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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[Redacted]

This is UNEVALUATED

- 1. From 0930 to 1100 hours GMT on 9 September 1955, a cruiser and two destroyers were observed in various positions in the area north of Kola Inlet. At 0930 hours GMT [redacted] a cruiser far ahead on the port side; its course was about 160°. At 0938 hours GMT, after having sailed about one nautical mile from the position mentioned above on a course of 125° [redacted] ship changed its course to 130° True. [redacted] one destroyer was observed far ahead on the port side. The cruiser, which at this point was approximately 25X1 straight ahead, and the destroyer disappeared out of sight on easterly courses. At 1025 hours GMT [redacted] ship had sailed about eight nautical miles on a course of 130° when the cruiser and destroyer again came into sight, both slightly off to starboard and on an approximate 25X1 course of 310°. At about 1030 hours GMT [redacted] ship changed course to 145° True whereupon both ships were off its port bow. After light signaling between the cruiser and the destroyer, the destroyer turned to the left and a little later passed [redacted] ship on the 25X1 starboard side. At 1055 hours GMT, the cruiser passed [redacted] ship close on the port side. At the same time another destroyer passed far out to starboard. At 1100 hours GMT [redacted] position 25X1 was N69-46, E34-13. The cruiser [redacted] had two gun turrets on the foredeck with three guns in each, a bridge structure with equipment and tripod mast at the after edge, a funnel abaft the 25X1 bridge but almost contiguous with it, the mainmast, the after funnel, and two gun turrets on the afterdeck with three guns in each [redacted]. The destroyers were identical. [redacted] 25X1 It was about half as long as the cruiser and had two funnels, a break in the deck at the forward funnel, a large 25X1 substantial mast of a combined tripod and frame construction at the forward edge of the forward funnel, and a shorter mainmast at the 25X1

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(Note: Washington distribution indicated by "X"; Field distribution by "#")


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forward edge of the after funnel. There were three radar scanners on the foremast and one on the mainmast. 

25X1

2. On the peninsula west of Bolshoy Olenyy Island; in position approximately N69-05, E36-19, a large radar installation was observed up on a ridge. The installation extended ten to 15 feet above the ground; the diameter of the oblong scanner was about 20 feet. It was placed in a slanting position on its axis of rotation and made a rotation every 12 seconds.
3. At 1200 hours GMT on 11 September, a seaplane came from west-northwest and landed off Bolshaya Piryu Arm near Umba. After landing it proceeded into the inlet. Planes of the same type were observed at the same time of day three or four times later in the course of the following two weeks. It was a gull-winged flying boat with two reciprocating engines. On one occasion a helicopter was observed over the harbor. It had a vertical, side propeller at the end of the fuselage.
4. At the outlet of the Ponoy River (position N66-59, E41-20), four or five large excavators or cranes were observed on the north side of the river outlet; on the south side several factory smokestacks and, a short distance in from these, two large buildings were seen. There were several roads, apparently provisional, in the entire area.
5. The lumber quay lies on the west side of Bolshaya Piryu Arm near the range beacons. That portion of the quay which was usable for ocean-going ships was 410 feet long. The quay edge consisted of vertical piles. The depth alongside the quay was about five fathoms. The quay continued inward about 1,200 feet but this portion was in poor condition. The barges which loaded here lay only partially alongside the quay. North of this quay there was a small pier which was used by tankships and small vessels. The largest vessel observed at the quay was about 1,800 DWT and lay moored along the south side. The log haul-out slip for the sawmill was situated immediately west of the pier. The gate which led in to the port area was situated due west of the log slip. A road 440 meters long and in poor condition led from the gate to the lumber quay. The road passed under the sloping log slip. The road was ten to 15 feet wide and the clearance under the slip was 18 to 20 feet. A trolley track extended from the sawmill down to the lumber quay. The track was built up on a framework extending about 2.5 to 3 meters above the ground. The main track went parallel to the shore line with three side tracks extending out from it down to the quay. The trolley cars were pushed. In the north end of the sawmill building there was a power station with a stayed steel tubing smokestack about 50 meters high. The station was plainly operated on a steam turbine and sawdust was no doubt used as fuel. From the road, control panels could be seen through the windows but the actual units could not be seen. Power lines extended from the power station to the town on the mainland north of the sawmill island. A row of poles bearing telephone and telegraph lines led directly through the town from north to south and across to the island. The posts had nine to ten crossarms with six insulators on each. On the island side, the row of poles led to a large building which was situated in the built up area near Malaya Piryu Arm. Only a few lines extended from this building farther southward. Due south of this telephone station there was a large frame building about 25 meters long, eight to ten meters wide, and two or three stories high. There were administrative offices in this building. There was a wooden bridge from the sawmill island to the town. Only small boats could pass under it. The channel between the island and the mainland was, however, blocked east of the bridge, and between the obstruction and the bridge there was a mud filled basin.

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6. In the town on the mainland there were some, probably three, large and quite fine school buildings. In one of them instruction took place throughout the afternoon. The students were adults or adolescents. North of the bridge there were water hydrants in the streets. There were, no doubt, no water lines on the island because informant saw people from there fetching water in pails from the hydrants in the town.
7. Near the range markers north of Lesnoy on the east side of Bolshaya Piryu Arm, 17 or 18 reclining tanks about the size of the tanks on large ~~railroad~~ tank cars were observed. The installation was surrounded by a board fence. No oil lines were visible and there were no quay installations below the tank installation.
8. There was a muster of the crew and a superficial search of the ship, both after arrival and prior to departure. At the gate to the port area one had to exhibit a passport when there was a woman guard there, but not when there was a man guard. On the last four days in port all the deck officers got to go ashore without displaying passports. The head of the inspection commission had four stars on his epaulettes.



25X1



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