Andreina Marsano at G/2, loading machines and machine parts destined for Burgas. There were trucks observed on deck.

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c. The Liberty Sevastopol of Leningrad at G/3, loading pipes, sheet metal and pieces of machinery

d. A Soviet ship under repair at G/4

e. The Admiral Ushakov, at G/5

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g. The Krasnodar, at G/7. This ship was about 7,000 tons.

h. The Orel, at G/8

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(9) Quarantine Mole

a. A small Soviet passenger ship at H/2

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c. Soviet ship of over 7,000 tons at H/4

The stern of the ship at H/4

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(10) The Breakwater

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a. Four wooden magnetic mine sweepers at H/5. About 300 tons each,

These units were armed with a small gun or machine gun at the bow but the armament was jacketed. All were equipped with radar.

b. The naval training ship the Dunay, the ex-Colombo. 50X1-HUM

the sails were furled in a most unsailorlike fashion and that the cadets on board, all robust youths over 17 or 18 years of age, were always performing rowing drills. 50X1-HUM

c. A Soviet motorship at H/7

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37. In the port area, two cranes of medium capacity. Small electrically powered cars were used to transport material in the port area. These, as already mentioned, resemble the small cars used in Western European railroad stations.

38. For local use there were an undetermined number of lighters and barges, used for loading liquids as well as dry stuffs. There also was observed a floating structure that consisted of two barges connected by a trellis that was two to three meters higher than the bridges of the barges.

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Attachment

1. Port of Odessa

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