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# INFORMATION REPORT

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PREPARED AND DISSEMINATED BY  
CENTRAL INTELLIGENCE AGENCY

COUNTRY  
USSR

SUBJECT  
Tuapse - Port Conditions: Boarding Procedure/  
Naval and Merchant Vessels Sighted/Port Facilities/  
Shipyard/Security

DATE FORWARDED  
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SUPPLEMENT TO REPORT 50X1-HUM

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The Office of Naval Intelligence (DIO 1 ND Ser 27-56) furnished the following information to CIA for IAC dissemination per para 3c of NSCID #7 50X1-HUM

3. Naval Craft Sighted: [redacted] a Soviet naval patrol craft at approximate position 43-55 N and 38-47 E. This vessel was approximately

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50 feet in length and carried one machine gun forward. It was painted grey and flew the Soviet flag. The sea was calm and the small craft was slowly cruising on a northeasterly heading. [redacted] five naval craft in the harbor tied stern-to to the breakwater inboard at the South Mole. These vessels were about two hundred feet long with a single stack level with the bridge, sharply raked bow, and one gun mount forward (the gun approximately three-inch) and two twin anti-aircraft mounts aft located along the longitudinal axis. A foremast was noted over the bridge. [redacted]

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[redacted] The vessels would depart the port each day during good weather, but they would remain in port if adverse sea conditions existed. [redacted] eight submarines tied stern-to at the pier which divides the Old Harbor from the New Harbor. There were submarines on both sides of the pier in approximately equal number. They all appeared to be similar, were approximately of seven or eight hundred tons, 150 feet long, and carried single open gunmounts forward. All submarines also carried net cutters and exhibited slightly rounded bows and simple conning tower construction sloping to the rear. One or two of the boats differed from the rest in that they appeared more like the old German U-boats with a railing around the rear of the conning tower on which a machinegun was mounted. [redacted] At the shipyard in the Old Harbor, which is adjacent to the pier, [redacted] two transports up on the ways and apparently undergoing repair. These transports were painted grey and were of about four or five thousand tons. Next to them, [redacted] a square-rigged training ship which [redacted] was also undergoing repairs.

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[redacted] The five vessels tied up inboard and stern-to to the breakwater at the South Mole, as mentioned immediately above, were approximately 50 meters in length. [redacted]

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[redacted] each vessel had a mine rack on each side extending from the stern well forward toward the stack. [redacted] these craft were patrol mine vessels. With regard to the submarines [redacted] eight or 10 in all. [redacted] their length [redacted] about 70 meters. [redacted]

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The five naval craft described above may have been submarine chasers of either "Kronstad" or the "Artillerist" Class. Identity of the submarines sighted in port could not be determined exactly. It seems possible that they were either of the SECM II, the M-II, or the M-I Class. [redacted]

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4. Merchant Vessels Sighted: [redacted] four tankers at the Oil Pier: two were [redacted] one was [redacted] and one of approximately 12 thousand tons was [redacted]

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[redacted] the "Yarkon" (of 6775 GRT) reportedly visited Tuapse approximately [redacted] and loaded about 10 thousand tons of crude oil for Haifa. However, he observed that these dates are out of phase with the "Wirta's" visit. [redacted] the two tankers might have been the "Wipunen" [redacted]

5. Port Facilities: At the Oil Pier next to the South Mole four tankers can be serviced at the same time. The pier is of wooden construction and supports approximately 16 six-inch pipe lines. It carries four different kinds of petroleum products, including benzine. These pipes can supply petroleum at the rate of four hundred tons per hour. There are three

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groups of petroleum tanks ashore. The first, located around position 44-05-47 N and 39-04-47 E, consists of approximately 10 tanks. The second, located around position 44-06-15 N and 39-05-15 E, consists of about 15 tanks. The third and last group located around the position 44-06-30 N and 39-05-28 E, consists of approximately 20 tanks.

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some of them appeared to be about three stories high.

In regard to the South Mole, there were six tracked cranes along the mole, all of about two tons capacity. Four of these are diesel cranes of [redacted] origin which are in excellent condition. The remaining two are of electric type and Hungarian origin. These appear to be deteriorating. As an example

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during use the electric cranes were halting in operating, shook and were jerky in movement.

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three groups of petroleum tanks ashore.

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Although very difficult to estimate, there were about 20 tanks in each group.

The third group and perhaps the largest located from one to one and one-half nautical miles farther to the northeast at a higher elevation. The size of the tanks in all three groups varied. The largest seemed to be of about five thousand cubic meters capacity and the smallest of about one thousand cubic meters. Near the third group at the higher elevation there was a refinery in operation. Little could be seen of it but a number of stacks were clearly visible.

6. Shipyards: There was a small shipyard situated in the inlet, located between the Oil Pier and the small pier to the north of it. This shipyard was for small craft such as fishing boats. Some work was being done on a few barges in that area.

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the equipment there did not appear to be extensive. At the shipyard in the Old Harbor

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three hammerhead cranes of capacity not in excess of 50 tons. These stood about 35 feet from the ground.

two floating docks located between the pier and the marginal wharf in the Old Harbor. Both of these appeared to be of about three thousand ton capacity. One was working on a merchant vessel of about that tonnage.

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7. Security: At the tip of the breakwater at the South Mole there is a guard shack where several armed soldiers keep watch.

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Along the outboard portion of the breakwater, there is a protective wall approximately 300 or 400 feet high and about two feet thick. Along this wall, inboard, there were strung two telephone cables which began at the guard post and extended the whole length of the breakwater, the mole, and then ashore. so that the guards could be in telephone communication with other portions of the port at all times.

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[redacted]

[redacted]

[redacted] It was difficult to obtain depth measurements [redacted]

[redacted] However [redacted] an ice breaker [redacted] just off shore between the Oil Pier and the South Mole approximately 75 yards from the Oil Pier. The ice breaker was drawing 20 feet.

- 9. Port Construction: [redacted] the only construction being performed at the port was minor breasting. Work of this kind was being performed at the inboard portion of the South Mole where the breakwater joins the Mole.

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[redacted] Between the Oil Pier and the small pier to the north of it in the New Harbor [redacted] a floating piledriver setting wooden props for the foundation of what appeared to be a new pier. There were a number of small craft in this vicinity and also between the Oil Pier and the South Mole. Several miles to the south of the port, along the coast but up in the hills, [redacted] many laborers clearing land in what appeared to be an extensive operation. [redacted] there may have been one or two bulldozers. [redacted]

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[redacted]

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