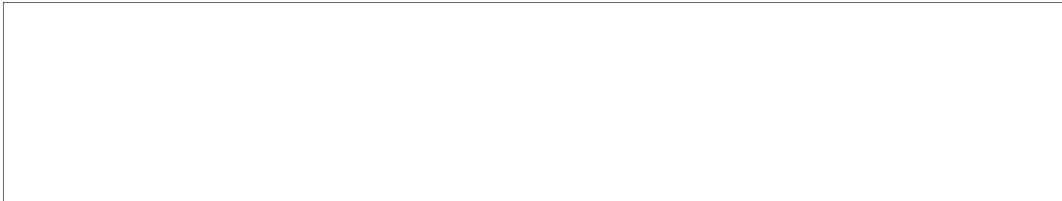


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~~XXXXXXXXXX~~ This is UNEVALUATED Information

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[redacted] Odessa [redacted]

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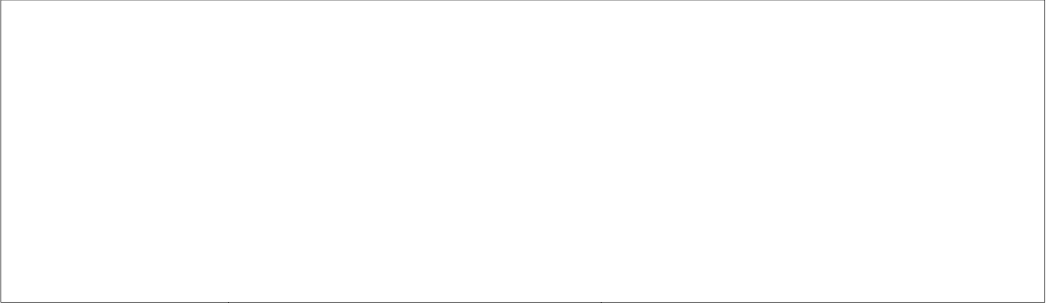
approximately four miles east of Serpent [Zmeinyy] Island, noted a large searchlight, some openwork towers, and several large wooden barrack-type sheds, which [redacted] were being used as a storage place for war material.

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Anchored on the northern side of this island were a twin-funnel destroyer of the Libeccio class and a small motor ship with engines aft, which was discharging cargo onto several lighters.

Because of poor visibility it was impossible to distinguish the destroyer's armament nor the type of cargo being unloaded by the above motorship.

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Every day [redacted] four or five Italian-type

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motor torpedo boats, armed with [torpedo] launching tubes and attached torpedoes, forward machine-gun, and six depth charges aft, would leave the harbor at moderate speed and sail into the open, beyond the range of visibility.

These motor torpedo boats would return to port after approximately three or four hours and depart once more after about a half-hour's stay in port.

In the morning, shortly after the departure of the motor torpedo boats, 20 heavily-loaded, metal-hulled, minesweeper-type vessels of

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of 400 tons gross would pursue the same course as the motor torpedo boats and return in the evening.

The hulls of these vessels resembled those of Dutch whaling ships; the prow was about three meters high and the stern, two meters; they had a cat-walk which connected the forecastle with the forebridge; diesel engines located amidships; radio aerial and radio-telephone antenna.



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a dark-grey,

radar-equipped, Russian naval-type ship of about 10,000 tons gross

*SLAVA*

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was tied up astern



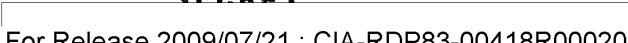
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This ship, according to several port laborers, was used for fishing and whaling operations and was equipped with appropriate machinery for the processing of fish.

The hull had the following features:

Straight bow, a foremast, engines amidships; abaft of engine room, deck was clear; stern, round and unraked, with two ports, each about

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six by 4 meters in width (the overhead of each port was on the upper deck).

Seen from the stern, the above ship resembled a large American-type landing craft, except that the present one had the ramp further aft; inside were large metal longitudinal bulkheads about 60 meters long, which met the bulkhead of the engine-room.



The lateral bulkheads had doors about four meters equidistantly apart.

 the above vessel took aboard all types of supplies both in sacks and cases; this ship departed the morning of 25 September loaded with what appeared to be supplies of food.

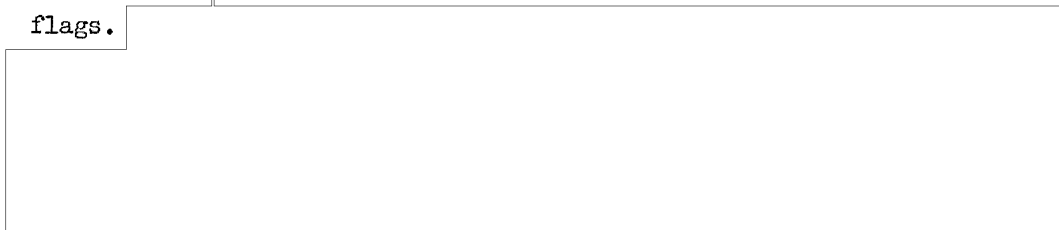
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Departing with this ship were the 20 Atlantic fishing boat-type craft described above, but the fishing equipment was not visible.

#### Movement of ships in port

In the harbor was considerable commercial traffic; there were ships flying  Rumanian, Bulgarian  flags.

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On the quays was a large quantity of goods, including lumber, metal, and many drums containing bitumen [pitch, tar?].

The quays are equipped with railroad tracks.

There are cranes almost all up-to-date, with luffing arms and equipped with electrical outlets located right on the quays.

In the military zone there were four auxiliary naval ships of 10,000 tons gross; they seemed to be completing fitting-out operations.

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Because of distance it was impossible to distinguish what they were doing. A short distance from these ships, toward the port opposite the harbor, there were two empty floating docks.

The dockers are not provided with floating craft. No lighter was seen in port. The pilot, both when arriving and departing, came aboard without military escort.

During the layover at Odessa one-third the number of the crew when furnished the necessary permission granted by the police organs were allowed ashore; personnel were obliged to return by 2400.

There was considerable discipline in port; the local authorities showed extreme courtesy but little friendliness.

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Living conditions

Economic life is very precarious. Bread is rationed. Long lines were seen outside stores to obtain this bread, which is distributed at the rate of 250 grams per capita daily. The stores are meagerly stocked, and with goods whose prices are extremely high in relation to the daily wage.

Restaurants are poorly supplied, both qualitatively and quantitatively.

Vehicles driven by soldiers circulated in the city; no private vehicles were observed in circulation.

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