TANKER SIDE MARKINGS

This report supersedes Op-16-FT Serial 69-4 of 5 December 1914, SOVIET KERENSHIP IDENTIFICATION SYSTEM - SIBERIA AND V. 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 superstructures 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.

DECLASSIFIED
NOS Letter: 5-8-78
MAY 2, 1974
ATLANTIC CHART SHOWING COMPELLORY NEUTRAL ENTRY LAKES 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.

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<tr>
<th>Distribution by Originator</th>
<th>Neutrals</th>
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<tr>
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<td>ComAfricant</td>
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<td>ComFair Quonset</td>
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<td>Op-16-A-29</td>
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<td>Fleet less landing craft</td>
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<tr>
<td>Op-16-A-4</td>
<td>Bermuda</td>
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REGULATIONS FOR REPORTING POSITIONS BY RADIO (ORAL)

ALL NEUTRALS REPORT POSITION, COURSE, AND SPEED TO CONNAV WASHINGTON:
1. ON REACHING EASTERN END OF ENTRY LANE AND NOON THEREAFTER.
2. AT NOON DAILY WHILE IN GULF OF MEXICO OR CARIBBEAN SEA.
3. ON REACHING 50° WHEN PROCEEDING FROM POINT G AND NOON DAILY WEST OF 50°.

ALL NEUTRALS REPORT POSITION TO NSHQ OTTAWA:
1. GOOZ Position when on routes heading north or south from ports in the Canadian area.
2. If Irish and bound for Canadian and Newfoundland ports, their 1200 GMT position daily when west of 47°.

AUTHORIZED U.S. PORTS OF ENTRY FOR NEUTRAL SHIPPING ARE:
- PHILADELPHIA, BALTIMORE (via C & D Canal only if draft is under 25 ft.),
- NEW ORLEANS, GALVESTON, AND PENSACOLA (PERMITTED only for ships loading coal).

RED AND BLACK ROUTES FOLLOW NEUTRAL TRANSATLANTIC ROUTE TO GIBRALTAR.
NOTE: BLUE ROUTE LEAVES SWEDISH SOUTH AMERICA TO LISBON ROUTE AT 25°N, 25°W.

SWEDISH GOTHENBURG ROUTE CONTINUES NORTH THROUGH THE FOLLOWING COORDINATES:
- 54°N - 30°59W
- 59°10N - 23°40W
- 62°00N - 13°00W
- THENCE FAROES FOR BRITISH INSPECTION.

TO SOUTH AMERICA
NEUTRAL SHIP ROUTES
SOUTH ATLANTIC

LEGEND
ENTRY LANE (OBLIGATORY)
SWEDISH-GOTHENBURG ROUTE (OBLIGATORY)
TRADE ROUTES (OPTIONAL)

NOTE: TRADE ROUTES SHOWN ARE APPROXIMATE
ONLY, AS NEUTRALS ARE PERMITTED TO
CALL AT ANY SOUTH AMERICAN PORTS
ENROUTE.
4. With the exception of neutral Swedish vessels all neutrals entering and leaving Gulf-Caribbean areas are now routed via entry lanes between 16.00 and 19.00 N. If proceeding transatlantic eastbound for Spanish, Portuguese or Mediterranean ports these vessels will be routed through point "C".

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

6. The Swedish Legation in Washington receives daily 2200Z 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 hence 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 NSR Ottawa.

b. Baltimore - Neutral shipping is now permitted to proceed direct to Baltimore, Md. through lower Choptank Bay and Choptank 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 W. At west end of entry lane vessels will proceed to position 36.56 N - 74.20 W thence on course 265 true to buoy CB thence to pilot vessel in vicinity ball buoy FFR. 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 W 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 penal colonies 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, Tarra and King 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 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.
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 superstructures 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 59-41, dated 6 September 1944.
ONI LTR 29 Aug Ser 021293:6 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.
FROM ALUSNA MOSCOW

RELEASED BY

DATE 29 APRIL 1944

TOR CODEROOM 290254

DECODED BY KRANING

PARAPHRASED BY D SMITH

ROUTED BY MORRIS

(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-SCH-12

281595

NCR 9777

281595

NCR 9777
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<tr>
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Unless otherwise indicated, this dispatch will be transmitted with deferred precedence and as administrative.

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

(D) DURING DARKNESS CARRY SIDE AND MASTHEAD LIGHTS OF NORMAL BRIGHNESS. 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 ZS.

*AS RECEIVED

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-NAV-95
Soviets acknowledge faulty staff work by 27 June.

Explanatory instructions were sent to Far East commander for approval who released them before advising Moscow his approval. Soviets did not consider request your 232228 practicable because of various sizes and types ships involved.

16 ACT

DECLASSIFIED
GSD Letter, 5-8-72
MAY 23 1974
IDENTIFICATION OF SOVIET SHIPS NORTH PACIFIC
ENTIRELY SEPARATE MATTER FROM DELIMITATION OF
FISHING AND WHALING AREAS AMCON VLADIVOSTOK JANUARY.
QUESTION OF FISHING AREAS SHOULD BE
HANDLE 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 SHOULDBE MADE ENTIRELY CLEAR TO THE SOVIETS.
DESIRE YOU OBTAIN FROM COGNIZANT SOVIET
AUTHORITIES IMMEDIATE IMPLEMENTATION AND

DECLASSIFIED
OSD Letter, 5-3-72
MAY 23 1974
EXECUTION OF AGREEMENT REGARDING SHIP IDENTIFICATION AS ESTABLISHED IN COMINPAC'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.
RECOGNITION PHOTOGRAPHS AND SPECIFICATIONS OF SOVIET ICEBREAKER "SEVERNIY VETER", COMMISSIONED 23 FEBRUARY 1964.

GENERAL SPECIFICATIONS

Length overall: 269' 8"
Maximum breadth: 63' 6"
Displacement: 5350 tons
Design speed: 16.8 knots
Normal fuel: 127,869 gal.
Cruising radius: 10,800 miles

Screws: 2 aft and 1 forward
Engines: Six 10-cylinder Fairbanks Morse Diesel engines (2000 h.p. each) driving six Westinghouse generators.
Complement: 21 officers, 18 CPO's and 240 crew members.
Pass. Accommodations: 177

Opp.-16-A-3-e
Via Opp.-16-F
Opp.-16-B-5
Opp.-16-E-2
Opp.-16-F-5
Opp.-16-F-6
Opp.-16-F-7
Opp.-16-P-1
Opp.-16-P-2
Opp.-16-P-4
Opp.-16-P-5
Opp.-16-Z (1)
(C.O.S.-2 (2)
Adv. Int. Ctr. NorPac (2)
(MID (7)

NORTH OTTAWA
Aluslo Vancouver
Aluslo Moscow (3)
Astrakhan Murmansk
Archangel (2)
Arnoz Vladivostok
ZDIO Portland, Ore.
NOB Dutch Harbor (2)
State (2)
NID 18 (5)
Zone Int. Officer, San Pedro (2)
68B Letter, 6-8-72

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/74
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 "healing 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 2,000 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 healing 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 1974 ice season. Refer Op-16-FF Serial 86-43, Soviet Icebreakers in Siberian Waters, 27 December 1973, for details of other icebreakers in Siberian waters.