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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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\*SOURCE [redacted]

A. The following information was obtained on the Russian Naval Mission which arrived at La Spezia for the transfer of the "Z-12" (formerly "Artigliere"), to the Soviet Navy. The Mission was composed of the following:

- a) Ivan MINOCHENICO (MIROSOCHIOHENKO), Chief of the Mission, Lt. Comdr. in the Russian Navy.
- b) Nikolai ANOPRIYEV (ANOPRIEV), Chief Engineer, a civilian.
- c) Aleksei (Alekei) BARANOV, 1st Officer, Lieutenant of the Navy.
- d) Ivan KACHIRIN (KACHIRINE), Officer in charge of the Artillery, Lieutenant in the Navy.
- e) Vladimir KASAKOV, Engineer, Lieutenant.
- f) Peter SOBOL, NCO, In charge of the torpedo installations.
- g) Peter SURKHAREV (SOURKHAREV), NCO, Civilian engineer.
- h) Ivan GOTOKHOVTSEV, NCO, Civilian engineer.
- i) Pavel KULI (KULLI), NCO, Mechanic (former worker in a Moscow factory).
- j) Gennadi (Guennadi) MALAKHOV, Interpreter, civilian.
- k) Pavel SURIN (SOURINE), Major of the Naval Engineer Corps, Engineer, arrived on 5 January 1949 to take the place of Nicolai ANOPRIEV, who returned to the Russian Embassy in Rome to replace SOURINE.

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SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

(b)(3)

-2-

2. The above named arrived in Rome from Moscow by air. At La Spezia they took lodgings at the Concordia Hotel. MIROSOV, CHIOHENKO, ANOPRIEV and the interpreter presented themselves to the Chief of the Italian Naval General Staff, who introduced them to Commander POLACCHINI, President of the civilian company which temporarily had charge of the ship. On the day following their arrival, the members of the Russian mission began the inspection of the ship and the control of the various machinery on board. During their stay at La Spezia, none of the Russians had any contact with the local elements of the Italian Communist Party. Nor did the local Communists make any attempt to contact the Russians.
3. The civilian and military personnel of the crew of the "Z-12" who had for business reasons occasion of dealing with the Russians, and the personnel of the hotel where the Russians were staying, got an unfavorable impression of the Russians, both on account of the poor quality of their clothes and the hard expression of their faces.
4. The first contacts between the Italian naval officers and the Russians soon revealed the diffidence which the Russians showed on all discussions dealing with technical matters, and in particular on questions concerning the amount of materials which were due to the Russians according to previous agreements. This diffidence, however, gradually gave way to a feeling of trust, thus creating an atmosphere quite favorable to the mutual exchange of information. On the other hand, the diffidence prevailing among the Russians themselves soon became evident. The following episode will illustrate the feeling which existed among them: The Italian in charge of one of the sections of the "Z-12" offered a glass of wine to two Russians who were inspecting that part of the ship. Both refused. However, as soon as one of the two left the section on some errand, the other took the glass of wine and winking at the Italian, drank the wine. The same thing happened whenever the Italians offered a cigarette to some Russian; they refused if they were in the company of some of their colleagues, but readily accepted if they were alone.
5. The most loquacious among the Russians was one Pavel KULLI, who, after becoming quite friendly with an Italian sailor, told him that he was employed in a factory in Moscow as a special worker, with a monthly salary of 900 rubles, adding that with that money he could keep his wife and son, but could not possibly buy any commodities such as clothes, shoes, etc., because of their very high cost. This same Russian, in an outburst of sincerity, whispered to his Italian friend: "Italy is like America." A few days after their arrival, the members of the mission began visiting the city, showing particular interest in the goods displayed in the shops. A woman who knows Russian, once heard one of the mission members say: "If on our

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SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY



(b)(3)

-3-

return to Russia we told our friends of all of these commodities which can be bought freely and without ration cards, nobody would believe us." One of the personnel of the Concordia Hotel reported that the first purchases made by some of the Russians were the cause of tremendous excitement among them. They had bought watches, material for ladies' dresses, overcoats for men, suitcases, hats, perfumes in large quantities, woolen blankets, rabbit furs for collars for children's coats, several radios, an accordion for which was paid 100,000 lire, besides socks and stockings.

6. The chief of the Mission had on several occasions invited some Italian officers to dine on board the "Z-12", but the invitations were not accepted. When he invited the civilian commander of the "Z-12" and was again met with a refusal, he asked whether this was done to the aversion on the part of the Italians to share a meal with a Russian. With the exception of Major SOURINE, the members of the Mission showed scant knowledge of the technical aspects of the apparatus on board the ship and it was evident that they were afraid of returning to their country without a working knowledge of the functioning of the machinery. Most of these Russians had never been in Italy before and there is no doubt that the abundance of goods displayed in the shops, the possibility of going about perfectly undisturbed by police agents and buying all the commodities they wanted must have made a great impression on them, because at the moment of departure, several of the Russians expressed their regret at leaving Italy.
7. During their stay at La Spezia the Russians behaved well and they did not give any cause of complaints: they stayed constantly by themselves and did not make any friends with the local population.

B. Transfer of the "Z-12" at Odessa and Repatriation of Crew, 21 January 1949:

8. The Black Sea: About 70 miles from Odessa, as was expected, the Russian destroyer OGHNEVOI met the "Z-12" and led it towards Odessa at a speed of 20 miles per hour. During the voyage the Soviet destroyer emitted a large quantity of smoke and stopped its engines. It is believed that one of its boilers burned out. The OGHNEVOI stopped for about an hour during which time it was possible to observe the ship at close distance.
- a) Estimated tonnage: 1,600 to 1,800 tons.
- b) Estimated caliber of armament: Two 120 mm twin turrets; one 90 cal. gun in turret above the No. turret; two single machine guns with very long barrels; two double torpedo tubes.

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## SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

(b)(3)

-4-

- c) Bridge: Of a prismatic shape with complete naked walls, without bridge wings and with the only openings on the bridge level.
- d) "Controplancia": It is presumed that it exists around the forward telemetric turret. (No person had been observed on the "controplancia").
- e) Telemetric turrets: Two turrets equipped with parabolic mirror radar with central "dipol". The fore telemetric turret is equipped with two telemeters.
- f) Masts: Only one foremast situated to the rear of the bridge. No guys were noted. From the left mast arm descended a tubular aerial. This was the only antenna that could be seen. On the top of the mast there were two bars about 70 cms long lined up with the keel and laying parallel to each other. They were held in place by a small fork fastened to the mast.
- g) Depth Charges: Replacements for the discharging of depth bombs were noted. These were similar to those normally used.
- h) Mine layer: The emplacement for the laying of mines was noted but the guides were not seen in place.
- i) The hull: The central part was about 1.50 meters above the sea level. the hull had no openings. The bow seems very short for the forward locations of No. 1 turret.
- j) General external appearances: The destroyer seemed to be freshly painted and in good order.
9. Communications: The Soviet authorities communicated the international call letters "RIPU" as the name of the unit which was to meet the "Z-12". According to the list of names published by the International Office of Communications in its publication "Indicatifs d'Appel", edition of January 1947, published in Bern, these call letters correspond to the Soviet ship "Nexamo-jnik" and not to the destroyer "Oghnevoi".
10. Only the international procedure was used between the "Z-12", the destroyer, and the land station. From the beginning to the end of its mission, the destroyer always communicated with the radio station which answered to the call of "UK.2". It is believed that this station belonged to the Kertch radio group which serves only for radio communications with war vessels.
11. When the radio station of the "Z-12" was turned over at Odessa, about 12 persons were present. The Soviet technicians stated that the wiring diagrams of the Italian radio equipment were excellent, but that the transmitting equipment was rather dated and that the Russians had more modern equipment. [redacted] not observed any variations in the tone and range of the Soviet transmissions which might indicate they use improved equipment.

(b)(1)

(b)(3)

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SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

(b)(3)

-5-

12. Soviet radio beacons: No information regarding radio beacons in Russia is reported in the publication, "Nomenclature des Stations des Services Speciaux" published in Bern in 1946 and revised to date 30 November 1948. In the Black Sea, however, emissions from radio beacons were noted. It was observed that all the old radio beacons which were known to exist up to 1939 are now functioning. The following were actually heard:
- a) Lupatoria Point: Lat. 45° 09' 00" N, Long. 33° 16' 00" E.
  - b) Tarrhankut Cape: Lat. 45° 20' 52" N, Long. 32° 29' 36" E.
13. In the Black Sea the reception of Italian military stations of a normal power is favorable. Radio Rome, Taranto, and Venice were heard on a 600 meter wave with a power of three.
14. Arrival at Odessa: The "Z-12" stopped at the entrance of the port at 1900 hours on 21 January 1949. A large motor boat fastened itself to the "Z-12" It carried customs officers, sanitation officers, and a dozen sailors and petty officers accompanied by a liaison officer, Lt. Comdr. DEVICENKO, and signal officers and signal men who went on the bridge to indicate the route to enter the port. Actually the "Z-12" followed a motor boat which gave brief signals in Russian to the signal men. At about 2000 hours, the "Z-12" was riding at anchor in the roadstead. The Soviet liaison officer asked the Italian officers to observe the following regulations:
- a) Not to use the radio station;
  - b) Not to take photographs;
  - c) Not to make sketches of any kind;
  - d) Not to take soundings;
  - e) Not to throw out garbage;
  - f) To keep the fires banked.

The liaison officer was asked about the manner of giving the men shore leave. He replied that it would be better to wait for the next day pending the final disposition of the Port Command. Commander FABLIU and the civilian commander, Capt. BACCINI were told by the liaison officer that the Port Commander, Vice Admiral NOVIKOFF, would receive them at 2200 hours.

15. Visit to the Admiral: The large motor boat brought the two Italian officers ashore with the Soviet liaison officer, the interpreter, Guennadi M.L.KHOV, and the head of the Soviet Mission, MIROSHIOLINKO. The group was picked up at the pier by two automobiles in good condition which drove them to the Odessa Naval Command. They were announced in a loud voice by the sentinel. The Italian and Russian officers were then received by Admiral NOVIKOFF and his staff (Chief of Staff, Captain KOSCHENKO, the Assistant Chief of Staff whose name is not known, and the Adjutant, Lt. Comdr. P.SKO). After the conventional formalities the Admiral invited those present to be seated.

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SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

(b)(3)

- 6 -

16. Through the interpreter, the Admiral requested that Comdr. FABRIZIO that a sea test with mixed crew be carried out. The Italian officer refused because his orders at the time of departure specified that he was only to transfer the ship at the port of Odessa. Admiral NOVIKOFF did not insist. He offered each one a glass of cognac and some apples. He toasted the health of those present and then ate an apple placing the left overs in an ash tray. All the other Russian officers followed his example immediately. Before they left, the Admiral informed them that the following morning he would send some specialists to take over the equipment. The officers returned aboard their ship with the same motor boat previously used.
17. Transfer of the "Z-12": The following morning, 22 January, some small craft brought aboard 200 sailors and petty officers. The personnel divided itself into groups according to its rank and specialty, silently and with discipline and waited for orders. They were led to their various stations and ordered to "break ranks". The plan which was carried out had obviously been prepared in advance. Every corner of the "Z-12" was occupied. In any place where a man could enter, a Soviet sailor was to be found. The Russians literally took over the ship from the top mast to the keel. Actually there was a diver examining the keel of the ship, while a seaman perched on the top of the foremast and started to turn wheels and valves and to operate levers and reostats with irresponsible curiosity. Such a procedure could have caused serious accidents, especially in regard to the electrical equipment since the power was on. Lt. Comdr. DEVICENKO was notified of this, but he merely replied that the men knew what they were to do.
18. The ammunition and torpedoes were unloaded in the meantime. Almost immediately the mirror of the signal projector was cracked by the sailors who had lit it and then opened it without waiting for it to cool off. A torpedo fell into one of the crafts below from a height of 50 cms damaging its direction fins.
19. The diver brought up a piece of cable which he had found twisted around one of the propeller blades. The Soviet officer asked for an explanation thinking that it was an act of sabotage and it was necessary to explain that it was of no consequence at all.
20. During the early part of the afternoon the "Z-12" was taken to its pier with the aid of two large American built tugs, the "Jupiter" and the "Iran". Although the fore tug was advised that one anchor had not yet been raised, it moved off with a great force, causing the chain to break. After this incident the Russians examined the other chain, link by link. The movement of the ship from the harbor to the pier took five hours.

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(b)(3)

SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

(b)(1)  
(b)(3)

-7-

21. On 23 January the work of turning over the rest of the equipment continued. The last thing to be done was the signing over of ownership. This took place that evening in the quarters of the Commander. Shortly after the Italian crew went ashore on the tug "Jupiter" which took it to pier. There two cars picked up the officers, two busses picked up the crew, and a truck picked up the baggage. Everyone was driven to the Hotel London where dinner had been prepared.
22. The Port of Odessa: When seen from the sea, the Port of Odessa seems to be in good order and all the mechanical equipment seems to be efficient. During the two days [redacted] in the port, no cranes were seen functioning and none of the numerous ships anchored in the port loaded or unloaded anything. The reason was that the 21st and 22nd of January were not working days because it was the anniversary of the death of Lenin. All merchant ships flew their flags at half mast. No one worked on the 23rd because it was Sunday.
23. When the docks and piers were observed more carefully and at close range, it could be seen that they were seriously **damaged** during the war and have since been repaired just enough to permit their being used.
24. The piers and the entire port area are serviced by railroad tracks but the railroad network of the port is sufficient only for normal embarking and debarking traffic. Almost all the trackage<sup>is</sup> embedded in the pavement so that the free movement of other vehicles is possible.
25. The piers are equipped with mobile cranes, about four to a pier. Their estimated capacity is about ten tons. The piers of the new port and of the transit port have two cranes with a double jointed arm about twice the tonnage of the first mentioned. A total of about 20 cranes were counted.
26. The port lacks warehouses, sheds and roofed platforms to receive goods. It was observed that all the incoming and outgoing freight was piled up in the open along the roads at the mercy of the weather. There are a few small sheds which can only accomodate small lots of goods. The roads of the port area are paved with granite blocks similar to those used for the city streets. The merchandise seen piled on the piers seem<sup>to</sup> be intended for the armed forces. It consisted mostly of unfinished wooden cases 3 x 1 x 1 meters. Large spools about one meter in diameter of the kind used for electric cables were observed packed in wooden cases. About fifty new trucks were seen. These were grouped in lots of six or seven and bore no plates or lettering of any kind.

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SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

(b)(3)

-8-

27. In the port were anchored about ten ships varying from 5,000 to 10,000 tons and about 30 smaller craft of about 1,000 tons each. Only one ship over 12,000 tons was seen, passenger ship "S.S. Ukraine". The vessel was white and appeared well kept. All the ships in the port were flying the Soviet flag. Almost all, especially the large ones, seemed well kept and newly painted.
28. No equipment indicating the presence of ships under construction was seen in the shipyard area. However, **floating** docks which could accommodate ships over 10,000 tons were noted. No work is in progress in the port on new structures or in the repair of those parts of the pier which still show the effects of destruction caused by the war.
29. The entrance to the port is controlled by armed guards. Within the port area there are several sentry boxes which are linked by telephone with larger buildings in which are unarmed guard personnel.
30. Late at night many women were noted in the interior of the port. Together with some men they were unloading a freight car. Other women carrying the lanterns were doing railroad work.
31. Besides the destroyer, "Oghnevoi", an auxiliary ship of the Italian "Dalmazia" type was also seen in the port. It had two 100 mm guns located on the forecastle and on the stern. A German motor boat (motozattera) was docked at the landing pier. It seemed stripped and practically abandoned. Nearby was a small tanker. No other military craft were observed.
32. The port lights and beacons function regularly. On the route to the approach to the roadstead, about 14 miles from Fontana Cape is a light buoy with two vertical lights. The upper light is white and is fixed; the lower one is divided into two sections; it shines green towards port and red seaward.
33. Stay at the Hotel London: The Italian personnel stayed at the Hotel London from the evening of the 23rd to the evening of the 24th when they left Odessa. Only three officers were assigned rooms with one bed; the others were assigned to rooms with two, three, four, five and six beds. The meals served were of fair quality; wholewheat bread was served. The evening they arrived, the Italians were invited to the theater to see a performance of the opera, "Rigoletto". The following day they were invited to visit the Museum of the Defense of Odessa, the House of the Pioneers, and the Officers' Club to attend a vocal and instrumental concert organized for the occasion. The main course of the luncheon offered by the Russians on 24 January was mutton.
34. The City of Odessa: The general impression which the city of Odessa gives is that of a city without life and without movement. The houses damaged by the war have not been repaired. The side streets are neglected. The stores are not well kept. The store windows show little merchandise and what there is, is of inferior quality. For example, only one watch store was seen; the window was completely empty and only repairs were made. The few private stores which exist deal in hunting equipment, antiques, croquetry and china, and furs. All other merchandise is furnished exclusively by the large state owned stores which are the only ones which have a flourishing look and which have large supplies of goods. These stores are few and are therefore always crowded.

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CENTRAL INTELLIGENCE AGENCY



(b)(3)

-10-


41. With the exception of the families of officers and of government employees the people of Odessa dress very shabbily. Many persons of all ages and of both sexes were seen literally in rags and looking undernourished. The total external impression is that most of the people lead very drab monotonous lives. The Italians were soon noted and became the subjects of lively curiosity and interest.

42. Buildings visited: The following buildings were visited:

- The Odessa General Command
- The Building of the Pioneer
- The Hotel London (Inturist)
- The Museum of the Defense of Odessa
- The Officers' Club
- The Opera House.

The Odessa General Command is located in a building near the port. It is in line with the Ambrosovski pier. The building is low, ancient, looks turreted like a castle. It has pointed arches in a Gothic-like style. It has only one upper storey. The office of the Commander, Vice Admiral NOVIKOFF is on this floor. It is reached by a wide stairway; then one goes through a large hall with parquet floors. The walls are whitewashed. Opposite the windows there is a niche with a bust of Stalin. The wide entrance to the hall is decorated by two pairs of short spiralled columns of dark stone. Their capitols support the pointed arches of the ceiling giving the room the characteristic look of the interior of old Russia. It was evident that everything was kept meticulously clean. Near the door to the Admiral's office was a desk used by the officer on duty. Facing him was the sentinel who always kept a dignified bearing. The office of the Admiral was furnished normally. On the wall behind his desk was a huge painting of Stalin. The rooms on the lower storey were used by the sentinels and for various offices.

(b)(1)  
(b)(3)

43. The Odessa Museum.  could not state where the museum is located. The museum comprises of two rooms on the lower floor and six or seven on the upper floor. It is well kept. All the rooms have soft red carpets. In it has been collected material on the defense of Odessa; extracts from newspapers, illustrative maps, photographs of men and of generals, letters written by those who died, notes, personal memos, arms and uniforms taken from the Germans and Rumanians, captured enemy equipment, large pastel paintings showing incidents of the battle which place the Russians in a heroic light, models of armored trains, and so-forth. Everything in the museum aims to show the infallibility of Stalin; the superior ability of the Russian generals; the heroism, courage, and spirit of sacrifice of the Russians; and the criminal spirit of the Germans. A director of the museum accompanied the visitors. A youth of 17 acted as interpreter. The interpreter translated the following initial explanation of the director: "The war was unleashed by the Germans, but those who permitted the fulfillment of the program were the capitalist nations i.e., England, France and America, which furnished Germany the money necessary to reconstruct Germany's heavy industry."

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CENTRAL INTELLIGENCE AGENCY

[ ] (b)(3)

-11-

The museum's director explained the fall of Odessa as a prime strategic event. He stated, "France fell in only 35 days, whereas to take just Odessa it took the Germans 68 days. It can be safely stated that thus German lightning war became a myth." Many photographs were shown which illustrated how many plants were transformed from peace production to war production at the beginning of the siege. These changes permitted the construction of armored railway cars and locomotives. The director dwelt long on this subject to praise the spirit of sacrifice and the ability of the Soviet workers of Odessa.

45. The Building of the Pioneers. Here boys from 7 to 14 years of age are educated. At present 1,100 children are enrolled in the school. Only about 20 were present when the school was visited. The principal who accompanied the Italians on a tour of the school explained that all the children were taking out-of-doors physical training in a place far from the school because the school did not yet have a gymnasium. The principal stated through the interpreter, "The school of the Pioneers was founded by those who gave the best of their energies to achieve the Soviet ideals. Now they gather here two or three times a week and decide on the programs for instructive trips which the children must take. They thus visit the port, the various plants, and so-forth. The main purpose of the school of the pioneers is to guide the very young on the paths of science in accordance with the teachings of the leaders Lenin and Stalin". At the entrance of the building is a large hall used as a cloak-room. All the halls are spacious and tastefully decorated. There are the following halls.
- |                             |  |
|-----------------------------|--|
| - Study Hall                | - Arts and Music Hall                    |
| - Recreation Hall           | - Lecture Hall                           |
| - Homework and Reading Room | - Electrotechnical Hall                  |
| - Aviation Model Hall       | - Dancing School Hall                    |
| - Pioneer (Boy Scout) Hall  | - Hall for the Exaltation of the Leaders |

All the halls have many flags and many busts and very large paintings of Lenin and Stalin. In the "Hall for the Exaltation of the Leaders" there were a series of photographs illustrating the life of Stalin and Lenin. On the wall was a quotation attributed to Lenin which translated states, "Only through specialization can the roads of science be taken, this being the definite and only scope of the Soviet State, and for this it is necessary to study, study, and study". Various exhibits of artistic work and craftsmanship, all done by the students, were shown. These included water colors, drawings, embroideries, models of sail ships, war ships and merchant ships, radio sets, and so on. The few children present wore long trousers of different colors, white shirts, and a red kerchief around the neck.

46. The Officers' Club (Offizier Don) was very unpretentious. The cloak room is built in the space under a staircase. The tables were of the late eighteenth century style. The club has a small bar which seemed a temporary arrangement. The club has a room used to show movies. It has a stage with busts of Stalin at the sides and red flags. On the walls are numerous propaganda inscriptions. The program prepared for the Italians consisted of a chorus and Russian ballets. The program opened with a "Song to Stalin". After the program a technicolor film entitled "The Life of Mitcsiurin" was shown. The film praised the patriotic love of the distinguished botanist who turned down the large offers made by American capitalists who wanted him to go to America.

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CENTRAL INTELLIGENCE AGENCY

(b)(3)

- 12 -

47. The Hotel London (Inturist) is a large building on one of the most beautiful streets in Odessa. It is one of the old hotels of the city formerly patronized by wealthy tourists and travellers. It is a first class hotel which can be compared to those of the major European cities. Clients must be very rare because no civilians were noticed around the hotel. It was observed that when the Italians arrived three or four different civilians were seen going up and down with the same suitcase which was evidently being passed on from one person to the other to give the appearance of a movement of clients which actually did not exist. In the lobby of the hotel there was a policeman permanently on duty. There were also other persons in civilian clothes who tried to appear indifferent to the presence of the Italians, but who invariably followed them whenever anyone of them seemed about to go out to visit the city. Many members of the Italian crew noted that during their absence their baggage was searched.
48. The Opera House. This is an old, famous theater. It has not been damaged by the war, and its luxurious interior has remained intact. The audience which attended the showing of "Rigoletto" seen by the Italians, was not numerous. It consisted mostly of officers and their families. The ladies wore afternoon dresses. None of them wore gold or jewelry. The orchestra was small, but the singers were excellent. The people were crowded in the gallery. During the intermissions the Italian officers were approached by a Russian officer who spoke fair Italian. When he was asked how he happened to know Italian, he replied that he was of Albanian origin and that he was in Odessa together with other Albanian and Polish officers who were frequenting the Military Academy.
49. Marks and lettering on vehicles. As previously stated, very few automobiles and trucks were observed circulating on the streets of Odessa. Almost all vehicles were American made. This can be stated with certainty because the blue color of the hood and the letters "U.S.A." above the serial number were noted. Some vehicles were of German make. This was ascertained by the presence of the two wings with the letter "K" on the radiator. Two Italian cars, an Aprilia and a Topolino, were noted. All Russian trucks have painted in white on the sides and on the rear two sets of two numbers each preceded by the letters shown in the diagram attached. For trucks the first two numbers are usually between 20 and 40, for automobiles between 00 and 05. One truck was seen with 01 for the first two pairs of numbers. Navy vehicles generally have give numbers preceded by the letter "D" (initial letter of flot?). This is followed by a number and then two pairs of numbers, for example:
- D 9 - 47 - 90 (seen on an automobile of the Naval Command)
  - D 2 - 38 - 89 (license plate of a jeep with military personnel).

Only one automobile of a completely unknown model and trade mark was seen. This automobile was believed to be Russian. In Bucharest very many American automobiles were seen, all belonging to the top Soviet authorities. The cars were all very new and included Lincolns, De Sotos, Oldsmobiles and Fords.

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CENTRAL INTELLIGENCE AGENCY

(b)(3)

-13-

50. Departure from Odessa: Late on the evening of 24 January the Italian crew boarded two busses which took it to the railroad station whence it started its return trip. The Odessa station was practically deserted. At the entrance was a gate where customs officials, men and women, in uniform were on duty. The Odessa station has no roof. There were few passengers on the train. It seems that in order to travel in Russia one needs not only a ticket, but also a permit from the authorities of the city of residence. The train consisted of 15 cars, each of which has about half of the capacity of an Italian passenger car. The trains are old, but are equipped for long trips in cold climates. They have double windows and bunks for everyone. There are three different classes. Third class passengers sleep on wood. Second class passengers sleep on a horsehair mattress and are provided bedding and towels. Those in the first class sleep on a wool mattress and are provided with bedding and a towel. There is a worker who hands out the bedding and takes care of the cleaning. The Italian car was the last on the train. In the rear of the car there was a policeman armed with a gun who left the train at the Rumanian frontier. During one stop at early dawn three policemen armed with submachine guns were seen on the train. They took a peasant woman off the train and accompanied her to the guard post. Along the route some villages were seen. These consisted of about a hundred huts with thatched roofs. None of them had electric power. Houses are few and the country is deserted. The roads which could be seen were little more than paths. On the way to the Rumanian frontier no motorized vehicles were seen from the train, but only a few horse or oxen drawn carts.
51. Ungheni: At the frontier the Soviet police examined the travel documents hastily because Lt. Comdr. PASKO and the interpreter MALAKOV were present. The Italians were informed that they had to spend all the rubles they had in their possession because they could not take them across the border. The buffet at the station sold tea, chocolate, sweets, cheese, rolls and other things, but at absolutely prohibitive prices.
52. Jasi: At the Jasi station the representatives of the Italian diplomatic delegation to Rumania were waiting for the crew. Mr. FORGEMINI, Italian Vice Consul at Jasi offered lunch at a restaurant. Present were the Russian Consul at Jasi; Lt. Comdr. SCEVZOV, Attache of the Soviet Embassy in Rumania, who accompanied the Italians to Bucharest; and Constantin SOCACIU, Inspector of the Rumanian Railways, who indicated that he had much sympathy for the Italian people.
53. Vice Consul FORGEMINI has been living in Rumania for many years. He stressed the present squallor of the country in comparison to its wealth of former days. He pointed out that all the old and beautiful stores have been forced to shut down leaving the city looking very drab. After the wealthier classes were deprived of all their possessions, the level of living began to fall off and the people lost their gaiety and serenity. Wages today are lower than pre-war whereas the cost of living has risen sharply. A worker earns 220 lei a day (a lei is worth two lire), but the prices in the stores are about double those of Italy.

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CENTRAL INTELLIGENCE AGENCY

(b)(3)

-14-

54. The Italian personnel met two old Italian workers who have been living in Rumania for many years. They stated that the prison of Jasi is crowded with professors, students, and people who try to oppose the present regime. The state-ownership of industry is almost complete. Only tobacco vendors and barbers are still permitted to exartise their business freely. The Italians were told that large number of partisans are hiding in the mountains and that all hope for an external intervention in order to hold on the country.
55. Bucharest. There is plenty of movement in this city, but it is still inferior to what it normally was. This city, as Jasi, is decorated with large red streamers praising the Rumanian Peoples Government. Wherever possible large pictures of Lenin and Stalin have been placed. The few stores which are still open are bare. The owners find themselves in the grave dilemma of finding money to pay the taxes which are far above their reach, or to go to jail.
56. The personnel of the Italian Legation reported that one of the most luxurious villas in Bucharest, located in the Giano Park, belongs to Hon. Giuliano **PAJETTA**, the Italian Communist Deputy. Both he and his brother frequently visit Bucharest where they both are in contact with the Cominform.
57. The workers of the Bucharest city are obliged to report to work half an hour before their work day begins to listen to the reading and comments of political articles which appear on the Communist press. Occasionally at the end of the explanation they are questioned. Many members of the Italian crew received in Bucharest confirmation of what they had been told at Jasi regarding Rumanian conditions. Baron **SCAMMACCA**, Italian Minister to Rumania, accompanied the crew to the station. The Russian Naval Attache, Capt. **PEREKOFF**, and the Russian Assistant Naval Attache, **SCEVZOV**, were at the station to see the Italians off.
58. The Brazi and Ploesti Oil Refineries: Beyond Brazi it was noted that the oil refineries are in full operation. Workers were seen working along the railroad tracks guarded by two armed men. Many tank cars were standing along the tracks. In the Ploesti zone the derricks are in full operation.
59. The train personnel of the Rumanian railroad had at first mistaken the Italians for Russians and had acted with hostile indifference. When it learned that the passengers were Italians, the train personnel tried to show its sympathy in every possible way. A member of the Italian crew asked a Rumanian trainman why he showed so much liking for the Italians when he was a member of the Communist Party. The Rumanian replied that he had to have a Party card to work and to live, but that he despised the Communist Party. To make certain that his meaning was understood he took out his membership card and with eloquent gestures compared it to a piece of toilet paper, finally he imitated the gesture of spitting on it a couple of times.

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CENTRAL INTELLIGENCE AGENCY

(b)(3)

-15-

60. Budapest: The stop in Budapest was very brief. The Italians got a bare glimpse of the city on their way to a restaurant where Minister BENZONI offered lunch to the officers. Despite the new form of government, the city still retains the appearance of a western city. Slogans, red flags, and pictures and busts of Stalin and Lenin were observed in the windows, but in smaller quantities than in Rumania. During the journey from Bucharest to Budapest the Soviet authorities did not fail to provide the Italians with an escort of two soldiers. These two however, managed to disappear for the duration of the trip and to reappear at the arrival in Budapest.
61. Vienna: In Vienna the Soviet authorities gave the Italians one hour and a half to give them a chance to eat at the restaurant at the station. At 2300 hours the crew boarded the train again and was transferred to the South Station where it spent the night in the train. The following morning the final control by the Soviet authorities took place on leaving the Soviet zone of Austria. It was followed by a very rapid examination by the Austrians who replaced the British in this function.
62. Klagenfurt: The Italian Consul was at the station. He had been sent by the Italian Legation in Vienna. He had ordered a hot lunch for the entire crew. This was served on the train by waiters since the train was stopping only for a short time.
63. Tarvisio: At about 2000 hours on 28 January, the Italian crew arrived in Italy and entrained for La Spezia.
64. The Armed Forces: It was observed that the members of the Soviet Armed Forces are very well dressed and equipped. It is evident that military personnel, especially officers, belong to a privileged class. Formal discipline is very remarkable. It is probably maintained by severe regulations. The general impression was that personal ability and training are not outstanding.
65. Miscellaneous incidents: The day following the arrival of the "Z-12" in Odessa, the Italian commander of the ship had to send a telegram to the Italian delegation in Bucharest. Therefore permission was requested from the Soviet authorities to send ashore the second deck officer, W/O ASTARITA. Permission was granted. ASTARITA was accompanied ashore by four officers. After a brief stop at a sentinel box he was picked up by a jeep with six armed soldiers. He was driven to the General Headquarters rather than to the telegraph office. At the Naval Headquarters he was informed that the telegram would be translated into Russian and sent free of charge to its destination. ASTARITA was re-accompanied to the pier in the same jeep and taken back on board the ship.
66. Soviet 2nd Lt. PARODIN boarded the ship together with the customs officials and sanitation officers before the "Z-12" entered port. PARODIN had lived many years in Paris and spoke French fluently. He showed sympathy for the Italians when he was alone with them. He spoke frankly on political subjects. At the invitation of the cook, he told a Communist member of the crew that he was Russian, but not Communist and that Russia has 200 million people of whom only five million are Communists. He also stated that in Russia there is no unemployment because the work is divided into work shifts, but 15% of the workers attend their work shifts without working. After that PARODIN was not seen again.

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CENTRAL INTELLIGENCE AGENCY

(b)(3)

-16

67. SOURKHANEV Peter, Russian specialist who boarded the "Z-12" was assigned to load water and kerosine on board. He demonstrated to his supervisor, Engine Director SOUMINE, that he did not know where the tank openings were located. For this he was punished with two months imprisonment.
68. During the showing of the film, "The Life of Mitciurin" at the Soviet Officers Club of Odessa, Comdr. FABRIZIO asked a young lady who was translating for him the Russian dialogue into English, why the woman shown on the screen did such heavy work as transplanting trees. The young lady replied in a whisper with ill concealed bitterness and veiled irony, "Do not forget that here we are in Russia".
69. Many officers and soldiers were noted in Odessa, but it was not possible to obtain any approximate figures on their total number.
70. Lt. Comdr. SCEVZOV told Comdr. FABRIZIO that a new recently established train makes it possible to go from Moscow to Vladivostok on the Trans-Siberian railroad in only 12 days.
71. SCEVZOV also stated that the Russian Naval Academy is in Leningrad. The students frequent the school for four years to achieve the rank of Ensign.
72. The treatment of the Italians by the Soviet authorities as shown in this report, indicates that they did everything to leave every Italian member of the crew with a good impression.
73. Almost the entire Italian crew was very much amazed by the vision of Communism in Russia as it really is. Each member of the crew spontaneously stated to compare the theories preached by Communist propaganda in Italy with what they saw of Communist achievements after 30 years of absolute power. The visit to a Russian city, and not a minor city either, did not substantiate in the least the preachings of Italian Communist propaganda. The impression was such that each one felt a sense of relief at re-entering Italy. The vision of Rumania which only a few years ago was so rich and flourishing, and which has entered recently within the Communist orbit, showed very clear evidence that the arrival of Communist domination marks a crude regression in the spiritual and material spheres.
- C. Report on the Transfer at the Port of Valona of the "Z-11" (Former "Giulio Cesare") to the U.S.S. R., 3 February 1949.
74. The "Z-11" left Augusta at 1000 hours on 2 February and by 1100 hours she was out of the port. At 9:15 a.m., on 3 February, when the ship was 8 miles from Point A., the Russian auxiliary "Fiolent" was sighted. The "Z-11" followed the source of the tanker at Point A. at 1000 hours and by 1230 hours she lay anchored at a point marked by a patrol vessel of the Albanian Navy, a little more towards the land than it had been arranged, at a point where the depth of the sea was 30 meters. Contacts by radio with the pilot-boat were effected after the exchange of optical signals (the various attempts at establishing contacts during the night and the first hours of the morning in order to communicate the hour of arrival had been fruitless). The signals between the two ships, for the transmission of information on the speed, depth of the sea, etc., were effected

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SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

(b)(3)

-17-

by means of projectors actioned by Russian signalmen. The "Fiolent" is an auxiliary ship of the Soviet merchant marine (blue pennon with a white square on the upper left corner, with the hammer and sickle in red.) Gross tonnage: about 1000 tons, equipped with Diesel motors; speed kept during the safety course: 11 knots; military crew.

75. At about 1300 hours by means of a tugboat, a scout vessel and several Albanian fishing motor-vessels, the Russian crew, consisting of about 600 men, including officers and NCOs, boarded the "Z-11". These Russians belonged to the Black Sea fleet ("Ciornomorski Flot"), and were under the command of Capt. Boris BELAJEV. Soon after their arrival the Russians took over the ship. They seemed particularly concerned at making sure that no acts of sabotage had been committed, rather than getting acquainted with the various parts of the ship and relative services. Since no authorization had been requested for the embarkation of the Russian crew, the Italian commander did not find suitable accommodation for them, so that during the first night they slept as best as they could on the bridges and decks. The Officers slept in the cabins occupied by their colleagues who had taken possession of the ship at Augusta. On the same evening of their arrival on board the ship, the Russians inspected minutely the chains of the anchors and as many parts of the ship as time would allow.
76. The handing over of the materials on board the ship was effected without great difficulty. The inspection of the materials was on the whole carried out superficially, evidently because of the assurances given by the Russian personnel embarked at Augusta who guaranteed the complete efficiency of all the installations. The damages caused by the sea were duly registered. Items were found missing, such as mattresses, blankets, sheets, etc., and a list of them was made and signed by Commander DOLERO, for the Italian government, and Commander BELAJEV for the Russian authorities.
77. The Russians were very reserved, even when they talked among themselves, and their attitude gave no cause for complaint. When they spoke of their country or of the Russian Navy, they never entered into any detail; they also avoided any discussion on political affairs. They often mentioned, however, the desire of all the Russians for peace, often adding that they hoped that relations between Russia and Italy, and also between Russia and all the outside world, will be cordial. According to the statements of some Russian technicians, as soon as the Italian ships will reach their destination in Russia, they would undergo repairs and adjustment, for which it is hoped that the Russian technicians will have the collaboration of Italian experts.
78. The Russian technicians embarked at Augusta were all officers and NCOs destined to become part of the crew, with the exception of the interpreter who was an engineer in the railways and a certain DJURIN, who was believed to be on board to keep the technicians under surveillance, and who, in any case, was a representative of some political organization rather than a member of the Armed Forces.

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CENTRAL INTELLIGENCE AGENCY

(b)(3)

-18-

79. This group got on very well with the Italian personnel, for whom they showed great sympathy. In spite of the fact that they knew that relations between the Italian commander and the Russian commander, BELALIEV who had succeeded Commander ZINOVIEV after the latter's death at Augusta, were very strained, on their arrival at Valona the Russian crew embarked at Augusta continued to show their friendly feelings towards all the Italians and to the Italian Commander in particular, and sometimes clearly indicated that they did not approve the attitude of their superior officers. In particular the interpreter, speaking to the Italian Commander after an interview between the latter and Commander BELALIEV, said that he perfectly understood the Italian's point of view, and the unpleasant situation would not have occurred if Juri KOSTANTINOVICH (i.e., Commander ZINOVIEV) had been alive. Making sure that nobody could hear him, the interpreter ended by saying Commander BELALIEV had shown little tact and diplomatic sense. After uttering these words, the interpreter again looked around to be sure that nobody overheard his words, and left hurriedly with a frightened expression on his face.
80. The Russians embarked at Augusta and adapted themselves perfectly to the living conditions of the Italians, and showed their pleasure at mixing with them. They gave the impression somehow that they were not terribly keen at the idea of having to return to live according to the Soviet system. They looked rather depressed, as people for whom a pleasant period of their lives is definitely closed, in spite of their assertions that they were anxious to return home and be with their families again. (It is worth noting that of the 46 Russians embarked at Augusta, there was not one bachelor. From the time they had left Russia, they had no chance of corresponding with their own people at home.)
81. The Russians seemed to appreciate the quality of the Italian food served on boardship. On the day following the arrival of the ship at Valona, they ate at the Italian messroom, and partook of the Italian food with the exception of the wine, the serving of which is forbidden on Russian ships.
82. The Russian crew which was embarked at Valona, had arrived from Russia on board a ship probably the "Ukraine", and had remained ashore at the Albanian capital, pending the arrival of the "Z-11". The Italian Commander together with other Italians, was very badly impressed with the confusion reigning among them, and defective organization of the unit. The uniforms of the sailors were well kept, although the material employed, including that for the officers' uniforms, was of poor quality. The uniforms worn during working hours are mostly dirty and torn, and are of various shapes and color.
83. The food served at the Russian mess, although it must have been quite nourishing, judging by the healthy, strong appearance of the sailors, was certainly not appetizing. It consisted of black bread (made of wheat, rye and other cereals and ingredients which were difficult to identify) a thick soup of legumes, tasting horribly, and some canned meat. For breakfast they were given some black bread with either a little sugar or a little butter. In the way of drinks only tea and water were served. The Italian crew noticed that among the foodstuffs loaded on board the ship, there was a considerable quantity of canned food of American make.

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SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

[redacted] (b)(3)

-19-

84. Several elements among the Russian crew showed considerable technical knowledge, so much so that in a short time they were able to carry out all the duties on board the ship. Some deficient aspects of their preparedness was noticed by the irrational manner in which they carried out the inspection of the various services. On more than one occasion the Italians had to call the interpreter in order to tell the sailors not to open certain valves, or else not to smoke near the fuel tanks.
85. As already stated in this report, the various inspections carried out by the Russian technicians seemed to be done more with a view of ascertaining whether there had been any attempt to sabotage the vessel, than to becoming acquainted with the machinery and materials. During one of these visits on board an Italian submarine, the Russians requested that the safe in the cabin of the commander should be opened. Since there was no key, both the Italians and the Russians tried to force the lock, but without success. Then the Russians decided to detach the safe from its niche, and only when after a great deal of trouble they succeeded in their work, and by shaking the safe they became convinced that there was nothing in it, did they seem satisfied.
86. As soon as the ship was taken over by the Russians, several watertight compartments were closed by them, and the passage through certain parts of the ship interdicted. Thus, in order to go from one point of the ship to another, one was compelled to waste a long time, also because of sentries posted on duty practically everywhere. The discipline in the Russian Navy seems based exclusively on the fear of his superior, but evidently it is not spontaneous or felt by the sailors. All the Russians on board, including officers of all ranks, went about as if they moved in an atmosphere charged with mistrust and fear. They spoke to the Italians only if there were no other Russians about, and stopped once as soon as they saw one approaching. They were afraid of accepting anything from the Italians if they were in company, but would gladly share with the Italians the Italians ration of wine, white bread, cigarettes, if they were alone. It was noted that those Russians who at Augusta had gradually adopted a normal attitude, as soon as they mixed with their countrymen at Valon, looked again worried and took that abstracted attitude.
87. Very few of the Russian personnel exchange any conversation with the Italians because of the difficulty of making each other understood. A sailor who knew French, being a student, spoke a little with one of the Italian officers. He complained that he had been forced to interrupt his studies because of his military service, which in the Russian Navy has a duration of six years. Another Russian who spoke a little English once entered [redacted] cabin, and upon seeing some illustrated magazines, asked permission to look at them. [redacted] made him a present of several of them, and was rather shocked when he saw the Russian tucking up the periodicals under his shirt. [redacted] some sailors who had been discovered by their officers while looking at some Italian illustrated magazines had the newspapers taken away from them.

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SECRET/CONTROL - U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

(b)(3)

-20-

88. The Italian Commander could not say when the ships would leave the port of Valona for their destination in Russia. Commander BELALEV had told him that he expected to leave in a week's time at the most. Other Russian officers instead, including the interpreter, said that they believed that they would not reach Russia before the end of March.
- D. Transfer of the "Z-13" and "Z-14" (submarines) to the U.S.S.R. at Valona, 5 February 1949.
89. The departure from Augusta, which had been fixed for 3 February 1949 had to be postponed to the 5th because of the bad weather. Contact with the Russian tanker was effected according to schedule, and by 1800 hours the two ships were moored alongside the new wharf in the port of Valona.
90. Relations with the Russian personnel: Relations between the Italian and Russian crews during the voyage were excellent. Apart from the ugliness of their appearance, due to the badly-cut civilian clothes they wore, the Russians behaved very well, showing punctuality in their arrangements, and always asking the superior officers for whatever they needed or explanations on the functioning of the machines and installations on board the submarines. As it is known, both the officers and petty officers had been chosen among those who could behave correctly towards the Italian crew. From a professional viewpoint, they seemed well acquainted with the submarine equipment, but showed to be rather slow in learning what was told them by the Italians, and seemed to forget quickly what they had just learned. Gradually, they became more friendly towards the Italian crew, often expressing their appreciation for the manner they were being treated; they also showed admiration for the ability of the Italians, saying that they would have been glad if some Italian NCOs could have gone to Russia for a fixed period. They said that the Russian Ministry of Defense had given its approval to the enlistment of Italian military personnel, but, after making some enquiries with the proper authorities, this proved not to be true. Nevertheless the Russian officers insisted until the last day with the request of engaging Italian personnel, adding that all difficulties with the Russian authorities could be overcome.
91. From the attitude of the Russians, all the Italians, either officers or the enlisted personnel, got the impression that they were good people, rather naive in their way of talking and acting, incapable of thinking with their own brains, perhaps more suitable to be peasants than good sailors, but on the whole behaving very well. However these favorable impressions were destroyed as soon as the ships arrived at Valona, leaving the Italians astonished and indignant.

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CENTRAL INTELLIGENCE AGENCY

(b)(3)

-21-

92. The handing over of the ships was effected in too much haste, about four hours in all. Apart from difficulties made about things of absolutely negligible importance, the Russians took over all the material without bothering to make accurate inspections, and no alterations were made in the inventory. The Russians authorities seemed solely anxious to see to it that no sabotage acts had been committed.
93. All the Italians got the impression that the Russians were ready to obey even the most exacting order without any effort on their part to interpret the orders with the minimum of intelligence. The equipment of the sailors and the kind of foodstuffs distributed to the crew, seemed inferior.
94. Valona: Owing to the brief duration of their stay in the port of Valona, the late arrival, the route followed, which skirted Cape Linguetta, the fog which hid completely the moorings of Pascia-Lima and Porto Ragusa, very little information could be added regarding the conditions of the port of Valona under the Russians. There is no doubt that they are absolute masters in Albania and can do whatever they like in the port of Valona at least. The few crafts moored in the harbor (two tugboats, and a few motor-boats and motor-launches), raised the Albanian flag and were manned with Albanian crews, but they were obviously kept at the disposal of the Russians. In the cabin of one of the motor-launches two enormous portraits of Stalin and Lenin were noted. The piers were guarded by Russian sentries. Attempts to secure information from two Albanian petty officers and one officer who stood on the pier, produced only evasive replies. One of them, however, did say that they were better off when the Italians ruled the country.
95. The impression received by the Italian Commander was that the port of Valona has not yet been equipped properly, and that no works of appreciable importance have been carried out. If one credits the information gathered from some Albanians, the first Russian sailors arrived at Valona only in November 1948. It is possible that the port even lacks a storage warehouse because some goods (including large barrels of gasoline, a field kitchen, etc.) were seen amassed on the pier uncovered.
96. Russian sailors wearing diving suits, evidently for inspecting the hulls of the two submarines were noted. None of them were able to affect submersion probably because they were not trained for this kind of work. The diving suit consisted of a one-piece rubber dress which completely covered the diver, head included. The breathing apparatus consisted of a lung sack with two cylinders of about 5 liters, set vertically, connected by a tube located at the height of the diver's mouth. The upper part of the suit had only one central lens to enable the diver to see. Four sacks containing lead, applied at the shoulders and sides of the diver, act as ballast.

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CENTRAL INTELLIGENCE AGENCY



(b)(3)

-22-

97. Saseno and most of the coast because of the conditions above indicated could not be observed. The Italian Commander noticed, however, that no works of any kind had been carried out around Punta San Giovanni. In the port there was only the unit which had piloted the two submarines into the harbor; a small tanker of modern construction forming part of the Russian Mercantile Navy; it hoisted a blue pennon with a white square on its upper left corner, decorated with the hammer and sickle. The "Z-11" hoisted the flag used for the larger ships, a white pennon with a star, and the hammer and sickle; and on the lower part, a blue stripe, covering about one-fifth of the flag. According to the information received from a Russian officer, all the armed ships of the Russian Navy raise the flag of the Soviet Union; a red flag with a laurel wreath with the hammer and sickle in the center.

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