ESTIMATE

of

Potential Military Strength

Documents F

Naval Attaché

MOSCOW

Volume 1

Documents Numbers 1 to 9

(25 Oct. 1941 - 1 July 1943)

DECLASSIFIED
From: Assistant Naval Attache, Kuybishev, U.S.S.R.

To: The Chief of Naval Operations.

Subject: Disposition of Soviet Fleet.

Enclosure: (a) Original and two copies of the disposition of the Soviet Fleet as of October 25, 1941.

1. Forwarded.

1 copy H-42—Commander Mason
1 copy F-10
NOTE: AS OF October 25, 1941

NORTHERN FLEET

Main Base: POLYARNOE

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

Destroyers: SOBIESKIE (A)
GREYNI (A)
GROMKI
GREZNOV
OREMSTCHOI (requires confirmation).

Old Destroyers: URALNIK (A)
KALD-LIEBRECHT (A)
KUBISHIEV (A)

N. B. A 4th destroyer of this class (YOROSKI or ZHDAOV) has so far not been identified either at LYMRA or ARCHANGEL.

Small Destroyers: SMERCH (A)
MUSSON (A)

and probably one other.

Submarines: K = 1, 2, 3 (A), 20, 21, 22, 23 and possibly five other 'P' or 'K' class.
L = 20 and 22.
D = 3.

401
402 and 403 (at YUKANSKI)
404, 421, and 422.

M = 171, 172, 173, 174, 175, and 176.
C = 101, 102 (probably improved 'M' class).

Submarine Depot-ship: KRAATZ-GORI at POLYARNOE.

Minelayers: BEREZINA (requires confirmation)
KANIN (A)
USHAR (A)
BUREVETS (A)

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

Motor Minesweepers: (all based at ARCHANGEL)
MEZER
MARIAN-MAR

Netlayer: PROFDZUZ (A)

Surveying Ships: DEVIZATOR (all at ARCHANGEL).
TREBEL
TIGRIS

Trawlers: ZUBATKA
AZULY
KIL
ARIZLA
CHAIKA (all at ARCHANGEL).
Nos. 7, 11, 52 and 71.

Patrol Vessels: Nos. 14, 15, 16, 18, 19, 20, 24, 25, 26, 28, 30, 32, 33, 34, 35 and 36.

Whaler: AVANZARD (A)

Ice BREAKERS: STALIN
LENEN
TAIMIR
RUSANOV
No. 6, No. 8
LITZA (May be at VLADIVOSTOK)

SEDEV
STERNKOV

HUMANIC
DEDINEV
SADKO
The majority are probably based at ARCHANGEL – sá far only direct confirmation of 'STALIN', 'LENNIN', and 'LIKES'.

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

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**BALTIC FLEET**

**Battleships:**
- OXYABBAYSKAYA - REVOLUTSIYA
- MARAT

**Cruisers:**
- KIROV
- MAXIM-GORKI

**Leaders:**
- MINSK
- LENINGRAD
- PETERSBURG
- KRONSTADT

**Destroyers:**
- GROZIATSIKI
- SOKOL
- GHEVNI
- GORDI
- STRAZHITELNI
- SMELI
- STEREOUSTSI
- GOMASCHI
- SYREPI
- STOROZHEVOI
- SUNDVOI
- SITI
- SERBITI
- PREDITI
- LITMOI
- LISTSHI
- SLAVNI

**Old Destroyers:**
- KARL-MARK
- LENIN
- ARTIN
- KALININ
- ENGES
- VOLODARSKI

**Small Destroyers:**
- TATFUN
- NERG
- TUCH
- TKHON
- PUNCA
- VIKHS
- BURTA

**Minelay:**
- "ARIT" (ex - IMPERIAL yacht)

**Submarine Depot Ships:**
- SMOLI
- KOMANDA
- KRONSTADT
- POLYABROSE - ZVEDA
- SHER-I-MOLOT

**Submarines:**
- Nos.
  - P 1, 2, 3 (and perhaps P 4 and 5)
  - K 4, 24, 25

Five of the above 'P' and 'K' class submarines are now in the NORTHERN FLEET.

- G 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14. Possibly also G 14, 24, and 25.
BALTIC FLEET (cont)

Submarines: (continued)

<table>
<thead>
<tr>
<th>No.</th>
<th>Class</th>
<th>Details</th>
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<tr>
<td>3</td>
<td>L 1</td>
<td>- 2 and - 3.</td>
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Possibly also 326, 327, 328, and 329.

Minesweepers: (also fitted for minelaying).

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

Motor Torpedo Boats: About 60.

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

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BLACK SEA FLEET

Battleship: PARIZSKAYA MIRJAVA

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

Cruisers:

VOROSHILOV (Flagship - 5/A Cruiser Squadron),

RIGORY,

KRAKOW,

KRAKOW-PATRI,

KRAKOW-NI,

ULANIVSKAYA-SVADNA,

KOVSKAYA (Training Ship).

Special Tenders: NEVSKAYA

Recently completed, 7,000 tons and armed with six-inch or heavier calibre guns as well as some four-inch. Used as a target towing ship. This ship is now identified and may be in fact the 12,000 ton "IRAQ" destroyers similar to the "U. HANKE".

Leaders: TOMMANI,

MANKOV.

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

Destroyers: DOKA,

BOKO,

DYSTY,

BEPPOGORDAY,

BETTENY,

BEBUPREDNY.
BLACK SEA FLEET (continued)

Destroyers (continued)

SHERLENTY
SVOBODNI
SOCHISHERNI
SOCHI-PHASELEY

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

Old destroyers:

SHAUNYAN
DZHERZHINSKI
PETROVSKY
KLEDONNENSKY
ORSHANSKII
BUDNY
MAKTI-OCTI

Note: "FRENZ" sunk by enemy aircraft.

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

Small destroyers:

SHTOPI
STAMON
LUKHT
CHEVAL
SOKTY
SIBIRSK
SOVAKSOL
SHP
SABYETS

Note: Confirmation is required of all these.

Submarines:

Nos.
3 (1) C (English "SM") - 32, - 33, - 34, 35 (completing at TUAPSE).
5 L = 4, - 5, - 6, - 23, 0 24, and - 25 (completing at TUAPSE).
4 D = 1, - 4, - 5, - 6.
15 W = 201 to - 225 inclusive.
(Capt. FAWKES only accounts for 12 but 15 is probably correct).
12 N = 31, - 32, - 33, - 34, - 35, - 36, - 37, - 55, - 56 and possibly others.
(Capt. FAWKES' maximum estimate is 14).

39 TOTAL

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

Motor torpedo boats: About 30 (requires confirmation).

Mine Layer: KRASNI-CHERNOGORYETS

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

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

Various transports, ice breakers, depot-ships and some gun boats - "KRASNI-CHERZIA" and "KRASNYA-ARMENIA".

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

KERASTEB
E. O. 11663, Sec. 303 and RDO or RDO
OSD letter, May 6, 1973
By SII
Date: MAY 1973
PACIFIC FLEET

Leaders: TJSIS
OREZIKIDZE

Destroyers: BEEZI-PASTORPHI
RYANI

Old Destroyers: STALIN
VOIKOV
YAROV-OVERLOV and two others

Small destroyers: VYUGA
METEL
MOLNIYA
ZARNITZA
BURIN
GROM

Small destroyers: (All require confirmation)

Submarines: Nos.
3 P 12, -13, and -16. (No confirmation from Japanese sources).
12 L 7, -2, -9, -11, -12, -13, -14, -15, -16, -17, -18, -19,
35 U1, 101 to 125.
43 M 1 to 29 and 36 to 49.
93 TOTAL

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

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

Motor Torpedo Boats: About 100.

Minelayers: About 5.

A number of icebreakers including the 12,000 ton "L. KAGANOVICH", depot ships, etc.

(KRASSIN 5,000 tons)
INTELLIGENCE REPORT

Serial 1-43
Monograph Index Guide No. 501-200

Procrèttonal Naval Attack, Murman, U.S.S.R. Date: April 5, 19"3

Reference Source

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

Official

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

Evaluation Reliable 42

(As reliable, doubtful, verified)

Subject U.S.S.R.

(Nation reported on)

Navy

(Main title as per index guide)

Northern Fleet

(Subtitle) (Make separate report for each title)

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

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

Distribution By Originator

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Naval War College

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CONFIDENTIAL

U. S. GOVERNMENT PRINTING OFFICE 192-3000-5
The following is a complete list of all seagoing surface vessels which comprise the Soviet Northern Fleet:

### Destroyers

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<tr>
<th>Name</th>
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<tr>
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<td>Destroyer</td>
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<td>GROZNY</td>
<td>Destroyer</td>
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<td>VARYAG</td>
<td>Destroyer</td>
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<td>VEPR</td>
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<td>STROIKI</td>
<td>Destroyer</td>
<td>1970</td>
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<tr>
<td>RAZDWORIY</td>
<td>Destroyer</td>
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### Patrol Vessels

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<th>Name</th>
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<tr>
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<td>Iceberg</td>
<td>1985</td>
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<tr>
<td>TOROS</td>
<td>Icla</td>
<td>1985</td>
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<tr>
<td>VARIA</td>
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<td>PRLIV</td>
<td>Saffer</td>
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<td>1985</td>
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<td>LITIC</td>
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<td>1985</td>
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<td>DAVJEN</td>
<td>KIP 15</td>
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<td>RAPIKUN</td>
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<td>TOUSSE</td>
<td>KIP 23</td>
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### Submarines

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<tr>
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<tr>
<td>VARIETTI</td>
<td>Submarine</td>
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<tr>
<td>BERYER</td>
<td>Submarine</td>
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<tr>
<td>ROJERIEK</td>
<td>Submarine</td>
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Chronological report of the travel of the Soviet hydrometeorological mission, leaving Seattle, Washington, April 27, and arriving in Moscow, U.S.S.R. May 10, 1943. I have included personal observation, conversation, and all official activities I came in contact with enroute.

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

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

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

4. The weather conference came next. Commander Thomas prepared a memorandum of this, a copy of which is appended. During the conference
Colonel Mackie seemed more amenable, perhaps influenced by Captain Speranski's example. Captain Speranski still was not satisfied with the suspicious atmosphere. He also would like to see more fraternising between the Soviet and American officers, he told me.

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

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

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

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

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

10. During a plentiful lunch, with vodka and cigarettes also plentiful, the customs officer came in, stamped our passports and told us that he had received orders to pass the cargo and passengers through without question. This relieved Captain Speranski, who had carefully concealed various purchases, including a fur neck piece for his wife. My coming did not seem to surprise anyone although Captain Speranski told me that I was the first American officer to enter the U.S.S.R. through this port.
11. While at Nelkali eight A-20 planes flew over the field going West. The Russian officers told me that the A-20's made excellent night fighters. Their only criticism was that the planes took fire easily. The tricycle landing gear bothered the pilots somewhat, too. This explains, perhaps, the bangered up planes on the field.

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

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

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

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

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

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

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

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

19. When the Mission returned from their business Captain Speranski told me that he had made arrangements to send the promised Siberian Chart to Commander Thomas. He added that he was pleased with the work of his hydro-meteorological service along this route, considering their handicaps. There is a crying need for more observation stations; at present 300 km. gaps are frequent along this route. Communications, all by radio, are also very unsatisfactory. The Captain promised to attempt an improvement as soon as possible.

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

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

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

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

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

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

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

27. The airframe at Krasnoyarsk is very large, with hangars, a concrete runway which we did not use, many American fighter planes, and old Soviet trainers and transports. There is an aviation school at the field with barracka accommodating "Navy" Cadets. I would estimate 1,500. The buildings were substantial two story brick structures, built by Admiral Kalichak during the
revolution. We all lived in the barracks which were very plain but comparatively clean. Officer's food was plentiful, and vodka norms (100 grams) were available.

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

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

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

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

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

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

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

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

R.C. 11852, Sec. 303 and 307 at 69
ORD Interim May 7, 1972

By SLR

Serial 13-43
Subject: Report of Travel from Seattle, Wash., to Moscow, U.S.S.R. via Alaska & Siberia. (Continued)

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

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

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

39. Just before arriving in Moscow Captain Speranski told me that although our daily contacts had been so close and cordial it would not do to be seen often together in Moscow unless we had business to do. At my look of surprise he said, "You know, this is in Russia." He looked embarrassed during this and added that an occasional theatre party would not be misunderstood by "them" - (the K.V.D.).
The following points were discussed at a conference with Captain Speranski, of the Soviet Meteorological Mission, at Fairbanks on April 28th. Colonel Harold Smith, Regional Control Officer, 11th Weather Region, command T. C. Thomas, U.S.A.R., Weather Liaison Officer, Colonel Machin of the Russian Military Mission and several other officers were present.

1. What time is represented in the date-time group of the Khabarovsk (NYP) weather broadcasts. It cannot be Greenwich time as it is received here about four and a half hours before the time indicated on message. We desire Greenwich time to be used, this to be the time of observation.

2. Khabarovsk (NYP) does not start its broadcast exactly on time. Sometimes the broadcasts are a few minutes early, sometimes as much as fifteen minutes late.

3. Khabarovsk (NYP) breaks its sending tape about once every four or five messages. Sometimes the operator does not send the groups near the break by hand but merely feeds the tape into the machine again, which results in a group or two being missed. This makes decoding almost impossible.

4. We desire that the Soviets send a competent meteorologist to Fairbanks to act as weather liaison officer, similar to assignment of Comdr. Thomas who is here representing the Army and Navy in the dealings with the Soviets. There is no officer with the Russian Mission at Fairbanks familiar with the Soviet meteorological organization, nor with the communications which are associated with the dissemination of weather information. Their meteorologist should be thoroughly familiar with the meteorological organization of Siberia, especially along the ferry route. He should be given authority to approve new codes and make decisions in the field without reference to Moscow.

5. Comdr. Thomas requests a good map of Siberia. Some errors exist on the American meteorological plotting charts and he is trying to verify the locations of some of the Soviet weather stations.

6. Americans wish to discontinue the use of the Cipher B on the Khabarovsk-San Francisco exchange, and to substitute a simple cipher like Sigdir. Cipher B is too complicated, takes too long to encipher a message. If part of a message is missed due to interference it is very difficult in Cipher B to break the rest of the message. This is the case in Fairbanks where radio reception is not very good. Not more than forty percent of the NYP broadcasts are completely broken due to the difficulty in using Cipher B. Every station which Comdr. Thomas had visited has made a strong plea to use a simple cipher in lieu of Cipher B. This is especially true at the smaller forecasting stations where personnel are limited in numbers. It was pointed out that the greater security given by Cipher B was compromised due to the smaller number of personnel. Since Cipher B was made up by the Soviet for use on this exchange, it is proposed that they initiate the change in type of cipher to the simpler form. It was pointed out that Sigdir could be used temporarily until another (and larger) cipher book could be printed.

7. A copy of the Soviet version of Alaco-Airmeteo was shown to Captain Speranski and Colonel Machin. They liked the code, except that clouds should be over 15,000 feet instead of 10,000 feet before the weather reported as "clear." Captain Speranski will obtain approval from Moscow to put the code into effect, replacing SLAC code. Comdr. Thomas will obtain approval from Washington. The use of plus and minus corrections to the altimeter setting was discussed and it was pointed out that Washington did not feel that this method gave enough security. The Soviets, however, want the correction in its present form and do not desire a change.
MEMORANDUM (Continued).

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

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

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

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

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

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

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

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

<table>
<thead>
<tr>
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<th>Radio-Meteorograph Reports</th>
</tr>
</thead>
<tbody>
<tr>
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<td>238 Yakutsk</td>
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<tr>
<td>236 Oljekan</td>
<td>240 Khabarovsk</td>
</tr>
<tr>
<td>303 Somechan</td>
<td>292 Vladivostok</td>
</tr>
<tr>
<td>266 Markova</td>
<td>292 Petropavlovsk</td>
</tr>
<tr>
<td>279 Anadyr</td>
<td>279 Anadyr</td>
</tr>
<tr>
<td>278 Millon</td>
<td>806 Bohtatixi</td>
</tr>
</tbody>
</table>

- 8 -
MEMORANDUM

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

<table>
<thead>
<tr>
<th>Number</th>
<th>Station</th>
<th>Number</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>848</td>
<td>Buhta Providenia</td>
<td>246</td>
<td>Markovo</td>
</tr>
<tr>
<td>271</td>
<td>Zaliv Krestka</td>
<td>278</td>
<td>Ussian</td>
</tr>
<tr>
<td>361</td>
<td>Wolkal</td>
<td>850</td>
<td>Mys Van Karen</td>
</tr>
<tr>
<td>270</td>
<td>Anadyr</td>
<td>200</td>
<td>Malakan</td>
</tr>
<tr>
<td>299</td>
<td>Mys Kavarin</td>
<td>853</td>
<td>Seishun</td>
</tr>
<tr>
<td>856</td>
<td>Ust Beloi</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

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

177, 225, 230, 231, 246, 280, 283, 269, 936

All of above stations were primary stations for inclusion in the RFP broadcasts. Of the substitute stations, 940 can in exceptionally well, as often as the regular stations.
СИЛУЭТЫ КОРПАЛЕЙ
ТИХООКЕАНСКОГО ФЛОТА

Silhouettes of Ships of
The Pacific Fleet

НАРОДНЫЙ КОМИССАРИАТ ВОЕННО-МОРЕСКОГО ФЛОТА СССР
Москва — 1943

PEOPLE'S COMMISSARIAT OF THE NAVY OF THE USSR

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АЛЬБОМ
ПОДВОДНЫХ ЛОДОК ВМФ СССР

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1. Подводная лодка типа "К"
2. Подводная лодка типа "Л - II серии"
3. Подводная лодка типа "Л - III серии"
4. Подводная лодка типа "Л - ХII серии"
5. Подводная лодка типа "Д"
6. Подводная лодка типа "С"
7. Подводная лодка типа "Щ"
8. Подводная лодка типа "М - VП серии"
9. Подводная лодка типа "М - XII серии БИЭ"
10. Подводная лодка типа "М - VI серии"
11. Подводная лодка типа "Б"

REGRADED UNCLASSIFIED
Подводная лодка типа "K"

"Type "K"

Подводная лодка типа "Н II" series"
Подводная лодка типа "Л-серий".
Type series "L- SERIES"
Подводная лодка типа "Д"
Типе "D"

Подводная лодка типа "С"
Типе "S"
Подводная лодка типа "Щ".
Type "SHCH"

Подводная лодка типа "М-III" серии.
Type "M-III" series
Подводная лодка типа "М-XII-бис серия".
Type "M-XII bis" series

Подводная лодка типа "М" серии.
Type "М" series
Подводная лодка типа „Б.“

Type "B"
Exhibition of paintings on naval subject indicates the following:

(a) SHAUNYAN as is shown in June's with following exceptions:

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

(b) KRASNAYA shown in a floating drydock, dated 1942.

(c) SOBURAZITEN shown at Sebastopol, 1942.

TASHKENT
KRASNAYA
KRASNAYA
MOLOTOV
VOCHILOV

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

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

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

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

1. 69°06 North = 36°17 East 1 Battery
2. 68°50 North = 37°11 East 1 Battery
3. 68°05 North = 39°30 East 1 Battery, 1 A.A. Battery
4. 68°08 North = 39°46 East 1 Battery
5. 67°12 North = 41°17 East 1 Battery
6. 67°06 North = 41°21 East 1 Battery
7. 67°00 North = 41°30 East 1 Battery
8. 66°16 North = 42°30 East 1 Battery
9. 66°12 North = 42°34 East 1 Battery
10. 65°56 North = 43°14 East 1 Battery
11. 64°57 North = 43°50 East 1 Battery, 1 A.A. Battery

* * * *

SECRET

Distribution By Original: U.S. NAVAL ATTACHÉ, MOSCOW.
BRIEF
The following is a description of the organization at Polyarnoe and a discussion of the topography, harbor, buildings and grounds, repair facilities, supplies, hospital, communications, roads and railroads and recreational facilities of this base.

The Naval Base at Polyarnoe

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

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

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

Distribution By Original
U.S. NAVAL ATTACHÉ, MOSCOW

Archives
Monograph (2)
OF-12
OF-20
OF-28
OF-30
Submarine
N.I. (5)

BRICK

E. O. 11652, Sec. (M) and (S) or (E)
OSD letter, May 4, 1942
By SLR

SECRET
SECRET

N. N. L. 80-102
Issued by the Intelligence Division
Office of Chief of Naval Operations
Naval Department

INTELLIGENCE REPORT
F-5 105 602
G 100-100

From
Assistant Naval Attache
II.

Date
June 14, 1943

Reference

Source
Personal Observation
Evaluation

Subject
USSR - NAVY - BASE AT POLYARNOE

Station reported on
Main title as per index guide
(Stations)
(Make separate report for each title)

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wharf about 500 feet long and ships up to 500 feet can lie alongside, the depth varying from 30 feet at the eastern end to 21 feet at the eastern end. In addition to this wharf there are three docks alongside of which submarines may lie on which are two motor driven travelling cranes on rails capable of lifting three tons. The harbor has two entrances between the mainland and EASTERN ISLAND, the smaller entrance opening directly to the entrance into ERA LIGHT and the wider one to the northeast of the island. Both of these entrances are protected by submarine nets and torpedo booms.

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

5. REPAIR FACILITIES -
(a) Electric workshop - a steel building, length 72 feet, containing two benches, three lathes about 8", 2 medium drilling machines, 1 light drilling machine, 1 single milling machine, 1 coppermill forge. Can only do light work.
(b) Small workshop shere - not yet fully equipped.
(c) Main workshop shere - 1942 tons, at present moored in PAPA BAY. It has power operated cranes and cable-laying galleys in the bow which can be used for lifting the sterns of large motor boats to shift propellers - capacity 70 tons. Two diesel engines supply power to workshops containing the following equipment:
   - 6 lathes (4" and 6")
   - 2 horizontal grinding machines
   - 2 lathes 14"
   - 1 milling machine
   - 1 planing machine
   - 1 metal cutting saw
   - 2 medium sized drilling machines
   - 1 small marking off table
   - 1 large horizontal boring machine to 100 lbs.
   - 2 small vertical boring machines foundry for brass and cast iron handling up to 100 lbs.
   - Boiler and Smith's shop with medium sized plane table
   - Small electric workshop capable of bending small structures and small repairs to rifles and echo sounding gear.
   - This shop does not include a periscope shop or torpedo shop, and all the work beyond its capacity is sent to the yards at Rota.

(e) Periscope repairs - are carried out in a shop shere capable of handling periscopes up to 25 feet. Aft-siloinder repairs, etc., are also affected at this shop.

(f) Diesel and Rudder and Trim - Brass castings appear to be of good quality although the supply of this metal is very low. Turning work is good. Welding is sometimes quite careless and not entirely reliable. Small boulings have been retested and machine satisfactorily. Boiler making work is good.

(g) Machining - Portable electric and exi-sectyline tools are available on the jetties. Oxygen and acetylene are available at the Submarine base.

(h) Refrigeration Plant - not available and no C O gas on hand.

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

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

6. SUPPLIES -
(a) Water - Boiler and drinking water connections are on all jetties, but from British analysis, the water is not unsatisfactory as not to be used on their ships and the latter must be boiled and filtered.
(b) Fuel oil - Storage for 2000 tons and additional fuel can be obtained from the Soviet tankers from their carrying capacity of about 1700 tons.
(c) Diesel Fuel - available at the submarine base and is supplied by gravity at the rate of ten tons per hour.
(d) Coal - Only a limited stock sufficient for domestic purposes.
(e) Distilled water - Available in rubber jers about 6 gallon capacity.
(f) Provisions and ship chandler supplies - none available.
7. **HOSPITAL** - A small hospital of 100 beds is considered unsatisfactory and is used mainly for transient patients, the main hospital being located across the Kola Inlet in TUVA BAY.

8. **COMMUNICATIONS** - There was formerly a cable to Great Britain, but it no longer exists. Telephonic communication with Kurmansk and the few neighboring cities is rather poor; it is understood that a direct line does exist with Moscow, since the Commander-in-Chief has several times informed me that he has had telephonic conversation. For the most part, communication is affected by voice radio and regular wireless.

9. **ROADS AND RAILROADS** - There is NO road or railroad connection with Polyarnoe, although some maps and charts erroneously show their existence.

10. **RECREATION** - The main center for recreation is the RED NAVY CLUB, a large structure housing a theatre, reading rooms, swimming pool, enlisted men's club and officer's club. During the winter there are facilities for skiing and skating. In the spring and summer, football and volleyball are played. The station has a permanent theatrical company, a musical ensemble, and shows both Russian and foreign movies.
List of men-of-war comprising the Soviet Northern Fleet as of 1943, together with their numerical designations.

The following is an official Soviet list of men-of-war serving with the Soviet Northern Fleet together with their numerical designations as of 20 June, 1943. This information was obtained from the Chief of Staff, Soviet Northern Fleet, in the form of an official secret letter. The information contained in the standard series 1-43 and 7-43 has been based on the receipt of intelligence obtained from the Soviet Navy at Leningrad and should be given less weight than the serial since errors in the former have been noted since their conclusion.

A. PELOTON:

1. OTO YASHODI
2. A-11
3. A-741
4. D-19
5. D-26
6. UJAND

B. KABARIT:

A. REVANT:

B. SCHOEN:

C. KABARIT:

1. INCREDIBLE

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SLR letter, May 1, 1972

By SLR Date: MAY 21, 1973
2. **CATHIC VESSELS**

- BAR-10 - GRECA
- BAR-15 - SANCH
- BAR-16 - GORDON
- BAR-25 - KUL IIN
- BAR-39 - SAKELL

3. **CATHIC BOATS**

- Intr of various types including trawlers, drifters and schooners.

- **SPEED TO PERK BOATS**

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