

MR 401.1, Sec. 1 -- DESIGN, DESCRIPTION, IDENTIFICATION

MR 401.1, Sec. 1 -- DESIGN, DESCRIPTION, IDENTIFICATION
1944

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1944

ISSUED BY THE INTELLIGENCE DIVISION
OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

INTELLIGENCE REPORT

Serial Supplement to FT-69-44 Monograph Index Guide No. 703-400
(Start new series each year, 1-1-44, 2-1-44)
(To correspond with SUBJECT given below. See G. H. I. Index Guide. Make separate report for each main title.)
From Op-16-FT at Washington, D.C. Date 18 December, 1944
(Ship, fleet, unit, district, office, station, or person)
Reference Op-16-FT Serial 59-44 of 6 September 1944
(Directive, correspondence, previous related report, etc., if applicable)
Source Official Soviet Evaluation A-1
(As official, personal observation, publication, press, conversation with—) (As reliable, doubtful, unverified, etc.)
Subject SOVIET MERSHIP IDENTIFICATION SYSTEM - SIBERIA AND U. S. RUN
(Main report on) (Main title as per index guide) (Subtitles) (Make separate report for each title)
REMARKS:—(Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

TANKER SIDE MARKINGS

This report supersedes Op-16-FT Serial 69-44 of 5 December 1944,
SOVIET MERSHIP IDENTIFICATION SYSTEM - SIBERIA AND U. S. RUN,
in respect to tanker markings only.

1. The Soviet General Staff has modified instructions on location of side markings for tankers. Position of markings, depending on type of tanker, will be selected to give best uninterrupted view by submarines, planes, and surface vessels.
2. In case superstructure* amidships is not sufficiently large, the recognition sign is painted on side of superstructure astern. In some cases even hull space on bow may be used.
3. Marking will run full length of superstructure, but not exceed 1/4 length of vessel. Depth is to be the maximum possible, with minimum of 4 feet. Lower edge of marking must be kept even with upper edge of freeboard.

* Interpreted to mean any hull space and superstructure above upper edge of freeboard or freeboard line extended length of vessel.

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NSD Letter, 5-2-78
MAY 23 1974

Distribution By Originator

Routing given below for use in G. H. I.

Op-16-A-3-e	Op-20-F	Alusna Ottawa	DDGO Ketchikan
(via Op-16-F)	Cominch	Alusna Moscow	NSD Akutan (5)
Op-16-B-5	Cominch F-22 (3)	Astalusna Murmansk	NOB Adak IU (2)
Op-16-E-2	Cominch FX-37	Astalusna Archangel	NAS Attu IU (2)
Op-16-FA-5	CinCPac (2)	Alusna Gov'ts in	State (2)
Op-16-FE (2)	ComSubPac (50)	Exile, London	NID 18 (5)
Op-16-P-2	ComNorPac (50)	AmCon Vladivostok	MID (7)
Op-16-P-4	ComAlasSeaFron (10)	Port Directors:	WSA (3)
Op-16-PT-3	ComWestSeaFron (10)	Hueneme	FEA (2)
Op-16-V (3)	ComHawSeaFron	San Francisco	FEA (Div. Soviet Supply) (2)
Op-16-Z (1)	Adv. Int. Ctr. NorPac	San Pedro	
(O.S.S.) (2)	Aluslo Vancouver (2)	Seattle	Naval Aide
Op-16-J.I.S.	MSHQ Ottawa (4)	ZDIO Portland, Ore.	USOC
Op-12	C.G. 11th Air Force	ZDIO San Pedro	DIO's:
Op-20-G (3)	(50)	ZDIO Anchorage	11, 12, 13 (3),
		NOB Dutch Harbor (5)	14, 15, 17.

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E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/94

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NAVY DEPARTMENT

INTELLIGENCE REPORT

Serial FT-68-44 Monograph Index Guide No. 504
(Start new series each year, i. e. 1-68, 2-68)
(To correspond with SUBJECT given below. See U. N. 1. Index Guide. Make separate report for each main title.)

From Op-16-FT at Washington, D. C. Date 15 December, 1944
(Ship, fleet, unit, district, office, station, or person)

Reference Op-16-FT Serial 17-44, NEUTRAL SHIP ROUTES - ATLANTIC (superseded)
(Directive, correspondence, previous related report, etc., if applicable)

Source Official Records Evaluation A-1
(As official, personal observation, publication, press, conversation with—) (As reliable, doubtful, unverified, etc.)
(Identify when questionable, etc.)

Subject REVISED NEUTRAL SHIP ROUTES - ATLANTIC - CHARTS OF
(Main title as per index guide) (Subtitles) (Make separate report for each title)

BRIEF.—(Have writer carefully summarize report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

ATLANTIC CHART SHOWING COMPULSORY NEUTRAL ENTRY LANES AND ROUTING TO U. S. AND CANADIAN PORTS. OPTIONAL NEUTRAL TRADE ROUTES. REGULATIONS GOVERNING RADIO POSITION REPORTS BY NEUTRALS. SIMILAR CHART COVERING SOUTH ATLANTIC AREA.

THIS REPORT SUPERSEDES FT-17-44, 4 MARCH 1944

1. The accompanying charts, as revised, show routes ordinarily used by neutral ships in the north and south Atlantic.
2. Compulsory entry lanes and compulsory routes were established by Navy Department and Admiralty directives so that neutral ships would be kept within certain specific limits of operation, would be subject to prompt identification and also would not ordinarily encounter United Nations' convoys.
3. Conversely, these lanes and routes are also to facilitate neutral identifications by air and surface craft engaged in escort of patrol operations, in that neutral vessels located outside of the tracks and routes in ordinary use become subject to special attention and challenge.

Distribution by Originator

Op-16-A-3-s (Via Op-16-F)	ComAirant	Rio de Janeiro
Op-16-A-6	ComFair Quonset	<u>Alusna:</u>
Op-16-E	ComFair Norfolk	Madrid (2)
Op-16-FA	ComFairShipsLant	Lisbon (2)
Op-16-FA-3	Com 4th Fleet (20)	Buenos Aires (2)
Op-16-FA-4	Com 8th Fleet (20)	Rio de Janeiro (2)
Op-16-FL	C.O.T.C. Lant	Mexico City (3)
Op-16-FM	N.A.O.T.C.	Montevideo (2)
Op-16-FF	Jacksonville (25)	Havana (3)
Op-16-B-5	ComNavEu (20)	Caracas (2)
Op-16-F-4	ComNavMaw (2)	N.A.A. London (15)
Op-16-JIS	(N.I.U.)	<u>Alusnob:</u>
Op-16-PT-3	ComMorSeaFron (20)	Georgetown
Op-16-I-V (5)	ComCaribSeaFron (5)	Freetown (7)
Op-12	ComEastSeaFron (25)	Halifax
Op-13	ComGulfSeaFron (10)	<u>Aluslo:</u>
Op-20-G (3)	ComPaSeaFron (5)	Gibraltar (25)
Op-33-D-1	CinGiant (500) (For Lant Fleet less landing craft)	Dakar (10)
Cominch F-12	CAFAC (10)	<u>AlusCom:</u>
F-205 (2)	CINCCMA Halifax (2)	Tenerife
F-30	A.C.I. ComCaribSeaFron (75)	Las Palmas
FX-37 (2)	DIC: 1, 3, 4, 5(75), 6, 7, 8(3), 10(3), 15.	Funchal
FX-372	<u>ADNO:</u>	Canadian Joint Staff (300)
FX-3722	Trinidad	Port Director: 1(20), 3(25), 4, 5(25), 6(5), 8(10), 10, 15(20) Nav- Dists (for distrib. to convoy commodores)
MID 18 (3)	<u>ROB:</u>	C.C.C. (via Op-16-B-2)
MID (7)	Argentina	USCG (5)
Com. Navy No. 815	Guantanamo	FEA (2)
NSHQ-Ottawa (4)	Trinidad	
<u>NavAlid:</u>	Bermuda (6)	
A.I.C. AirLant (750)		

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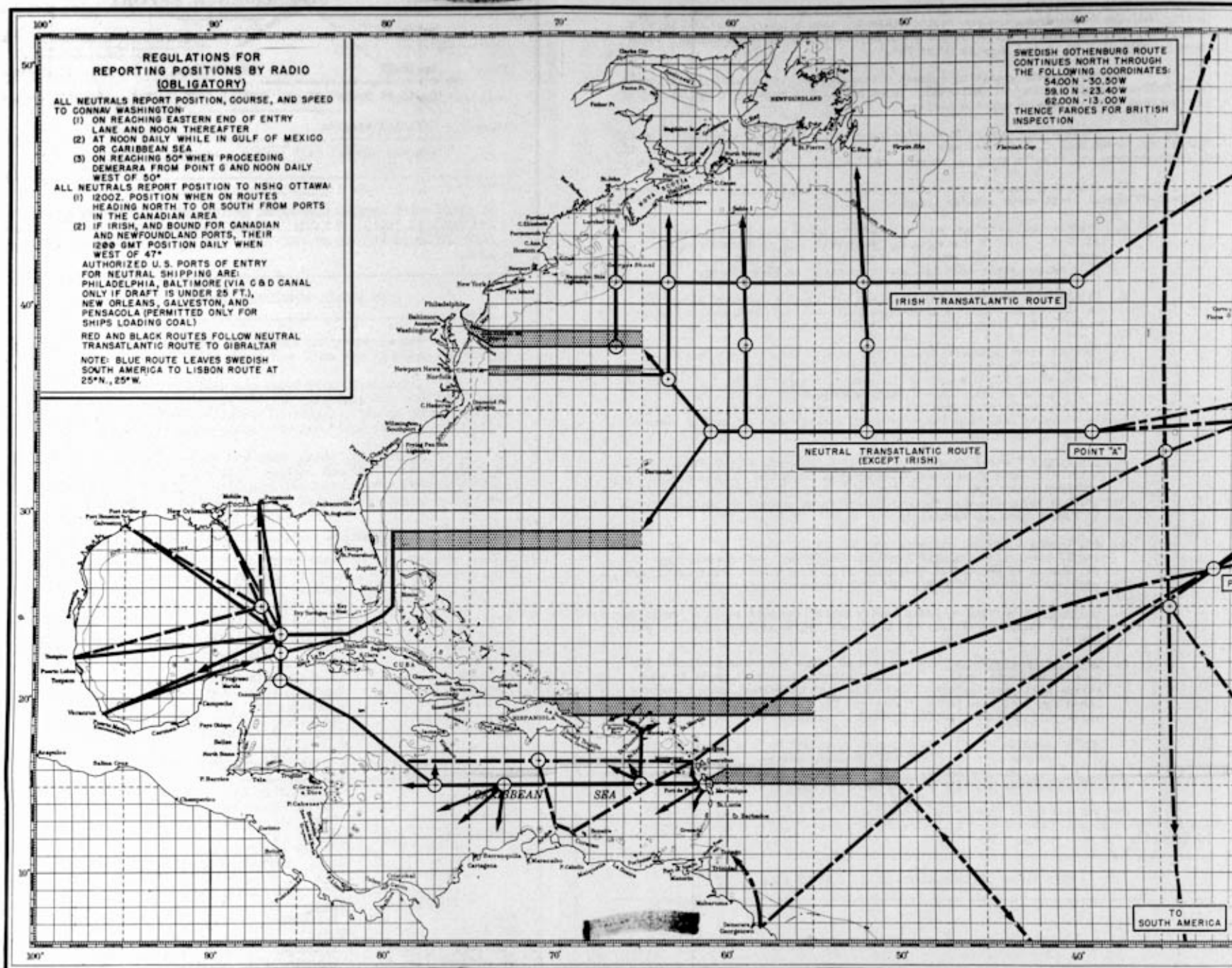
N. O. 12356, Sec. 3.3 or Sec. 3.4

WLR 101

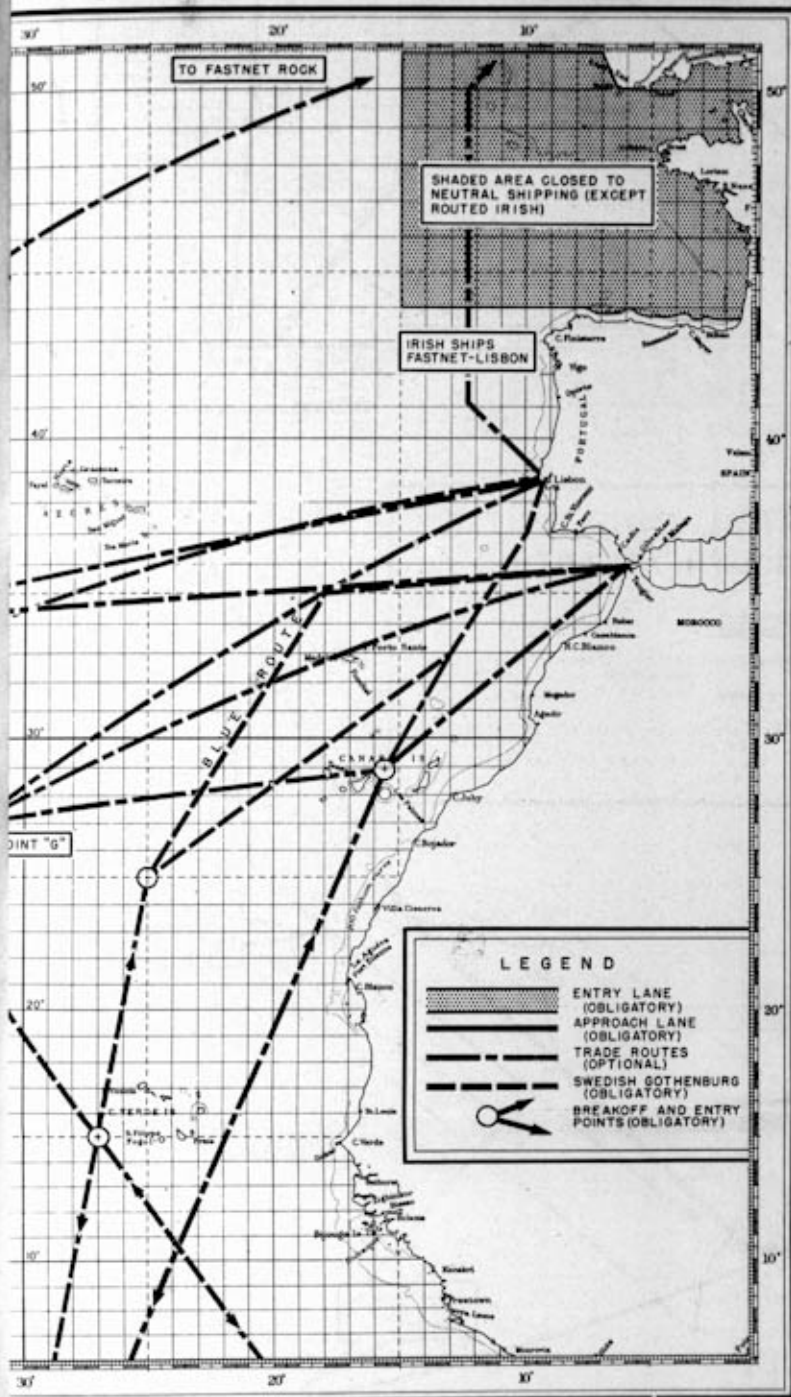
By RT, NARA, Date 4/12/94

OP-16-FT

ATLANTIC NEUTRAL SHIP ROUT

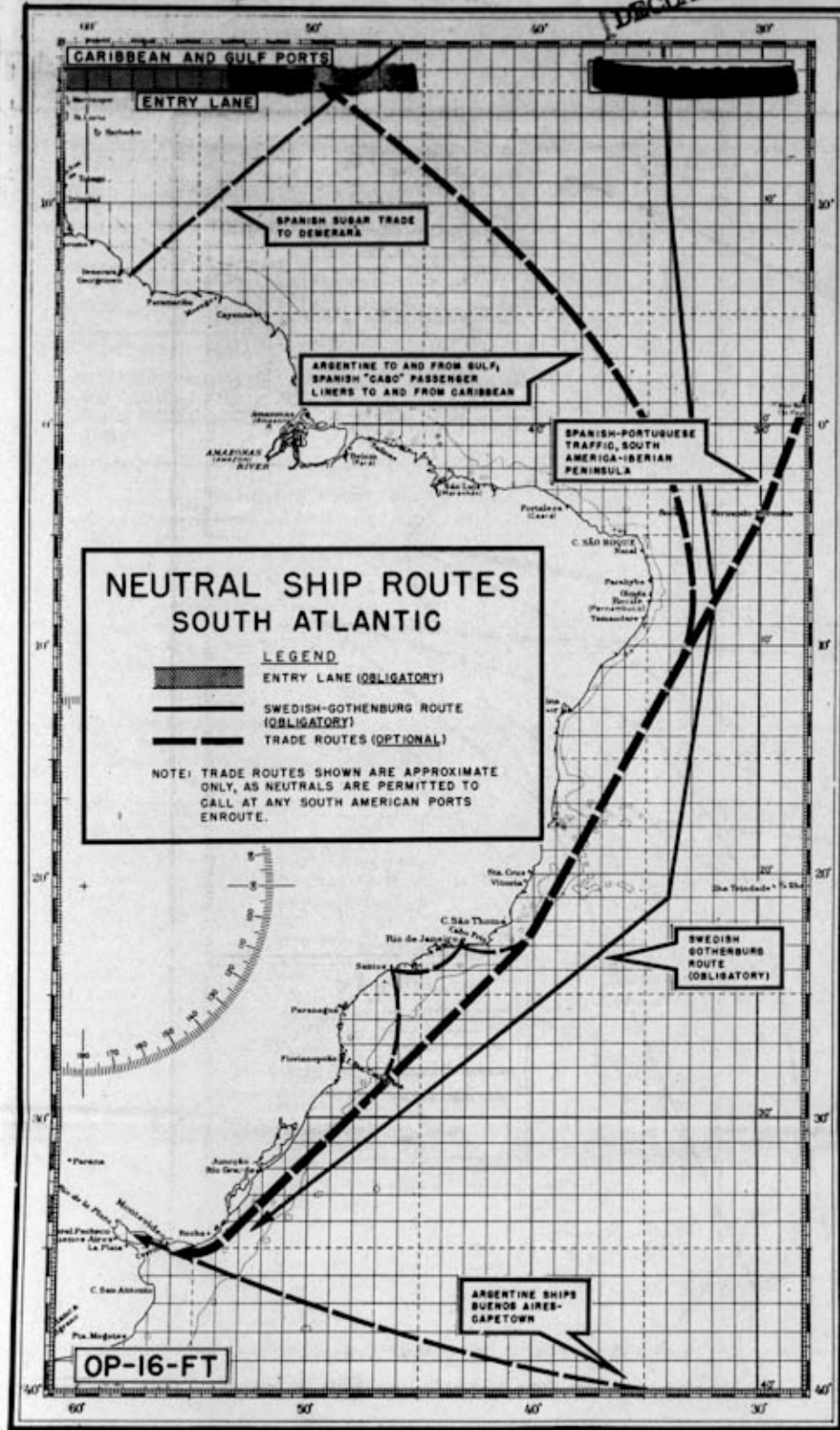


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NLR 101
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4. With the exception of neutral Swedish vessels all neutrals entering and leaving Gulf-Caribbean areas are now routed via entry lane between 15.00 and 16.00 N. If proceeding transatlantic eastbound for Spanish, Portuguese or Mediterranean ports these vessels will be routed through point "G".

5. Swedish vessels operating between Gothenburg or Lisbon and Gulf-Caribbean ports follow special routing as indicated. These routes are based on a special agreement between Germany, Sweden and the Allies.

6. The Swedish Legation in Washington receives daily Z200Z positions from all Gothenburg, Greek Relief, Red Cross and Repatriation vessels operating in the Atlantic or Mediterranean and this information is made available daily to the Navy Department.

7. The following changes have occurred in neutral ship routes since issuance of Op-16-FT Serial 17-44 dated 4 March 1944:

- a. Irish vessels are now routed by Great Circle from Fastnet Rock to 41.00 N - 40.00 W thence alongside parallel 41.00 N until normal approach routes are reached. Irish vessels when west of 47.00 W will report their 1200 GMT positions daily to NSHQ Ottawa.
- b. Baltimore - Neutral shipping is now permitted to proceed direct to Baltimore, Md. through lower Chesapeake Bay and Chesapeake Capes provided loaded draft exceeds the 25 ft. limit of the C & D Canal.

Inbound vessels depart from present prescribed route at 36.45 N - 63.30 W proceeding through new entry lane bounded on the east and west by 65.00 and 74.00 W and on the north and south by 36.45 N - 37.10 N. At west end of entry lane vessels will proceed to position 36.58 N - 74.20 W thence on course 265 true to buoy CB thence to pilot vessel in vicinity bell buoy FLR. Outbound vessels will proceed on reverse course of the above.
- c. San Juan - Neutral shipping may call at San Juan, Puerto Rico. As an alternate route to approach lane between 19.00 and 20.00 N vessel leaves southern entry lane at 16.00 N - 65.00 W and then must proceed to 18.00 N before leaving the 65th meridian to proceed to northern ports in Puerto Rico and Hispaniola.
- d. St. Thomas - Neutral shipping may call at St. Thomas, V. I. for bunkering if prescribed approach lanes are employed. Vessels leaving St. Thomas to proceed to Caribbean or Gulf of Mexico ports shall proceed due south on 65.00 W to 15.00 N thence as prescribed.
- e. Galveston - Galveston, Texas is now authorized port of U. S. entry for neutral shipping. Prescribed break-off points in Gulf of Mexico will apply.
- f. Outbound Spanish vessels - All Spanish ships departing peninsula for Central or South America, Atlantic islands or neutral ports in west Africa will pass through Allied control at Gibraltar, except tankers bound for Caribbean ports, Ibarra and Cia Transatlantic liners all of which will call at Trinidad instead.

NOTE: Spanish vessels are directed by MinMar to take great circle course both eastbound and westbound between Point Able and European continent. Rhumb line is shown on chart herein because majority of vessels steer that course.

8. Swedish and Swiss vessels under charter to the International Red Cross Committee will in most cases follow indicated routes; Repatriation ships are routed individually for each voyage.

THIS REPORT SUPERSEDES FT-17-44, 4 MARCH 1944

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NLR 101
By RT, NARA, Date 4/13/94

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OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

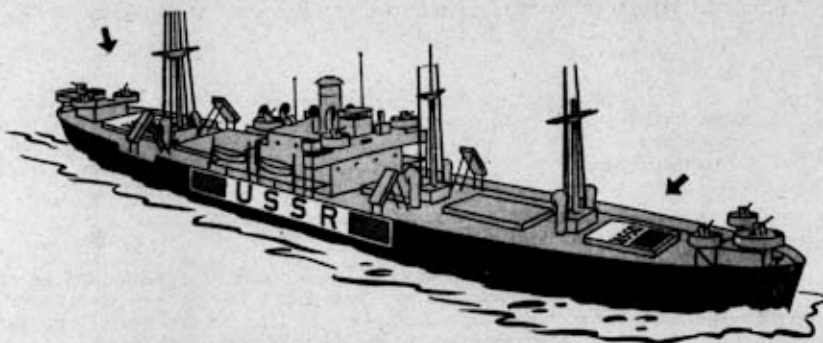
INTELLIGENCE REPORT

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Pub Letter: 8-8-72
MAY 23 1974

Serial FT-69-44 Monograph Index Guide No. 703-400
(Start new series each year, i. e. 1-65, 2-66)
(To correspond with SUBJECT given below. See O. N. I. Index Guide. Make separate report for each main title.)
From Op-16-FT at Washington, D.C. Date 5 December, 1944
(Ship, fleet, unit, district, office, station, or person)
Reference Op-16-FT Serial 59-44 of 6 September 1944
(Directive, correspondence, previous related report, etc., if applicable)
Source Official Soviet Evaluation A-1
(As official, personal observation, publication, press, conversation with—
Identify when practicable, etc.) (As reliable, doubtful, unverified, etc.)
Subject SOVIET MERSHIP IDENTIFICATION SYSTEM - SIBERIA AND U.S. RUN
(Nation reported on) (Main title as per index guide) (Subtitles) (Make separate report for each title)
BRIEF.—(Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

NEW SIDE MARKINGS...NEW DECK MARKINGS...REMAINING FEATURES UNCHANGED

This report supersedes Op-16-FT Serial 59-44 of 6 Sept. 1944,
Soviet Mership Identification and Routes - Siberia-U.S. Run,
in respect to ship identification markings only.



1. A greatly improved identification system for U.S.S.R. merships has been established by Soviet General Staff, to facilitate recognition of vessels operating in Japan, Okhotsk, and Bering Seas. New order is expected to become effective 15 December 1944, except in cases of vessels at sea, which may receive instructions later.

2. All features of present system will remain in use. Most significant change lies in enlargement of side and deck markings.

Distribution By Originator

Routing space below for use in O. N. I.		Alstusna Murmansk	NAS Attu IV (2)
Op-16-A-3-e	Cominch	Alstusna Archangel	NAS Astoria
(via Op-16-F)	Cominch F-22 (3)	Alusna Gov'ts in	State (2)
Op-16-B-5	Cominch FX-37	Exile, London	MID 18 (5)
Op-16-E-2	CinCPac (2)	AmCon Vladivostok	MID (7)
Op-16-FA-5	ComSubPac (50)	Port Directors:	WSA (3)
Op-16-FE (2)	ComNorPac (50)	Hueneme	FEA (2)
Op-16-P-2	ComAlasSeaFron (10)	San Francisco	FEA (Div. Soviet
Op-16-P-4	ComWestSeaFron (10)	San Pedro	Supply) (2)
Op-16-PT-3	ComHawSeaFron	Seattle	Naval Aide
Op-16-V (3)	Adv.Int.Ctr.NorPac	ZDIO Portland, Ore.	USCG
Op-16-Z (1)	Aluslo Vancouver (2)	ZDIO San Pedro	DIO's: 11, 12, 13 (3),
(O.S.S.) (2)	NSHQ Ottawa (4)	ZDIO Anchorage	14, 15, 17.
Op-16-J.I.S.	C.G. 11th Air Force	NOB Dutch Harbor (5)	
Op-12	(50)	DCGO Ketchikan	
Op-20-G (3)	Alusna Ottawa	NSD Akutan (5)	
Op-20-F	Alusna Moscow	NOB Adak IV (2)	

CONFIDENTIAL

MAY 23 1974

5 December 1944

SIDE MARKINGS

3. New recognition sign on side consists of lengthwise strip approximately $1/4$ length of vessel, including two national merchant flags (solid red field bearing yellow hammer and sickle topped by star) separated by white field, on which the letters U.S.S.R., in black, run full length. The entire device is surrounded by white border. (See illustration page 1.)

4. In accordance with Constitution of Soviet Union, ratio of length to width of merchant flag is fixed at 2 to 1. Border around upper, lower, and outer sides of flag is 4 inches wide. Height of letters U.S.S.R. is same as depth of flag. Width of each letter covers $1/8$ length of white field between two ensigns, with space between letters equal to width of letters. Distance between inner edge of flags and letters U and R is one-half as wide as letters. Thickness of line tracing letters equals $1/5$ depth of merchant ensign.

POSITION OF SIDE MARKINGS

5. Side markings will be placed as follows according to type of vessel:

a) Vessels with freeboard of 5 feet or more

On fully loaded vessels having freeboard of 5 feet or more, markings are painted on port and starboard freeboard amidships, and run $1/4$ length of vessel, to a depth of $3/4$ of freeboard. Top of marking must be kept even with upper edge of freeboard.

b) Dry cargo vessels with freeboard of less than 5 feet

On fully loaded vessels having freeboard of less than 5 feet, markings are painted on port and starboard walls of superstructure* amidships. Length of marking shall not exceed $1/4$ length of vessel. Depth is to be maximum possible, with minimum of 4 feet. Bottom edge of marking must be kept even with upper edge of freeboard.

c) Tankers

On tankers, markings are painted astern, on sidewalls of superstructures*. Length of marking shall not exceed $1/4$ length of vessel. Depth is to be maximum possible, with minimum of 4 feet.

* Interpreted to mean any hull space and superstructure above upper edge of freeboard or freeboard line extended length of vessel.

DECK MARKINGS

6. For identification by aircraft, deck markings, at least 2 in number, are painted on bow and stern hatches or on midship hatches. Deck device, same as former side and deck marking, consists of national merchant ensign bordered in white. Border is 4 inches wide at top and sides. At bottom, white base is equal in depth to depth of ensign. On upper half of white base are painted, in black, the letters U.S.S.R., tops of letters touching bottom edge of ensign. Thickness of lines tracing letters equals $1/10$ depth of ensign, with distance between letters equal to $1/2$ width of line tracing.

ADDITIONAL FEATURES OF IDENTIFICATION SYSTEM

7. All features of merchant identification system other than side and deck markings remain unchanged. For description of two-flag hoist, display of Soviet merchant ensign at gaff and U. S. flag at fore, and night identification procedure, see Op-16-FT Serial 59-44, dated 6 September 1944.

NAVY MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM ALUSNA VLADIVOSTOK		ASTERISK (*) MAILGRAM ADDRESSEE	
RELEASED BY		CNO	PRIORITY RRRR ROUTINE DEFERRED
DATE 17 NOV 1944			
TOR CODEROOM 1111			
DECODED BY GEORGION		ALUSNA MOSCOW	PRIORITY
TYPED BY BECKMAN		DECLASSIFIED OSD Letter, 6-3-72 MAY 23 1974	RRRR DEFERRED
ROUTED BY SAMUEL			
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.			IF OPERATIONAL CHECK BELOW
160530 NCR 5301			

ORIGINATOR FILL IN DATE AND TIME: DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

KNOLL SENDS ACTION CNO INFO ALUSNA MOSCOW

ONI LTR 29 AUG SER 02129316 DISCUSSED WITH LOCAL LIAISON WHO IMMEDIATELY PRODUCED SAMPLE PROPOSED NEW SOVIET IDENTIFICATION. NEW DESIGN SIMILAR TO SWISS CONSISTING OF LARGE WHITE FIELD ON EACH SIDE OF HULL DIMENSION 32 METERS BY 2 1/2 MTR AND ON WHITE FIELD IS PAINTED LARGE FLAG SOVIET UNION AT EACH END WITH HUGE LETTERS USSR BETWEEN FLAGS. LIAISON BORROWED ENCLOSURES TO SHOW ADMIRALS YUMASHEV AND FROLOV WITH BELIEF THESE WILL HASTEN LOCAL APPROVAL FOREGOING. WAS ASSURED NEW AGREEMENT WILL BE MADE SOON
16.....ACT
COMINCH.....20G.....CNO.....NAVAIDE.....200P.....

ACTION	
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F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX37	
FX40	
IO-00	
VCNO	

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV 19-50

401.1

160530

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E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM ALUSNA MOSCOW	FOR ACTION	ASTERISK (*) MAILGRAM ADDRESSEE	PRIORITY
RELEASED BY		CNO	RRRRR
DATE 29 APRIL 1944			ROUTINE
TOR CODEROM 290254			DEFERRED
DECODED BY KRANING	INFORMATION		
PARAPHRASED BY D SMITH		ROUTINE	
ROUTED BY MORRIS		DEFERRED	
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.			IF OPERATIONAL CHECK BELOW
PAGE 1	281505	NCR 9777	☐
ORIGINATOR FILL IN DATE AND TIME:	DATE	TIME	GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

PART 1 281459 NCR 9793
PART 2 281505 NCR 9777

(FROM ALUSNA MOSCOW TO CNO)

SOVIETS HAVE AGREED TO FOLLOWING SYSTEM OF IDENTIFICATION OF THEIR MERCHANT SHIPS IN THE JAPAN OKHOSS AND BERING SEAS EFFECTIVE 16 MAY.

- (A) FLY THE NATIONAL MERCHANT ENSIGN FROM THE GAFF DAY AND NIGHT.
- (B) FLY 2 ALPHABET FLAGS ON THE MAST DAY AND NIGHT FLAGS TO CHANGE PERIODICALLY AS PER LIST PARA G.
- (C) ON SIDES AND DECK IN LARGE SIZE SUITABLE TO TYPE SHIP AND AREA AVAILABLE PAINT MERCHANT ENSIGNS

WITH TOP AND SIDE WHITE BORDERS 10 CENTIMETERS WIDE AND WHITE BASE EQUAL IN DEPTH TO WIDTH OF ENSIGN.

PROPORTIONS OF ENSIGN LENGTH TO WIDTH 2 TO 1. ON WHITE BASE PAINT LETTERS USSR IN BLACK WITH TOPS

TOUCHING BASE OF ENSIGN AND RUNNING FULL LENGTH OF BASE LOWER HALF OF BASE REMAINING CLEAR WHITE.

DECLASSIFIED
OSD Letter, 5-3-72

MAY 23 1974

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

281505 401.1

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E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
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F-20	
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F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

NAVAL MESSAGE

NAVY DEPARTMENT 1

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM	FOR ACTION	ASTERISK (*) MAILGRAM ADDRESSEE	PRIORITY
RELEASED BY			ROUTINE
DATE			DEFERRED
TOR CODEROOM			
DECODED BY	INFORMATION		PRIORITY
PARAPHRASED BY			ROUTINE
ROUTED BY			DEFERRED
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.			IF OPERATIONAL CHECK BELOW
PAGE 2	281505	NCR 9777	☐
ORIGINATOR FILL IN DATE AND TIME:	DATE	TIME	GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

- (D) DURING DARKNESS CARRY SIDE AND MASTHEAD LIGHTS OF NORMAL BRIGHTNESS. ON MAINMAST CARRY VERTICAL

ROW OF 3 LIGHTS WHICH GREEN RED GREEN VISIBLE THROUGH 360 DEGREES REPRESENTING NATIONAL

IDENTIFICATION MARK.

- (E) ON MEETING OTHER SHIPS IN DARKNESS AT SEA SOVIET SHIP WILL ILLUMINATE FLAG AT GAFF AND PAINTED

FLAGS ON DECK AND SIDES WITH SEARCHLIGHT OR FLASHING LIGHT THE MORSE EQUIVALENT OF THE LETTERS UUSR*

- (F) DURING THE VOYAGE FROM AKUTAN TO USA WEST COAST PORTS OR CANADA AND RETURN SOVIET SHIPS WILL CARRY

SUCH PARTS OF THE IDENTIFYING MARKS AND LIGHTS AS THE AMERICAN CONVOY AUTHORITIES MAY DIRECT.

- (G) FOLLOWING. TABLE OF 2 LETTER IDENTIFICATION FLAG HOISTS OF INTERNATIONAL CODE FLAGS TO BE

FLOWN AS PER PARA A. CHANGES WILL BE EFFECTED AT 0000 ZONE MINUS 3 TIME. 16 MAY TO 25 JUNE 28.

*AS RECEIVED

DECLASSIFIED
OSD Letter, 5-8-72

MAY 23 1974

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
F-1	
F-2	
F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

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OPNAV-NCR-15

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E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/94

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
		ASTERISK (*) MAILGRAM ADDRESSEE	
FROM	FOR ACTION		PRIORITY
RELEASED BY			ROUTINE
DATE			DEFERRED
TOR CODEROOM			
DECODED BY	INFORMATION		PRIORITY
PARAPHRASED BY			ROUTINE
ROUTED BY			DEFERRED

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

PAGE 3

201505

NCR 9777

IF OPERATIONAL
CHECK BELOW

ORIGINATOR FILL IN DATE AND TIME:

DATE

TIME

GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

26 JUNE TO 10 JULY BB. 11 JULY TO 15 AUGUST UA.
18 AUGUST TO 20 SEPT YS. 21 SEPT TO 30 OCT PD.

31 OCT TO 27 NOV EE. 28 NOV TO 22 DEC ZT.
23 DEC TO 18 JAN BS. 19 JAN TO 12 FEB ZY.

13 FEB TO 14 MAR XR. 15 MAR TO 19 APRIL WB.
SOVIETS ACKNOWLEDGE FAULTY STAFF WORK MY 270855

EXPLAINING INSTRUCTIONS WERE SENT TO FAR EAST
COMMANDER FOR APPROVAL WHO RELEASED THEM BEFORE

ADVISING MOSCOW HIS APPROVAL. SOVIETS DID NOT
CONSIDER REQUEST YOUR 252228 PRACTICABLE BECAUSE

OF VARIOUS SIZES AND TYPES SHIPS INVOLVED.

16 ... ACT

NAVAIDE ... COMINCH ... 200P ... 13 ... FX37 ... CNO ...

200G ...

DECLASSIFIED
OSD Letter, 5-8-72

MAY 23 1974

ACTION		
F-0		22
F-01		23
F-02		24
F-05		25
F-07		26
F-1		27
F-2		28
F-20		29
F-3		30
F-30		31
F-31		32
F-32		33
F-33		34
F-34		35
F-4		36
FX01		37
FX30		38
FX37		39
FX40		40
IG-00		41
VCNO		42

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM CNO		ASTERISK (*) MAILGRAM ADDRESSEE	
RELEASED BY R E SCHUIRMANN		ALUSNA MOSCOW	PRIORITY
DATE 20 MARCH 1944	FOR ACTION		ROUTINE
TOR CODEROOM 211516			DEFERRED DDDDDDDD
DECODED BY		AMCON VLADIVOSTOK CIMCPAC COMNORPAC	PRIORITY
PARAPHRASED BY FRAITAS	INFORMATION		ROUTINE
ROUTED BY PIPP			DEFERRED
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.			IF OPERATIONAL CHECK BELOW ☐
211450		2387	

ORIGINATOR FILL IN DATE AND TIME: DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

IDENTIFICATION OF SOVIET SHIPS NORTH PACIFIC ENTIRELY SEPARATE MATTER FROM DELIMITATION OF FISHING AND WHALING AREAS AMCON VLADI'S 250010 JANUARY. QUESTION OF FISHING AREAS SHOULD BE HANDLED BY SOVIETS THROUGH DIPLOMATIC CHANNELS. IDENTIFICATION IS PURELY MILITARY AND OPERATIONAL MATTER. NAVY DEPARTMENT HAS NO JURISDICTION REGARDING GRANTING FISHING OR WHALING RIGHTS IN ANY AREAS, AND ARRANGEMENTS REGARDING OPERATIONS OF SOVIET VESSELS ARE PURELY OPERATIONAL AGREEMENTS REGARDING ROUTING AND IDENTIFICATION AND IN NO WAY CONFER FISHING OR WHALING RIGHTS. THE ABOVE SHOULD BE MADE ENTIRELY CLEAR TO THE SOVIETS. DESIRE YOU OBTAIN FROM COGNIZANT SOVIET AUTHORITIES IMMEDIATE IMPLEMENTATION AND

ACTION		
F-0		22
F-01		23
F-02		24
F-05		25
F-07		26
F-1		27
F-2		28
F-20		29
F-3		30
F-30		31
F-31		32
F-32		33
F-33		34
F-34		35
F-4		36
FX01		37
FX30		38
FX37		39
FX40		40
IG-00		41
VCNO		42

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)
OPNAV-NCR-15

403

DECLASSIFIED
OSD Letter, 5-3-72

MAY 23 1974

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94

MESSAGE

NAVY DEPARTMENT

FROM	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
CNO		ASTERISK (*) MAILGRAM ADDRESSEE	
RELEASED BY			PRIORITY
DATE			ROUTINE
TOR CODEROOM			DEFERRED
DECODED BY			
PARAPHRASED BY			PRIORITY
ROUTED BY			ROUTINE
			DEFERRED
UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.			IF OPERATIONAL CHECK BELOW
			☐

PAGE 2 OF 2

211450

NCR 2387

ORIGINATOR FILL IN DATE AND TIME: DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

EXECUTION OF AGREEMENT REGARDING SHIP IDENTIFICATION AS ESTABLISHED IN COMNORPAC'S 180005 OF DECEMBER 1943 NAMELY (A) FLY RUSSIAN MERCHANT FLAG (B) PAINT MERCHANT FLAG LARGEST PRACTICABLE HORIZONTAL DECK AREA WHERE CAN BEST BE SEEN FROM AIR AND WHERE FREEBOARD PERMITS, PAINT SAME FLAG ON BOTH SIDES (C) FLY TWO LETTER ALPHABET HOIST TO BE CHANGED MONTHLY. IMPRESS UPON SOVIET NAVAL AUTHORITIES THAT DELAY OF IDENTIFICATION WILL RESULT IN JEOPARDIZING SAFETY THEIR SHIPS. STATE DEPARTMENT HAS BEEN CONSULTED AS IS INFORMING AMBASSADOR, CONSULT HIM BEFORE CONTACTING SOVIETS.

16....ORIG

COMINCH....CNO...13....NAVAIDE...FX37....

DECLASSIFIED
OSD Letter, 5-3-72

MAY 23 1974

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

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NLR 101
By RT, NARA, Date 4/13/94

ACTION	
F-0	
F-01	
F-02	
F-05	
F-07	
F-1	
F-2	
F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

ISSUED BY THE INTELLIGENCE DIVISION
OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

INTELLIGENCE REPORT

602-1700

Serial FT-22-44
(Start new series each year, i. e. 1-40, 2-40)

Monograph Index Guide No. 505-250
(To correspond with SUBJECT given below. See O. M. I. Index Guide. Make separate report for each main title.)

From Op-16-FT at Washington, D.C. Date 9 March, 1944
(Ship, fleet, unit, district, office, station, or person)

Reference Op-16-FT Serial 86-43 of 27 December 1943 (Icebreakers - Siberia)
(Directive, correspondence, previous related report, etc., if applicable)

Source Official records Evaluation A-1
(As official, personal observation, publication, press, conversation with—
(As reliable, doubtful, unverified, etc.)

Subject SEVERNY VETER - NEW RUSSIAN ICEBREAKER
(Main title as per index guide) (Subtitles) (Make separate report for each title)

BRIEF—(Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

RECOGNITION PHOTOGRAPHS AND SPECIFICATIONS OF SOVIET ICEBREAKER
"SEVERNY VETER", COMMISSIONED 23 FEBRUARY 1944.



GENERAL SPECIFICATIONS

Length overall:	269'	Screws:	2 aft and 1 forward
Maximum breadth:	63' 6"	Engines:	Six 10-cylinder Fairbanks-Morse Diesel engines (2000 h.p. each) driving six Westinghouse generators.
Designed Displacement:	5350 tons	Complement:	21 officers, 18 CPO's and 246 crew members.
Designed draft:	25' 9"		
Maximum speed:	16.8 knots	Pass. Accommodations:	177
Norm. fuel cap.:	427,869 gal.		
Cruising radius:	10,800 miles		

(Over)

Distribution By Originator

Op-16-A-3-e	Op-16-J.I.S.	NSHQ Ottawa	FEA (Div. Soviet Supply (2)
(Via Op-16-F	Op-12	Aluslo Vancouver	Naval Aide
Op-16-B-5	Op-13	Alusna Moscow (3)	USCG
Op-16-E-2	Op-50-C	Astalusna Murmansk/	DIO:
Op-16-FA-5	Cominch	Archangel (2)	3, 11, 12, 13(3)
Op-16-FE (2)	" F-22 (2)	Amoon Vladivostok	Naval Supply
Op-16-FP (2)	" FX-37	ZDIO Portland, Ore.	Depot, Akutan
Op-16-P-1	CinoPac (2)	NOB Dutch Harbor (2)	BuShips
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Op-16-P-4	ComNorPacFor (5)	NID 18 (5)	
Op-16-P-5	ComNorwestSeaFron (2)	Zone Int. Officer, San Pedro	DECLASSIFIED
Op-16-Z (1)	ComHawSeaFron		OSD Letter, 5-8-72
(O.S.S.) (2)	Adv. Int. Ctr. NorPac(2)	MID (7)	

MAY 23 1974

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E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/94

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MAY 23 1974

-2-

9 March 1944

ICEBREAKER SEVERNY VETER COMMISSIONED IN JANUARY -

1. U.S. built SEVERNY VETER (ex-NORTHWIND), formally commissioned in Soviet Navy 23 February at San Pedro, California, is Soviets most powerful icebreaker. After successful trial runs vessel departed San Pedro 2 March en route to Siberia.



NEW DESIGNS

2. Designers have incorporated in her the latest marine improvements and methods for breaking and crumbling unusually thick ice. The "V" slot in stern of vessel (see photograph) can accept bow of another ship so that combined power of several craft may be used when necessary to crush extremely thick or tough ice.

3. Marine engineers have designed an effective "heeling and trimming" process which has proven highly satisfactory. In addition to usual longitudinal pitch (trimming), a transverse roll or "heel" is set up by pumping 240 tons of water from port to starboard built-in-tanks on a three minute cycle to force ship away from or into normal ocean swells. A study of the wave action during heeling shows how turbulent water acts as a "curtain" around vessel to assist it in keeping from being locked in thick ice.



OPERATION:

4. The SEVERNY VETER will be used in Siberian waters during remainder of the 1944 ice season. Refer Op-16-FT Serial 86-43, Soviet Icebreakers in Siberian Waters, 27 December 1943, for details of other icebreakers in Siberian waters.