MR 450(7), Sec. 1 — LOCATION OF RUSSIAN SHIPS

1942-1945

DECLASSIFIED
MAY 29 1974
STILL COMING FOR COMINCH FROM ALUSNA MOSCOW.

RED NAVY HAS NO KNOWLEDGE OF SOVIET REQUEST SEND SMOLNY UR 272102 AND HAS REQUESTED INFO FROM FOREIGN OFFICE.

MEANWHILE EMBASSY REQUEST TO FOREIGN OFFICE FOR SAME INFO REMAINS UNANSWERED SO AMBASSADOR SAYS WE WILL TAKE NO FURTHER ACTION UNTIL THEY COME TO US. WILL ADVISE ANY FURTHER DEVELOPMENTS.

COMINCH: COPIES 1 TO 8 INCLUSIVE.

SCR HAS NOT DELIVERED TO CNO.
SECRET DISPATCH

FROM
ALUSNA MOSCOW

RELEASED BY
25 MARCH 1945

DATE
1425

TOR CODEROOM
ROWLAND

DECLARED BY

PARAPHRASED BY
DIEBEL CHECKED BY

ROUTED BY

ADDRESSES
COM 8TH FLEET

MAILGRAM ADDRESSEE
CNO*

PRECEDENCE
PRIORITY
ROUTINE
DEFERRED
BASEGRAM

IF OPERATIONAL CHECK BELOW

25B40Z NCR 5227

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

HERE IS FOR COMINCH FROM ALUSNA MOSCOW AND INFO COM 8TH FLT. COMINCH PLEASE PASS.

ALAFUZOV JUST INFORMED ME VOYAGE OF TAXI CANCELLED AND EXPRESSES THANKS FOR STEPS TAKEN TO ASSURE SUCCESSFUL VOYAGE.

COMINCH: COPIES #1 TO #8 INCLUSIVE.
*SCR HAS NOT DELIVERED TO CNO
SCR HAS DELIVERED TO NAVCOM FOR TRANSMISSION TO COM 8TH FLT FOR INFO AS 251453, NCR 41204.

DECLASSIFIED
MAY 29 1974

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

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<th>ADDRESSEES</th>
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<td></td>
<td><em>ALUSNA MOSCOW</em></td>
<td></td>
</tr>
</tbody>
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**FROM**

RELEASED BY

24 MARCH 1945

DATE

0121

TOR CODEROOM

D SMITH

DECODED BY

D SMITH

PARAPHRASED BY

D SMITH

ROUTED BY

D SMITH

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

231026 NCR 4054

Originator fill in DATE AND TIME GROUP

(Use G. C. T.)

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

(COM 8TH FLT SENDS ACTION ALUSNA MOSCOW INFO COMINCH)

THIS IS

ASSUME ROUTE FROM ODESSA TO WESTERN END OF DARDANELLES WILL BE OBTAINED FROM RUSSIANS. MY 230728 REFERS. ROUTE WESTWARD OF MALTA WILL BE FURNISHED PRIOR DEPARTURE OF SHIP FROM MALTA.

DECLASSIFIED

MAY 29 1974

COMINCH: COPIES 1 TO 8 INCLUSIVE

No. 1 ADMIRAL.

No. 2 FILE.

No. 3F-1 OR CHARTROOM.

No. 4 SPECIAL.

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OPNAV 19-78

DECLASSIFIED

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

NLR 101

By RT, NARA, Date 4/13/44

Regraded Unclassified
SECRET DISPATCH

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<td></td>
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<tr>
<td>DATE</td>
<td>23 MAR 1945</td>
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<td>TOR CORDEROOM</td>
<td>1431</td>
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<td>BENNETT</td>
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<td>ROUTED BY</td>
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<td>ADDRESSEES</td>
<td>ALUSNA MOSCOW</td>
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<td>FOR ACTION</td>
<td>COMINCH</td>
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<td>PRECEDENCE</td>
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UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

TOR CODEWORD OII 111

COM 8TH FLT SENDS ACTION ALUSNA MOSCOW INFO COMINCH

THIS IS COMINCH 211854.

ROUTE FURNISHED FROM WESTERN END OF DARDANELLES TO MALTA. MSCI APPENDIX II ROUTE O TO POSITION 704

THENCE ROUTE RB TO MALTA.

DECORATION MAY 29 1974

SCR HAS PASSED CODE TO NAVCOM FOR TRANSMISSION TO ALUSNA MOSCOW UNDER SAME D/T GROUP TCR NAVCOM 1828

CORRECTION ON CODE TRANSMITTED AT 2121 PER F-341.

COMINCH: COPIES 1 TO 8 INCLUSIVE

No. 1 ADMIRAL. No. 2 FILE. No. 3F-7 OR CHARTROOM. No. 4 SPECIAL.

Regraded Unclassified
BESSARABIA MY 1716122 HAS BEEN RENAMED UKRAINA WITH INTERNATIONAL CALL SIGN UVURS. BRITISH COMMERCIAL CALL SIGN BSYP TO BE USED IF IN CONVOY. SHIP BEING EQUIPPED WITH SIX 37 MM AUTOMATIC AND 12 ORLIKONS HANDED BY 20 NAVAL RATINGS AND ONE OFFICER. SOVIETS WILL WANT ATLANTIC CHARTS AT GIBRALTAR AND PACIFIC CHARTS AT PANAMA AS APPARENTLY SHE WILL BE UNABLE GET SAME BEFORE DEPARTING ON 25. HAVE REQUESTED FREQUENCIES RADIO SCHEDULES ETC. DESIRED ENROUTE, AND AT FRISCO BUT NO ANSWER. RADIO EQUIPMENT IS NOW BEING INSTALLED. FUEL WILL BE REQUIRED AT PANAMA. SOVIETS REQUEST BE INFORMED SHIPS ARRIVAL AND

DECLASSIFIED
MAY 29 1974

Regraded Unclassified
AND DEPARTURE EACH POINT ENROUTE. HAVE ADVISED THEM AGAINST PAINTING TRANSPACIFIC RECOGNITION MARKS ON SHIP.

*SCR HAS REENCYPHERED AND PASSED TO COM 8TH FLEET ONLY AS 221917, NCR 41151.

COMINCH COPIES 1 TO 8 INCLUSIVE
YOUR 193820 REFERS. HEAVY WORK LOAD IN ALL YARDS RESULTING FROM 
NEW CONSTRUCTION, BATTLE DAMAGE REPAIRS AND REQUIRED OVERHAULS 
PRECLUDE ACCOMPLISHMENT OF ANY BUT URGENT VOYAGE REPAIRS. SHOULD 
SOVIETS REQUEST ADDITIONAL WORK, USE THIS INFORMATION TO MAKE 
STRONG REPRESENTATIONS TO DISCOURAGE OFFICIAL REQUEST FOR OTHER 
ITEMS AND SIMILAR REQUESTS IN THE FUTURE.

COMINCH: COPIES #1 TO #8 INCLUSIVE.

DECLASSIFIED
MAY 29 1974
**JP SECRET DISPATCH**

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<tr>
<td>RELEASED BY</td>
<td>C M. COOKE</td>
<td></td>
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<tr>
<td>DATE</td>
<td>21 MARCH 1945</td>
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| ADDR ENUM | COM 8TH FLT |     |
| PRIORITY |     |     |
| ROUTINE |     |     |
| ROUTINE |     |     |
| BASEGRAM |     |     |

**INFORMATION**

| ADDR ENUM | CINCLANT | COMPASEAFRON | CONNIESEAFRON | ALUSNA MOSCOW | COMCARIBSEAFRON |     |
| PRIORITY |     |     |     |     |     |     |
| ROUTINE |     |     |     |     |     |     |
| ROUTINE |     |     |     |     |     |     |
| BASEGRAM |     |     |     |     |     |     |

**IF OPERATIONAL CHECK BELOW**

|     |     |     |     |     |     |     |

**211854**

**NO. 1 ADMIN**

**No. 2 FILE.**

**No. 3F-I OR CHARTROOM**

**No. 4 SPECIAL.**

**DECLASSIFIED**

**MAY 29 1974**

**ALUSNA MOSCOW 171612 AND 171626 REFERS. NO OBJECTION TO MOVEMENT TAXI. WHEN DESIRED INFORMATION IS OBTAINED FROM CINCME INFORM ALUSNA MOSCOW. REQUEST FOIA ROUTE TAXI GIBRALTAR TO CANAL ZONE. COMPASEAFRON WILL ONWARD ROUTE TO SAN FRANCISCO. KEEP ME INFORMED.**

**COMINCH: COPIES #1 TO #8 INCLUSIVE.**

**TOP SECRET**

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**OPNAV 19-78**

**DECLASSIFIED**

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

NLR 101

By RT, NARA, Date 4/13/94

Regraded Unclassified
OP SECRET DISPATCH

DRAFTER: F31P
EXT.: 

FROM: CNO

RELEASED BY: C W Cooke

DATE: 21 March 1945

TOR CODEROOM: 2183

DECODED BY: 

PARAPHRASED BY: LYNCH

CHECKED BY: JOHNSON

ROUTED BY: 

ADDRESSSES: ASTERISK (*) MAILGRAM ADDRESSEE

CODE ROOM: 

PRECEDENCE: ROUTINE

PRIORITY: ROUTINE

DEFERRED: BASEGRAM

ROUTINE: BASEGRAM

DEFERRED: BASEGRAM

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

211850 NCR 41132

Originator fill in DATE AND TIME GROUP

(Use G. C. T.)

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

PASS ALUSNA MOSCOW 171612, 171626, 201018 AND 194820 TO COM 8TH FLT, COMPASEAFRON, COMCARIBSEAFRON, COMMESSEAFRON, AND CINCLANT FOR INFORMATION.

REF: 171612 SOVIET NAVAL STAFF TODAY REQUESTS ROUTING VIA GIBRALTAR AND PANAMA FOR CIVILIAN MANNED MERSHIP BESSARABIA.......

171626 REFERING MY 171612.....

201018 REVISI DISPLACEMENT OF TAXI.....

194820 UNDERSTAND SHIP MY 171612, HAS NO ARMAMENT WHATSOEVER.....

SCR HAS DELIVERED TO NAVCOM FOR TRANSmission TO COM 8TH FLT, COMPASEAFRON, COMCARIBSEAFRON, COMMESSEAFRON, AND CINCLANT FOR INFORMATION AS FOLLOWS:

171612 PASSED AS COMINCH 211850 (NCR 41132)

171626 PASSED AS COMINCH 211918 (NCR 41128)

201018 PASSED AS COMINCH 211935 (NCR 41131)

194820 PASSED AS COMINCH 212340 (NCR 41130)

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MAY 29 1974

COMINCH: COPIES 1 TO 8 INCLUSIVE.

No. 1 ADMIRAL. No. 2 FILE. No. 3 F-1 OR CHARTROOM. No. 4 SPECIAL.

RECOMMENDED RECLASSIFIED UNTIL DECLASSIFIED

DECAYED

E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101

By RT, NARA, Date 4/12/74

DECLASSIFIED

Declassified Unclassified
OP SECRET DISPATCH

DRAFTER F-24 EXT. 4981
FROM COMINCH
RELEASED BY HEWLETT THEBAUD
DATE 20 MARCH 1945
TOR CODEROOM
DECODED BY GREGNE
PARAPHRASED BY HARTIGAN
ROUTED BY

201986 NCR 41152

Originator fill in DATE AND TIME GROUP
(Use G. C. T.)

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

THIS IS PART 2 MY 192521 AND

VOYAGE OF CIVILIAN MANNED RUSSIAN MERCHANT SHIP BESSARABIA FROM ODESSA TO SAN FRANCISCO VIA PANAMA CANAL IN CONNECTION WITH FORTHCOMING INTERNATIONAL CONFERENCE.

COMINCH - COPIES 1-8 INCL

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MAY 29 1974

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

Regraded Unclassified
TOP SECRET DISPATCH

WRITER: ALUSWA MOSCOW

RELEASED BY

DATE: 29 MARCH 1945

TO: CODE: 1148

DECODED BY: VISSCHER

PARAPHRASED BY: D. SMITH

ROUTED BY: D. SMITH

ADDRESS: COMINCH

FOR ACTION: PRIORITY

PRECEDECE: R6R6R

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

IC: 10/26 10:30 PM

INFORMATION

IF OPERATIONAL CHECK BELOW

ORIGINATOR FILL IN DATE AND TIME GROUP

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

(CONTINUING FOR COMINCH FROM ALUSWA MOSCOW)

REVISED DISPLACEMENT OF TAXI 7200 TONS. MAX ECONOMICAL SPEED 17 KTS. PASSENGER CAPACITY 325. AUTOMATIC AND MACHINE GUNS NOW BEING INSTALLED. RE MY 190820Z.

DECLASSIFIED
MAY 29 1974

COMINCH: COPIES 1 TO 8 INCLUSIVE

ACTION: F-3

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94
UNDERSTAND SHIP MY 171612, HAS NO ARMAMENT WHATSOEVER.
SOVIETS HAVE ALREADY REQUESTED SHE BE DRYDOCKED AT MALTA.
BELIEVE REASONABLE TO EXPECT REQUESTS FOR OVERHAUL.
ARMING AND COMPLETE MODERNIZATION AT FRISCO.
SOVIET NAVAL STAFF TODAY REQUESTS ROUTING VIA GIBRALTAR AND PANAMA FOR CIVILIAN MANNED MERSHIP BESSARABIA WHICH THEY DESIRE

SAIL 25 MARCH FROM ODESSA TO ARRIVE SAN FRANCISCO NOT LATER THAN 25 APRIL AS AN ACCOMMODATION SHIP IN CONNECTION WITH THE SAN FRANCISCO CONFERENCE. MAIN DELEGATION WILL GO BY AIR. SHIP WILL HAVE ON BOARD INTERPRETERS MERSIGS WINS Q CODE AND A SRS.

DISPLACEMENT 6672 TONS LENGTH 123 METERS BEAM 17.5 METERS DRAFT 5.6 METERS. SHE IS DIESEL DRIVE WITH CRUISING SPEED 16-18 KNOTS MAX SPEED 22 BUT CANNOT SUSTAIN (10 GROUPS MISSING*) ROUTING ADVISING THEM DETAIL ROUTE NAVIGATION COMMUNICATION

RECOGNITION DATA AND WHETHER OR NOT IN CONVOY. CODE NAME FOR MOVEMENT AGREED UPON BY BRITISH AND SOVIETS AND AMER APPEARS

MY NEXT DESPATCH. ADMIRAL ARCHER HAS SAME INFO WHICH HE PASSING TO ADMIRALT. EMBASSY HERE NOT INFORMED ON SUBJECT UNTIL THIS

Regraded Unclassified
P SECRET DISPATCH

<table>
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<td>* MAILGRAM ADDRESSEE</td>
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</table>

FROM ALUSHA MOSCOW

RELEASED BY

DATE

TOR CODEROOM

DECODED BY

PARAPHRASED CHECKED

BY

BY

DITTOED

ROUTED BY

FOR ACTION

INFORMATION

Unless otherwise indicated, this dispatch will be transmitted with deferred precedence and as administrative.

PAGE 2 OF 2

Originator fill in DATE AND TIME GROUP (Use G. C. T.)

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

REQUEST MADE. AMBASSADOR REQUESTS ME INFORM SOVIETS THIS MUST BE TAKEN UP WITH STATE DEPT WHICH MAY HAVE BEEN DONE. HE ALSO INFORMING STATE DEPT SUBSTANCE REQUEST. IF PASSAGE AND ENTRY OF SHIP IS APPROVED REQUEST EARLIEST PRACTICABLE INFO ON ROUTING OR STATUS NEGOTIATIONS.

DECLASSIFIED

MAY 29 1974

*HAS BEEN SERVICED.

COMINCH: COPIES 1 TO 8 INCLUSIVE

No. 1 ADMIRAL. No. 2 FILE. No. 3F-1 OR CHARTROOM. No. 4 SPECIAL

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

DECLASSIFIED

Regraded Unclassified
ICE TIE UP IN OKHTOK SEA

1. At the end of February, ice conditions in Okhotsk Sea indicated one of worst years on record for this area. At La Perouse Strait, on the west side a solid field 16 to 20 inches thick extended from Cape Siretoku

Distribution By Originator

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<td>BIDIO Anchorage</td>
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<td>(via Op-16-B-2)</td>
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<td>NSN Akutan</td>
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<td>MID 18 (5)</td>
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<td>Aluslo Moscow</td>
<td>MID (7)</td>
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<td>WSA (3)</td>
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<td>Astalusna Murmansk</td>
<td>FEA (2)</td>
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<td>FEA (Div. Soviet)</td>
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<td>PD San Pedro</td>
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<td>Op-13</td>
<td>Adv.Int.Ctr.NorPac (2)</td>
<td>ZDIO Portland, Ore.</td>
<td>DIO's 3, 11, 12, 13(3),</td>
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</table>

Regraded Unclassified
(Naka Shiretoko Hisaki), on Karafuto, to Soya Hisaki. Eastern edge reached from Cape Patience (Kita Shiretoko Hisaki) to Etorofu Strait. Except for area close to Kurils (bounded on north and west by line from Etorofu Strait to 45°N - 150°E, thence to 52°N on west coast of Kunchatka), Ochotok Sea was 70% covered by ice. As early as 1 February, entire Sea north of 50° was frozen solid.

2. Conditions were worsening as February ended, with little promise for successful resumption of traffic in immediate future. In spite of suspension of traffic from late January until after 15 March in 1944, plans had been projected to keep shipping moving uninterrupted during present winter. In view of development, the undertaking to maintain large volume of traffic now appears hopeless, even with additional icebreaker assistance which will be available upon transfer of two more U. S. icebreakers. (See paragraph 15 below.)

3. Tatar Strait was frozen solid north of 45° in mid-February. In Tatar Gulf heavy ice fields stretched to line from Notasan Road on Sakhalin southwest to Vladimir Bay.

4. Caught in ice Jan near end of month were 13 known Soviet vessels, as well as two icebreakers working the area. Ice floes threatened to force two of these ships (TENER and LIYSE) southward into Pacific through Nemuro Strait. In such event vessels were instructed, in accordance with Soviet agreement with Japan, to return to Ochotok Sea by way of nearest free-strait to northward, probably Etorofu. On 27 February the icebreaker KAGANOVICH reached the two ships at a point near 44°30'N - 145°32'E. Upon completion of fuelling by icebreaker, the small caravan was expected to clear ice fields without passing into Pacific. The SHAL, last reported at position 45°56'N - 141°16'E on 19 February, had been freed and was proceeding to Petropavlovsk. Other vessels were making slow progress near regular winter route.

**DISRUPTION OF VLADIVOSTOK PORT OPERATIONS**

5. In addition to ice interference, port operations at Vladivostok, which continued normally efficient until first of December, came to a virtual standstill at this time for a 10-day period, with occurrence of heavy snowstorm and gales.

6. Feverish efforts during last days of December to unload as many ships as possible and clear them from docks succeeded in capturing Red Banner decoration for fulfillment of annual quota of cargo discharge. Intensity of effort during this brief period may be gauged by fact that only at this time have more than 2 or 3 of the 18 cranes available been employed.

7. The first day of January, however, found port in state of chaos. Huge piles of material littered dock area. Aluminum ingots, heaped together with automobile tires, and crated items lay idle despite presence of 100 railroad cars in Vladivostok yards across the city. During latter half of month the arrival at dock area of several hundred railroad cars every few days relieved congestion slightly by removing sizable lots of tires and some aluminum. Early in February an average of 100 cars a day was reaching dock area, but there were none in outlet yards. Gondolas from U. S. were being reloaded on flat cars and hauled to shops north of Vladivostok for assembly. Number of tank cars was again inadequate. Local newspapers were denouncing marshalling yards for shortage of cars.

8. Other causes of congestion were lack of labor, weather interruptions, insufficient storage space, critical shortage of fuel oil and good coal. According to rumor, manpower shortage at port resulted from mobilization of dock workers and ships' crews to handle extraordinarily heavy catch of fish about to spoil in Vladivostok canneries. Stevedoring slowed perceptibly when temperatures dropped below 15° Fahrenheit. In December and January Vladivostok was 10° to 15° colder than usual. Ice in harbor, no hindrance to freighters, delayed tankers, which proceeded...
to Pervaya Rechka for discharge only with aid of icebreakers. Too few icebreakers were available for harbor service. As a result, 3 tankers remained at Pervaya Rechka oil docks for 3 weeks. After prolonged attempt, they finally cleared Amur Bay aided by small tug.

MISSING OF SHIPS IN PORT

9. Disordered port conditions produced inevitable effect on ship turn-around. In mid-February, 43 vessels were in port, with docking space available for about 20. One BC-2, ODESSA, which arrived 1 December, was only partially unloaded. On 10 February, before ice conditions prevented sailings from Vladivostok, 16 BC-2’s and other Lend-Lease vessels which had arrived before 1 January were still delayed. Toward end of February, of 110 vessels regularly operating in transpacific trade, 38 were tied up in Vladivostok. With more judicious planning, some of these vessels might have left before ice stoppage of traffic, in order to have returned to U.S., to have loaded, and been ready for sailing in early spring or at least upon restoration of normal traffic. Trapping of excessive number of merchant ships in Vladivostok, which has occurred regularly in winter time but which has been avoided by every effort this year, has again taken place.

PETROPAVLovSK AGAIN ACTIVE

10. It is estimated that at least 22 westbound vessels in regular transpacific trade are presently at Petropavlovsk awaiting relief in ice situation east of La Perouse. Seven out of 29 Akutan departures during the month of February unloaded at Petropavlovsk and are currently en route back to U.S. ports.

SIBERIAN DEPARTURES LEADER

11. Siberian departures of Soviet vessels during February total 11, 9 of which sailed Petropavlovsk and 2 sailed Vladivostok. It is assumed that these latter 2 vessels are now caught in the ice. Ships arriving Akutan from Petropavlovsk average 1 days late.

AKUTAN COAL BUNKERS EXHAUSTED

12. In addition to ice difficulty, serious shortage of coal bunkers at Akutan retarded Soviet ship operation in Pacific. Two vessels, the U.S. STANLEY GRIFFITH and the Soviet ELA II, departed Port Townsend with full cargoes of coal to replenish the exhausted Akutan stocks. Many of the smaller Soviet vessels arriving Akutan eastbound were in dire need of coal, as their eastbound sailing time from Siberia was lengthened due to heavy winter weather. It became necessary on the KARAQA to take up the wooden decks in the holds, using wood as bunkers to enable vessel to reach Akutan. The USSURI, en route to the U.S. for repairs, took 17 days to reach Akutan from Petropavlovsk, averaging a speed of 3.3 knots per hour. At the present time, there are 2 eastbound vessels still awaiting coal at Akutan.

NEW SHIP TRANSFERS

13. WSA has agreed to Lend-Lease to the Russians another T-2 tanker, the MIUR WOODS, which will be ready latter part of March. Transfer anticipates that the TUAPSE, the VARLAAM AVANESOV, and the SOVIETSKY NAFT, now in Soviet transpacific trade, will revert back to WSA. With the transfer of the MIUR WOODS, Soviets now have 5 T-2 tankers totalling approximately 52,000 grt.

14. Other transfer of U.S. tonnage to Soviet registry during month of February includes the following vessels, with ex-U.S. name and gross tonnage:

<table>
<thead>
<tr>
<th>NAME</th>
<th>EX-NAME</th>
<th>G.R.T.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISHAI</td>
<td>VERHONT</td>
<td>5670</td>
</tr>
<tr>
<td>KAPITAN VIELOBOKOV</td>
<td>TEXAS</td>
<td>5638</td>
</tr>
<tr>
<td>KARAGANDA</td>
<td>VERHAR</td>
<td>5568</td>
</tr>
<tr>
<td>KATUA</td>
<td>WINDRUSH</td>
<td>5586</td>
</tr>
<tr>
<td>PETR CHAIKOVSKY</td>
<td>KOHALA</td>
<td>5133</td>
</tr>
<tr>
<td>RIGA</td>
<td>EXILONA</td>
<td>4971</td>
</tr>
<tr>
<td>UZBEKISTAN</td>
<td>FLOMAR</td>
<td>5552</td>
</tr>
</tbody>
</table>

(Over) CONFIDENTIAL

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date
ICEBREAKER TRANSFER

15. Arrangements have been made to transfer 2 U. S. icebreakers, the EASTWIND and the WESTWIND, to the Soviets for use in Siberian waters, to assist the MIKOVAN and KAGANOVICH now on duty in southern Okhotsk waters. The SEVERNY POLYUS (ex-WESTWIND), delivered to the Soviets at Tacoma on 21 February, will take approximately two weeks to outfit, supply, etc. EASTWIND is now en route Boston to Tacoma, where the Soviets will take delivery during the latter part of March.

LOADINGS ON WEST COAST

16. West coast sailings of Soviet vessels fell off sharply during first two months of 1945, although Lend-Lease tonnage shipped during these two months bettered shipments in corresponding months of 1944:

<table>
<thead>
<tr>
<th>NO. SAILINGS</th>
<th>DRY CARGO</th>
<th>PETROLEUM PRODUCTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 1945</td>
<td>31</td>
<td>179,500</td>
</tr>
<tr>
<td>February 1945</td>
<td>26</td>
<td>114,600</td>
</tr>
<tr>
<td>January 1944</td>
<td>29</td>
<td>175,000</td>
</tr>
<tr>
<td>February 1944</td>
<td>20</td>
<td>90,000</td>
</tr>
</tbody>
</table>

SOVIET ACTIVITY LOS ANGELES AREA 1944

17. During the year 1944, Soviet vessels loading in the Los Angeles harbor area took delivery of 345,000 long tons of cargo, consisting mainly of petroleum products worth $28,500,000. Almost 1/3 of the cargo consisted of alkylate worth approximately $9,000,000. Other types of cargo loaded consisted of 100 octane gasoline, toluene, 62-93 octane gasoline, vegetable oil, lubricating oil, PT boats and equipment, and miscellaneous cargo.
LEND-LEASE SHIPMENTS REACH 69% OF PROTOCOL QUOTA...ICE CONDITIONS NECESSITATE CHANGE OF ROUTE...SIBERIAN PORT ACTIVITY...IMPROVED IDENTIFICATION SYSTEM...DUPLICATION OF NAMES...JAPANESE PATROL IN LA PERouse UNEVENTFUL...USE OF AKUTAN DISCONTINUED...REPAIR PROGRAM...CASUALTIES...NEW ACQUISITIONS...

LEND-LEASE TALLY

1. December shipments of 268,750 tons of Lend-Lease materials on h2 vessels departing U. S. and Canadian west coast ports, added to 311,000 tons on h3 vessels during November and 309,300 tons on 38 vessels during October, brought the total to 1,869,550 tons for the current protocol year. At the half-way mark in time, 69% of the 2,700,000 tons originally scheduled for delivery over the Pacific route had been dispatched. Last year, at the end of the first half of the protocol year, only 1,561,210 tons had been shipped.

Present advance is attributable to general improvement in Soviet merchant fleet in Pacific: (a) enlargement of average cargo-carrying capacity, and (b) more efficient operation because of extensive repairs made in U. S. Full exploitation of potentialities of four T-2 tankers (TAGANROG, DONBASS, KRASNOYARSK ARMY), with their vast carrying capacity, has contributed conspicuously to step-up in cargo total. Swifter handling of tankers in general on Siberian run during present protocol year has also had marked effect.

ICE CONDITIONS NECESSITATE CHANGE OF ROUTE

2. Throughout December summer shipping routes in Sea of Okhotsk remained free of ice. Regular reconnaissance flights begun 10 December to survey ice conditions in area resulted in Soviet order to resume winter route 10 January. Course is same as that followed last year: from first Kuril Strait to 51.30N - 155.00E, thence to 16.30N - 118.00E, and on westward according to instructions of icebreaker on duty at La Perouse Strait. (For variations from summer route, see Op-16-FT serial 59-44, dated 6 September 1944.)
On 8 January, ice drifting from Tatar Strait covered La Perouse. Some drift ice had appeared in Aniwa Wan and along southeast coast of Sakhalin, as well as from Aniwa Wan to Kuril Straits from Etorofu southward.

By 20 January ice in La Perouse was still moderate, although ice fields had developed in Aniwa and Tareika Bays. Heavy fields began about 70 miles east of La Perouse, extended to Etorofu. In this area the icebreakers K.I. NOVICH, on station at La Perouse 10 January, and MIKOLAJ, on duty 20 January, were working.

Sea of Okhotsk north of 51° was, on 8 January, rapidly freezing solid, although there was no ice in waters adjacent to southern Kamchatka and Kurils. By 20 January Okhotsk ice fields extended from 53rd parallel southwestward to southeast Sakhalin. The east coast of Sakhalin, clear on 8 January, was frozen solid. Kuril Straits, north of Etorofu, were still clear.

In general, more severe ice conditions were expected during present winter than in 1944 because of recent periods of intense cold.

SIBERIAN PORT ACTIVITY

3. Improvement in port operations expected as result of investigation and reorganization of entire Far Eastern shipping situation by Vice Commissar for Foreign Trade was not in evidence during last months of year.

Average turnaround time at all Siberian ports lengthened considerably, particularly in case of tankers:

<table>
<thead>
<tr>
<th></th>
<th>October</th>
<th>November</th>
<th>December</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freighters</td>
<td>22 Days</td>
<td>20 Days</td>
<td>24.5 Days</td>
</tr>
<tr>
<td>EC-2’s only</td>
<td>28 Days</td>
<td>23.7 Days</td>
<td>30 Days</td>
</tr>
<tr>
<td>Tankers</td>
<td>6 Days</td>
<td>5.7 Days</td>
<td>19.2 Days</td>
</tr>
</tbody>
</table>

NOTE: Poor EC-2 turnaround in Siberian ports during last few months was partly due to fact that these vessels were used for side trips.

Traffic in Siberian ports during October, November, and December was as follows:

<table>
<thead>
<tr>
<th>SAILING</th>
<th>ARRIVALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vladivostok - Nahodka</td>
<td>33</td>
</tr>
<tr>
<td>Nagaevo</td>
<td>4</td>
</tr>
<tr>
<td>Sovietskaya Gavan</td>
<td>1</td>
</tr>
<tr>
<td>Petropavlovsk</td>
<td>1</td>
</tr>
<tr>
<td>Moskalvo</td>
<td></td>
</tr>
<tr>
<td>Rybnoevsk</td>
<td>10</td>
</tr>
<tr>
<td>Providence</td>
<td></td>
</tr>
</tbody>
</table>

Vladivostok

Toward end of year congestion of port area of Vladivostok retarded turnaround of transpacific vessels, although it was not considered to have reached alarming proportions. Explanation offered for excessive accumulation of freight was that administrative difficulties had hampered port operations. During November NORSKOFLOTE, weekly shipping paper, continued its criticism of port management, citing negligent organization of labor battalions.
and improper utilization of stevedores. Supply of labor and railway facilities
were apparently adequate.

Coastwise shipments of 1944 season fish catch from northern ports,
arriving in large volume from mid-October on, caused further congestion which
continued through December.

During closing months of 1944, many veteran shipmasters, together
with other experienced merchant vessel officers and navigators, were transferred
from Soviet Far East to Black Sea area in preparation for opening of this ship-
ing route.

Petropavlovsk
5. Number of vessels calling at Petropavlovsk decreased almost 70%,
with consequent drop in amount of cargo discharged at this port. Transshipment
of cargo from Petropavlovsk to Vladivostok during latter part of 1944 apparently
presented few difficulties. Cargo thus handled in many cases consisted of PT
boats, carried from U. S. as deck cargo and moved onward through Tartary Strait
by coastal vessels. For offloading PT boats, a heavy lift crane of 50 ton ca-
pacity has recently been reported in operation at Petropavlovsk. In the past,
tankers with PT's on deck have been forced to wait for arrival of other ships
equipped with jumbo boom in order to unload cargo of this weight.

Sakhalin
6. The port of Moskalvo assumed new importance, in view of the num-
ber of vessels dispatched here to discharge oil pipe for use both in improvement
and development of present facilities on northern Sakhalin and in connection with
Moskalvo-Nikolaevsk-Komsmol'sk pipeline. Moskalvo is comparatively new port
being developed on Baikal Bay. Cargo discharge is still slowly and crudely
handled, only small piers being available and strong tides and winds hampering
operations.

IMPROVED IDENTIFICATION SYSTEM
7. Long-continued efforts toward improvement in markings of Soviet
merships for sake of easy determination of nationality by U. S. forces culi-
nated in revision of identification system, effective 15 December 1944. For
description, see Op-16-FT serial 69-II, dated 5 December 1944.

DUPICATION OF NAMES
8. In an effort to clear up discrepancies arising out of duplication
of ship names, Soviets are renaming a number of these ships. The MUNACHEY
has been renamed S. MOYED, the SAKHALINNEFT, 267t tons, has been renamed MOSKALVO,
and the SAKHALIN, 355t ton freighter, has been renamed KELSHNOEISK.

JAPANESE PATROL IN LA PEROUSE UNCERTAIN
9. After many months of untroubled relations between Jap patrol
vessels and Soviet ships transiting La Perouse, routine challenge and questioning
being conducted in most amicable fashion, it has recently been reported that the
Japs are stopping and searching Soviet ships in passage. Report may not presage
any serious threat to Soviet use of the Strait. Such rumors, spread by Soviet
sailors, are rife in Vladivostok at all times.

USE OF AKUTIN DISCONTINUED
10. Effective 1 April 1945 the use of Akutan Naval Fueling Station
will be discontinued by Soviet merships in run between Siberian ports and U. S.
west coast. After this date all vessels will clear Dutch Harbor, where they
will also be serviced in.

Ovor

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 11/18/45
Regraded Unclassified
REPAIR PROGRAM

11. An extensive repair program is being carried out by USA during the winter months of 1944-1945 at west coast ports. As was the case last year, a good portion of the vessels operating in Siberian coastwise trade will have major repairs before departing for Siberia in the spring. At the present time the icebreaker KRABBEIN is in Port Angeles, where repairs estimated at $1,500,000 are being undertaken.

CASUALTIES

12. Soviet ship mortality during the final quarter of 1944 through January 1945 has been surprisingly light. No reports have been received of total losses, although the SHELOM, 2251 tons, is reported hard aground off Sovietskaya Gavan.

The KUZBASS, grounded during latter part of September 1944 near the entrance to Providence Bay, is still reported high and dry on the beach. It is reported that further attempts will be made to salvage the vessel in the early spring, since unfavorable ice conditions in that area make salvage impossible.

The EMELIAN PUGACHEV, 7176 tons, was reported on 31 December to have grounded on western approaches to La Perouse Straits. Vessel was later towed to Soviet port by the MAIKOP and VOIKOV and is now in Victoria, B. C.

NEW ACQUISITIONS

13. During recent months, 11 U. S. vessels aggregating 65,723 g.r.t. have been transferred to Soviet flag. Included in the above figures is the KRA SKNAY ARMYA, 10,408 g.r.t. T-2 tanker (ex-U.S. PIONEER VALLEY). Other vessels included in above are:

<table>
<thead>
<tr>
<th>NAME</th>
<th>EX NAME</th>
<th>G.R.T.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELORUSSIA</td>
<td>LILOK</td>
<td>5523</td>
</tr>
<tr>
<td>KAPITAN SHIRNOV</td>
<td>COLUMBIAN</td>
<td>4954</td>
</tr>
<tr>
<td>KIRKOV</td>
<td>JANE CHRISTENSEN</td>
<td>6095</td>
</tr>
<tr>
<td>KUBISHEV</td>
<td>HAMAKA</td>
<td>6392</td>
</tr>
<tr>
<td>KUZMA MMIN</td>
<td>STEEL TRADER</td>
<td>5687</td>
</tr>
<tr>
<td>MIKHAILO LOMONO SOV</td>
<td>GENERAL W. C. GORGAS</td>
<td>1636</td>
</tr>
<tr>
<td>TALLIN</td>
<td>WEST CRESSY</td>
<td>5965</td>
</tr>
<tr>
<td>TARAS SHEVCHENKO</td>
<td>PACIFIC OAK</td>
<td>5622</td>
</tr>
<tr>
<td>URAL</td>
<td>OTSEGO</td>
<td>1638</td>
</tr>
<tr>
<td>VOSTOK</td>
<td>WEST CERELON</td>
<td>5763</td>
</tr>
</tbody>
</table>

CONFIDENTIAL
DIVERSION OF TANKERS TO SEATTLE...SIBERIAN PORT OPERATION......

1. A reduction of more than six days in round-trip time between Siberian and U. S. ports has been effected by shift of many Soviet tankers from Los Angeles area to Seattle for loading petroleum products. Although main purpose was to free railroad facilities in Los Angeles area for requirements of U. S. Navy, the transfer serves also to speed the flow of high-priority petroleum cargo to the Soviets.

TANKER OPERATION AT SOVIET FAR EASTERN PORTS

2. In spite of intensive effort on part of Soviets to expedite petroleum shipping, average turnaround time for tankers increased somewhat to 6.1 days during September, against record low of 4 days in August. Maintenance of generally satisfactory tanker performance during month was due in part to performance of NATURAL, which discharged her cargo in two days at Port Rybnovsk, and of new T2 tanker TAGANROG, which established a record for round trip from U. S. to Vladivostok in 33 days, including 5 spent discharging in Vladivostok.

SLOWDOWN OF DRY CARGO DISCHARGE

3. Handling of dry cargo ships during September was less efficient. Numerous delays in berthing have again been reported. Liberty vessels, kept in port for average of 30.4 days during the month, are not realizing their potentialities as cargo carriers in this run. The latest issue of Soviet shipping paper MORSKOI FLOT criticizes poor port operation at Vladivostok, citing case of NOVOROSSISK (EC-2), which waited 12 days before opening hatches and then required 16 days for discharge. Vladivostok port officials countered that there was a shortage of large cranes and that berths in that area were overcrowded. Heavy industrial cargo still crowds port to same extent as in recent months. Congestion is expected to continue through October, due partly to close of shipping activity in Arctic and the routing to Vladivostok of vessels engaged in northern area during season.
VLADIVOSTOK OUTLOOK

4. Vladivostok is now receiving 200 freight cars daily, which should be sufficient to move incoming freight. Reorganization of the entire Far Eastern shipping situation has caused Soviets in Vladivostok to work under considerable pressure, and public criticism such as made by NEKHSKI PLOT is one of usual preliminary steps to drastic measures. (See FT Serial 62-44, dated 7 September 1944, paragraph 1.)

GENERAL INCREASE IN SIBERIAN TURNAROUND TIME

5. Turnaround time, computed on basis of all Siberian ports used as termini of U. S. run, shows the following increase over period of last four months:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo</td>
<td>11.4</td>
<td>14</td>
<td>21.5</td>
<td>24.6</td>
</tr>
<tr>
<td>EG-2's (only):</td>
<td>9.9</td>
<td>20</td>
<td>21.1</td>
<td>30.4</td>
</tr>
<tr>
<td>Tankers:</td>
<td>5.1</td>
<td>6.8</td>
<td>4.4</td>
<td>6.1</td>
</tr>
</tbody>
</table>

VOLUME OF TRAFFIC DROPS

6. As anticipated, September showed a decrease in Lend-Lease supplies shipped from U. S. west coast, comparing with two preceding months as follows:

<table>
<thead>
<tr>
<th></th>
<th>No. Sailings</th>
<th>Total Tons Cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>54</td>
<td>339,500</td>
</tr>
<tr>
<td>August</td>
<td>49</td>
<td>337,000</td>
</tr>
<tr>
<td>September</td>
<td>40</td>
<td>301,000</td>
</tr>
</tbody>
</table>

7. With two-thirds of Liberty and other Lend-Lease vessels at present in Siberian ports or westbound, cargo during October may also be expected to follow the falling curve.

NEW ACQUISITIONS AND CONVERSIONS

8. USA has decided to replace the Soviet ILICH, ex-EMPEROR NICHOLAS II, L166 g.r.t., capsized in Portland Harbor, with the OZONE, formerly operated by Alaska Packers. Replacement vessel is the ex-PRINCE EITEL FREDERICK, built in Hamburg in 1902, L638 g.r.t., capable of accommodating 18 officers and 783 men. Vessel will average 11 knots loaded, 12 knots light.

9. PIONEER VALLEY, T2 tanker to be lend-leased to Soviets in October, will be renamed KRASNAIA ARMIYA. Soviets are still undecided as to which of their present tankers will be given to USA in exchange.

10. ALMA ATTA, CHERNYSHJEVSKI, and MENJINSKI are all presently in U. S. ports, where they are being converted into crab-canning vessels, as previously reported in FT Serial 43-44, dated 8 June 1944, Soviet Shipping - Pacific - May 1944.

ARCTIC SEASON NEARS CLOSE

11. Only one vessel departed from U. S. during month destined for Providence. About one-third of the ships routed to this area during the season have already completed discharge at northern ports and departed Providence for U. S.

12. No confirmation has been received during month of transfer of vessels from Pacific to Atlantic area via Arctic route (see FT Serial 62-44, dated 7 September 1944). Contrary to expectation of shippers, three Liberties routed to Arctic ports during summer season have already returned to U. S. ports instead of proceeding on to White Sea.
SHIPPING TRANSFER FROM PACIFIC TO ATLANTIC

1. After peak summer operations at Soviet Far East ports, U.S. - Siberian shipping route may be expected to decrease in importance as the flow of traffic is increased elsewhere. Recent reports indicate that Soviets have been gradually transferring shipping from Pacific to Atlantic area. Customs and Foreign Trade personnel leaving Vladivostok and other stations in eastern Siberia for Leningrad, Archangel, and Murmansk are being replaced by inexperienced graduates of schools for these organizations.

2. No announcement has been made on routes to be followed by vessels shifted from transpacific run to Atlantic service, whether via northern sea route, or from U.S. west coast through Panama Canal.

3. However, numerous shipmasters of Soviet vessels touching at Akutan en route for Arctic (including three Liberties) have believed their final destination to be Archangel or Murmansk. As usual in the case of ships proceeding as far west as the danger area of Kara Sea, these vessels carried excess military equipment and were stocked with food supplies for five or six months against possibility of immobilization in Arctic ice during winter.

Note: In 1943 season two vessels westbound from Providence Bay were lost, possibly due to enemy action, in Kara Sea area, as well as two from European U.S.S.R. ports. Several ships, unheard of since departure from Providence during last season, are reported to have spent winter frozen in ice off the north coast of Siberia.
4. In view of future emphasis on northern ports in European U.S.S.R., some of the icebreakers which left Vladivostok early in July to assist vessels along Arctic passage may be expected to proceed on to Murmansk - Archangel area for winter operation.

5. Although at present all signs point to the Arctic routing, logical reasons would favor use of Panama Canal:
   a) Run from Siberia to U. S. west coast, comparatively free from navigational hazards and comparatively easy for vessels in ballast would bring ships to source of Lend-Lease supply, ready to operate in Atlantic, after passage through Canal.
   b) Vessels proceeding in ballast from Far Eastern ports to Murmansk - Archangel area, after long and difficult passage, would arrive "light" and be faced with another voyage - to loading port on U. S. east coast before cargo-carrying value could be realized.

10A ARCTIC PROGRAM NEWS END

6. During August, 8 vessels loaded with 31,000 tons of dry cargo and petroleum departed U. S. for Arctic ports, making total of 30 to date and leaving only 1 or 2 more sailings scheduled this season. The RUKBASS, which departed U. S. late in August and the LIZOM, slated for early September sailing, are both making their second Arctic trip this year.

7. Vessels departing toward end of August and early in September, late in Arctic shipping season, will discharge all cargo in Anadyr region, Soviets planning to deliver to final destination overland or by air.

8. For the most part, vessels traversing Arctic route for any considerable distance are strengthened for ice navigation. The hulls of two EG-2's believed bound for White Sea ports (VITBESK and DUKMABIR) have been especially "stiffened".

TARTARY STRAIT IN LIMITED USE

9. Hard on the heels of conclusion that Soviets were using La Perouse almost exclusively, in preference to Tartary Strait, for all types of vessels loaded with all types of cargo (see Op-16-FT serial 55-LH, dated 9 August 1944) come reports that a number of vessels have transited Tartary on route Vladivos- tok. Whereas last year "strategic" nature of dock cargo determined choice of routes, Liberties carrying war material being sent via Tartary, this year greatest concern is displayed over foodstuffs. Majority of ships using Tartary for safety reasons have carried cargoes of "high priority" foodstuffs. Other cargo sent by this route consisted of refinery equipment. Vessels in Nogavo - Vladivostok run normally use Le Perouso Strait if there is no question about nature of cargo.

10. In addition to somewhat relaxed Soviet attitude in relation to Japanese patrol activities in La Peroue, one possible reason for avoidance of Tartary is unsuccessful outcome of dredging efforts. Maximum draft possible in Strait at present is reported to vary from 16 to 20 feet, with constant dredging required at mouth of Amur to remove large quantities of silt brought down by the river.

SIBERIAN PORT OPERATIONS

11. A total of 614 Soviet merchant vessels sailed from Siberia for U. S. and Canadian ports during month of August. Fifty-one Soviet ships arrived at Siberian ports during the month, sharply contrasted with July figure of 73 arrivals.

(Over)
Summary of arrivals and departures is shown below:

<table>
<thead>
<tr>
<th>PORTS</th>
<th>SAILINGS</th>
<th>ARRIVALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vlad - Nahodka</td>
<td>33</td>
<td>29</td>
</tr>
<tr>
<td>Nikolaevsk</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Petropavlovsk</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Nagaev</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Port Blyanski</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Providence Bay</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>Moscow</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>44</td>
<td>51</td>
</tr>
</tbody>
</table>

12. Turnaround time for dry cargo vessels lengthened to 21.5 days, compared with 14 days in July, probably due in part to large number of arrivals during preceding month. EO-2 turnaround time, still greater, averaged 24.1 days. Tankers, however, discharged and sailed in record time. Exclusive of the VARIAAM AVANCHOV, which for unknown reasons required 23 days at Nagaev, tankers turned around in 14 days, against 6.8 in July.

Vladivostok Port Conditions

13. Considerable pressure is being brought to bear by Soviet officials at Vladivostok for speedy tanker discharge. Upon arrival here, as well as at U.S. west coast ports, tankers are given a turnaround deadline which can seldom be met. In the words of one master, tankers are being handled "like a ball" between Siberian and U.S. west coast ports. Such efforts, however, have resulted in two-day turnaround at Vladivostok for the MAIKOF, for instance, and in the general "low" established for the month. One tanker, on the other hand, reported a two-day delay before discharge, until railroad tank cars could sufficiently empty storage tanks, all of which had been filled to capacity.

14. Dry cargo vessels spent longer and longer time in port, waiting for berth in many cases.

Loading on U.S. West Coast

15. During August the Soviet merchant fleet in transpecific run maintained a fast pace of loadings and departures at U.S. west coast ports. Forty-nine vessels, loaded with 327,000 tons of Lend-Lease cargo, departed during month (figure includes shipping to Arctic).

16. In view of unfavorable Siberian conditions, however, it still remains highly doubtful whether sufficient deep-water vessels will arrive U.S. during the early part of September to realize another "peak" shipping month. (300,000 tons of Lend-Lease cargo is considered to be the standard set for summer and fall months.)

WSA Activity

17. Tanker DONBASS (ex-U.S. ST. JAMES), turned over to Soviets on U.S. east coast on 27 April of this year, will revert to WSA without having made a trip to U.S.S.R. Considered unsatisfactory, she will be exchanged, along with MOSKVA, for new T2-28-41 tanker BEACON ROCK renamed DONBASS.

18. Old RODINA was delivered to WSA during the month. Old BRLANSK, another of the 9 vessels to have been returned for 6 new Liberties in deal arranged in April, is still in Soviet service on last trip permitted to Siberia before reversion.

Sinking

19. A master of a Soviet vessel arriving Akutan (evaluation F-3) reports that both Russian and Japanese officials examined at Overnice a torpedo reported to have been fired at USR CB, missed and gone ashore. It was determined to have been an Italian make and design. (See serial 55-41, dated August 1944, for data of sinking.)
ACTION CNO INFO FK SLOW FROM AMCON VLAD

C 3 SOURCE REVEALS SOVIETS HERE BUILDING SMALL SELF PROPELLED FLOATING BARGE TYPE SEAPLANE TENDERS EQUIPPED TO REFUEL, REARM AND MAKE REPAIRS TO ANCHORED PLANES THIS INFO PLUS INCREASE IN AVIATION PERSONNEL SEEN ON LIBERTY LEADS BELIEF REDS FORMING NEW NAVY AIR GROUP IN THIS VICINITY

DECLASSIFIED
MAY 23 1944

16...ACT

COMINCH...20G...CNO...NAVATE...200P...
IMPROVED IDENTIFICATION SYSTEM...NIGHT IDENTIFICATION PROCEDURE...
ROUTING IN SIBERIAN WATERS...CHART OF SOVIET MERSHIP ROUTES

IMPROVED IDENTIFICATION SYSTEM

1. Identification system for Soviet merships, effective 16 May 1944, and revised as of 15 August 1944, affords greater security to USSR merships in the transpacific run. New system is in force while vessels are traversing Japan, Okhotsk, and Bering Seas. Between Akutan and U. S. west coast ports or Canada, Soviet ships carry such features of the system as American Convoy and Routing authorities may direct.

MARKINGS ON SIDES AND DECK

2. In order to improve visibility, standard proportions have been established for the identification device displayed on sides and deck, consisting of painted national merchant ensign (solid red field bearing yellow hammer and sickle topped by star), bordered in white. The ratio of ensign length to width is fixed at 2 to 1. White border, narrow at top and sides, forms a base equal in depth to width 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. Lower half of base remains clear white. (See illustration P62 2f.)

Op-16-FP-2

ComSubPac (150)

Huenen

San Francisco

San Pedro

Seattle

ZDIO Portland, Ore.

ZDIO San Pedro

Naval Air

USCG

DIO:

11, 12, 13, 14, 15, 17.
3. Dimensions of ensign have been officially reported as 3 meters by 1.5 meters. In practice, however, size of marking varies in accordance with space available on ship, maximum feasible size being used and specified proportions maintained with exception of top and side border, which remains constant at 10 centimeters.

4. Flags are sometimes painted directly on side of vessel, sometimes on demountable boards, which are not removed in waters east of Akutan. Flags on deck are usually painted on canvas over hatch cover.

**TWO-FLAG HOIST NEW FEATURE**

5. In addition to earlier identification features, all of which are retained with some modifications, USSR vessels now fly two-letter flag hoists, to be changed periodically, at zero hour, none minus 3 time, as follows:

<table>
<thead>
<tr>
<th>From</th>
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</tr>
</thead>
<tbody>
<tr>
<td>16 May</td>
<td>25 June</td>
<td>ZS</td>
</tr>
<tr>
<td>26 June</td>
<td>10 July</td>
<td>BB</td>
</tr>
<tr>
<td>11 July</td>
<td>15 August</td>
<td>UA</td>
</tr>
<tr>
<td>16 August</td>
<td>20 September</td>
<td>YS</td>
</tr>
<tr>
<td>21 September</td>
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<td>PD</td>
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<td>EE</td>
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<td>26 November</td>
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<td>ZT</td>
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<td>18 January</td>
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<td>13 February</td>
<td>11 March</td>
<td>XR</td>
</tr>
<tr>
<td>15 March</td>
<td>19 April</td>
<td>WB</td>
</tr>
</tbody>
</table>

**FLAG DISPLAY**

6. The national merchant ensign is flown from the gaff day and night, as before. When approaching U. S. territory, the American flag is usually flown at fore.

**NIGHT IDENTIFICATION PROCEDURE**

7. At night, side and masthead lights of normal brightness are shown. In addition, a vertical row of three lights, identifying nationality, in sequence of green, red, green, visible through 360 degrees, for a distance of five miles on a clear, dark night, is carried on mainmast. As of 15 August, by Soviet request, these lights will be shown between Akutan and west coast as in Okhotsk, Bering, and Japan Seas, except within American territorial waters, where they will be extinguished.

8. Flags on sides of ship are kept continuously illuminated at night while in Okhotsk, Bering, and Japan Seas. Only upon meeting other ships will ensign at gaff be lighted.
Resumption of same summer routes as in 1943 was scheduled for 20 June, as follows:

a) Tartary Straits Route

Vessels proceed from Vladivostok through Sea of Japan and Tartary Straits to Okhotok Buoy, thence through points 54°25'N - 141°21'E and 51°35'N - 142°14'E, to a point 2 miles off Mikoyanovski Light (52°40'N - 156°11'E), bearing 270 degrees; thence coastwise by territorial waters through First Kuril Strait to Akhonten Bay (south of Petropavlovsk). From Akhonten Bay or Petropavlovsk, ships follow regular Akutan route established 15 April 1943, via 56°00'N - 165°00'E, thence along 56th parallel to 180°, thence to 55° - 166°30'N, from which point Akutan is approached. Eastbound vessels travel south of 56th parallel, westbound vessels, north.

b) La Perouse Route

From Vladivostok, ships proceed through La Perouse Strait, by either northern or southern channel, thence through points 55°10'N - 145°00'E and 52°40'N - 151°35'E, to Mikoyanovski Light, thence as above.

c) Nagaevo Route

Vessels on route Nagaevo either from Mikoyanovski Light or point 54°25'N - 141°21'E pass through point 59°00'N - 150°00'E, thence to Nagaevo Bay.
OBSERVANCE BY SOVIET SHIPMasters

10. Soviet officials announce that mership masters have again been definitely instructed to keep to prescribed routes and to maintain identification marks in good condition. In the past, a number of deviations from standard routes in order to save time, as well as frequent failure to display largest practicable flags on sides, have been reported.

RED NAVY USES MERSHIP IDENTIFICATION AND ROUTES

11. Naval vessels of the Soviet Pacific Fleet have adopted the mership identification system, in addition to naval ensign or naval auxiliary flags. Auxiliary flag, as distinguished from red naval ensign, has blue field with white union carrying red star, hammer and sickle.

12. Since mid-July, warships and auxiliaries of Red Navy and hydrographic vessels proceeding through Siberian waters to Cape Lopatka vicinity have kept to standard route established for merchant vessels via Tantary Straits and northern Okhotak Sea. Hydrographic vessels may in exceptional cases only use La Perouse.
Naval Message

Date: 2 September 1944

To: CINCPAC

From: COMINCH

Subject: COMFAIRWING 4 and CTF 90 have Info by Hand. From CONNORPAC

Further indication that tanker bombed was Russian. Naval Fueling Station Akutan says New Victory tanker USSR Embassy call you by reports being bombed and strafed by Twin Engine Twin Tail Plane with unidentified markings at 51°56' N, 157°18' E. Time 2110Z 28 August East Longitude Date. 1 Hit with hundred pound incendiary minor damage. 1 man slightly wounded. Ventura reported making attacks at 2100Z 28th scoring hit with quarter ton incendiary cluster and strafing details by letter upon completion investigation.

Declassified
May 29, 1974

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

Declassified
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94
CINCPAC 292051.

LATEST ADVICE IS TANKER PROBABLY RUSSIAN AND THAT ATTACK OCCURRED OFF COAST OF KAMCHATKA.

ASSIGNED TARGET WAS JAP SHIPPING ONEKOTAN.

PILOT BELIEVED HE WAS APPROACHING THAT ISLAND AND HIS CREW IDENTIFIED TANKERS FLAG AS JAP.

ALL VESSELS FOUND IN SHIPPING LANES OFF EAST COAST KAMCHATKA HAVE BEEN AND ARE PRESUMED FRIENDLY AND ARE SO TREATED.

DECLASSIFIED
MAY 2 9 1974

Regraded Unclassified
YOUR 29011. IT IS IMPORTANT THAT NO ATTACKS BE MADE ON RUSSIAN SHIPS. PREFERABLE THAT OCCASIONAL ENEMY SHIP SHOULD ESCAPE FROM ATTACK TO DAMAGING A RUSSIAN. UNDER EXISTING CONDITIONS I CONSIDER SHIPS ON EAST COAST KAMCHATKA SHOULD NORMALLY BE PRESUMED FRIENDLY UNTIL IDENTIFIED OTHERWISE.
**OP SECRET DISPATCH**

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<thead>
<tr>
<th>DRAFTER</th>
<th>EXT.</th>
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<th>PRECEDENCE</th>
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<td>COMFAIRWING 4</td>
<td>COMNORPAC CINCPAC</td>
<td><strong>OP</strong>PPP</td>
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<td><strong>ROUTINE</strong></td>
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<tr>
<td>DATE</td>
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<td><strong>DEFERRED</strong></td>
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<td>TOR CODEROOM</td>
<td>3F16</td>
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<td><strong>BASEGRAM</strong></td>
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<td>DECODED BY</td>
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Unless otherwise indicated, this dispatch will be transmitted with deferred precedence and as administrative.

29011* NCR 7376

Originator fill in DATE AND TIME GROUP

(Use G. C. T.)

**DECLASSIFIED**

Evidence from photographs indicates that tanker reported bombed by Fleet Air Wing 4 Ventura off East Coast Onekotan 27 August was possibly Russian proceeding along East Coast Kamchatka. Crew members positive that tanker was flying Japanese flag but photos not clear enough to confirm this.

Detailed investigation of navigation and other features of this planes flight being conducted and report will follow. Request action ADEE inform higher authorities deemed advisable.

*Passed by RDO Adak to CinCPac for action as 290017 and then passed by RDO Honolulu to CominCh for info as 300555.

CominCh: Copies 1 to 8 inclusive.

---

Handle only in accordance with 'Top Secret' instructions contained in Article 76, Navy Regulations.

Declasified

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

Regraded Unclassified
(ACTION CNO INFO MOSCOW FROM AMC ON VLAD)

NEW SOVIET CRUISER ARRIVED VLADIVOSTOK 27TH
UNCONFIRMED REPORTS PLUS NAME ON SAILORS' CAP
RIBBONS INDICATES PROBABLY KAGANOVITCH. KALIN ALSO
PRESENT BV H M I R O V CLASS SIMILAR TO VOROSHILOV
WITH STICK FOREMAST.

DECLASSIFIED
MAY 29 1974
NAVAL MESSAGE

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<tr>
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<td>RELEASED BY</td>
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<tr>
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<td>0530</td>
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<tr>
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<td>TYPED BY</td>
<td>RASH/TOMPSON</td>
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<tr>
<td>ROUTED BY</td>
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UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE ANJ AS ADMINISTRATIVE.

281434 | NCR 6553

ORIGINATOR FILL IN DATE AND TIME: DATE TIME GCT

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

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</table>

HAVE BEEN INFORMED BY BORISOV OF FOREIGN TRADE THAT 5 ICE BREAKERS WILL OPERATE WHITE SEA THIS WINTER. STALIN, MIKOYUN, LENIN, DITKE AND SEVERN IVETE THE LATTER U S BUILT.

DECLASSIFIED MAY 29 1974

16...ACT

COMINCH...CNO...20G...200P...NAVAIDE...28....

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

OPNAV 19-67

281434

DECLASSIFIED E. O. 12356, Sec. 3.3 or Sec. 3.4 NLR 101
By RT, NARA, Date 4/18/94

Regraded Unclassified
CONVOY OFFICER CONFIRMS KONILS ATTACK FIRST REVEALED HERE BY CHIO'S 221316 BUT STATES TWO TORPEDOES FIRED AND IS EXTREMELY SKEPTICAL ABOUT ENTIRE INCIDENT AS HIS INVESTIGATION REVEALED MANY UNUSUAL AND CONFLICTING STORIES. VOLUNTEERED INFO FOUR TORPEDOES FIRED AT SOVIETS KAYNEFT WHICH EXPLODED AT END OF RUN.
ASKED FOR TIME PLACE AND IDENTITY REPLIED "ABOUT 6 OR 7 DAYS AGO DOKHOI BAY SUB NOT SEEN"

16...ACT

DECLASSIFIED

CNO...MAY 29 1974

Regraded Unclassified
(FROM ROULLARD)

FAIRLY RELIABLE FOREIGN TRADE HOUSES SAY SOVIETS STARTING GRADUAL TRANSFER SHIPS FROM PACIFIC TO ATLANTIC RUN. MANY CUSTOMS AND FOREIGN TRADE PEOPLE LEAVING FOR LENINGRAD, ARCHANGEL MURMANSK BEING REPLACED BY MOSCOW INEXPERIENCED GRADUATES OF SCHOOLS THESE ORGANIZATIONS. ALL INDICATIONS IMPORTANT PORTS THIS COAST WILL GRADUALLY MINIMIZE AFTER SUMMER PEAK.

DECLASSIFIED
MAY 29 1974

16...ACT

COMINCH...20G...CNO...NAVAIDE...200P....

Regraded Unclassified
No more deliveries via North Atlantic. Re Kodiak delivery Soviets request that all their crews be used to expedite ferrying into Anadir. Advise. Information in Russia indicates prospective delivery during August to December inclusive of from 20 to 28 cats at small monthly rate. These in addition to 30 via Alaska. This activates majority of ferry crews. Reds request you make all this year's deliveries during Sept and October. If you grant they desire their 21 crews be returned Elizabeth City to ferry South Atlantic route then back to US via Tehran at times and in quantities needed for next year's

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)
DELIVERIES. IF REQUEST IS NOT GRANTED THEY DESIRE YOU RETURN ONLY 10 CREWS TO ELIZABETH FROM KODIAK THE REMAINDER GOING TO DUTY IN RUSSIA UNTIL NEEDED IN LATE '44 OR NEXT YEAR. ADVISE.

DECLASSIFIED
MAY 29 1974

31...ACT
34...OP03...COMINCH....16...CNO...NAVADE...OP03DO....

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/94
From: US Military Attache, Stockholm, Sweden
To: War Department
No.: 549 18 August, 1944

549 repeated London.

Very few German convoys north bound from Aalesund last six weeks, none southbound according to 299 rated B2. Ships said to be directed to special assembly points between Bodo and Kinkens. Pilots serving Allesund-Lodingen waters held at Lodingen and denied permission return home.

Rayens

ACTION: G-2
INFORMATION: CG AAF
OPD
Navy
Col Park

CM-IN-17039 (19 Aug 44) 0339Z pa

DECLASSIFIED MAY 29 1974

COPY NO. 43

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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

Regraded Unclassified
**Intelligence Report**

**Serial**

FT-52/44

(Start new series each year. L. n. 1-40, 5-40)

**From**

Op-16-FT at Washington, D. C., Date 8 July, 1944

**Reference**

Op-16-FT Serial 43-44 of 6 June 1944, Soviet Shipping - May

**Source**

Official Records

**Evaluation**

(A similar, official, personal observation, publication, press, conversation with-

like materials)

**Subject**

SOVIET SHIPPING - PACIFIC - JUNE 1944

(Nation reported on)

(Main title as per index guide)

(History)

(Make separate report for each title)

---

**Ochotsk Summer Route Resumed**

1. Effective 20 June, 1944, Soviet merchant ships in the transpacific run resumed same routing through Ochotsk Sea as in summer 1943. This change marks discontinuance of temporary winter route closer to Kurile Islands, which, with consent of Japanese, was used during the period of severe ice conditions. Summer route, adding three-quarters of a day's run to the trip, lies safely clear of Japanese territorial waters, except for passage of La Perouse. (For detail, see Op-16-FT Serial 50-44, dated 8 July 1944.)

2. June departures gave no evidence of the use of Tartery Strait by Liberties, on which conflicting reports had earlier been received. Routing of these vessels via La Perouse or Tartery will, in final analysis, determine efficiency of operations in Pacific during the peak summer season.

**Vladivostok Turnarounds Improve**

3. Turnaround time at Vladivostok in June for all vessels sailing for U. S. and Canada was further reduced to an average of 9.7 days. Dry cargo ships required 11.4 days and tankers 5.1 days. Compares with 11.6 average turnaround in May.

4. Soviet shipmasters recently arrived in U. S. have without exception reported very rapid discharge at Vladivostok, no congestion and railroad keeping abreast of requirements.

5. More frequent use of Nakhodka as fueling port for eastbound vessels, both for coal and oil bunkers, should tend to abate congestion in Vladivostok harbor, indicates growing importance of this port in relieving strain on Vladivostok facilities.

**Distribution By Originator**

Routing facts below for use in O. S. I.

<table>
<thead>
<tr>
<th>Serial</th>
<th>Op-16-A-3-e</th>
<th>Op-20-G (3)</th>
<th>Alusana Moscow</th>
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<td>NSD Akutan</td>
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**DECLASSIFIED**

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

NLR 101

By RT, NARA, Date 4/18/44
6. As a corrective measure to safeguard unloading conditions, Red Navy security guards in the commercial port areas of Vladivostok have recently been replaced by NKVD troops. This move reflects some discredit upon Red Navy for failure to put an end to smuggling by sailors and pilferage by port workers, which had been increasing in one case, at least, reaching as high as 33% of cargo. With the introduction of greater numbers of convict laborers among port workers, NKVD is regarded as the logical control agency.

PETROPAVLOVSK CONGESTION NOT CONFIRMED

7. Of 107 vessels which departed U.S. and Canada for Siberia from January through March, 92 (more than 90%) reached Vladivostok after a thirty-day average layover at Petropavlovsk awaiting favorable ice conditions in La Perouse area. Only 15, including 2 tankers, discharged their entire cargo at Petropavlovsk. Whatever amount of cargo was discharged by these latter ships could easily be transshipped by the fleet of 20 smaller vessels of the 2500 - 3000 ton class reported to be available for shuttle service, in ample time to avoid conflict with vital summer operations.

Note: This analysis disproves previous assumption that a transshipment cargo jam existed at Petropavlovsk, indicates that elaborate plans of Soviet to transship winter cargo at Petropavlovsk did not progress beyond paper stages.

8. Improvement of crane facilities should facilitate operations at Petropavlovsk. Throughout last season, the lack of cranes was a severe handicap. This year a large floating crane, reported capacity 100 tons, has been assembled in preparation for the summer season.

MAGAEVO PROGRAM UNCERTAIN.

9. Although it has been stated that use of Magaevo as transshipment point is not contemplated this year and that all inbound shipping is for local use, considerable early-season activity has already occurred. Following discharge of aviation gasoline cargo from Azerbaidjan on 1 June, three dry cargo vessels arrived from U.S. mid-June. Another is now on route.

10. The VANZETTI (2,363 g.r.t.) converted into a crane ship while repairing at U.S. west coast shipyard, is at present working at Magaevo. Four 50-ton steel cranes have been installed on deck, operated by 8 electrical winches. Later in the season it is likely that the VANZETTI may be transferred to Port Rybnovsk to assist in offloading if extensive use is made of Tartary Strait.

Note: So far this season only one westbound vessel, ERASMUS, is known to have touched at Port Rybnovsk, where she arrived 23 June, at about time Tartary Strait was expected to be ice free.

SIBERIAN TRAFFIC - JUNE

11. Sailings and arrivals at Siberian ports during past month were distributed as follows:

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<thead>
<tr>
<th></th>
<th>SAILINGS</th>
<th>ARRIVALS</th>
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DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/44

Regraded Unclassified
Op-16-PT
FT-52-44
CONFIDENTIAL -3-
8 July 1944

ARCTIC PROGRAM STARTS

12. The Soviet ISKRA, departing U. S. for Providence Bay 15 June with
Land-Lease supplies, initiated the 1944 Arctic program. The latter part of
June, 5 other Soviet vessels and one EC-2, the STALINBAD, followed, all
for same destination. Bulk of Arctic shipments will have left U. S. west coast by
end of July unless projected program is later expanded. (For further info see
Op-16-PT Serial 37-44, dated 12 May 1944; Soviet Shipping in Arctic Waters.)

WEST COAST LOADINGS UP

13. June performance in dispatching loaded Soviet merships from west coast
ports of U. S. and Canada established a new record. During this last month
of the third Land-Lease protocol period, fifty vessels sailed with a total
cargo of 333,000 tons, highest monthly figures since inception of Soviet supply
program in October, 1941. Compares with 245,000 tons in June 1943 on 51 ships.

Note: Larger proportion of Liberties in Soviet fleet accounts for advance.

With 36 Soviet Liberties now in Pacific run, EC-2s alone could handle
approximately 45% of Land-Lease supplies to Siberia, if 14-day turn-
around can be maintained at each end and if all vessels are routed
through La Perouse.

14. June cargo tonnage, analyzed according to destination, was as follows:

For Siberian ports (Arctic excluded)

Dry cargo from U. S. 188,000 tons
Petroleum products from U. S. 60,000 tons
Dry cargo from Canada 57,000 tons
Total 305,000 tons

For Arctic ports

Dry cargo 28,000 tons
Total 333,000 tons

Note: ONI estimates Vladivostok can handle discharge of 300,000 tons
of cargo per month (May through October) under ideal conditions.

USN TRANSFERS 4 MORE SHIPS

15. A new T2-SE-All tanker (10,195 g.r.t.), U. S. built, was transferred
to the Soviets on 28 June, in exchange for two Land-Lease tankers which have
been under Russian registry for more than a year. The new ship, formerly
SHANER TRAIL, has taken the name EMRA from one of those reversioning to USN, the
ex-U.S. W. C. FAIRBANKS, 6353 gross. Although aggregate tonnage of two older
vessels exceeds the 10,195 g.r.t. of new tanker, more efficient operation of
new EMRA, making possible 6 trips a year instead of the maximum of 4 for each of
the old vessels, will in effect offset the apparent loss.

16. In response to Soviet insistence that a vessel similar in design to
the Soviets, named GENERAL VATUTIN (ex-BENJAMIN ARNER) and
GENERAL PANFILOV (ex-GEORGE V. GOODFELLOW), were transferred to Soviets on 17 and
30 June respectively, in replacement of three ships withdrawn from transpacific
service for conversion into crab canneries.

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NLR 101
By RT, NARA, Date_ 4/18/94

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CASUALTIES

18. The venerable ILICH (4366 g.r.t.) built 1895, once pleasure yacht of
Tsar Nicholas II, capsized and sank 24 June alongside Portland pier, while under
going repairs. Divers are examining hull in order to determine cause of sinking.

19. BELARUSIA (see FT serials 30-44 of 8 April 1944 and 36-44 of
6 May 1944), last heard by radio 2 March at uncharted position, probably about
45°05' N - 148°08' E, en route Petropavlovsk to Vladivostok, is unofficially re-
ported to have been storm-driven into waters off west coast of Yekaterufu Island,
where she may have fallen into Japanese hands. If so, cargo of metals, tank
transporters, chemicals, signal equipment, and so forth, may have proved of no
mean value to Japs.

FAILURES IN SOVIET SHIP MOVEMENT REPORTS

20. Since 1 April, 26 Soviet ships eastbound in Bering have arrived Akuta
unannounced in result of Soviet failures to properly notify departures for
Alaskan Sea Frontier waters. Vessels leaving Petropavlovsk enter Sea Frontier
waters at approximately 173 East within 3 days of departure. Vessels run how-
ever, measured in "calendar time" is only 2 days by virtue of crossing Inter-
national Date Line. In result of failures of delayed advices, Soviet ships
accept risk of possible attack in absence of advance identification.

Note: It was alleged last year that communications between Petropavlovsk
and Vladivostok were unsatisfactory. Situation shows no signs of
improvement this year, according to ANA Vladivostok. Possible
solution of problem would be Soviet ship position reports by radio
upon entering Frontier waters.

GENERAL COMMENT

21. July loadings are expected to exceed those of June by approximately
28,000 tons, based on capacity of Soviet vessels scheduled for July departure,
now distributed as follows:

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<th>Description</th>
<th>No.</th>
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<tr>
<td>Loading on west coast for Arctic</td>
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<td>43,000 tons</td>
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<td>Repairing on west coast or en route to load</td>
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22. During August and September, difficulties may crop up in shortage of
bottoms to handle volume of cargo allocated. Nevertheless, unless these two
ideal shipping months are utilized to the full, Pacific supply route will be
able to meet stated demands only by an uncomfortably narrow margin, if at all.
Soviet solution of problem may lie in transferring to transpacific run a number of
vessels now engaged in cabotage, in which service approximately 60 Soviet
ships aggregating 160,000 tons are known to be employed.

REFERENCES

Op-16-FT Serial 43-44 dated 8 June 1944, Soviet Shipping Pacific - May 1944.
Op-16-FT Serial 50-44 dated 8 July 1944, Soviet Neroship Identification and
Routes Okhotsk - Bering - Japan Seas.
Op-16-FT Serial 37-44 dated 12 May 1944, Soviet Shipping in Arctic Waters.
Op-16-FT Serial 30-44 dated 8 April 1944, Soviet Merchant Shipping - Pacific
March 1944.
Op-16-FT Serial 36-44 dated 6 May 1944, Soviet Shipping - Pacific
April 1944.
1. As of 15 June 1944, Soviet merchant ship's fleet operating in transpacific and coastal service totalled 207 vessels aggregating 891,591 gross tons.
2. 70% of this tonnage is engaged in regular transpacific service carrying vital war supplies and foodstuffs under U. S. and Canadian Lend-Lease program to Siberian ports of discharge. Of the 627,649 gross tons of transpacific shipping, 68% (64 vessels, including 36 Liberties, 17 ex-U. S. dry cargo vessels and 11 tankers) have been transferred to Soviets by WBA under Lend-Lease.
3. 95 Soviet vessels totalling 263,942 gross tons are known to be serving in Siberian coastal track. Although carrying occasional dry cargo, 52 of these ships normally operate in conjunction with Soviets' fishing and crabbing industry.
4. Not included in above figures are 7 icebreakers, one of which, the SEVERNY VESTER, was also transferred to Soviets under Lend-Lease during winter of 1943-44.

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939 Letter, 6-8-78
## SOVIET MERCHANT SHIPS IN PACIFIC (1 JULY 1944)

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- Co. - Coastal
- Transpacific

** - EC-2 Lend-Lease

- Lend-Lease

*EC-2 Lend-Lease

DECLASSIFIED
E.O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/44

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* Land-Lenex
** EC-2 Land-Lenex

N L R 101
By RT, NARA, Date

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4

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** EC-2 Lend-Lease

\(\frac{C}{T}\) - Coastal or Transpacific

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NLR 101
By RT, NARA, Date 4/2/24

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** Lend-Lease

\( \text{a/c} = \text{Coastal} \)  
\( \text{T} = \text{Transpacific} \)

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NLR 101  
By RT, NARA, Date \( \equiv 729 \)  

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a/ C - Coastal
T - Transpacific

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</tr>
<tr>
<td>MIKOVAN</td>
<td>11000</td>
<td>1941</td>
<td>10</td>
<td>Coal</td>
<td>UNJH</td>
</tr>
<tr>
<td>SEVERNY VETEN*</td>
<td>5350</td>
<td>1943</td>
<td>16.8</td>
<td>Oil</td>
<td>UNKE</td>
</tr>
</tbody>
</table>

* Land-Lease
** Ex-2 Land-Lease

a/ - Coastal  
T - Transpacific

REDEEMER
E.O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/3/94

Regraded Unclassified
INTELLIGENCE REPORT

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SIBERIAN ARRIVALS

<table>
<thead>
<tr>
<th>Port</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vladivostok - Nahodka</td>
<td>25</td>
<td>2</td>
<td>26</td>
<td>18</td>
</tr>
<tr>
<td>Petropavlovsk</td>
<td>14</td>
<td>26</td>
<td>19</td>
<td>11</td>
</tr>
<tr>
<td>Nagaevor</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
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</tr>
</tbody>
</table>

*Above Vladivostok arrival figures may include some ships previously reported as arriving Petropavlovsk in earlier months.

VANCOUVER ACTIVITY REMAINS HIGH

5. The port of Vancouver promises to remain active during May with 4 vessels presently in port and 7 Soviet ships now en route. Vessels will load metals, rails, flour and sugar ex Canadian stocks. U. S. Lend-Lease continues to supply most of the "deck cargo" loaded at this port.

SLIGHT RISE IN WEST COAST SAILINGS OVER MARCH

6. April Lend-Lease cargo from Pacific west coast ports totalled approximately 134,000 tons, compared with 91,000 tons shipped in March, broken down as follows:

- U. S. Lend-Lease dry cargo: 60,000 (15 vessels)
- Canadian dry cargo: 55,000 (7 vessels)
- Petroleum products in tankers: 19,000 (3 vessels)

NAGAEVO OPEN?

7. Unconfirmed reports received in DNI indicate the movement of the ARGUN and the VTORAYA PIATILETKA from Nagaevor on 26 April en route to U. S. Last known movement from this port was on 14 January 1944 when the FSKOV and the INUGIL sailed through Okhotek ice by icebreaker KRASSIN.

SOVIETS ALERT TO SHIMSHU BOMBINGS

8. Also unconfirmed is news that Soviets have established the First Kurile Strait as a reporting station for ships proceeding into and out of Okhotek Sea. Possibility exists of either Soviet observation post located at Cape Lopatka or of Soviet instructions to shipmasters requiring radio report of safe passage through the straits.

CASUALTY REPORT

9. PAVLIN VINOGRADOV (2864 g. r. t.) enroute Petropavlovsk from Portland, was lost in result of an explosion on 22 April at 53,12 N - 160,22 W, approximately 200 miles east of Akutan. No definite reports have been received as to cause of explosion. Cargo consisted of heavy machinery in addition to 397 tons of highly inflammable acetone. Out of a crew of 42, 29 were reported to have abandoned ship. Nine survivors were picked up on 27 April by Russian OLA westbound for Petropavlovsk, and were landed at Akutan.

10. BELGRUSSIA (2920 g. r. t.), unreported since 5 February (FT serial 30-44 of 8 April), has not yet been given up by Soviets. Air search for vessel has not been made because of possible interference by Jap aircraft and resulting unpleasantness. Possibility still remains ship may have been icebound, beached, or detained in Jap area.

11. Fifth ship to be forced into Japanese territorial waters near Etorofu was FELIX DZERJINSKY which sailed Nahodka 4 February for Portland. (Story on PINEGA, LOGOVSKI, ANADR and MANICH reported in FT serial 20-44 of 6 March.) Vessel remained in ice flocks from 5 February to 1 April, thence forced by ice (Over)

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through Kunashiri Suído into Pacific Ocean. Return to Okhotsk route was made through Etorofu Kaikyo on 2 April and from there proceeded on to Petropavlovsk and Portland, according to 13 ND reports.

FIVE MORE SHIPS TO USSR

12. Actual transfers of 5 U. S. ships to the Soviets during the month were made by WSA. Liberty vessels transferred during the month were:

KAMENETS PODOLSK, ex ROBERT S. ABBOTT, at San Francisco 20 April. Cancels out old KAMENETS PODOLSK, 5568 g.r.t., ex VERMAR.

STALINGRAD, ex THOMAS F. FLAHERTY, at San Francisco 19 April. Cancels out old STALINGRAD, 6095 g.r.t., ex JANE CHRISTENSON.

SUKHONA, ex GEORGE COGGESHALL, at San Francisco 15 April. Cancels out old SUKHONA, 6572 g.r.t., ex NEBRASKA.

Tankers transferred to Soviets in April in exchange for DONBASS (U.S. CALICHE), TAGANROG (U.S. LA PURISIMA), and AFSHERON (U.S. TEXAS) are new:

DONBASS, 7302 g.r.t., ex ST. JAMES*, at New York 27 April. Is presently loading at Philadelphia and will proceed via Panama Canal to Pacific.

TAGANROG, 10,195 g.r.t., ex CEDAR CREEK, at New York 30 April.

13. Soviets will take delivery of Liberties ROMINA, BRIANSK and INGUL during May, which will complete the "6 for 9" deal with WSA and Lend-Lease.

MAY FORECAST OF WEST COAST MOVEMENTS

14. With the movement of Soviet ships in April eastbound from Siberia, west coast loadings and sailings during May should continue normal seasonal up-swing. Furthermore, vessels which have been in shipyards for repairs during winter months are, for the most part, expected to depart in May. While departures of these smaller ships will not appreciably advance Lend-Lease supply program because of limited cargo carrying capacity, sailings will at least partially relieve congested situation at west coast shipyards.

* Corrects paragraph 8 of FT serial 30-44, 8 April.

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OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

CONFIDENTIAL

INTELLIGENCE REPORT

PT-30-34

Serial
Op-16-FT

Monograph Index Guide No.
Op-16-FT

From
8 April, 1944

Washington, D.C.

Date

Ref.
FEBRUARY SUMMARY

Source
OFFICIAL RECORDS

Evaluation

B-2

Subject

S O V I E T M A R I T I M E ARRIVAL... PACIFIC... MARCH 1944

SUBJECT:

OKHOTSK ICE STILL HOLDS UP SHIPPING... PORT CONDITIONS...
SOVIET ACQUISITIONS OF NEW LIBERTIES AND TANKERS... MARCH
CASUALTY SUMMARY... PERSONNEL CHANGES... LEND-LEASE CARGO
FIGURES... COMMENT.

RESUMPTION OF TRANS PACIFIC TRAFFIC AGAIN HALTED

1. Soviet shipping, while temporarily resumed in mid-March, has again
been halted due to Okhotsk ice conditions. During 7 days between 16-22 March,
21 vessels from Vladivostok departed for U.S., having safely transited
ice beyond La Perouse. Failure of remaining 16 ships to arrive Akutan substantiates
recent report that ice has again set in and that about 20 inbound and outbound
ships are caught near La Perouse.

2. Prior to 16 March, when first outward ship movement occurred,
between 15 and 50 merchant ships were reported idle at Vladivostok. It is to be noted
that eastbound traffic through Straits had been at a standstill since 22 January
SIBERIAN DEPARTURES PICK UP

3. Temporary easing of ice blockade beyond La Perouse made possible the
departure of 22 vessels for west coast ports from Vladivostok latter part of
March, after having been laid up in port for nearly two months. Whether these
ships get through Okhotsk ice area without further delay is open to question.
Only one vessel got away from Vladivostok in February. Two others started and
returned. One ship was caught in La Perouse ice. Summary of sailings from the
first of the year by ports is shown below.

SIBERIAN DEPARTURES

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Vlad - Nahodka</td>
<td>21</td>
<td>1</td>
<td>26</td>
</tr>
<tr>
<td>Petro</td>
<td>18</td>
<td>10</td>
<td>13</td>
</tr>
<tr>
<td>Nagaev</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
<td>0</td>
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</table>

Distribution By Originator

Regraded Unclassified
VLADIVOSTOK CLEANS FREIGHT

1. Soviets have been active during winter months in moving backlog of cargo at Vladivostok. Port is now reported clear and in excellent condition to handle maximum inflow of cargo. Conditions are reported better than at this last year. Dispatch of remaining vessels will probably continue as rapidly as conditions at La Perouse permit.

Note: Between 30 and 40 Lend-Lease ships (including EC-2s) have been laid up in Siberian ports during January, February and March. At least 15 are reported to have been in Vladivostok harbor. Presumption is that these ships were used as "floating storage", contrary to earlier statements by Soviets on transpacific winter traffic.

RUSSIA'S NEED FOR PETROLEUM REFLECTED IN TANKER MOVES

5. Only one westbound convoy is reported to have transited La Perouse after stoppage of traffic in January. This one arrived Vladivostok 2 March and included three tankers - RATMII, BELOGORD and ALEZBAIDJAN, which were promptly discharged and departed again on the 16th and 18th.

PETROPAVLOVSK BELIEVED CONGESTED

6. Inasmuch as Petropavlovsk has been the only point at which Soviets have been able to discharge cargo during past two months, the port is believed to be congested. Soviet masters have recently reported up to 20 vessels anchored at Petropavlovsk awaiting berthing space or improvement in ice conditions that would permit passage to Vladivostok. During March, 20 vessels were reported as arriving at Petropavlovsk.

NEW LIBERTY ACQUISITIONS

7. WSA in conjunction with Foreign Economic Administration will transfer 6 new Liberty vessels to the Soviets in return for 9 ex-U.S. ships previously given the Soviets under Lend-Lease. Liberties will be transferred in April, May and June. Nine Soviet ships will be repaired by WSA and used in U.S. in "soft trade". List follows:

- RODINA
- VISHERA
- KAREGES PODOLSK

- BRIANSK
- VOSTOK
- INGUL
- STALINGRAD
- SUKHOIA
- Jan Tomp

Aggregate g.r.t. 117,547
Aggregate d.w.t. 76,039

* Indicates "Hog Island" type vessel built during First World War.

PENDING TANKER TRANSFERS

8. Soviets are reported dissatisfied with the TAGANROG, 5931 g.t., (ex-LA PURISIMA) and APSHERON, 6368 g.t., (ex-TEXAS), and have requested two tankers in exchange. Latest report indicates that they will be exchanged together with the DOnBASS, 1767 g.t., for two larger tankers in a 3 for 2 deal. The U.S. DAYLIGHT, 9180 g.t. has already been designated; the second has not yet been made known.

CASUALTY REPORTS REFLECT SEASONAL OPERATIONAL DIFFICULTIES

9. The BELGIOSSIA, 2920 g.t., unreported since departure from Petropavlovsk 5 February, was believed lost on route to Vladivostok. Reports received to date indicate that vessel was last heard about 2 March from ice field in Okhotsk Sea near La Perouse Strait. Coal supply was nearly exhausted and ship had been instructed to proceed west to meet eastbound coal ship.

(Confidential)

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E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/18/64

Regraded Unclassified
10. The FELIX DZERJINSKY (Dalstroil), 9179 g.t., left Nahodka 3 February for U.S. It was later announced that this vessel was long delayed in Okhotsk ice, subsequently arriving Pavlovsk, date not given.

11. Four other vessels were reported damaged in February while in La Perouse ice fields en route from Vladivostok to Pavlovsk. The ATLA
tained a broken rudder and KOMIK received a large hole in forepeak tank. Both were assisted by the KAGANOVIČ. The KINSA had a hole stove in No. 3 hold; vessel attempted temporary repairs after sending out SOS. Bunkers were later discharged to KAGANOVIČ to lighten ship. The KUOTOV broke two blades off propeller while in the ice and was towed out by KINSA.

CHANGES IN SHIPPING PERSONNEL AT VLADIVOSTOK

12. Certain key members of such Soviet organizations as Inlot,
Intourist, Customs, Foreign Trade, and Port have recently been transferred
from Vladivostok to Leningrad to help organize respective agencies at that port.
Others are reported to have been ordered to prepare for transfer to Odessa.

WEST COAST SAILING CONTINUE AT LOW FEBRUARY LEVEL

13. There were 20 departures from U.S. and Canadian ports in March,
which is equal to the seasonal low reached in February. Lend-Lease loadings
for the month were reported as follows (figures approximate):

<table>
<thead>
<tr>
<th>Cargo Description</th>
<th>Tonnes</th>
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<tbody>
<tr>
<td>U.S. Lend-Lease goods to Russia</td>
<td>65,000</td>
</tr>
<tr>
<td>Canadian Lend-Lease goods to Russia</td>
<td>15,000</td>
</tr>
<tr>
<td>2 Tankers with petroleum products</td>
<td>10,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>91,000</strong></td>
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CONVERSIONS

14. Upon arrival at U.S. ports the STAR BOLshevik (3974 g.t.) and
the KOMIKS (3962 g.t.) will be converted to carry locomotives. Both are present
ly on route.

GENERAL COMMENT

15. Under usual winter conditions, Soviet shipping to and from
Vladivostok seems to have been paralyzed from late January to mid-March, despite
improved icebreaker force, with no evidence of advance planning to cope with the
situation. Immobilization of fifteen Lend-Lease vessels in Vladivostok this
winter means a botted start on transpacific supply line service. This could have been anticipated. Okhotsk ice blockade conditions remained the controlling
factor as in past years. Project of keeping Mageve open failed, as anticipated.

16. Whether the failure to plan properly winter shipping dispositions
results in individual penalties is not yet apparent, with no evidence of any
connection with report in paragraph 12.

17. On the positive side, completion of the Sakhalin negotiations
with Japan, apparently to Soviet advantage, may indicate the finish of Japanese
dotations of Russian ships at La Perouse, which so successfully bottlenecked the flow of Soviet supplies last summer, when Lend-Lease bottoms were forced
to use Tertiary Straits inside routing. Proof of this conjecture should be evi-
denced by Lend-Lease routings in May, in advance of the usual ice clearance of
Tertiary Straits in June.
NAVAL MESSAGE

FROM
COMORPAC

RELEASED BY

DATE
16 MAR 44

TOR CODE ROOM
5232

DECODED BY
LYNN

PARAPHRASED BY
HELLS

ROUTED BY
HARRINGTON

ADDRESS
CNO

FOR ACTION

INFORMATION
CINCPAC, CONSUL

PRECEDENCE

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ACTION

CNO, RDO NRO PASS INFO CINCPAC
CONSUL. COMORPAC SENDS

AMERICAN CONSUL VLAD 25/1 Jan. CNO #62/25 FEB.
APPROACHING FISHING SEASON MAKES EARLY UNDERSTANDING
WITH SOVIET CONCERNING IDENTIFICATION ALL RUSSIAN
FISHING CRAFT. (MY 18/9/5 DEC.) HIGHLY DESIRABLE.

DECLASSIFIED
MAY 29 1974

OPNAV-NCR-15

16...ACT

COM INCH NAVALDE 2Y.19.0P/3.31.FX37 2F.2JP3
2JP6.2G.34.

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

OPNAV-NCR-15

DEC.2/05 450 Russia

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E.O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/94
SHIPS PRESENT VLADE 1 KIKOVO CLASS CRUISER ARRIVED 24 RED STRIPE ON FORWARD STACK.

1 LENINGRAD CLASS LEADER. 7 GORDI OR STREITTELNY CLASS.
14 SUBS OF LI4 OR SHCHA 137 CLASS. RED OFFICER JUST.

M. KIKOVO WHO SERVED 12 YEARS FOR EAST SUBS SAY SOVYAN.
EXCELLENT HARDBER ALL TYPES SHIPS. SAYS KIKOVO CLASS COIL.

FAR EAST IS KALININ BUILT KOSCHOD. CASE CONFIRMED BY ROUILLARD WHO SAYS SHE WAS AT VLADE SPING F LAST.

YEAR. ROUILLARD ESTIMATE PACIFIC FLEET 3 KIKOVS. 2
DEFINITE. 1 WITH BLUE STRIPE ON STACK. 2ND WITH RED.

4 LENINGRAD CLASS LEADERS. 1 IDENTIFIED AS TIVILISI.
STACK MARKINGS SINGLE BLUE DOUBLE RED DOUBLE BLUE

STRIPES. 16 GORDI OR STREITTELNY CLASS MARKED AS ABOVE.
24 SHROM CLASS CLASS TORPEDO BOATS. 1 DIV OF WHICH
MARKED WITH YELLOW STRIPE ON STACKS. 72 MOTOR TORPEDO
BOATS NUMBERED ON Бо. 83 ASSORTED MINELAYERS AND
SLEEPERS. 2 TANKERS. 16 LARGE AND 32 SMALL SUBS. 6 OLD
PUSHER TYPE NAVAL FLYING BOATS AT VLADE & FLEET EQUALLY.
DIVIDED BETWEEN BASES VLADIVOSTOK AND SOVAVAN.
PAPER RED PLOTTED STATES RADM ALAFUZOV PROMOTED
VICE ADM. HE HAS BEEN CHIEF STAFF PACIFIC.

16...ACT
COMINCH...2'G...CNO...NAVACDE...21OP...

DECLASSIFIED
MAY 29 1974

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/13/74.
ACTION CNO INFO MOSCOW FROM AMERICAN CONSUL VLADIVOSTOK.

SOVIETS TOOK ME ABOARD SS SEVASTOPOL TO INSPECT CRACK IN BOAT DECK WHICH OCCURRED NIGHT 7TH WHILE SHIP ANCHORED VLADIVOSTOK HARBOR WAITING BERTH. CRACK LOCATED STARBOARD SIDE BETWEEN FRAMES 99 AND 101 ABOUT 8 INCHES FROM WELD SEAL EXTENDING WIDTH 1 PLATE AND 4 INCHES UP DECK HOUSE FULKILID. SHIP LOADED VANCOUVER WITH 9231 TONS FLOUR INCLUDING 401 TONS IN DEEP TANK, SAND 341 TONS DECK CARGO AUTOMOBILES. MASTER STATES QUANTITY CARGO LOADED AT HIS DISCRETION. SHIP BUILT KAISER YARD PORTLAND. SOVIETS UNNATURALLY SILENT ABOUT RECENT INCIDENTS HAVE NOT YET CRITICISED CONSTRUCTION. SOVIET COMMISSION INVESTIGATING KURSK AND WILL CONTINUE WITH SEVASTOPOL.
16...ACT

23...SHIPS...13...COMP...CH2...23G...23GP...
REQUEST LOCAL SOVIET NAVAL REPRESENTATIVE FOLLOWING IS SUBMITTED. ICEBREAKER MIKOYAN SCHEDULED SAIL TODAY 16TH. DURING OVERHAUL IN TODD'S SHIPYARD HAD 8 40MM GUNS ARMY TYPE INSTALLED. UPON COMPLETION DISCOVERED WIRING INSTALLATION DEFECTIVE. CAPTAIN FARLEY ARMY ANTIAIRCRAFT BRIGADE WHO HAD BEEN GIVEN TEMPORARY ORDERS INSTRUCTING CREW MIKOYAN BY REQUEST OF NAVY BECAUSE GUNS WERE ARMY TYPE ABOUT 3 JANUARY DISCOVERED DEFECTS AND VOLUNTEERED SERVICES TO RECTIFY. HAS BEEN ABLE CORRECT 4 GUNS SINCE THAT TIME AND REQUIRES 7 DAYS TO CORRECT AND ORIENT OTHERS. VESSEL URGENTLY NEEDED IN RUSSIA AND SOVIETS DESIRE TO SAIL ON SCHEDULE. REQUEST MADE ON ARMY FOR ADDITIONAL SERVICES CAPTAIN FARLEY PLUS SERGEANT COLEMAN WHILE VESSEL ENROUTE AKUTAN BOTH TO BE RE-
TURNED FROM THAT PLACE TO SEATTLE BY NAVY. WAR
DEPARTMENT STATES UNABLE COMPLY. RECOMMEND QUESTION
BE REOPENED IN WASHINGTON WITH VIEW OBTAINING SERV-
ICES ARMY PERSONNEL MENTIONED FOR PERIOD APPROX-
IMATELY 2 WEEKS IN ORDER THAT ENTIRE 40 MM BATTERY
BE MADE OPERATIVE PRIOR DEPARTURE UNITED STATES
WATERS. IF APPROVED CAN PLACE PERSONNEL ON BOARD
AT KETCHIKAN BY AIR TRAVEL.

13...ACT

COMINCH - BUORD OF SGN - 23 - NAVAIDE - CNO - OPDO...
REF RDO ANNAPOLIS 112136.
AKUTAN SAYS CONFIRMED REPORTS PLACE ICE BREAKERS KRASSIN, MIKOYAN AND KAGANOVICH IN VICINITY OF VLADIVOSTOK.
J. STALIN REPORTED IN ARKHANGEL. DAVVIDOV AT AKUTAN ENROUTE VLADIVOSTOK FOR HARBOR DUTIES.
NEW SUBJECT.
2 SHIPS REPORT SMALL AMOUNT ICE LA PERouse DECEMBER 25TH. VLADIVOSTOK RADIO REPORTS FLOATING ICE LA PEROUSE. RUssIAN WASTERS BELIEVE FIRST 3 ICE BREAKERS WILL KEEP LA PERouse OPEN.

16...ACT
CNO...COMING...NAVYDE...FX37...28...CG39...
WINTER TRAFFIC DIFFICULTIES

1. Soviet vessels in transpacific trade are already experiencing operating difficulties at sea and in Siberian ports with the advent of winter weather. Contributory facts are:

(a) Bad weather in Bering and North Pacific involving dense fogs, heavy seas and snow squalls, particularly in vicinity of Aleutians, have caused a series of delayed arrivals at Akutan of Soviet ships eastbound in December, plus one marine casualty.

(b) In direct result of weather delays at sea, smaller Soviet ships arriving Akutan have been forced to attempt onward voyage with depleted bunkers due to failure of Soviets to provide adequate bunker reserve stocks to meet emergencies.

(c) At Vladivostok, cargoes continue to jam dock area due to shortage of freight cars in result of heavy snows and cold weather. Six inches of ice over Anur Bay has hampered discharge of tankers.

Note: During period 16 November to 15 December, actual turnaround time of ships at Vladivostok was improved, running 8.7 days for tanker discharge and 15.5 days for freighters.

NAGAEO SURPRISE MOVE

2. Reported decision of Soviets to dispatch the powerful triple-screw icebreaker ERASSIN to work out of Nagaeko and in the Okhotsk Sea this winter was unexpected. Nagaeko has been regarded as inaccessible during the winter season. Original report indicated ERASSIN would proceed from Vladivostok about mid-December.
**Note:** Nagasevo is ordinarily frozen up from December to May or June. The reported Soviet decision to send the heavy KRASSIN for duty in that area is a new departure. Ordinarily KRASSIN would be expected to work the ice area east and north of LaPerouse. Whether practicable to keep Nagasevo open remains to be seen. Action may indicate an attempt to keep port open for tanker traffic, should LaPerouse route become ice blocked.

**SIBERIAN DEPARTURES**

3. Departures of 47 vessels from Siberian ports to U. S. in December (compared with 41 in October and 44 in November) is not conclusive evidence as to Soviet policy on getting ships out of Siberian harbors before winter ice season. Included in this group of sailings are 9 Soviet ships which have been in coastwise trade and which will be laid up for repair at west coast shipyards.

**Note:** Excluded from this list of vessels inbound to U. S. are 5 small ships of fishery class (300 - 500 g.r.t.) also for repair.

**WEST COAST DEPARTURES ACCELERATED**

1. 39 Soviet ships departed from U. S. and Canadian ports in December for Siberia, compared with 29 in November and 28 in October. Loadings totalled 260,000 tons of Lend-Lease cargo, compared to 226,000 tons in November.

**LOSS OF VALERY CHKALOV**

5. VALERY CHKALOV (Ex-ALEXANDER BARANOFF) 7176 g.t. Liberty type, broke apart 12 December at 54°22'N 169°47'W. Vessel was eastbound in ballast for Portland, on second round trip since transferred to Russian registry. Navy tugs eventually salvaged both sections of the ship which were towed into Adak, after extremely heavy weather had prevented salvage by Soviet freighters standing by.

6. In replacement for this ship USA will transfer another EC-2 vessel presently under construction (GRANT P. MARSH) early in January. Final disposition of the two salvaged sections at Adak will be left to USA. Replacement ship will carry the old name, when transferred.

**TANKER HARIUFOL UNSALVAGED**

7. Latest reports indicate that tanker HARIUFOL is still aground on north-east coast of Shimshu with compartments flooded and pumps unable to function. Japanese patrol craft standing by in immediate vicinity, according to observations of Soviet ship masters transiting the First Strait. Official sources say Japs have thus far refused permission for salvage of ship or of cargo of gasoline blending agent by Soviets.

---

**DECLASSIFIED**

"ODD Letter, 5-3-72"

May 23, 1974

REDEEMER

E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101

By RT, NARA, Date 4/3/74

Regraded Unclassified
FOR WINTER REPAIRS IN U.S.

6. 16 Soviet ships (including 5 small whalers) which have been in Siberian coastwise operation have departed Siberian ports, to be hauled out of west coast shipyards for repair. Names follow:

<table>
<thead>
<tr>
<th>SHIP</th>
<th>TONAGE</th>
<th>CALL LETTERS</th>
<th>REPAIR PORTS</th>
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<tr>
<td>ISKRA</td>
<td>2513</td>
<td>UOAO</td>
<td>Portland</td>
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<td>KLARAZETKIN</td>
<td>3974</td>
<td>UOIX</td>
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<tr>
<td>REFRIGERATOR NO. 1</td>
<td>1447</td>
<td>UOII</td>
<td>Seattle</td>
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<td>REFRIGERATOR NO. 2</td>
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<td>UOIV</td>
<td>San Francisco</td>
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<td>OLA</td>
<td>1566</td>
<td>UOIN</td>
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<tr>
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<td>3140</td>
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<td>KAPITAN POSPELOV</td>
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9. 5 Soviet vessels are scheduled for alteration at west coast shipyards in order to handle locomotives and tenders. Structural changes will permit ships in question to carry 18 locomotives compared with 6 at present time. Ships on this schedule are: KLARAZETKIN, KOMILES, MAXIM GORKI (Flt.), SEVGAZ, STARI POLASHEV.

10. Icebreaker DAVIDOV. After having been under repair on west coast since June, 1943, the old time icebreaker DAVIDOV (1525 tons displacement) departed Esquimalt on 11 December for Petropavlovsk via Akutan. Special inshore routing was granted in view of age and tonnage.

Note: Okhotsk ice chart and description of Soviet icebreakers in Siberian waters is available in serial FT 86-43 of 27 December. Should be read in connection with references above to winter situation at Siberian ports.

11. SCHORS (3770 g.r.t.). Master of Soviet FELIX DZERJINSKY advises having sighted the SCHORS at Akhomten Bay in October, according to US NB boarding report. Last previous news on this ship from London was report of having been mined in Kara Sea on 17 October, 1942.

6. WANGZETTI (2363 g.r.t.). Soviets report will be converted into crane ship, following arrival Portland, 22 December. This cancels previous report by Soviets that KRASNO PARTIZAN was to be made over into a crane ship.
NAVAL MESSAGE

FROM: HARSHAW MOSCOW

RELEASED BY:

DATE: 10 DEC 1943

TOR CODEROOM: 92245

DECODED BY: SHOAF

PARAPHRASED BY: PARKER

ROUTED BY: ROLL

ADDRESSES

ASTERISK (*) MAILGRAM ADDRESSEE

PRIORITY

PRECEDENCE

FOR ACTION

INFORMATION

PROJECTED

RELATION

ACTION

CNO

INFO

MOSCOW, VLADIVOSTOK

MOS266

FEBRILISI. DIXO. SERGIKIROV. ARKHANGELSK. THEY STATE PETROVSKI NOT SUNK.

MAY 29, 1974

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/18/94

Regraded Unclassified
CREW SEINER NUMBER 29 SUNK 9 JULY
ARRIVED AKUTAN 17TH. ARRANGING TRANSPORTATION ON DNEPROSTRLI TO VLADIVOSTOK.
2 MEN LOST.

(Please pass to Admiral Akulin Washn.)
(STOROJEVSKY sends.)

16 (FOR ADMIRAL AKULIN) . . . . . ACT
COMINCH . . . . . FX37 . . . . . NAVADE . . . . . FILE

DECLASIFIED
MAY 29 1974

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

DECLASIFIED
A30 (Russia)
NAVAL MESSAGE

DRATER

EXTENSION NUMBER

ADDRESSES

PRECEDENCE

FROM

CTG 16.5

RELEASED BY


DATE 19 JULY 1943

TOR CODEROOM 1928/1341

DECODED BY JOHNSON/JOHNSON

PARAPHRASED BY

ROUTED BY

DELIVER CINCPAC FOR ACTION. COMSUBPAC AND CONORPAC FOR INFO. CTG 16.5 ORIGIATES.

MY 181190. ENGLISH VERSION VESSELS NAME QUOTE SEINER NUMBER 2799 UNQUOTE. CO PERMIT RECEIVED FOLLOWING INFO FROM IVAN ROMANOV ENG OFFICER WHO ALTHOUGH NOT CAPTAIN APPEARED TO HAVE MOST CONTROL OVER CREW AND WAS BEST SOURCE INFO. REQUESTED BUREAU FISHERIES VLADIVOSTOK BE NOTIFIED OF SINKING BUT NOT COMPLIED BY PERMIT. LA PERouse STRAIT IS SCOUTED BY RED FISHING BOATS AND USED BY RUSS CHERCHANTHEM WHO REPORT OBSERVATIONS. THIS STRAIT NOT MINED BUT HAS JAP GUN BATTERIES ON BOTH SIDES. TSUGARU STRAIT MINED. IS SCOUTED BY RED FISHING BOATS.

Make original only. Deliver to Code Room Watch Officer in person. (See Art. 75 4) NAVY REGULATIONS)

DECLASSIFIED MAY 29 1974
TSUSHIMA STRAIT WHOSE WEST PASS IS MINED AND EAST PASS NOT MINED USED BY RED MERCHANDISE WHO REPORT OBSERVATIONS. THIS STRAIT HEAVILY PATROLLED KURILE STRAIT IS ONLY STRAIT USED BY REDS THIS AREA AND HAS JAP GUN BATTERIES SOUTH SIDE RED BATTERIES NORTH SIDE. MUCH JAP SHIPPING BETWEEN KARAFUTO AND HOKKAIDO. DETAILED REPORT FOLLOWS BY AIRMAID.

RADIO DUTCH HARBOR PASSED TO COMINCH FOR ACTION AS 1911°F2

3 COPIES TO 29-G

DECLASSIFIED MAY 29 1974

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

FROM CTG 16.5

RELEASED BY

DATE 19 JULY 1943

TOR CODE ROOM

DECODED BY

PARAPHRASED BY

ROUTED BY

ASHREK (*) MAILGRAM ADDRESSES

PRIORITY ROUTING

COMINCH

CINCPAC

COMSUBPAC

INFORMATION

PRIORITY ROUTING

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

ACCOUNT FILL IN DATE AND TIME

181100

MCH 8400

ORIGINATOR FILL IN DATE AND TIME

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

ACTION

F-0

F-01

F-02

F-03

F-05

F-07

F-1

F-2

F-20

F-3

F-30

F-31

F-32

F-33

F-34

F-35

FX01

FX03

FX30

FX37

TG-00

VCNO

ACTION

F-0

F-01

F-02

F-03

F-05

F-07

F-1

F-2

F-20

F-3

F-30

F-31

F-32

F-33

F-34

F-35

FX01

FX03

FX30

FX37

TG-00

VCNO

Regraded Unclassified

Regraded Unclassified

(ORIGINATOR CTG 16.5. THIS IS HICOM. ACTION COMINCH. PASS TO CINCPAC, COMSUBPAC, FOR INFO.)

(CORRECTED RECORD PER SVC MSG 182340 NCH 8396)

COMINCH'S 170851. MAKE VESSEL CENSIP NUMBER 20.

LOCATION POINT LAT 45-59 N LONG 140-39 E.

NAMES, RATINGS AND AGE:

NICKOLAI TROGW, CAPTAIN 25

GREGORI KOZI, CHIEF OFFICER 27

IVAN ROMANOV, ENGINEER OFFICER 27

IVAN SPILKOV, SEELAN 25

VASSILI WOSITZKI, PIREDWAN 24

IVAN QUEL NICHICO, PIREDWAN 28

FUODA KWVRVERKO, COOK 35

LUDA BLIBTOK, RADIO FEMALE 19

TAINTA RAI HurtA, ENGINEER TECHNICIAN FEMALE 28

GELINA KASTENKA, LAB TECHNICIAN, FEMALE 20

QHVA USHAKO, TECHNICIAN FEMALE 18

ANTONINA ROMANSHOR, TECHNICIAN FEMALE 21

KUSAKOV DECREASEDPK KUKAOU DECEASED.

SURNAMES ARE LAST. HEALTH OF SUVIVORS Excellent.

DETAILED WRITTEN REPORT BEING FORWARDID AIRMAIL.

FURTHER INFO BY DESPATCH AS COLLECTED.

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

OPNAV-NCR-15

DECLASSIFIED MAY 29 1974

DECLASSIFIED

E O 12356, Sec 3.3 or Sec 3.4

NLR 101

By RT, NARA, Date 4/13/44

DECLASSIFIED

E O 12356, Sec 3.3 or Sec 3.4

NLR 101

By RT, NARA, Date 4/13/44

DECLASSIFIED

E O 12356, Sec 3.3 or Sec 3.4

NLR 101

By RT, NARA, Date 4/13/44

DECLASSIFIED

E O 12356, Sec 3.3 or Sec 3.4

NLR 101

By RT, NARA, Date 4/13/44

DECLASSIFIED

E O 12356, Sec 3.3 or Sec 3.4

NLR 101

By RT, NARA, Date 4/13/44

DECLASSIFIED

E O 12356, Sec 3.3 or Sec 3.4

NLR 101

By RT, NARA, Date 4/13/44

DECLASSIFIED

E O 12356, Sec 3.3 or Sec 3.4

NLR 101

By RT, NARA, Date 4/13/44
ACTION COM 10TH FLEET C-R AND USNA MOSCOW

THREE LULYKHERSON GROUNDED EAST COAST KAMCHATKA BETWEEN AKHOUNEN BAY AND CAPE POVOLOTVI. CARGO BEING SALVAGED BUT FEARED SHIP WILL BE TOTAL LOSS. SOVIETS BELIEVE BAD WEATHER AND COMPASS TO BE REASON SINCE THEY ARE EXPERIENCING GREAT DIFFICULTY WITH NAVY STAND 1/2 INCH MAGNETIC COMPASS BEING INSTALLED LIBERTY SHIPS.

FX27...ACTION

COMMANDER 1611 COG...

NAVY DE...

FILE

DECLASSIFIED
MAY 29 1974

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

DECLASSIFIED
E O 12356, Sec 3.3 or Sec 3.4
NLR 101
By RT, NARA, Date 4/2/74

Regraded Unclassified
FOLLOWING IS QUOTED TASS DESPATCH UNDER VLADIVOSTOCK DATE LINE PUBLISHED IN 22 MARCH PRAVDA:

"FROM INFORMATION RECEIVED BY THE FAR EASTERN STEAM NAVIGATION THE JAPANESE PAPERS HAVE RECENTLY PUBLISHED THE FOLLOWING INFORMATION:

ON 17 FEB IN THE EAST CHINA SEA THE SOVIET SHIP KOLA WAS TORPEDDOED. THE SHIP WAS ENROUTE FROM VLADIVOSTOCK TO KAMCHATKA. ONLY 4 MEMBERS OF THE CREW WHICH HAD CONSISTED OF 73 MEN WERE PICKED UP BY A JAPANESE WARSHIP. ON FEB 15 2 DAYS BEFORE THE SHIP WAS SUNK SHE WAS STOPPED AND INSPECTED BY THE JAPANESE IN THE TSUSHINA STRAITS, THE SHIP HAD NO CARGO. THE JAPANESE PAPERS KORU ASAHl AND NIPPON TIMES PUBLISHED ON MARCH 18 AN INTERVIEW WHICH WAS SUPPOSED TO HAVE BEEN GIVEN BY THE 4 SURVIVORS OF THE KOLA CREW. IN THIS INTERVIEW SOVIET SAILORS WERE ALLEGED TO HAVE SAID THAT THE KOLA WAS SUNK BY AN AMERICAN

DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/8/94
MESSAGE

EXTENSION NUMBER

ADRESSEES

PRECEDENCE

FROM

RELEASED BY

DATE

TOR CODEROOM

DECODED BY

PARAPHRASED BY

INDICATE BY ASTERISK ADRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

PAGE 2  231306  NCR 151

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

ORIGINATOR FILL IN DATE AND TIME

DATE

TIME

GO:

SOURCE

ACTION

P-00

P-01

P-015

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P-2

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P-31

P-32

P-33

P-34

P-35

P-37

10-00

VCNO

TEXT

SUBMARINE. THE OFFICE OF THE FAR EAST NAVIGATION STATES THAT IN VIEW OF INFORMATION ALREADY RECEIVED IN CONNECTION WITH THE KOLA SINKING THERE IS ABSOLUTELY NO REASON TO BELIEVE THE ARTICLE IN THE JAPANESE PRESS RELATIVE TO STATEMENTS SAID TO HAVE BEEN MADE BY THE SURVIVORS.

SOVIETS FREQUENTLY USE METHOD EXEMPLIFIED BY QUOTED DESPATCH TO PROPAGANDIZE OR SUBTLY CONVEY THEIR IDEAS. SOVIETS HAVE KNOWN FOR SOME TIME OF KOLA SINKING AND ALAFUZOY EXPRESSED TO BE THEIR DISBELIEF OF JAP STORY. BELIEVE ABOVE ARTICLE IS FOR PURPOSE OF TELLING JAPS SOVIETS ARE CONVINCED KOLA AND ILMEN WERE SUNK BY ORANGE.

16...ACT

COMINCH...10/11...20G....

NAVNAIDE....20P....FILE

DECLASSIFIED  MAY 29 1974

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

FROM CINCPAC

RELEASED BY

DATE MARCH 19, 1943

TOR CODEROOM 0631/0531

DECODED BY BALFOUR/BALFOUR

PRIORITY ROUTINE

INFORMATION COMSUBPAC

PRECEDENCE DEFERRED

FOR ACTION COMINCH

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

190129

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

ORIGINATOR FILL IN DATE AND TIME DATE TIME GCT

TEXT ACTION

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COMINCH ACTION COMSUBPAC INFO FROM CINCPAC.

URDIS 151990.

IN CASE ULMAN CONSIDER POSSIBLY SUNK BY U.S. IF REPORTED POSITION ERRONEOUS. SUNFISH REPORTS FOR 17 FEB IN 30-50 NORTH 135-42 EAST AT 0640 ITEM 1 HIT ON SHIP NO MARKS NOTED SAME LATITUDE 135-35 AT 2230 ITEM 2 HITS SHIP HAD MASTHEAD LIGHT AND DROPPED DEPTH CHARGES. IN CASE KOLA CONSIDER NOT SUNK BY U.S. ON 17 FEB SUNFISH IN CHINA SEA WELL TO SOUTHWARD OF RUSSIAN EAST BOUND TRAFFIC VIA TSUSHIMA AND MADE FIRST ATTACK ON 7 MARCH. NO OTHER SUBS THERE THEN.

3 COPIES DELIVERED TO 20-Q

DECLASSIFIED MAY 29 1974

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

DECLASSIFIED E.O. 12356, Sec. 3.3 or Sec. 3.4 NLR 101
By RT, NARA, Date 4/2/94

Regraded Unclassified
ALAFUZOV CORROBORATES KOLA SINKING AND INFORMS ME JAPS RESCUED SOME SURVIVORS. SOVIETS PLACE NO WEIGHT IN JAP CLAIM BUT BELIEVE SUNK BY JAPS. OPNAV 14255.

SOVIETS STILL REFUSE DISCUSS ORANGE SITUATION BUT MANNER INDICATES REAL CONCERN. CONSIDER SIGNIFICANT ALAFUZOV'S DETAIL AS CINC PACIFIC. HE DEPARTS MOSCOW TODAY FOR NEW STATION.
<table>
<thead>
<tr>
<th>Drafted By</th>
<th>Addressed To</th>
<th>Precedence</th>
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<tbody>
<tr>
<td>OPNAV</td>
<td>COMM Washing</td>
<td>Routine</td>
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<tr>
<td>RADN. TRAIN</td>
<td>COMM Isle</td>
<td>Deferred</td>
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<tr>
<td>17 MARCH 1943</td>
<td>RNP</td>
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UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE.

ORIGINATOR FILL IN DATE AND TIME DATE TIME QCT

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SOVIET CONFIRMS TORPEDOING OF KOLA AND ILMEN BY UNKNOWN SUB. STATE BOLSHOI TSCHANTAR LOST IN STORM NEAR KOMANDORSKI. REFERENCE DIO 13 CONFIDENTIAL LET A4-3/EF61 MARCH 4.

16..... ORIG

COMINCH.......1/21,.......F-37.......24G.......FILE.

DECLASSIFIED
MAY 29 1974

Regraded Unclassified
THE WHITE HOUSE
WASHINGTON
March 15, 1943

MEMORANDUM FOR

LT. COMMANDER MOTT

Commander Frothingham emphasized strongly that, if we did torpedo the ILMEN (and he of course knows nothing about our own submarine activity) it would serve a useful purpose in forcing the Russians to cooperate more closely with us with respect to the routing of their merchant ships.

He believes that they have been lying deliberately to Teacker. For example, the ILMEN was stated to have sailed via La Perouse; whereas, actually, she sailed around the south end of Honshu.

See Opnav - confidential - 122201.

Very respectfully,

[Signature]

GEORGE M. ELGEE
Lieutenant (jg) U. S. N.

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

LT. COMMANDER KOTT

THE WHITE HOUSE
WASHINGTON
March 15, 1943

The American observer at Vladivostok in his despatches 140130 and 140131 requested evaluation of a report that 5 Russian ships had been torpedoed by the Japs in the Pacific. ONI has supplied the following information on these ships:

1. ĐEKABRENT - torpedoed in North Atlantic, November 4, 1943, at 78.30N, 27.10E. (Trickle movement)
2. TURKSEB - grounded on Seal Cape, Unimak Island, Aleutians, November 21, 1942. Total loss.
3. VOLKHOVSTROI - arrived Port Angeles, Washington, March 6, 1943.
5. ILMEN - previously reported torpedoed south of Japan, February 17, 1943.

The ILMEN was the first Russian ship reported as having been attacked by submarines since May of last year.

Very respectfully,

GEORGE M. JULY
Lieutenant (jg) U.S.N.R.
REFER URDIS 140130 AND 140131 DEKABRIST TORPEDOED IN ATLANTIC AND REPORTED SINKING NOVEMBER 4 AT LATITUDE 75-30 NORTH LONGITUDE 27-10 EAST. TURKSIB WAS MARINE CASUALTY, GROUNDED SEAL CAPE IN UNIMAK ON NOVEMBER 21 NOW CONSIDERED TOTAL LOSS. VOLKHOVSTROI ARRIVED PORT ANGELES MARCH 6. TRANSBALT ARRIVED SAN FRAN MARCH 19. NO TORPEDOS IN PACIFIC REPORTED SINCE ANGARSTROI MAY 1, 1942 UNTIL ILMEN FEBRUARY 17, 1943, REFER MY 122201.

This sets Taecker straight.

16...ORIG
COMINCH...F37...2G...13...2O...P...NAVALDE...CNO...

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

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

Regraded Unclassified
ALLEN"WORTH 15754 NCR 3317

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITED WITH DEFERRED PRECEDENCE.

ORIGINATOR FILL IN DATE AND TIME. DATE TIME GCT

ACTION
F-00 1-01 1-010 1-012 1-05 1-07 1-1 1-10 1-11 1-15 1-18 1-20 1-21 1-22 1-24 1-25 1-30

4386 (attached)

VOPNAV 122201 INFORMATION RECEIVED BY CONSUL GENERAL FROM CONFIDENTIAL UNOFFICIAL SOURCES INDICATES THAT LAPERROUSE BECAME ICEBOUND ON ABOUT JAN 15 AND WAS TRAVERSLED ONLY ONCE THEREAFTER BY BALHASH WHICH Sailed FROM VLAD JAN 24 ACCOMPANIED BY KUZNETSKSTROI. LATTER SHIP IS ONE OF SEVASTOPUT VESSELS ESPECIALLY CONSTRUCTED FOR TRAVERSING LIGHT ICE FIELDS. SAME SOURCE STATES THAT VESSELS REPORTED BY MY 061/49 FEBRUARY AND ALL VESSELS SINCE REPORTED AS HAVING DEPARTED FROM VLAD AND NAHODKA WERE ROUTED THRU TSUSHIMA. DESPITE MY REPEATED REQUESTS FOR INFO AS TO WHETHER VESSELS WERE BEING ROUTED THRU TSUSHIMA LOCAL LIAISON OFFICER CONTINUED UNTIL MARCH 3 TO REPORT ALL MOVEMENTS AS BEING THRU LAPERROUSE.

16....ACT

13....COMINCH....14/11....F37....2G....FILE...
NAVAL MESSAGE

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FOR CODEROOM

EN

FISHER

AMC UN VLAD IVOSTOK

DECORATED BY

BURGAN

INFORMATION

HILL 142055 NOR 6219

PARAPHRASING FOR WHICH MAIL DELIVERY IS SATISFACTORY.

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

ORIGINATOR FILL IN DATE AND TIME

TEXT

ACTION

F-00

F-01

F-010

F-0100

F-05

F-07

F-07

F-11

F-3

F-5

F-50

F-500

F-55

F-57

F-57

10-00

VD92

MY 1222@1. TOKIO BROADCAST ALLEGES KOLA TORPEDOED FEB 17 IN EAST CHINA SLA BY AMERICAN SUBMARINE. VESSEL SAILED VLAD FEB 13 FOR PORTLAND VIA LA PEROUSE. NO REPORT OF TSUSHIMA ROUTING.

16..ORIG.

COMINCH:...1:/11...F37...20G...FILE.

REF: 1222@1 ILMEN REPORTED TORPEDOED FEB 17 AT 30.56 N 136.30 E. INYA OVERDUE DUTCH HARBOR SINCE WAR 1.

DECLASIFIED

OSD Letter, 5-3-72 MAY 29 1974

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

DECLASIFIED

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

NLR 101

By RT, NARA, Date 4/12/94
(ACTION OPNAV INFO COMINCH C&R MOSCOW)

FOLLOWING INFO OBTAINED FROM CONSUL GENERAL WARD VLADIVOSTOK: QUOTE ACCORDING TO INFORMATION FROM AN UNOFFICIAL SOURCE THE SOVIET MERCHANT VESSELS DEKABRIST, TURKI, VOLKHOVSTROI ILMEN AND TRANSBALT HAVE BEEN SUNK BY JAPANESE MINES OR ACTION. IN ORDER THAT I MAY DETERMINE THE VALUE OF THIS SOURCE FOR USE IN APPRAISING THE RELIABILITY OF INFORMATION WHICH MAY BE OBTAINED FROM IT IN THE FUTURE WILL YOU GIVE ME SUCH ASSISTANCE AS MAY PROVE PRACTICABLE IN ASCERTAINING THE VERACITY OF THE ABOVE INFORMATION. APPARENTLY THE DEKABRIST WHICH VESSEL IS UNKNOWN TO ME WAS SUNK SOME MONTHS AGO SINCE MY INFORMANT STATES THAT THE FAMILIES OF THE LOST MEMBERS OF THE CREW HAVE ALREADY BEEN INDEMNIFIED. THE TURKISH SAILED FROM ASTORIA FOR VLADIVOSTOK ON NOV 11 AND ACCORDING TO

DECLASSIFIED

OSD Letter, 5-3-72
MAY 29 1974

DECLASSIFIED

E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/3/94

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**TEXT**

**INFORMATION RECEIVED BY YOU FROM THE LOCAL NAVY HEADQUARTERS IT WAS SUNK OFF THE WEST COAST OF THE UNITED STATES AND SUBQUOTE THE AMERICAN AND SOVIET NAVAL AUTHORITIES WERE INFORMED “THHOLOB SENDS UNQUOTE. THE VOLKHOVSTROI SANKLED FROM VLADIVOSTOK ON JANUARY 14 AND WAS SCHEDULED TO ARRIVE AT PORTLAND ON FEBRUARY 4. THE ILHEN SANKLED.**

---

16....ACT

CNO....COMINCH....F37 20G 13 20P....NAVAIDE...

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

---

16-22458-2

DECLASSIFIED

E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/18/94.
MY 14/13½ CONTINUED.

FROM NAHODKA ON FEB 8 AND WAS SCHEDULED TO ARRIVE AT PORTLAND ON MAR 19. THE TRANSBALT SAILED FROM VLADIVOSTOK ON FEB 15 AND IS SCHEDULED TO ARRIVE AT PORTLAND ON MAR 15. INsofar AS I AM AWARE THE ONLY SOVIET VESSEL THUS FAR PUBLICLY ANNOUNCED AS HAVING BEEN SUNK WHILE ENROUTE FROM THE SOVIET TO THE UNITED STATES OR VICE VERSA VIA TRANS PACIFIC IS THE ANGARSTROI, ALTHOUGH I WAS FORMALLY INFORMED SOME TIME AGO BY AN OFFICER OF THE PACIFIC OCEAN FLEET THAT SOVIET VESSELS (PLURAL NOT SINGULAR) PLYING TRANS PACIFIC TO AND FROM THE UNITED

(PAGE 1 OF 2)
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States have been sunk in Japanese and adjacent waters. Unquote. If feasible request OPNAV inform this office whether or not it has definite knowledge of loss of aforementioned 5 ships.

FILE...

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

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

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INDICATE BY ASTERISK ADDRESSES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

SHALL 1222@1

NCR 5552

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

ORIGINATOR FILL IN DATE AND TIME

NATIONAL SECURITY

TEXT ACTION

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F-01
F-019
F-023
F-033
F-037
F-059
F-111
F-222
F-33
F-34
F-35
F-37
1G-00
VCNO

ILMEN REPORTED TORPEDOED FEB 17 AT LAT 39° 56' N LONGITUDE 136° 30' E WITH LOSS OF 7 LIVES. SURVIVORS ARRIVED AKUTAN ABOARD KASHIRSTROI. TAECKER WAS ADVISED ILMEN DEPARTED NAHODKA 8 FEB VIA LA PERouse. POSITION OF SINKING INDICATES EITHER DEPARTURE DATE OF SPEED OF 8 KNOTS ERRONEOUS. INYA REPORTED DEPARTED NAHODKA SAME DATE VIA LA PERouse OVERDUE DUTCH HARBOR SINCE 1 MARCH. WILL APPRECIATE FURTHER DETAIL OF SINKING ALSO REASON FOR SOVIET FAILURE NOTIFICATION TSUSHIMA ROUTING.
MAILGRAM

SUBJECT: S/S MACOSTA, U.S., SINKING OF.

REFERENCE: (A) VCHO CONV. LTR., SERIAL 6101116, DATED JUNE 30, 1942.

1. SUBJECT ARMED U.S., 5433 GROSS TONS, CARGO SHIP WAS TORPEDOED IN AN ATTACK ON CONVOY BY GERMAN TORPEDO PLANES AT 1545 BRITISH SUMMER TIME, SEPTEMBER 13, 1942 IN 76°05' N, 10° E. THIRTY FIVE SURVIVORS WERE LANDED AT SCAPA FLOW BY THE H.M.S. HARRIER AND THE H.M.S. SYLVA, AND BROUGHT TO THE U.S. ON THE S/S QUEEN MARY, LANDING IN BOSTON OCTOBER 15, 1942. SURVIVORS COMPRISED 34 U.S. AND 1 SWED., ENIRE COMPLEMENT OF SUBJECT VESSEL.

2. SUBJECT VESSEL WAS ENROUTE FROM PHILADELPHIA TO ARCHANGEL, USSR WITH GENERAL CARGO OF 7,896 TONS WAR SUPPLIES. AT TIME OF ATTACK SUBJECT VESSEL WAS ON COURSE 127, NOT ZIGZAGGING. SPEED 8 KNOTS, SEA MEDIUM SWELL, VISIBILITY GOOD, WIND VARIABLE FORCE TWO.

3. ONE TORPEDO STRUCK ON STARBOARD SIDE ABOUT NUMBER TWO HOLD, AND VESSEL SANK BY HEAD IN ABOUT 20 MINUTES. NO AVOIDING ACTION TAKEN, BUT ALL GUNS WERE BROUGHT TO BEAR ON ENEMY.
MAILGRAM

4. Survivors abandoned vessel in lifeboats and life rafts, and were picked up by escorts within an hour. Attacking plane was described as a Heinkel 115.

5. Classified publications went down on the vessel.

6. Public relations officer cognizant.

16. ACTION

10/11...F37...BADO....
2Q...2Q...K...2Q...P...2Q...P...R...COMINCH...2Q...P...FILE....

Logged

152235 NCR(16236)

MAY 29 1974

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

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

Regraded Unclassified
**NAVAL MESSAGE**

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**INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.**

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**ROONEY** 151942 (NCR 16231) (PAGE 1 OF 2)

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

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**SUBJECT:** S/S MACBETH, PANAMANIAN, SINKING OF.

**REFERENCE:** (A)VCNO CONF. LTR., SERIAL 01911116 DATED JUNE 30, 1942

1. **SUBJECT ARMED PANAMANIAN 4885 GROSS SHORT TONS, CARGO SHIP, WAS TORPEDOED IN ATTACK ON CONVOY BY GERMAN TORPEDO PLANES.**

SEPTEMBER 13, 1942 AT 1407 G.M.T. IN 76°5 N, 1° E. THIRTY SEVEN SURVIVORS WERE LANDED AT SCAPA FLOW BY HIS OFFA AND HIS ST. KEENAN AND WERE BROUGHT TO THE UNITED STATES ON THE S/S QUEEN MARY LANDING AT BOSTON OCTOBER 15, 1942. SURVIVORS COMPRISSED TWO BELGIENS, ON U.S. ONE DANE, ONE NORWEGIAN, FIVE DUTCH, EIGHT CHINESE, TWO BRAZILIAN, TEN BRITISH, FOUR JUGO-SLAVES, ONE FRENCH (FREE) AND TWO IRISH, THE ENTIRE COMPLEMENT OF SUBJECT VESSEL.

2. **SUBJECT VESSEL WAS IN CONVOY ENROUTE FROM NEW YORK TO ARCHANGEL, USSR WITH GENERAL CARGO OF FOODSTUFFS, EQUIPMENT AND EXPLOSIVES. AT TIME OF ATTACK VESSEL WAS ON COURSE 13°, NOT ZIGZAGGING, SPEED 8 1/2 KNOTS, SEA SLIGHTLY CHOPPY, VISIBILITY GOOD, WIND NNE FORCE 4.**

3. **TWO AERIAL TORPEDOES STRUCK VESSEL ON STARBOARD, ONE AT NUMBER 3 HOLD AND OTHER AT NUMBER 6 HOLD AND VESSEL SANK BY DECLASSIFIED**

**E. O. 12356, Sec. 3.3 or Sec. 3.4**

**NLR 101**

**By RT, NARA, Date 4/16/94**
THE HEAD IN ABOUT THREE HOURS. ALL SUBJECT VESSEL'S GUNS WERE IN ACTION DURING ATTACK.

4. SURVIVORS ABANDONED VESSEL IN LIFEBOATS WITHOUT ANY CASUALTIES. THE ATTACKING AIRPLANE WAS DESCRIBED AS A HEINKEL 115.

5. SURVIVORS WERE PICKED UP BY ESCORT VESSELS AT 1427 G.M.T SEPTEMBER 13, 1942.

6. CLASSIFIED PUBLICATIONS WERE THROWN OVERBOARD BY MASTER.

7. PUBLIC RELATIONS OFFICER COGNIZANT.

16........ ACTION
18/11...F37...BADO....28G....28K....28P...
40R...CONTAM...290P.....FILE

DECLASSIFIED
MAY 29 1974 151942

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DECLASSIFIED
E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/18/94

Regraded Unclassified
NAVAL MESSAGE

FROM

FRANKEL ARKHANGELSK

RELEASED BY

30 AUGUST 1942

TO

1634/30

DECODED BY

LINSENMEYER

PARA PHRASED BY

LLOYD

ADDRESSEES

OPNAV

MOSCOW

INFORMATION

FOR ACTION

PRIORITY

ROURRR

ROURRR

DEFERRED

DEFERRED

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

ROONEY 292359 NCR 6496 (PAGE 1 OF 2 PP)

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

ORIGINATOR, FILL IN DATE AND TIME

DATE

TIME

GCT

TEXT

ANSWERS TO OPNAV 272123 QUESTIONS.

INTERNATIONAL CLUB CAPABLE HANDLING 60% NOW OPERATING ARCHANGEL NO BUILDINGS AVAILABLE SEAMAN'S CLUB BAKARITSAEKONOMIA OR MOLOTOVSKAL THROUGH INTERNATIONAL CLUB PROJECTED LATTER PLACE.

QUESTION 2: NO NECESSITY FOR PRESENT LIMITED FACILITIES NOR WOULD THEIR PRESENCE BE ENCOURAGED BY SOVIETS.

QUESTION 3: AMERICAN MERCHANT SEAMAN 50% PLUS 315 SURVIVORS AND 15% ARMED GUARD Q BRITISH 30% NAVY AND 40% MERCHANT.

QUESTION 4: NEGATIVE BRITISH NOW ATTEMPTING LAND HOSPITAL UNIT OF 36 PERSONNEL TO WHICH SOVIETS ARE OPPOSED.

QUESTION 5: NEGATIVE ON MEDICAL SUPPLIES URGENTLY REQUIRE SURVIVORS CLOTHING TOILET ARTICLES CIGARETTES TOBACCO CHOCOLATE BARS AND DESIRABLE HAVE BOOKS MAGAZINES GAMES AND ATHLETIC EQUIPMENT SINCE THESE ITEMS NOT PURCHASABLE HERE.

292359 DECLASSIFIED
QUESTION 6: WHAT OPERATING FUND.

GENERAL OBSERVATIONS:

(1) EXTREMELY DOUBTFUL SOVIETS WILL PERMIT FOREIGNERS ESTABLISH OR OPERATE CLUBS.

(2) I HAVE OFFERED PRESENT CLUB AMERICAN MAGAZINES AND BOOKS AND THIS OFFER HAS BEEN CATEGORICALLY REFUSED WHICH IS INDICATIVE OF OBSTACLES WHICH MAY BE EXPECTED.

(3) UNFORTUNATELY INFLATION OF THE RUBLE HAS REDUCED ITS PURCHASING POWER TO APPROXIMATELY 1 CENT WHEN APPLIED TO FOOD CLOTHING TOBACCO VODKA AND BEER WITH THE RESULT THAT CIGARETTES AND CLOTHING POSSESSED BY OR ISSUED TO MERCHANT SEAMEN HAVE BEEN TRADED QUITE OPENLY WITHOUT ANY REAL EFFORT ON THE PART OF LOCAL AUTHORITIES TO CURTAIL SUCH ACTIVITY.
NAVAL MESSAGE

NAVE DEPARTMENT

FROM FRANKEL-ARCHANGEL
RELEASED BY
DATE 28 AUG 1942
TOR CODE ROOM 

OPNAV

PRIORITY
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HERSHEY

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PARAPHRASED BY

H

BASE UNIT FOR UNKNOWN NUMBER BAMPDEN TORPEDO BOMBERS ARRIVED KOLA INLET. THESE PLANES EXPECTED SOON AND WILL BE USED AGAINST GERMAN MEN OF WAR OPERATING ARTIC WATERS. SOVIETS REPORT 4 ENEMY SUBS OPERATING OFF NOVAYAZEMLYA HAVE SHelled SHORE ESTABLISHMENTS THERE.

DISTRIBUTION

DISTRIBUTION

DECLASSIFIED

MAY 29 1974

DECLASSIFIED

E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/3/94

DECLASSEd

E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/3/94
NAVAL MESSAGE

| NAVY DEPARTMENT |
|-----------------|-----------------|
| DRAFTER         | EXTENSION NUMBER| ADDRESSEES | PRECEDENCE |
| FROM CHANNEL ARKHANGEL |                 | OPHAV WASH D C | PRIORITY |
| RELEASED BY     |                 |             | ROUTINE |
| DATE            | 26 JULY 1942    |             | DEFERRED |
| TOR CORDEROOM   | 1800            | MOSCOW      | PRIORITY |
| DECODED BY      | MARQUARDT       |             | ROUTINE |
| PARAPHRASED BY  | GLASCOCK        |             | DEFERRED |

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

ALLEN

26945 NCR 255

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

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TEXT

AMERICAN STEAMER WASHINGTON SUNK BY BOMBS ON JULY 5TH. SURVIVORS LANDED IN BOATS ON NOVAY AZEMALYA BROUGHT ARKHANGEL BY EMPIRE TIDE ALL IN GOOD HEALTH AND ALL ACCOUNTED FOR.

ACT COMMING...

19/11...16...F=37...39...36...29...23...BIUPERS...23-K...
23-Q...23-P...

DECLASSIFIED

260945 430

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

DECLASSIFIED

E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/12/94.
STEAMER PAN ATLANTIC SUNK BY BOMBING WHERE-BY 300 TONS TNT EXPLODED IN NUMBER TWO HATCH. 23 SURVIVORS HERE IN GOOD CONDITION. LAST SEEN AT FORECASTLE GUN STATION, JOHN RADDIGAN, GEORGE WECKENHEISER, RICHARD SHEPHARD, MARSHALL EMANUEL, ROBER COVINGTON AND SEAMAN USNR JOHN CATOLOGORE. LAST SEEN ABOARD SHIP APPARENTLY STUNNED BY EXPLOSION, INITIALS UNKNOWN MCKINLEY RADIO OFFICER, SAM HENDRY, LEROY WILLIAMS, CALVIN FOOT, WOODWARD HUTSON, LEE HEADINGTON, LAST SEEN IN WATER AFTER BOAT CAPSIZED BY SECOND EXPLOSION. INITIALS, F H MILLER, WILLIAM TALLON, JOHN BOND AND NAVAL RESERVE LIEUT (JG) CHARLES CARBOLL. HUSTON HUNTER GUN CAPT, JOHN MIKA SIGNALMAN FIRST, SEAMAN DONALD CLEVEN AND RALPH KLUK AND JAMES DOBPE.

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)
COMALSEC REPORTS SERGI KIROV RUSSIAN BOUND FOR PORTLAND VIA AKUTAN PASS WAS ORDERED BY RADIO FROM CHIEF OF THE FAR EASTERN STEAMSHIP NAVIGATION MASLOV TO PROCEED SAINT SAUL FOR INSTRUCTIONS FOR ENTERING DUTCH HARBOR VESSEL BOMBED BY UNITED STATES PATROL PLANE SLIGHTLY DAMAGED BY FOUR BOMB STRADDLE CALLED AT AND DEPARTED FROM DUTCH HARBOR TWO HOURS ZED FIFTH. AMCON VLADIVOSTOK HAS BEEN ADVISED TODAY OF APPROACH PROCEDURE TO DUTCH HARBOR FROM WESTWARD AS FOLLOWS EASTBOUND SHIPS SHOULD APPROACH FROM WEST ALONG LATITUDE 54-45 NORTH TO LONGITUDE 166-30 WEST THEN SOUTH TO LATITUDE 54-00 AND LAY TO UNTIL INSTRUCTED BY PATROL BOAT TO PROCEED VIA AKUTAN PASS. SAME TRACK AND PROCEDURE WESTBOUND.
NAVAL MESSAGE

FROM: TACKER - VLADIVOSTOK
RELEASED BY:
DATE: 7 JULY 1942
TOR CODEROOM: 12597/7
DECODED BY: CLEARY/FERMIER
PARAPHRASED BY: "HE LINE"

OPNAV

PRIORITIES

URGENT
ROUTINE
DEFERRED

NAVAL DEPARTMENT

DRFTER

EXTENSION NUMBER

ADDRESSSES

PRECEDENCE

GARTH/G

$64264 NCR8251

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

ORIGINATOR FILL IN DATE AND TIME

DATE

TIME

GCT

TEXT

(ACTION BUNAV INFO MOSCOW)

SOVIET NAVAL OFFICER STATES AN AIRPLANE WITH AMERICAN INSIGNIA FLEW OVER RUSSIAN MERCHANT SHIP KIROV AND DROPPED ABOUT 3 BOMBS WHICH FELL IN WATER. PLANE THEN DEPARTED. KIROV WAS NEAR ONE OF PRIBILOF ISLANDS EN_ROUTE DUTCH HARBOR.

NO INJURY OR DAMAGE REPORTED. TIME OF OCCURRENCE ABOUT 2000 GCT JULY 3RD. HAVE NOT RECEIVED ANSWER QUESTIONS IN MY 27123%.

JUKE REGARDING APPROACH TO DUTCH HARBOR. RUSSIANS URGENTLY DESIRE THAT INFORMATION AND WHETHER OR NOT U.S. SHIPS WILL MEET SOVIET SHIPS. FOR PRESENT AND UNTIL OTHERWISE INFORMED ALL RUSSIAN MERCHANT SHIPS ARE PROCEEDING NORTH OF KOMANDORSKI ISLANDS THENCE VICINITY PRIBILOF ISLANDS THENCE DUTCH HARBOR.

REF CONFIDENTIAL

F-37........ACTION

REGOP: 13.16 2016 COMNCH 20G 28 20P

FILE: CNO 200P

DECLASSIFIED

MAY 29, 1974

DECLASSIFIED

E. O. 12356, Sec. 3.3 or Sec. 3.4
NLR 101
By RT, NARA, Date 4/30/94
THIS FROM CONTASKFORCE 8.

UNIDENTIFIED VESSEL APPROACHED ST PAUL ISLAND, PRIBILOPS, EVENING 2 JULY. REPORTED AS TRANSPORT. ONE NAVY PATROL PLANE FROM DUTCHE ORDERED ATTACK IF ENEMY. ATTACK MADE 2310W. MASTER SHIP REPORTED SS SERGEY KIROV RADIOED DUTCHE "RUSSIAN VESSEL AT ST PAUL STOP BOMBING MASTER". ALL ORDERS TO BOMB CANCELLED. RUSSIAN SHIP REPORTED ENROUTE DUTCHE, DAMAGE UNKNOWN.
2 TORPEDOES AND EXPLOSION OF CARGO ON 26 MAY SANK THE AMERICAN STEAMER SYROS IN LESS THAN 2 MINUTES. SURVIVORS WERE PICKED UP BY HMS HAZARD AND DELIVERED MURMANSK. 10 MEMBERS MISSING ALL LAST SEEN ABOARD SHIP, NAMELY: CHARLES HOLMES, PAUL RASMUSSEN, WILLIAM RIPLEY, HARRY VERNILLION, DAVID BACKSTEED, JOHN BREWSTER, HENRY SHON, WILLIAM HAZEL, WILLIAM WOUD, JOHN COERSE. DIED FROM EXPOSURE ABOARD HMS HAZARD AND BURIED AT SEA JOSEPH STEINCERG AND SEAMAN US NAVY MAURICE MINTON. 28 SURVIVORS ALL OF WHOM AMERICANS AND RETURNING ON STEAMER HERBERT EXCEPT AS NOTED. JAMES DAVIDSON, GOREZ NEILSON, ERLAND MILLER, WILLIAM PAXLES, OSCAR PEALEORIN HOSPITAL SLIGHT INJURY, INITIAL R. HORUBWITZ, RUBEL RIDDELL, SAMUEL EJMNSER, JAMES POWERS, FRANK RYAN HOSPITAL INJURED FINGER, CHARLES SEPETA, JAMES ROBEY, JAMES K IXIEN, STEPHEN PROZOWSKI, JOHN MATTHEWS, JEWEL STRICKLAND.
NAVAL MESSAGE

FROM

RELEASED BY

DATE

TO CODE ROOM

DECODED BY

PARAphRASED BY

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

DATE.

TO CODE ROOM

DECODED BY

ORIGINATOR FILL IN DATE AND TIME

DATE

TIME

GCT

TEXT

CLAUDE LANGWICH, LINUS WEICHAND, MILLARD JORDAN, MIKE VALERO,
WILLIAM GIBBS HOSPITAL FRACTURED LEG CONDITION SATISFACTORY.
CARL HICKS, EDWARD FIALA, HERBERT HEIFORT, JOSEPH GASCHIS,
LAWRENCE ROSS, ARCHIE CAHOO, SEAMAN US NAVY HAROLD MCLoughlin.

COMING....ACTION

12/11...F-37....16....21-Q....28-K....29-P....39....BAD0....
23....39....BUPERS....23-OP FILE....FILE.

DECLASSIFIED
MAY 29 1974 121345
NAVAL MESSAGE

FROM FRANKEL MOURFANSK
RELEASED BY
DATE 26 JUNE, 1942
TOR CodeRoom 18119
DECODED BY CARSWELL/WILIUS/YANT
PARAPHRASED BY SMITH

Indicate by asterisk addresses for which mail delivery is satisfactory.

COPELAND

LT 121130 NCR 6953

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

ORIGINATOR FILLED IN DATE AND TIME DATE TIME GCT

Text

(ACTION OPNAV INFO MOSCOW)

NEAR MISS BY AERIAL BOMB ON 27 MAY RUPTURED NUMBER 1 HOLD OF CITY OF JOLIET. WHEN PUMPS COULD NO LONGER COPE WITH WATER VESSEL WAS ABANDONED ON 28TH MAY ALL HANDS PICKED UP BY HMS STEELSTAIN AND FREE FRENCH CORVETTE ROSELYS. CREW OF 27 ARRIVED MURMANSK AND PLACED ABOARD STEAMER CITY OF OMARA FOR TRANSPORTATION NAMES, MEMBERS ALL AMERICAN AND UNINJURED EXCEPT AS NOTED. ALBERT MILLER, JOHN EVRENHOLM, MAX HOTOPP SLIGHT KNEE INJURY, FRANK JOHNSON, PETER DRUMMOND, ELMER BERGERON, PAUL CUSMAN, ERNEST Z CHILLES, ROY NELSON, JOHN KENN, DAN TERNISON, ARTHUR ATWOOD, CHARLES SUSULL, CLARENCE WILLIAM, FARNS ARNOLD, LOUIS KENDEL, JOSEPH HORVATH, ALBERT JOHNFED, JOHN KENNEDY, BOYD DUNBAR, ENRIQUE ESTRADA, WILLIAM DEGOURDY, FRANK JEFFERSON, FRANCIS GARLAND, LEE DOANLD, WILLIAM BOHLE, GEORGE Q VASNITZKY RUSSIAN, JOHN MONROE, WILLIAM HENCHEN, SANTIAGO CAPSILLO, NICK JOANNES, GEORGE SIMMONS, JOHN LINN, HOWARD CHASE, FELTON BUCHANAN, WILFRED GIRoux, MARTIN ANDERSON. ALL ARMED GUARD UNHURT PLACED ABOARD SHIP JOHN RANDOLPH. LT(JG) GEORGE GROTENRATH, INITIALS W S SHARP, INITIALS R W BEACH, J E BARBER, JJ BABBIE, L D MORAIS, R J HENRY, O R JAYTON, A G MEARNS, J G

PAGE 1 OF 2 PAGES

Make original only. Deliver to communication. 121130 RECLASSIFIED MAY 29 1974 DECLASSIFIED E. O. 12356, Sec. 3.3 or Sec. 3.4 NLR 101 By RT, NARA, Date 4/28/94

Regraded Unclassified
CONTINUED:

CORROGAN, P S GIONFRI D-V(S)

DELAYED BY SERVICING

16...ACTION
11/11...COMINCH...F-37...23...39...BUPERS...24-P...
27-Q...20-K...29-OP...FILE.

DECLASSIFIED
MAY 29 1974
While proceeding anchorage American steamer Steel Worker sunk by under water explosion at 2600 June 3 in about fifteen fathoms. All crew accounted for. Some minor injuries. Preliminary investigation and (3 groups being serviced)* T degaussed. Channel being carefully swept for all types of mines. Results of divers investigation will be submitted when ascertained.

F-37...ACTION
COMINCH...BUSHIPS...BUORD...16...20P...FILE.

* 3 groups missing--being serviced--correction will be routed when received.

Declasified May 29 1974

Regraded Unclassified