

Documents F Moscow Vol. I

ESTIMATE
of
Potential Military Strength
Documents F
Naval Attaché
MOSCOW

Volume 1
Documents Numbers 1 to 9
(25 Oct. 1941 — 1 July 1943)

DECLASSIFIED

AMERICAN EMBASSY
Office of the
UNITED STATES ASSISTANT NAVAL ATTACHE
Kuybishev, U.S.S.R.

AS (2)

F-3
(2) H-43/EF61
November 15, 1941
H-43/EF61 (1-2-41)

From: ✓ Assistant Naval Attache, Kuybishev, U.S.S.R.
To: ✓ The Chief of Naval Operations.
Subject: (Disposition of Soviet Fleet.)
Enclosure: (a) Original and two copies of the disposition of the
Soviet Fleet as of October 25, 1941.)
1. Forwarded.

1 copy of -12 Comdr Mason
1 copy F-10

JAN 27 1942
16
H-43/EF61
1-2-41

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E.O. 11652, Sec. 2(b) and 2(c) - 1997
OSD letter, May 8, 1998
By SLR Date 08/21/2013

NOTE: AS OF October 25, 1941

UNCLASSIFIED

N O R T H E R N F L E E T

O. 11852, Sec. 3(CD and ND) or (E)
OSD letter, May. 4, 1972

By SLR

Date NOV 21 1973

Main Base: POLYARNOE

N. B. Ships marked (A) have been identified at
ARCHANGEL.

Destroyers: SOKRUSHITELNI (A)
GROZNI (A)
GROMKI
GROZOVOI { requires confirmation.
GREMIASCHI {

Old Destroyers: URITSKI (A)
KARL-LIEBKNECHT (A)
KUIBISHIEV (A)

N. B. A 4th destroyer of this class (VOROVSKI or ZHDANOV) has so far not been identified either at MURMANSK or ARCHANGEL.

Small Destroyers: SMERCH (A)
MUSSON (A)
and probably one other.

Submarines: K - 1, 2, - 3 (A), - 20, - 21, - 22, - 23
and possibly five other 'P' or 'K' class.
L - 20 and - 22.
D - 3.
→ 401
- 402 and - 403 (at YUKANSKI)
- 404, - 421, and - 422.
M - 171, - 172, 173, - 174, - 175, - and - 176.
C - 101, - 102 (probably improved 'M' class)

Submarine Depot-ship: KRASNI-GORN at POLYARNOE.

Mine layers: BEREZINA (requires confirmation)
KANIN (A)
USHAR (A)
SUSNOVETS (A)

Minesweepers: (probably all trawler type based at ARCHANGEL)
Nos. 31, 32, 34, 37, 41, 46, 47, 48, 49, 50, 51 and 52.

Motor Minesweepers: (all based at ARCHANGEL)

MEZEN PINEGA
NARIAN-MAR YAROSLAVL

Netlayer: PROFSOUZ (A)

Surveying Ships: DEVIATOR {
TSERKL { all at ARCHANGEL.
MIGALKA {

Trawlers: ZUBATKA
AKULA
KIL {
ABRELA {
CHAIKA { all at ARCHANGEL.
Nos. 9, 11, 52 and 71 {

Patrol Vessels: Nos. 14, 15, 16, 18, 19, 20, 24, 25, 28, 29, 30, 63, 64, 65 and 66.

Whaler: AVANGARD (A)

Ice BREAKERS: STALIN SEDCV { May be at VLADIVOSTOK
LENIN SIBIRYAKOV {
TAIMIR
RUSANOV MURMANETS
No. 6, No. 8 DEZHNEV
LITKE SADKO

The majority are probably based at ARCHANGEL - as far only direct confirmation of 'STALIN', 'LENIN', and 'LTKE'.

No detailed information available as yet of minesweeping craft and of motor torpedo boats, and patrol vessels, etc., at MURMANSK and POLYARNCE.

BALTIC FLEET

REMARKS

<u>Battleships:</u>	OKTYABRSKAYA - REVOLYUTSIYA MARAT	R. O. 11072, Sec. 3(E) and 5(D) or (E) OSD letter, May, 1 1972
<u>Cruisers:</u>	KIROV MAXIM-GORKI AURORA (Training ship - no fighting value)	By SLR Date <u>MAY 2 1973</u>
<u>Leaders:</u>	MINSK LENINGRAD PETRAZAVODSK KRONSTADT (?)	
<u>Destroyers:</u>	GROZIASCHI ({ SIZLI { GNEVNI { GORDI { STREMITELNI { <u>One funnel class</u> SMETLIVI { STEREGUSTCHI { GORVASHI { SVIREPI (?) { STOROZHEVOI { SUROVOI { SILMI { SERDITI { <u>Two funnel class</u> BERDITI { LIKHOI { LETESHI { SLAVNI { KARL-MARKS { LENIN { ARTIN { KALININ { ENGELS { VOLODARSKI {	STRASHN { STATNI { One or two STROCI { funnel class. SKORI {
<u>Old Destroyers:</u>	KARL-MARKS LENIN ARTIN KALININ ENGELS VOLODARSKI	Four of these were sunk during the evacuation of TALLINN: at present names not known.
<u>Small Destroyers:</u>	TATFON { SNEG { TUCHA { TSIKLON { PURGA (?) { VIKHR { BURTA {	Confirmation required of all as some may be in NORTHERN FLEET. Note: SNEG actually sighted ARCHANGEL by USN
<u>Minelayer:</u>	MARTI (ex - IMPERIAL yacht)	
<u>Submarine Depot Ships:</u>	SMOLNI KOMMUNA KRONSTADT POLYARNAYA - ZVEDA SERP-I-MOLOT (?)	
<u>Submarines:</u>	Nos. 3 P 1, - 2, 3 (and perhaps P - 4 and - 5) 3 K 4, - 24, - 25 Five of the above 'P' and 'K' class submarines are now in the NORTHERN FLEET. 13 C 1, - 3, - 4, - 5, 6, - 7, - 8, - 9, - 10, - 11, - 12, 13 and 14. Possibly also C - 14, - 24 and - 25.	

BALTIC FLEET (cont)

Submarines: (continued)

Nos.
3 I 1, - 2 and - 3.
1 D 2
29 III 301, - 302, - 303, - 304, - 305, - 306, - 307, - 308, - 309, - 310,
311, - 312, - 313, - 314, - 315, - 316, - 317, - 318, - 319, -
320, - 321, - 322, - 323, - 324, - and 325.
Possibly also - 326, - 327, - 328, and - 329.
33 M 30, - 53, - 62, - 63, - 71, - 72, - 73, - 74, - 75, - 76, - 77, - 78,
79, - 80, - 81, - 82, - 83, - 84, - 85, - 86, - 87, - 88, - 89, - 90,
91, - 92, - 93, - 94, - 95, - 96, - 97, - 98, - and - 99.
2 Two ex-Estonian boats - numbers not known.
2 Repeat "M" class - C - 92 and - 103.
It is most unlikely that "M" - 1, - 2, - 3, and - 4 still exist
as such; possible to suppose that they were relettered "C".
89 TOTAL

Minesweepers: (also fitted for minelaying).

T - 201 to T - 215, T - 217, T - 218, T - 222, T - 226, and probably
five others.

Motor Torpedo Boats: About 60.

Various icebreakers, minesweeping trawlers and auxiliaries, including training
ships and despatch vessels.

BLACK SEA FLEET

Battleship: PARIZHSKAYA KOMMUNA

Aircraft Tender: STALIN (not completed) Note: The existence of this vessel
has never been fully confirmed although
reports have been received at various
times from the U.S.S.R. and nearby all
the Attaches in Moscow during the past
two years.

Cruisers: VOROSHILOV (flagship - B/A Cruiser Squadron).
MOLOTOV
KRAVCHENKO
KRAVCHENKO
KRAVCHENKO
KRAVCHENKO
KRAVCHENKO (Training ship)

Special Icebreaker: MOSKVA

Recently completed. 7,000 tons and armed with six inch
or heavier calibre guns as well as some four inch. Used as
a target towing ship. This ship is a new identification and
may be in fact the 12,000 ton "OTR SCIENTIST" similar to the
"L. KANANOVICH" and was last heard of as completed at NIKOLAEV.

Leaders: TACHENET
KRAVCHENKO

The "MOSKVA" was sunk by a mine in July and it is now definitely
confirmed that no other "KRAVCHENKO" class leader is afloat in the
Black Sea.

Destroyers: BOIKI {
BODRY { One funnel class.
* BYSTRY {
** BEZPOCHADNY {
*** EDITILNI {
BEZUPRECHNY {
* Damaged extensively by mine.
** Damaged - bow blown off.
*** New identification - damaged
by collision.

BLACK SEA FLEET (continued)

Destroyers (continued)

SMUGHLENNY	{	Two funnel class.
SVOBODNI		
SCVERSHENNI		
SOBRAZATELNY		

"N" - Improved "SVOBODNI" class, Name not known. This vessel seen at SEVASTOPOL uncompleted. New features - one twin mounting forward and steel plating splinter protection around bridges.

Old Destroyers:

SHAUMYAN
DZHEBRIZHINSKI
PETROVSKI
NEKAMOZHNIK
ORDZHONIKIDZE
BUDYENY
MAKIL-GORNI

Note: "FRUNZE" sunk by enemy aircraft.

At present only five believed to be in Black Sea but this has not as yet been clearly confirmed and it is possible that all seven above exist.

Small Destroyers:

SHTORI	STAMOR	LUKHOI
CHEVAL	SOKKI	SIBIRSK
SOVNAKOL	SERP	SASOVIETS

Note. Confirmation is required of all these.

Submarines:

Depot ship: ELBRUZ (3,500 tons).

- Nos. (1)
3 (1)C (English "S") - 32, - 33, - 34, ✓ 35 (completing at TUAPSE).
5 L - 4, - 5, - 6, - 23, 0 24, and - 25 (completing at TUAPSE).
4 D - 1, 4, - 5, - 6.
15 u - 201 to - 215 inclusive.
(Capt FAWKES only accounts for 12 but 15 is probably correct).
12 M - 31, - 32, - 33, - 34, - 51, - 52, - 54, - 55, - 56 and possibly others).
(Capt FAWKES' maximum estimate is 14).

39 TOTAL

Note: Old training submarines now distinguished as "G" class but previously " " and " " not included although some of these boats are being used operationally.

Motor torpedo Boats: About 50 (requires confirmation.)

Mine Layer: KRASNI-CHEKONOMOVETS

Fast Minesweepers: About six. These are new identifications, Speed 36 knots and fitted also for laying mines. Should not be confused with older "ISKATEL" class. Further required.

Minesweepers: "T" class - probably 12, including "ISKATEL".

Various transports, ice breakers, depot-ships and some gun boats - "KRASNI-CHEZIA" and "KRASNAYA-ADJARISTAN".

Note: Gunboat "KRASNAYA-ARMENIA" sunk by enemy aircraft.

REDACTED

- 4 -

E. O. 11652, Sec. 3(b) and 5(D) of GDS
OSD letter, May, 4, 1972

By SLR

Date MAY 21 1973

PACIFIC FLEET

Leaders: TISLIS
ORDZHONIKIDZE

Destroyers: REZEVI-PASTORBPFI
RIYANI
"N"

Old Destroyers: STALIN
VOIKOV
YAROV-SVERDLOV and two others

Small destroyers: VIUGA
METEL
MOLNIYA
ZARNITZA
BURUN
GRCM
(all require confirmation

Submarines: Nos.
3 P 13, - 15, and - 16. (No confirmation from Japanese sources).
12 L 7, - 8, - 9, - 11, - 12, - 13, - 14, - 15, - 16, - 17, - 18, - 19.
35 U 101 to 135.
43 M 1 to 29 and 36 to 49.
93 TOTAL

Note: This number must be well over the hundred mark.

Minesweepers: About 18 of which quite 8 or more belong to the modern "T" class.

Motor Torpedo Boats: About 100.

Minelayers: About 5.

A number of icebreakers including the 12,000 ton "L. KAGANOVICH", depot ships, etc.
(KRASSIN 5,000 tons)

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E. O. 11652, Sec. 3(C) and 3(D) or 3(E)
OSD letter, May. 3, 1972

By SLR Date MAY 21 1973

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

INTELLIGENCE REPORT

Serial 1-43

(Start new series each year, i. e. 1-40, 5-40)

Monograph Index Guide No. 901-200

(To correspond with SUBJECT given below. See O. N. I. Index Guide.
Make separate report for each main title.)

From Assistant Naval Attache,

Murmansk, U.S.S.R.

Date April 5

43

Reference None

(Directive, correspondence, previous related report, etc., if applicable)

Source Official

(As official, personal observation, publication, press, conversation with—
identify when practicable, etc.)

Evaluation Reliable

(As reliable, doubtful, unverified)

Subject U.S.S.R.

NAVY

NORTHERN FLEET

(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.)

Complete list of all seagoing surface vessels which comprise
the Soviet Northern Fleet.

Use this form for page 1 (original and copies). Use the 8 by 12 inches plain white paper as supplied for additional pages. Forward to ONI an original and a "Thin Master" copy. When using reports from the hot page of original and retained file copy of reports only. Submit copies of clippings, sketches, etc., when practical. If practicable, prepare sketches on "Thin Master" of in a form suitable for black and white reproduction.

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E.O. 11652, Sec. 5(D) and 5(D) or (S)

OSD letter, May, 4, 1972

By SLR

Date MAY 21 1973

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Routing space below for use in O.N.I.

Archives

Monograph

OP-16-P

OP-16-P-2

Cominch (3)

Naval War College

M.I.S. (5)

CONFIDENTIAL

The following is a complete list of all seagoing surface vessels which comprise the Soviet Northern Fleet:

Destroyers

GRIMTASCHYI
GROCKYI
GROCHYI
SOKRUSHITEL'NYI
GUMITZKYI
KARL LIEBKNECHT
KUIPIS'EV
BLUT
RASVETKI
RASVETENYI

Patrol Vessels

GROZA	ICEBERG	CKP 24
TOROS	IGLA	CKP 25
VARIA	SPESSE	CKP 26
PRILIV	SAFFIR	
SMERCH	PATROL VESSEL 12	
OURAGAN	PATROL VESSEL 13	
LITSE	PATROL VESSEL 14	
DEJNEV	CKP 15	
NEP'CHUR	CKP 16	
GRAD	CKP 22	
POUSSON	CKP 23	

Trawlers

T-879	T-886	T-897	T-905	T-101
T-880	T-887	T-898	T-906	T-102
T-881	T-888	T-899	T-907	T-103
T-882	T-891	T-901	T-908	T-104
T-883	T-894	T-902	T-909	T-105
T-884	T-895	T-903	T-910	T-106
T-885	T-896	T-904	T-911	T-107

River Trawlers

KOSTROMA
SAKNO
VANZETSI
SEVER
BARBUNNE

Minelayers

POURBAN
KANTIA
SOSNOVITSKI
TOUSLAR
PROPSHIFOUS

DECLASSIFIED

E.O. 11652, Sec. 8(E) and 5(D) (S)

OSD letter, May. 1, 1972

By SLR

Date 07/14/01 BY SP7

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NAVY DEPARTMENT

INTELLIGENCE REPORT

Serial 13-43 Monograph Index Guide No. 602-300
(Start new series each year, i. e. 1-40, 2-40)
From Assistant Naval Attache at Moscow, U.S.S.R. Date May 19, 1943
(Ship, fleet, unit, district, office, station, or person)
Reference M-O-N-E
(Directive, correspondence, previous related report, etc., if applicable)
Source Personal observation, Conversation. Evaluation Reliable
(As official, personal observation, publication, press, conversation with— (As reliable, doubtful, unverified, etc.)
Identify when practicable, etc.)
Subject Report of Travel from Seattle, Wash. to Moscow, USSR via Alaska & Siberia.
(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.)

Chronological report of the travel of the Soviet Hydrometeorological Mission, leaving Seattle, Washington, April 27, and arriving in Moscow, U.S.S.R. May 10, 1943. I have included personal observation, conversation, and all official activities I came in contact with enroute.

1. The mission left Seattle in a Pan American plane at 0930. Excellent weather was encountered and after an uneventful trip with a stop for refueling at Juneau the plane landed at Ladd Field, Fairbanks at 1620. Ranking American and Soviet Army Officers and Commander Thomas, U.S.N., Weather Liaison Officer, greeted the party. It was learned that all the material shipped from Dayton, Ohio and the original shipment from Washington had already arrived. A later shipment of about four cases was still enroute. Captain Speranski decided not to wait for them; but to have Colonel Machin of the Soviet Transport Service forward them to him. Arrangements were made for the party to leave with the equipment on two DC-3 transports on April 29, 1943. It was also agreed to meet the following morning to discuss improvements in weather exchange service.

2. During this and subsequent discussions Colonel Machin of the USSR maintained an uncooperative attitude. The Alaska-Siberia transport route now has the Bering Strait as the dividing line between the commands of Colonel Masuruk and Colonel Machin with headquarters in Yakutsk and Fairbanks respectively. Colonel Machin's suspicious attitude and habit of asking for information or services without any intention of giving anything in return worried Captain Speranski, who told me that it was a bad situation and that something should be done about it. Captain Speranski may have even spoken to Colonel Machin about it for the following day the Colonel seemed more amenable.

3. The morning of the 28th the members of the mission asked me where they could get provisions for the trip through Siberia. I took them to the Commissary where they bought about \$40 worth of canned goods and groceries. Taking my cue from them I also purchased about \$10 worth, a very fortunate investment for me.

4. The weather conference came next. Commander Thomas prepared a memorandum of this, a copy of which is appended. During the conference

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State

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U. S. 11602, Sec. 3(E) and 3(D) or (2)

OSD letter, May, 1, 1972

By SLR

Date MAY 2 1973

Serial 13-43

Subject: Report of Travel from Seattle, Wash., to Moscow, U.S.S.R. via Alaska & Siberia. (Continued).

Colonel Machin seemed more amenable, perhaps influenced by Captain Speranski's example. Captain Speranski still was not satisfied with the suspicious atmosphere. He also would like to see more fraternizing between the Soviet and American officers, he told me.

5. In the afternoon Lieutenant Colonel Pagava and Maj. Loovitch continued supervising the loading of the planes and later went shopping. Captain Speranski, Commander Thomas, Lieut. Colonel Anderson and Maj. Gleason of the Army Signal Corps, and a Soviet radio officer went to the University of Alaska to see the ionosphere station in operation there. Captain Speranski showed only a tourist's curiosity, he merely fulfilled promises to Dr. Pushkov of the Soviet Institute of Terrestrial Magnetism and to Dr. Fleming of the Carnegie Institute to visit the plant. When no plan or blue prints of the equipment were available he asked no further questions. At this time a package containing certain plans, booklets and photographs promised to Captain Speranski and mailed to Alaska by Dr. Fleming, was given to Captain Speranski.

6. The President of the University and Drs. Brashall and Setors explained the equipment to all of us. The Soviet radio expert did not seem so very expert. For example, he did not seem to know that very high frequency waves will reach a point where they are not reflected back by the Heaviside layer but will penetrate and be absorbed. He also kept asking what was the practical use of all this equipment. When told it aided somewhat in forecasting magnetic storms but was still primarily a research and data collecting project his attitude was summed up in "Well, what good is it?"

7. April 29 at 0930 the two planes took off for Nome, Captain Speranski and I in one; Lt. Col. Pagava, Maj. Loovitch and a Soviet diplomatic courier, Saltykov, with eight large suitcases of mail, in the other. These planes had no seats; being completely stripped. Three and one-half tons of meteorological equipment plus considerable personal baggage were divided between the two planes. We were all equipped with flying suits.

8. At Nome we learned that Welkel was fogged in and that Markove was thawing and the field a quagmire. No other fields seemed available so the planes remained at Nome overnight. Shopping, movies and badminton occupied the day. The relations between the Soviet and American officers at Nome were very friendly and informal.

9. April 30th Welkel reported good weather and the planes left Nome at 0930 and landed at Welkel without incident May 1st. Welkel is situated on the edge of a bay showing open water. There was a layer of packed snow on the field which accommodated the heavily loaded DC-3 transports without much extra space. There is no radio beacon; the officers stationed there hope to have one within a month or so when a more powerful radio station is expected to be operating. On the field there were about 15 to 20 A-20 planes in varying stages of crack up. They seem to have been accumulating there during the winter, awaiting warm weather and parts for repairs. I was told that the field was built up since last fall. There are about 15 sod banked houses on the field. Gasoline and oil are stored in drums along the field.

10. During a plentiful lunch, with vodka and cigarettes also plentiful, the customs officer came in, stamped our passports and told us that he had received orders to pass the cargo and passengers through without question. This relieved Captain Speranski, who had carefully concealed various purchases, including a fur neck piece for his wife. My coming did not seem to surprise anyone although Captain Speranski told me that I was the first American officer to enter the U.S.S.R. through this port.

Serial 13-45

Subject: Report of Travel from Seattle, Wash., to Moscow, U.S.S.R. via Alaska & Siberia. (Continued).

11. While at Welkal eight A-20 planes flew over the field going West. The Russian officers told me that the A-20's made excellent night fighters. Their only criticism was that the planes took fire easily. The tricycle landing gear bothered the pilots somewhat, too. This explains, perhaps, the banged up planes on the field.

12. From Welkal to Seimchan we flew over clouds at about 13 - 14,000 feet, the temperature dropping to -20° C. and the heaters not working. The mountainous ground, when visible, was completely snow covered and showed no signs of human life. The field at Seimchan was larger than at Welkal, our planes using less than two thirds of the snow packed runway. A strip, of about 200 feet wide, was cleared of snow but was not used. This strip was hard packed dirt and gravel, already dry and dusty. Gasoline and oil were kept in drums along one side of the field. There is a small village just south of the field. Nine A-20 planes landed while we were getting fuel; some handling the planes very well; some rather shakily. I was asked to admire those who did well, the comment being made that Soviet pilots do not always abuse the engineering masterpieces of America.

13. From Seimchan to Yakutsk the planes continued to fly at over 12,000 feet, once going up to 16,000, temperature -30° C. Snow became scarcer enroute, disappearing entirely around Yakutsk although the Lena river was still ice covered. The air field is large, dirt covered, situated about 8 miles from the town. About a dozen DC-3 transports were on the field, which as a large radio station, weather forecasting center and repair facilities.

14. We stayed in the only hotel in town, five of us in one room. A common washroom, with no mirrors or warm water and an outdoor, unclean, seatless privy were the only facilities provided. The beds were clean but cockroaches frequently and boldly crawled along the walls. Captain Speranaki and Maj. Lovitch were somewhat apologetic and felt better when I told them that if Willie could stay there so could we. Lt. Col. Pagava, who had been the most critical of any American shortcomings, accepted all the inconveniences without a word.

15. A public restaurant in a nearby backyard served meals at about 10 roubles. Liquor was available and there were several choices of meat. The only vegetables were potatoes and cabbage. Yakuts as well as Russians ate here, but sat at different tables. Yakut's look very much like Japanese; but I was told no, they are related to the Turks. Russians seem to outnumber them in the town. I observed little mixing of the two, although the Yakuts are as well dressed as the Russians. Few Yakuts in uniform were to be seen and I was told that tribes such as these were not disturbed much by the war nor were any sent to the front. There was no visible evidence of intermarriage.

16. The members of the mission devoted May 2, to business in Yakutsk, leaving me alone during the day. There were no restrictions of movement in the town, and the natives assumed that I was a Russian. In a museum of Yakut culture, history and natural history I saw several posters some of which illustrated the United Nations effort. The best was one showing the Red Army, English Navy and American Industry Crushing the Axis. These few were the only United Nations posters I have seen in the U.S.S.R. to date.

17. Yakutsk is a boom town, with dirt streets, much mud and very few brick buildings, some of which have cracked foundations. The Natives take great pride in the fact that the nearest railroad is about 2,000 miles away. The town is supplied during the summer by ships plying the Lena River. Some wheat is grown, reindeer are raised, there are forests nearby, gold and a low grade coal are mined. Gold, fur and the airplane and steamship terminals seem to be the reason for the boom.

18. In many places, including the restaurant, I saw signs advertising

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E. O. 11652, Sec. 3(b) and 5(D) of (U)

OSD No. 100, 1, 1972

By SLR

MAY 2 1973

Subject: Report of Travel from Seattle, Wash., to Moscow, U.S.S.R. via Alaska & Siberia. (Continued).

de-lousing houses and others exhorting the people not to drink unboiled water because of danger of typhoid.

19. When the Mission returned from their business Captain Speranski told me that he had made arrangements to send the promised Siberian Chart to Commander Thomas. He added that he was pleased with the work of his hydro-meteorological service along this route, considering their handicaps. There is a crying need for more observation stations; at present 500 km. gaps are frequent along this route. Communications, all by radio, are also very unsatisfactory. The Captain promised to attempt an improvement as soon as possible.

20. Approximately the same percentage of reception of United States broadcasts of weather are received in Yakutsk and Khabarovsk as we reported receiving of Soviet broadcasts, said Captain Speranski. At this point Lt. Col. Pagava said, "Yes, the Americans keep complaining of poor reception from us. Now we find that they are no better than we are." Speranski told him that he was all wrong. The Americans had never blamed the Russians, they had accepted it as a communication problem and had merely given these percentages to aid in improving the service. Pagava flared up and if Speranski had not remained calm, they may have come to blows. Lt. Col. Pagava ranks Captain Speranski; Speranski is Chief of the Mission. I would call the result a draw. Later Speranski told me that he would be glad to return to Moscow where he acknowledges only one superior, General Feodorov.

21. Pagava was least appreciative of the cooperation the Mission got in the United States. Speranski and Loovitch frequently and sincerely expressed to Russians we met enroute, their appreciation for official help and also for the cordiality of the average American toward them. There is a tendency to avoid praise, however, if such praise reacts unfavorably on the Soviets by way of contest. Pagava seldom chimed in on these comments.

22. In the evening we went to a very amateurish bedroom farce ridiculing Germany, and did not stay for the end.

23. Loudspeakers were set up at busy corners blaring May day Speeches alternating Russian and Yakut languages. The pitch was so high and static so plentiful that both were equally unintelligible. I did not observe a single person listening.

24. We were informed that our planes would not go beyond Krasnoyarsk since gasoline was scarce at Sverdlovsk. Col. Masuruk was also afraid to let his planes and pilots get outside of his jurisdiction for fear that they might be held up indefinitely.

25. Leaving Yakutsk at 0730 May 3 we flew above clouds with only occasional patches of tree covered ground visible, and temperatures still very low. We stopped for lunch and fuel at Kireysk, which has a large dirt airfield with telephone poles and wires rather close to one side. Our pilot, who had 12 years experience, habitually descended short of the fields and he would have to open up the motors to reach the runways. Not once did he make a smooth landing.

26. A large lunch and we took off for Krasnoyarsk, flying above some squalls and landed in Krasnoyarsk's airfield at sundown. The pilot always seemed to have good weather information given him, for the most part, by women meteorologists.

27. The airdrome at Krasnoyarsk is very large, with hangars, a concrete runway which we did not use, many American fighter planes, and old Soviet trainers and transports. There is an aviation school at the field with barracks accommodating "Many" Cadets. I would estimate 1,500. The buildings were substantial two story brick structures, built by Admiral Kolchak during the

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Serial 13-43

Subject: Report of Travel from Seattle, Wash., to Moscow, U.S.S.R. via Alaska & Siberia. (Continued).

revolution. We all lived in the barracks which were very plain but comparatively clean. Officer's food was plentiful, and vodka norms (100 grams) were available.

28. Although this was an aviation school I saw planes up only once; about 20 planes landing at sunrise after making a flight during the night. The pilots handled the planes rather well and are about to be sent to the front.

29. Krasnoyarsk also has a naval school, seemingly the one in Leningrad being transported there.

30. It was arranged to have a small freight car turned over to the Mission for its equipment. This was loaded on May 4, two sleeping bags and bread issued, and Pagava and Lvovitch were to ride in the car to Moscow to make sure that the cargo would not go astray. Arrangements were made to hook the car up to a troop train going West.

31. Krasnoyarsk is a large city about 8 miles from the airfield and connected with it by a dirt road. Its main streets are paved with cobblestones. None of its traffic lights are working. Many crippled soldiers are in the town which seems to be a rehabilitation center. Although it is an industrial town, I could find out little about this phase. The Yenisei River is an important part of the transportation system and its ice was already beginning to break up.

32. During meals in conversation I heard that the Germans were concentrating many tanks, 5 to 6 thousand, in the neighborhood of Orel where a drive is expected this spring. I also heard that the newest and best Soviet fighter plane is about as good as our airacobra. This is interesting in view of the fact that in answer to a point blank question about the quality of our equipment the answer is - usually, "Oh, it's alright."

33. In Krasnoyarsk on May 4 I saw approximately 1,000 people dressed in their best and carrying bouquets and wreaths to a cemetery about two miles from the town. Some of the most pathetic beggars I have ever seen lined the way. The procession looked very Medieval to me. In answer to my question I was told it was some sort of a religious holiday.

34. The Commanding Officer of the School and the Commandant of the railroad station sent an officer about 500 kms. eastward to buy two reservations for May 5th for Captain Speranski and me on the sleeper from Krasnoyarsk to Moscow. We had a compartment for two, the train, although old, was kept clean. The restaurant car was not very good according to Captain Speranski; so we lived for five days on the groceries and canned goods I had purchased. The Captain's was saved for his family.

35. Until close to Moscow there was only one track. Many delays and long stops at every station, including the very smallest, made us twelve hours late. There were no blackouts until we reached Bul. As we neared Moscow many burned and bullet riddled cars and coaches could be seen. Wood burning locomotives also became more frequent. Women workers on the railroads outnumber the men about 10 to 1. The bridges all have soldiers guarding them with dugouts built nearby. Many trains with United States equipment, tanks, planes, trucks, were seen enroute. The trains going east had cars loaded with wounded soldiers and others with women; often in freight cars. I was told the women were going to work in the fields. Plowing was far advanced, but I saw only two tractors at this work along the entire route. There was very much hand spading of very large gardens; all done by women or children. Until close to Moscow every stop brought forth a flock of vendors of eggs and milk, with very varying prices.

Serial 13-43

Subject: Report of Travel from Seattle, Wash., to Moscow, U.S.S.R. via Alaska & Siberia. (Continued).

36. We arrived in Moscow at 2200 on May 10. None of the telegrams the Captain had sent indicating the time of our arrival had come through. However, Mrs. Speranski and a Captain in the hydrometeorological service met us. The telephone number of the American Embassy is not given out, so Captain Speranski arranged to get a Soviet automobile which drove us to the Embassy.

37. During the trip, Captain Speranski, who had discussed with me the evils of tipping indulged in this "evil" in a very lordly manner. He also, in discussing Jews, told me they were in disfavor in the Soviet Union. Two stories illustrate this very well: The Jews are credited with being good guerrilla warriors for they have already conquered Tashkent (about 2,000 miles from the front). Also when an order came out limiting the institutions of higher learning to workers and sons of workers, the Jews flocked to factories for jobs. A store manager is more likely to be a Jew than otherwise according to the Captain. In discussing farming Captain Speranski told me that perhaps liquidating the Kulaks, a decision which was reached over tremendous opposition within the party, may not have been the right thing to do.

38. Mrs. Speranski, a very charming lady, works for Captain Speranski in the hydrometeorological service.

39. Just before arriving in Moscow Captain Speranski told me that although our daily contacts had been so close and cordial it would not do to be seen often together in Moscow unless we had business to do. At my look of surprise he said, "You know, this is Russia." He looked embarrassed during this and added that an occasional theatre party would not be misunderstood by "them" - (the N.K.V.D.).

* * * * *

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E.O. 11652, Sec. 2(e) and (f) of (D)

OSD letter, May, 4, 1972

By SLR

Date MAY 21 1973

Ladd Field,
Fairbanks, Alaska
April 28, 1943.

MEMORANDUM:

The following points were discussed at a conference with Captain Speranski, of the Soviet Meteorological Mission, at Fairbanks on April 28th. Colonel Harold Smith, Regional Control Officer, 11th Weather Region, Comdr. T. C. Thomas, U.S.N., Weather Liaison Officer, Colonel Machin of the Russian Military Mission and several other officers were present.

1. What time is represented in the date-time group of the Kharbarovsk (RYP) weather broadcasts. It cannot be Greenwich time as it is received here about four and a half hours before the time indicated on message. We desire Greenwich time to be used, this to be the time of observation.
2. Kharbarovsk (RYP) does not start its broadcast exactly on time. Sometimes the broadcasts are a few minutes early, sometimes as much as fifteen minutes late.
3. Kharbarovsk (RYP) breaks its sending tape about once every four or five messages. Sometimes the operator does not send the groups near the break by hand but merely feeds the tape into the machine again, which results in a group or two being missed. This makes decoding almost impossible.
4. We desire that the Soviets send a competent meteorologist to Fairbanks to act as weather liaison officer, similar to assignment of Comdr. Thomas who is here representing the Army and Navy in the dealings with the Soviets. There is no officer with the Russian Mission at Fairbanks familiar with the Soviet meteorological organization, nor with the communications which are associated with the dissemination of weather information. Their meteorologist should be thoroughly familiar with the meteorological organization of Siberia, especially along the ferry route. He should be given authority to approve new codes and make decisions in the field without reference to Moscow.
5. Comdr. Thomas requests a good map of Siberia. Some errors exist on the American meteorological plotting charts and he is trying to verify the locations of some of the Soviet weather stations.
6. Americans wish to discontinue the use of the Cipher B on the Kharbarovsk-San Francisco exchange, and to substitute a simple cipher like Sigpir. Cipher B is too complicated, takes too long to encipher a message. If part of a message is missed due to interference it is very difficult in Cipher B to break the rest of the message. This is the case in Fairbanks where radio reception is not very good. Not more than forty percent of the RYP broadcasts are completely broken due to the difficulty in using Cipher B. Every station which Comdr. Thomas had visited has made a strong plea to use a simple cipher in lieu of Cipher B. This is especially true at the smaller forecasting stations where personnel are limited in numbers. It was pointed out that the greater security given by Cipher B was compromised due to Sigpir and SLAC also being in use. Since Cipher B was made up by the Soviets for use on this exchange, it is proposed that they initiate the change in type of cipher to the simpler form. It was pointed out that Sigpir could be used temporarily until another (and larger) cipher book could be printed.
7. A copy of the Soviet version of Alaco-Airnetec was shown to Captain Speranski and Colonel Machin. They liked the code, except that clouds should be over 15,000 feet instead of 10,000 feet before the weather reported as "clear". Captain Speranski will obtain approval from Moscow to put the code into effect, replacing SLAC code. Comdr. Thomas will obtain approval from Washington. The use of plus and minus corrections to the altimeter setting was discussed and it was pointed out that Washington did not feel that this method gave enough security. The Soviets, however, want the correction in its present form and do not desire a change.

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E.O. 11652, Sec. 3(E) and 5(D) of GDS MAY 21 1973
OSD Letter, May, 3, 1972

By SLR

Date

MEMORANDUM

E. O. 11652, Sec. 3(b) and 5(D) of GDS

GSD letter, May, 4, 1972

By SLB

Date: 22 May 1973

Serial 13-43

MEMORANDUM: (Continued).

8. Comdr. Thomas informed Captain Speranski that we had not been able to find out the location of the flying fields in the Welkel area which could be used by the planes as alternate fields in case Welkel was closed out. It was pointed out that our forecasters are briefing the Soviet pilots before their flights but one handicap was the lack of knowledge as to where the alternate fields were located. We are not interested in the location of all their fields, we simply want to know what will be used by the airplanes flying from Nome in case they cannot make Welkel. Colonel Machin replied that this information must be obtained from higher authority as he was not authorized to give it. Captain Speranski was asked to have Moscow authorize this information, since it is necessary to safeguard the planes and pilots on the ferry route.

9. A discussion was held on the present supplementary exchanges of weather. These are:

Fairbanks - Yakutsk
Nome - Welkel
Anchorage - Anadyr (via Nome)

These exchanges duplicate one another since for the most part they send the same stations. This duplication of circuits is most undesirable. There should be only one circuit to exchange hourly weather. For our part, it could be sent by Nome or Fairbanks. The Soviets should be able to disseminate the information within their own territory after receipt at Welkel or Yakutsk. No one present at the conference was able to say whether or not there were adequate radio facilities in Siberia to accomplish this. Captain Speranski will investigate.

10. Question was raised if the Soviets had gotten the three radio transmitters installed which we sent them for Welkel, Markova, and Somechan; it was learned that none were operating as yet, that two were received with parts missing or defective. These transmitters were Wilcox, eight channel HF and one channel LF, with quick change of frequency permitted by a dial.

11. Soviet officers reported that they had no complaints about the meteorological services given at Ladd Field. They did say that they were not satisfied by the quality of forecasts given by Nome. Colonel Smith replied that Nome was limited now in experienced personnel, that this station was being expanded in the very near future and that the quality of forecasts should improve.

12. Soviets were asked if Welkel was a main forecasting station. A negative reply was received, that forecasting was done at Yakutsk and Somechan. We suggested to the Red officers that Welkel be built up as a forecasting station like we are doing for Nome so that planes going in either direction will be able to get the latest weather forecast before crossing the Bering Sea.

13. Captain Speranski was informed that we were getting very few pilot balloon sounds and very few radio meteorograph soundings. Comdr. Thomas pointed out that the U.S.S.R. had agreed on September 29, 1942 to send the following reports:

Pilot-Balloons

238 Yakutsk
236 Oimjakan
333 Somechan
246 Markovo
279 Anadyr
278 Willon

Radio-Meteorograph Reports

238 Yakutsk
269 Khabarovsk
292 Vladivostok
292 Petropavlovsk
279 Anadyr
306 Bohtatixi

Serial 10-43

RECLASSIFIED

E. O. 11652, Sec. 3(E) and 3(D) as (S)
OSD letter, May, 1, 1972

MEMORANDUM: (Continued).

By SLR

Date May 1, 1973

Pilot-Balloons

272	Mys, Shmidt
230	Verchojanek
280	Majalen
229	Jiganak
222	Ostrov-Kotelny
298	Vladivostok
269	Khabarovsk
292	Petropavlovsk
863	Kresty-Kolymski

Radio-Meteorograph Reports

222	Ostrov-Kotelny
227	Ostrov-Chetyrekhtoldovvi

However, at the present time we only get one or two reports a day, and these from Vladivostok or Khabarovsk at a rate. We would like to have reports from all the stations originally agreed upon, and especially the eastern part of Siberia where we need the information for the ferry route. Reports from the Kamchatka Peninsula are greatly desired. Captain Speranski will investigate the reason for non-receipt, said he believed it might be a matter of lack of material at these stations.

14. Captain Speranski asked what stations did we want for use in the hourly exchanges. Our reply after investigation is that we want hourly weather, 24 hours a day from the following stations:

848	Buhta Providenia	246	Markovo
271	Zaliv Krestka	278	Uellen
361	Welkal	850	Mys Van Karen
279	Anadyr	280	Haiukhan
299	Mys Kavarin	883	Seinchan
856	Ust Beloi		

(Other stations may be substituted if necessary for communication reasons)

We will make this from Yakutsk to Fairbanks unless Soviets require it otherwise. Soviets to advise us by dispatch when above program can be put into effect. We will send a similar number of stations to be selected by us unless the Soviets desire to designate the ones they want. Hourly weather twenty-four a day is desired because days are very long now and planes will be flying all the time.

15. Colonel Smith inquired about the possibility of having an exchange of three hourly weather between Petropavlovsk and one of our stations in the Aleutians. The Kamchatka stations are especially important ones for us and at present we get them very poorly through the Khabarovsk broadcast. Due to communication difficulties, most of the stations on the Kamchatka Peninsula do not make the RYP broadcast. We need these stations plus the Bering Island one. Captain Speranski replied that he had no authority to act on this proposal, that it would have to be taken up by Washington and Moscow.

16. Captain Speranski asked about the Khabarovsk broadcast. He said that at Washington and San Francisco they were satisfied with it now. Cmdr. Thomas replied that it was better now, and more stations were being sent but that it still was far short of the fifty-five stations that should be in each broadcast. A recent check showed that the broadcasts averaged between twenty-five and thirty stations. On being asked for particulars, he produced a check list of recent reports and showed that the following stations were particularly below average in the number of reports made:

197, 225, 230, 231, 246, 280, 283, 269, 936

All of above stations were primary stations for inclusion in the RYP broadcasts. Of the substitute stations, 940 came in exceptionally well, as often as the regular stations.

* * * * *

СЕКРЕТНО

Экз. № 2

№ 2

СИЛУЭТЫ КОРАБЛЕЙ ТИХООКЕАНСКОГО ФЛОТА

Silhouettes of Ships of
The Pacific Fleet

НАРОДНЫЙ КОМИССАРИАТ ВОЕННО-МОРСКОГО ФЛОТА СССР
Москва — 1943

PEOPLES' COMMISSARIAT OF THE NAVY OF THE USSR

СОДЕРЖАНИЕ

	Стр.
1. КРЛ типа „Калинин“	3
2. ЛД типа „Тбилиси“	4
3. ЭМ типа „Рыбный“	5
4. СКР типа „Вьюга“	6
5. БТЩ типа „Стрела“	7
6. ТЩ типа „Пластун“	8
7. ТЩ типа „Дрифтер“	9
8. ТЩ типа „Буксир“	10
9. ЗМ типа „Аргунь“	11
10. ЗМ типа „Ворошиловск“	12
11. ЗМ типа „Али“	13
12. ГИСУ типа „Партизан“	14
13. ЛЕД типа „Добрыня Никитич“	15
14. ЛЕД типа „Казак Хабаров“	16
15. ПЛ типа „Л — 14“	17
16. ПЛ типа „Л — 8“	18
17. ПЛ типа „С“	19
18. ПЛ типа „Ш — 101“	20
19. ПЛ типа „Ш — 113“	21
20. ПЛ типа „Ш — 126“	22
21. ПЛ типа „Ш — 137“	23
22. ПЛ типа „М — 30“	24
23. ПЛ типа „М — 1“	25
24. ТКА типа „Г — 5“	26
25. КТЩ типа „Большой Сейнер“	27
26. КТЩ типа „Рыбный разведчик“	28
27. ЗС типа „Зен“	29
28. СКА типа „МО — IV“	30
29. СКА типа „Кавасаки“	31

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КРА типа „Калинин“
LIGHT CRUISER, TYPE "KALININ"

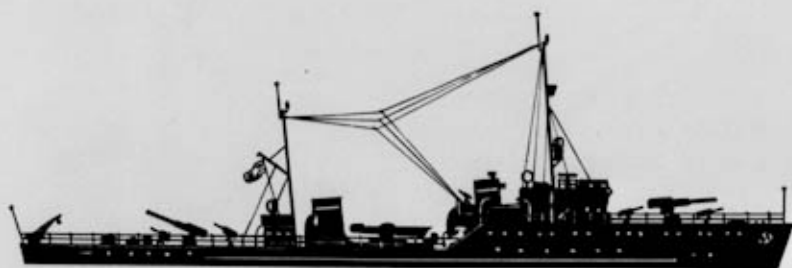


ЛД типа „Тбилиси“
DESTROYER LEADER, TYPE "TIFLIS"



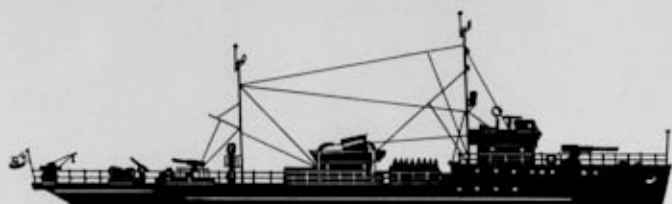
ЭМ типа „Рьяный“

DESTROYER, TYPE "RYANY"



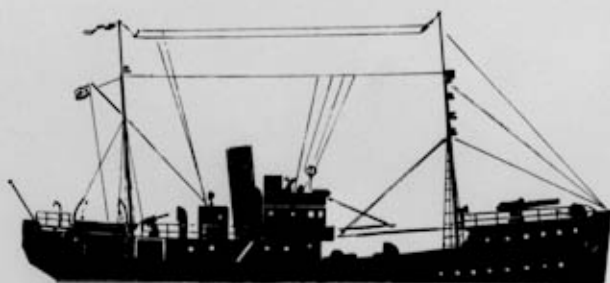
СКР типа „Вьюга“

TORPEDO BOAT, TYPE "VIYUGA"



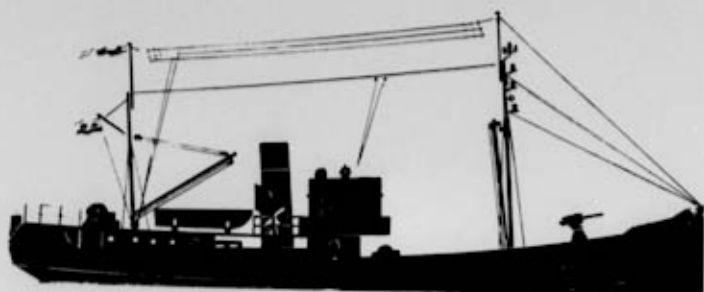
БТЩ типа „Стрела“

MINELAYER-SWEEPER, TYPE "STRELA"



ТЩ типа „Пластун“

TRAWLER, TYPE "PLASTOON"



ТЩ типа „Дрифтер“

TRAWLER, TYPE "DRIFTER"



ТЩ типа „Буксир“

TRAWLER, TYPE "TUG"



ЗМ типа „Аргунь“

PATROL VESSEL, TYPE "ARGUN"



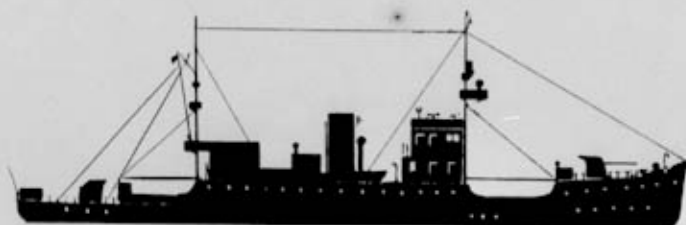
ЗМ типа „Ворошиловск“

PATROL VESSEL, TYPE "VOROSHILOVSK"



ЗМ типа „Аян“

PATROL VESSEL, TYPE "AIYAN"



ГНСУ типа „Партизан“

SEAPLANE TENDER, TYPE "PARTIZAN"



ЛЕД типа „Добрыня Никитич“

ICEBREAKER, TYPE "DOBRINYA NIKITICH"



ЛЕД типа „Казак Хабаров“

ICEBREAKER, TYPE "KAZAK HABAROV"



ПА типа „Л-14“

SUBMARINE, TYPE "L-14"



ПА типа „Л-8“

SUBMARINE, TYPE "L-8"



ПА типа „С“

SUBMARINE, TYPE "S"



ПА типа Ш-101

SUBMARINE, TYPE "SHCHA-101"



ПА типа Ш-113

SUBMARINE, TYPE "SHCHA-113"



ПА типа Ш-126

SUBMARINE, TYPE "SHCHA-126"



ПА типа Ш-137

SUBMARINE, TYPE "SHCHA-137"



SUBMARINE, TYPE "M-30"

ПА типа „М-30“

SUBMARINE, TYPE "M-1"

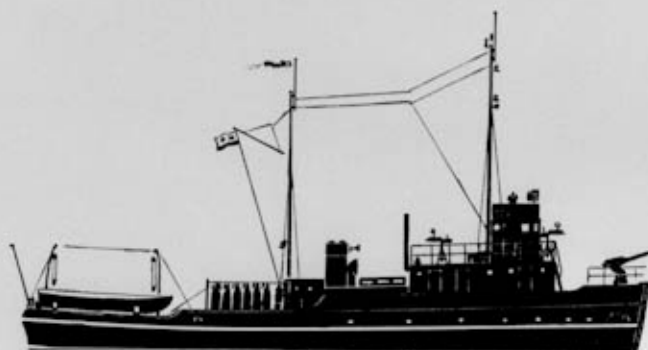


ПА типа „М-1“



TORPEDO MOTOR BOAT, TYPE "G-5"

ТКА типа „Г-5“



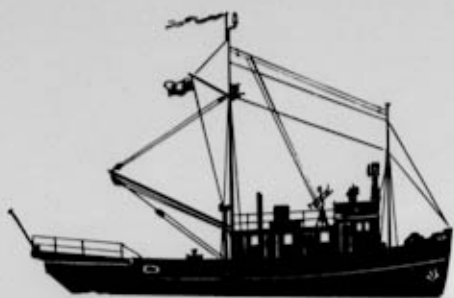
КТЩ типа „Большой Сейнер“

MOTOR TRAWLER, TYPE "BOLSHOI SEINER"



КТЩ типа „Рыбный разведчик“

MOTOR TRAWLER, TYPE "RYEBNY RAZVYEDCHIK"



ЗС типа „Зея“

MINELAYER, TYPE "ZEYA"



СКА типа „МО-IV“

SUBCHASER, TYPE "MO-IV"



СКА типа „Кавасаки“

SUBCHASER, TYPE "KAWASAKI"

СЕКРЕТНО
экз. единственный

А Л Ь Б О М
ПОДВОДНЫХ ЛОДОК ВМФ СССР

Лист

- I. Подводная лодка типа " К "
2. Подводная лодка типа " Л - П серии "
3. Подводная лодка типа " Л - Ш серии "
4. Подводная лодка типа " Л - ХШ серии "
5. Подводная лодка типа " Д "
6. Подводная лодка типа " С "
7. Подводная лодка типа " Щ "
8. Подводная лодка типа " М - УП серии "
9. Подводная лодка типа " М - ХП серии БИЭ "
10. Подводная лодка типа " М - УІ серии "
- II. Подводная лодка типа " Б "

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①



Подводная лодка типа "К"
Type "K"

②



Подводная лодка типа "Л II серии".
Type series "L II"

③



Подводная лодка типа „Л-II серии“.

Type series "L-II"

④



Подводная лодка типа „Л XIII серии“.

Type series "L-XIII"

⑤



Подводная лодка типа „Д“
Туре „D“

⑥



Подводная лодка типа „С“
Туре „S“

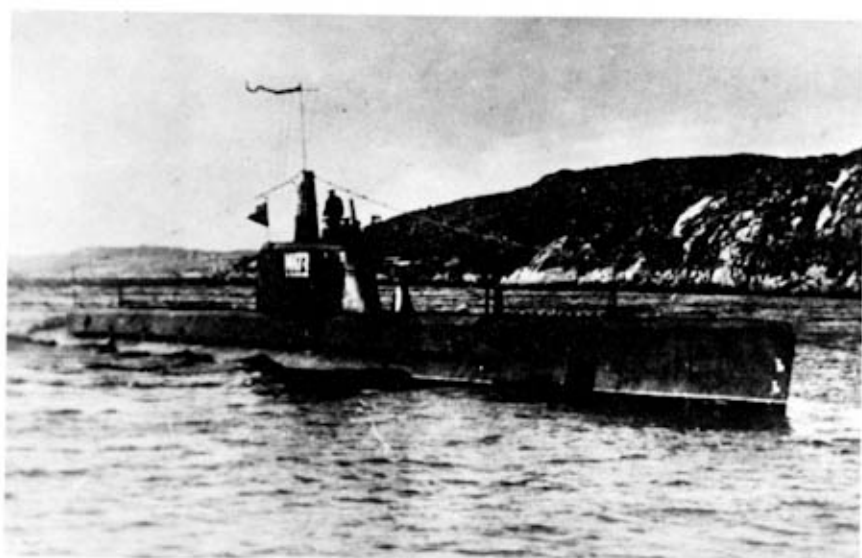
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Подводная лодка типа "Щ".

Type "SHCH"

⑧



Подводная лодка типа "М-хII" серии.

Type "M XII" series

9



Подводная лодка типа „М-хII-бис серии“.

Type "M XII bis" series

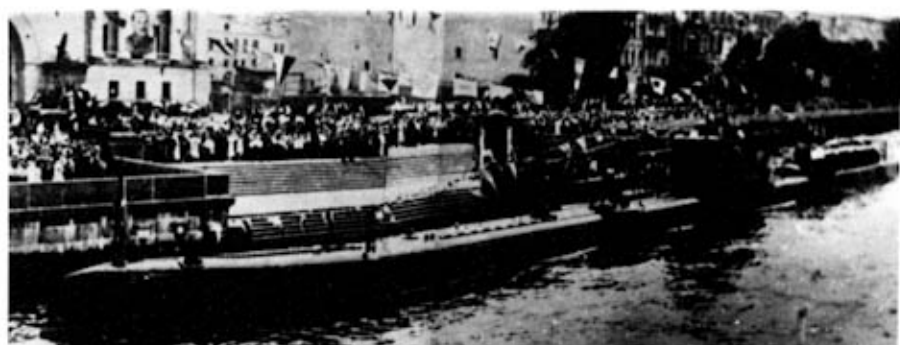
10



Подводная лодка типа „М-У“ серии.

Type "M" series

(11)



Подводная лодка типа „Б“

Типа „В“

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

~~CONFIDENTIAL~~

INTELLIGENCE REPORT

Serial 16-43
(Start new series each year, i. e. 1-43, 2-43)

Monograph Index Guide No. 901-200
(To correspond with SUBJECT given below. See O. N. I. Index Guide. Make separate report for each main title.)

From Assistant Naval Attache at Moscow, U.S.S.R. Date May 28, 1943.
(Ship, fleet, unit, district, office, station, or person)

Reference _____
(Directive, correspondence, previous related report, etc., if applicable)

Source _____ Evaluation Reliable
(As official, personal observation, publication, press, conversation with— (As reliable, doubtful, verified, etc.)
Identify when practicable, etc.)

Subject U.S.S.R. Vessels, organization.
(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.)

Exhibition of paintings on naval subject indicates the following:

(a) **SHAMUYAN** as is shown in **Jane's** with following exceptions: -

- (1) Masts have been shortened.
- (2) Crow's nest moved to position about fifteen feet above bridge.
- (3) A screen about six feet square added, just above crow's nest, probably a radiotelephone antenna or possibly a radar screen.
- (4) Gun about size of our 3" 23 cal., located halfway between forward gun and stem.

(b) **KRASNY KAVKAZ** shown in a floating drydock, dated 1942.

(c) **SOOBRAZITELNY** shown at Sebastopol, 1942.

TASHKENT	"	"	"	"
KRASNY KAVKAZ	"	"	"	1941
KRASNY KRIM	"	"	"	"
MOLOTOV	"	"	"	"
VOROSHILOV	"	"	"	"

(d) **KIROV** class cruiser shown alongside seawall, no apparent damage, full dressed, on occasion of the breaking of the blockade of Leningrad, 1943.

(e) Floating drydock, about size of **DENEY**, with two large, apparently fixed cranes on each side.

(f) Icebreaker **ERMAK** at Leningrad, winter of 1942-43.

Distribution By Originator _____

Routing space below for use in O. N. I.

Archives
Monograph
OP-16-P
OP-16-P-2
Cominch F-27
Naval War College
M.I.S. (5)

DECLASSIFIED

By O. 11662, Sec. 3(E) and 5(D) or (E)

OSD letter, May, 4, 1972

By EXR

Date MAY 21 1973

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OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

INTELLIGENCE REPORT

F-5 104

Monograph Index Guide No. 603

Serial 43

(Start new series each year, i. e. 1-40, 2-40)

From Assistant Naval Attache

(Ship, fleet, unit, district, office, station, or person)

at Murmansk, USSR

Date June 14

1943

Reference

(Directive, correspondence, previous related report, etc., if applicable)

Source Naval Staff - Soviet Northern Fleet

(As official, personal observation, publication, press, conversation with—)

Evaluation "A" - 1

(As reliable, doubtful, unverifiable, etc.)

Subject USSR - ARCTIC SEAS - COASTAL BATTERIES

(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.)

The following are the positions of coastal batteries to the east of Cape Isiberski and in the White Sea and approaches. The number and caliber of the guns is not known and the information has been given so that merchant vessels and men-of-war may seek protection under these batteries in the event of encountering superior enemy forces.

- | | | |
|-----|--------------------------|---------------------------|
| 1. | 69:06 North - 36:17 East | 1 Battery |
| 2. | 68:50 North - 37:11 East | 1 Battery |
| 3. | 68:05 North - 37:30 East | 1 battery, 1 A.A. Battery |
| 4. | 68:08 North - 39:48 East | 1 Battery |
| 5. | 67:12 North - 41:17 East | 1 Battery |
| 6. | 67:06 North - 41:21 East | 1 Battery |
| 7. | 67:00 North - 41:30 East | 1 Battery |
| 8. | 66:46 North - 42:30 East | 1 battery |
| 9. | 66:41 North - 42:34 East | 1 battery |
| 10. | 66:56 North - 40:14 East | 1 Battery |
| 11. | 64:57 North - 39:50 East | 1 Battery, 1 A.A. Battery |

* * * * *

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OSD letter, May, 1, 1972

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Date MAY 21 1978

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INTELLIGENCE REPORT

Serial 9-43

(Start new series each year, i. e. 1-40, 2-40)

F-5 105 602
Monograph Index Guide No. 906-100

(To correspond with SUBJECT given below. See O. N. I. Index Guide. Make separate report for each main title.)

From Assistant Naval Attache

at Murmansk, USSR

Date June 14,

1963

Reference

(Directive, correspondence, previous related report, etc., if applicable)

Source Personal Observation

Evaluation "A" - ONIA

(As official, personal observation, publication, press, conversation with—)

(As reliable, doubtful, etc., etc.)

Subject USSR - NAVY - BASE AT POLYARNOE

(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.)

BRIEF

The following is a description of the organization at Polyarnoe and a discussion of the topography, harbor, buildings and grounds, repair facilities, supplies, hospital, communications, roads and railroads and recreational facilities of this base.

The Naval Base at Polyarnoe

1. GENERAL - Polyarnoe, in Longitude 33-28-00 East and Latitude 69-11-06 North, is the administrative headquarters and submarine base of the Soviet Northern Fleet. It was formerly known as PORT ALEXANDROVSK and was declared a prohibited zone in 1934. Here are located the Commander-in-Chief of the Northern Fleet, Vice Admiral Golovko, and his immediate staff. Of the nine destroyers, twenty three submarines, twenty five patrol vessels, forty trawlers and five minelayers which comprise this fleet, only the submarines are actually based at Polyarnoe, the other craft being serviced, repaired, refitted and normally located at various points along the Kola Inlet such as Vaenga Bay, the shipyard at Rosta, and the government salvage agency known as L.P.R.O.N., which has fairly complete salvage equipment and which undertakes repairs to men-of-war.

2. TOPOGRAPHY - The area around Polyarnoe is comprised for the most part of low hills made up of faulty granite and gneiss. The vegetation consists almost entirely of scrubby brush and moss with a few small birch trees and as a result of the very short warm period, combined with the poor quality of the soil, no attempt has been made to cultivate this area. The hollows between the hills retain the melted snow so that, during the summer months, the terrain is reduced to a bog-like surface with occasional boulders.

3. HARBOR - The harbor is small, being about two miles in length and varying from 100 to 600 yards in width, well protected by steep hills on all sides. Depths vary from 7 to 20 fathoms. The holding ground is considered poor and ships sometimes drag in the violent northwest winds which occasionally occur during the autumn and winter. The tidal range is from four to twelve feet. The harbor is generally entirely free from ice, and when the latter does form it is not thick enough to impede steam driven vessels. There is one large

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OSD letter, May, 4, 1973

By SLR

Date MAY 21 1973

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wharf about 600 feet long and ships up to 350 feet can lie alongside, the depth varying from 30 feet at the western end to 21 feet at the eastern end. In addition to this wharf there are three jetties alongside of which submarines moor and on which are two motor driven travelling cranes on rails capable of lifting three tons. The harbor has two entrances between the mainland and KEATERINSKI ISLAND, the smaller entrance opening out directly to the eastward into KOLA INLET and the wider one to the northwest of the island. Both of these entrances are protected by submarine nets and torpedo booms.

4. **BUILDINGS AND GROUNDS** - The buildings housing the administrative offices and the barracks at the submarine base are large brick structures, which, although constructed during the past ten years, are already in a bad state of deterioration. The CinC and his staff have auxiliary offices and living quarters in a bomb shelter blasted out in the rock directly below their building. Personnel attached to the station have flats in large brick buildings or live in typical log houses. Radio stations are likewise housed in log structures as are the warehouses and some of the workshops. Of late, considerable blasting has been in evidence, with a view to providing underground storage for explosives, oil, and valuable supplies.

5. **REPAIR FACILITIES** -

(a) Floating workshop - a steel hull, length 75 feet, containing two benches, three lathes about 8", 2 medium drilling machines, 1 light drilling machine, 1 simple milling machine, 1 coppermouth forge. Can only do light work.

(b) Small workshop ashore - not yet fully equipped.

(c) Repair ship KRASHI GORN - 1982 tons, at present moored in PALA BAY. It has power operated derricks and cable-laying galleys in the bow which can be used for lifting the sterns of large motor boats to shift propellers - capacity 70 tons. Two diesel engines supply power to workshops containing the following equipment:

8 lathes (6" and 8")	2 horizontal grinding machines
2 lathes 14"	1 milling machine
1 planing machine	1 metal cutting saw
2 medium sized drilling machines	1 band saw
1 small marking off table	foundry for brass and cast iron handling up to 100 lbs.
1 large horizontal boring machine	boiler and smith's shop with medium sized plane table
2 small vertical boring machines	

small electric workshop capable of winding small armatures and small repairs to wireless and echo sounding gear.

It's shops do not include a periscope shop or torpedo shop, and all the work beyond its capacity is sent to the yards at Rostk.

(d) Periscope repairs - are carried out in a shop ashore capable of handling periscopes up to 25 feet. Range-finder repairs, etc., are also effected at this shop.

(e) Materials and Workmanship - Brass castings appear to be of good quality although the supply of this metal is very low. Turning work is good. Welding is sometimes quite careless and not entirely reliable. Small bearings have been re-machined and machined satisfactorily. Boiler making work is good.

(f) Welding - Portable electric and oxy-acetylene sets are available on the jetties. Oxygen and acetylene are available at the Submarine Base.

(g) Refrigerating Plant - not available and no CO₂ gas on hand.

(h) High Pressure Air - up to 3000 lbs. per square inch available on the jetties.

(i) Electricity supply - 220 volts A/C and D/C is available at points along the jetties. The supply is 2400 amps at 220 volts to 2100 amps at 310 volts.

6. **SUPPLIES** -

(a) Water - Boiler and drinking water connections are on all jetties, but from British analysis, the former is so unsatisfactory as not to be used on their ships and the latter must be boiled and filtered.

(b) Fuel oil - Storage for 2000 tons and additional fuel can be obtained from two Soviet tankers total carrying capacity about 1700 tons.

(c) Diesel fuel - available at the submarine base and is supplied by gravity at the rate of ten tons per hour.

(d) Coal - Only a limited stock sufficient for domestic purposes.

(e) Distilled water - Available in rubber jugs about 6 gallon capacity.

(f) Provisions and ship chandler supplies - none available.

SEC. 1110, Sec. 302 and 303 of 1950
 OGD letter, May 4, 1950
 By SIB
 Date 21 10/50

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7. HOSPITAL - A small hospital of 100 beds is considered unsatisfactory and is used mainly for transient patients, the main hospital being located across the Kola Inlet in TUVA BAY.
8. COMMUNICATIONS - There was formerly a cable to Great Britain, but it no longer exists. Telephonic communication with Kuznetsk and the few neighboring cities is rather poor; it is understood that a direct line does exist with Moscow, since the Commander-in-Chief has several times informed me that he has had telephonic conversation. For the most part, communication is effected by voice radio and regular wireless.
9. ROADS AND RAILROADS - There is NO road or railroad connection with Polyarnoe, although some maps and charts erroneously show their existence.
10. RECREATION - The main center for recreation is the RED NAVY CLUB, a large structure housing a theatre, reading rooms, swimming pool, enlisted men's club and officer's club. During the winter there are facilities for skiing and skating. In the spring and summer, football and volleyball are played. The station has a permanent theatrical company, a musical ensemble, and shows both Russian and foreign movies.

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E. O. 11652, Sec. 2(E) and 2(D) of (E)
OSD letter, May, 4, 1972

By SLR

Date MAY 21 1973

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INTELLIGENCE REPORT

Serial 16-43 F-5 111
(Start new series each year, i. e. 1-43, 2-43)
Monograph Index Guide No. 61-200
From Assistant Naval Attache U.S.S. 1 at U.S.S. 1 Date 1943
(Ship, fleet, unit, district, office, station, or person)
Reference Assistant U.S. U.S.S. 1 Serials Nos. 1-43, 7-43.
Source Chief of Staff, Soviet Northern Fleet
(As official, personal observation, publication, press conversation with)
Subject U.S.S. 1 - U.S.S. 1 - U.S.S. 1
(As reliable, doubtful, unverified, etc.)

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

Summary

List of men-of-war comprising the Soviet Northern Fleet as of June 1, 1943, together with their numerical designations.

The following is an official Soviet list of men-of-war serving with the Soviet Northern Fleet together with their numerical designations as of June 1, 1943. This information was obtained from the Chief of Staff, Soviet Northern Fleet, in the form of an official secret letter. The information contained in U.S.S. 1 serials 1-43 and 7-43 was based on what the British has obtained from the Soviet Navy at Polverace and should be given less weight than this serial since errors in the former have been noted since their submission.

A. Destroyers

- | | |
|--------------------|-----------------------|
| No. 1.- GUL YASNOI | No. 7.- KARL LINDBERG |
| " 2.- GUL II | " 8.- KUMYUSHKA |
| " 3.- GUL III | " 10.- BRU |
| " 5.- KALUBANI | |
| " 6.- GUL IV | |

B. Submarines

- Komunist Class - K-1, K-3, K-21.
Leningrad Class - L-15, L-20, L-21, L-22.
Stalin Class - S-54, S-55, S-56, S-101, S-102.
Sehchuk Class - Sehch-402, Sehch-403, Sehch-404, Sehch-405.
Sibiryak Class - S-121, S-171, S-172, S-174.

C. Coast Defense Vessels1. Incubators

- 21-0 UN AN
21-03 YUSKAR
21-04 PROSOULZ

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Serial No. 16-43

U.S.S.R. - NORTHERN FLEET - STRENGTH

2. PATROL VESSELS:

BAR-10 GRCEA
BAR-15 SHERON
BAR-16 CORONAN
BAR-26 RUI II
BAR-30 SAFFER

3. PATROL BOATS:

Thirty of various types including trawlers, drifters and subchasers.

4. OTR TORPEDO BOATS:

Five in all, two of which are U.S. boats recently delivered.

FINAL DISSEMINATION

103-11/30-2/10-43 Sec./SIF (155)

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July 16, 1943.

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