

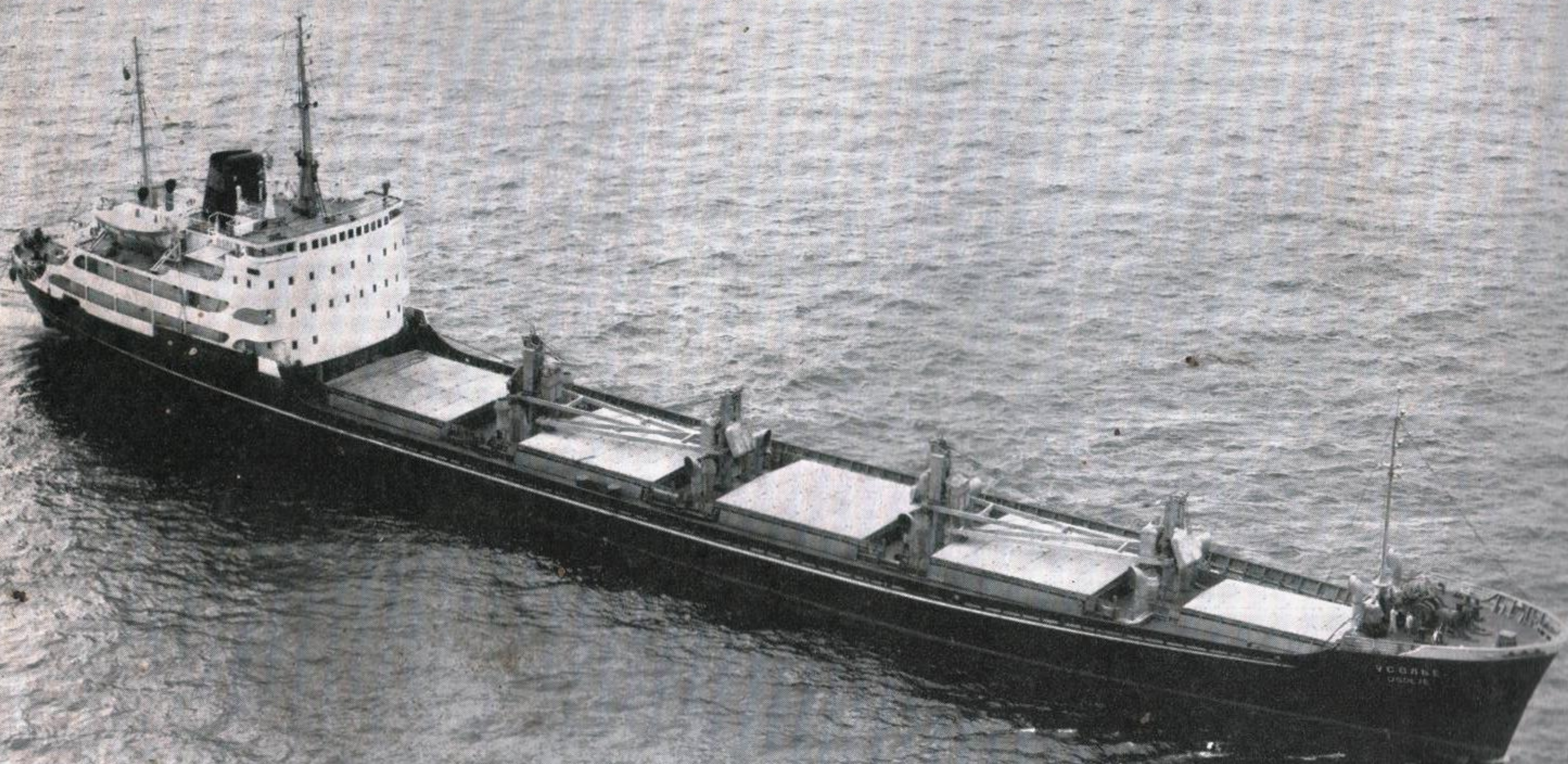
JOINT



SERVICES

# RECOGNITION

*Journal*



Volume 18 October 1963 No. 10

The size of the present Soviet Merchant Fleet is probably in the neighbourhood of four million gross tons and the Communist Party announced that it is intended to treble this by 1970 and to build it up to 20 million tons by 1980. By any standard these are formidable figures and could mean that the Soviet Merchant Fleet will become the largest in the World.

It is important that we should know something about Russia's rapidly growing sea power both from the defence angle as well as from the commercial one. We have therefore gathered together in this edition of the *Journal* (with an overflow in the November *Journal*) a total of some 290 drawings covering (with sister ships) approximately a thousand ships which itself represents a very large proportion of the Soviet Merchant Fleet today (a complete index will be published in the November edition). This collection of information and drawings has been collected and collated from published sources. From time to time we shall add to it as new information becomes available: in the meantime some general information on Soviet ships follows.

#### **PASSENGER VESSELS**

Until recently the Soviet Union had not embarked much upon regular passenger lines except for the shorter runs such as those from the Baltic or the Black Sea to United Kingdom and Continental ports. This situation is now changing however and the "KALININ" class ships seem to foreshadow an increase in this activity and a lengthening of the Soviet Union's passenger lines.

The great part of the present passenger fleet consists of some very elderly ships, including a considerable number of large liners, formerly German, many of which have undergone complete rebuilding (or re-engining). Most of these are employed on the North-about route from the Baltic to Siberia and the Kamchatka Peninsula carrying new settlers to those regions, whilst the fast new motor ships of smaller size are employed on runs to the Far East, Mediterranean and on many other routes.

#### **FREIGHTERS**

The Soviet fleet of freighters is a great mixture of some very old ships (many dating back to the first World War period) and the most modern of all classes built in Russia, Poland and other countries. Most of the old ships, especially those of the American-built 1918/20 vintage, appear to be in first class condition, some having been re-built in varying degrees.

Large numbers are equipped with particularly heavy masts or derricks and the decks of many seemed to have been strengthened for specially heavy cargoes.

The freighter fleet also contains some 70 odd "Liberty" type ships of which some have been recently acquired, although the great majority were obtained under "Lease-lend" agreement and were not returned. Cargo liners and bulk carriers are increasing in numbers.

#### **TANKERS**

The Soviet Union is speeding up her tanker building programme which at present amounts to about 1,700,000 deadweight tons.

She has no fewer than 70 ships (with a total capacity of 1,800,000 deadweight tons) now under construction and

# SOVIET merchant ships

GENERAL INFORMATION

although she is not building giant ships, it is in this field that perhaps the greatest immediate commercial challenge to the West is coming. Many tankers are, incidentally, highly automated.

The "Kazbek" class of about 70 ships is at present the mainstay of the tanker fleet. Of about 8,200 gross tons these vessels are employed everywhere and have been acting as fuelling ships for the fishing fleet or as Naval auxiliaries. The "Kazbek" has the massive bridge which is a feature of a large number of Soviet tankers.

#### **VESSELS OF THE FISHING INDUSTRY**

(Appearing in the November 1963 Edition)

The Russian Fishing Fleet and indeed, industry, is already the largest in the World and it seems to be run on well disciplined, almost Naval lines, with parent ships, repair, hospital, research ships and other kinds of auxiliary vessels. Many normal-looking freighters are attached to fishing fleets for one purpose or another.

Russian whale oil refinery ships are the largest in existence.

A word must be said about the floating fish factories. There are a very large number of the stern ramp B.M.R.T. type (large refrigerating fishing trawlers).

Built in the Soviet Union and elsewhere there are five or six variants although the general outline of all is very similar and they could in some aspects be confused with British fish factories of the "Fairtry" class.

Some Soviet factory vessels have the letters B.M.R.T., R.T., or R.T.T. painted on the top sides followed by a number. They carry crews of between 80 and 95 which includes scientists and research workers.

#### **TRAWLERS**

Small trawlers, seine-net craft and so on are scattered all over the world in large numbers. They frequently concentrate especially near coasts and are equipped with every conceivable kind of radar, listening and monitoring radio gear,



JOINT SERVICES

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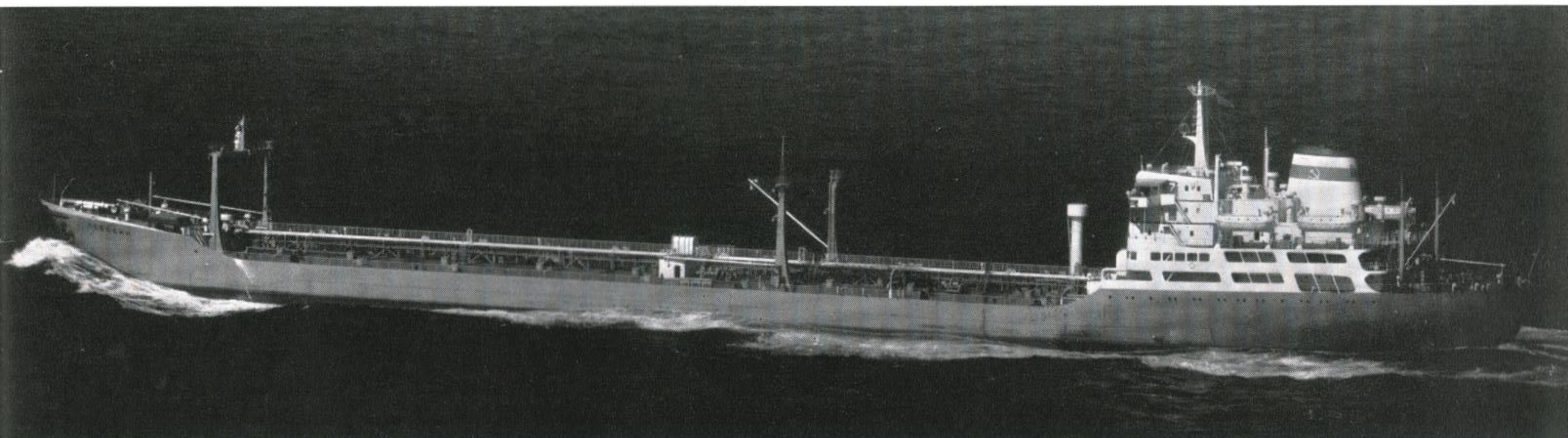
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(Note: Ships of the Russian Fishing Industry and other minor vessels appear in next month's edition.)



etc. They can stay at sea for very lengthy periods—thanks to parent ships.

Apart from causing anxiety on the fishing grounds where they net huge quantities during spawning seasons, they are also operating from bases in Cuba, Ghana and elsewhere.

**LIVERIES OF RUSSIAN SHIPPING**

**Hull Colouring.** There is much variety in hull colouring; passenger ships are mostly white and although most of the old freighters are still black with a white band, increasing numbers of freighters and tankers are painted in a light grey. Boot-topping varies, some are red, some green and some red with a white dividing line.

**Funnels.** Predominant on all funnels is the yellow sickle and hammer on a red band although the funnel itself may be black, white, grey or yellow or have white bands dividing the red from the basic colour.

**Masts, Kingposts, Derricks, Cranes.** These vary in colour some being all white others are yellow or stone colour.

**NAMING OF RUSSIAN SHIPS**

Spelling of the same name varies considerably even on one ship; usually it appears in Cyrillic script on the bows, quarter or counter with a Roman transliteration below or in the neighbourhood of the bridge.

Some confusion can be caused because the same vessel will have variations in the spelling of its name especially where personal names are used. There are also cases of ships of different classes bearing the same name. Fishing craft usually bear numbers but these seem to be changed from time to time.

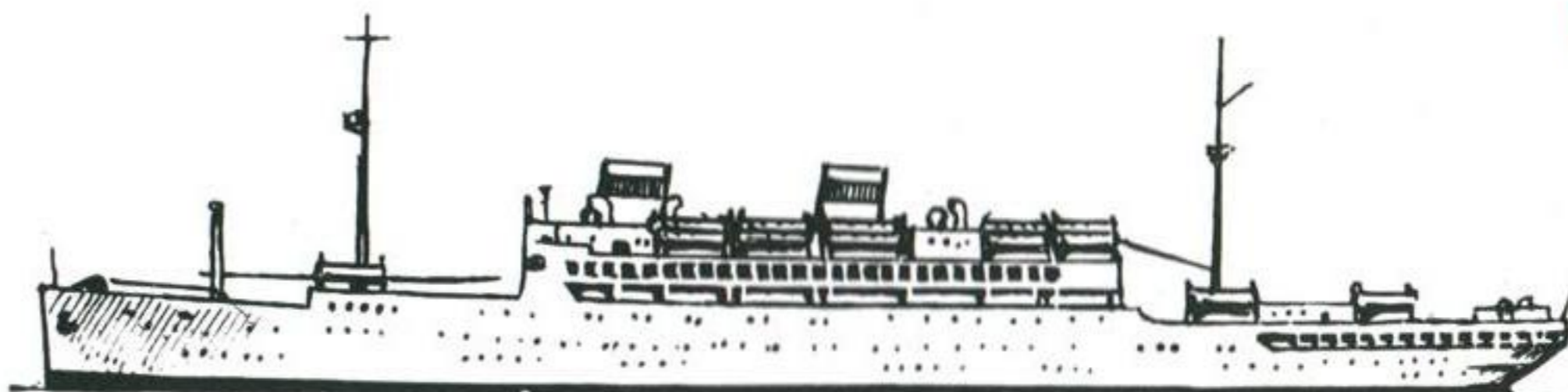
**Titles, Abbreviations and their sequence of use in Captions to Drawings**

<b>Name of Vessel</b>	<b>Number of Screws</b>
<b>Year of Build</b> e.g. (1960) or e.g. (1900/45) Originally built 1900; rebuilt 1945	1S Single screw 2S Twin screw 3S Triple screw
<b>Sequence</b> e.g. (MFCK) Mast, funnel, crane, kingpost, etc.	<b>Type of Engines</b>
<b>Hull Form</b> H H/1 H/12 H/123, etc.	DE Diesel Electric MS Motor Ship Recip. Reciprocating steam ST Steam Turbine TE Turbo Electric
<b>Gross Tonnage</b> e.g. 17,500 (to nearest 100 tons except for small vessels)	<b>Speed</b> e.g. 15 Kts. (Knots)
<b>Overall Length</b> 508 (to nearest foot)	<b>Beneath the name of each ship appears an index number to facilitate reference</b>
<b>Draught</b> 17 (to nearest foot)	

# Passenger ships

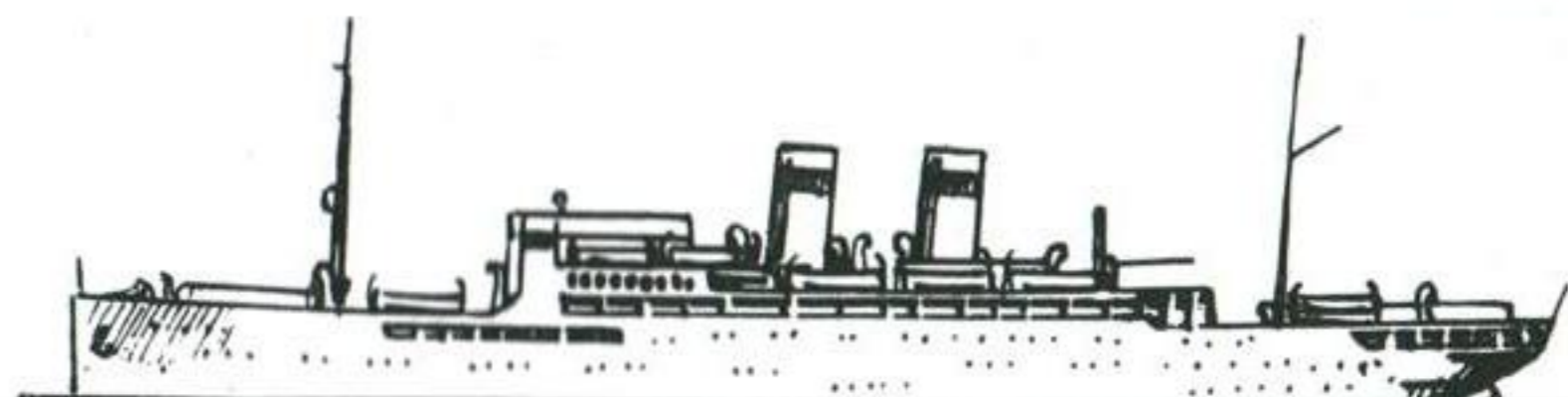
## Admiral Nachimov

(1925/57) KMFFM H.  
15,300 549 30 2S Recip.  
16 kts.



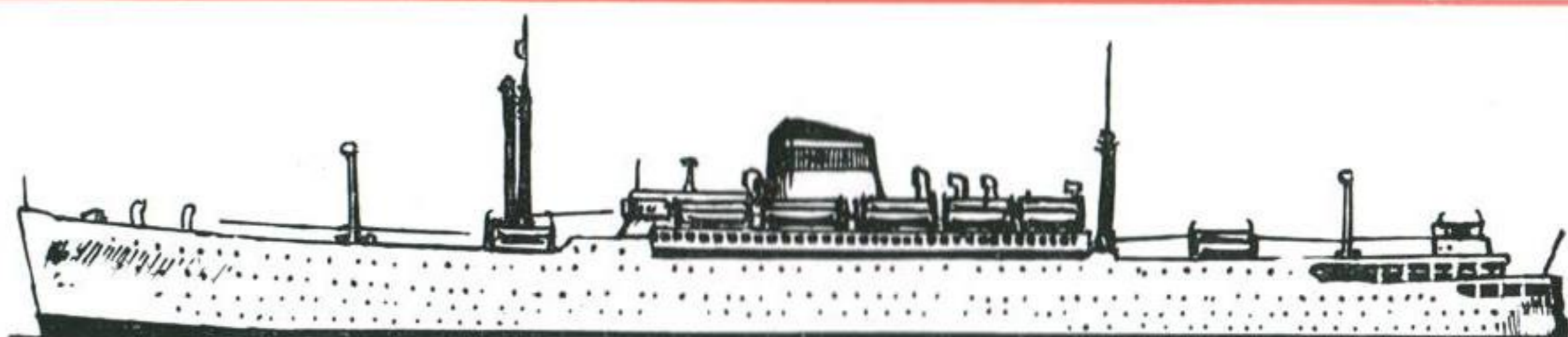
## Sibir

(1913) MFFKM H  
8,800 439 24 Recip. 16 kts.



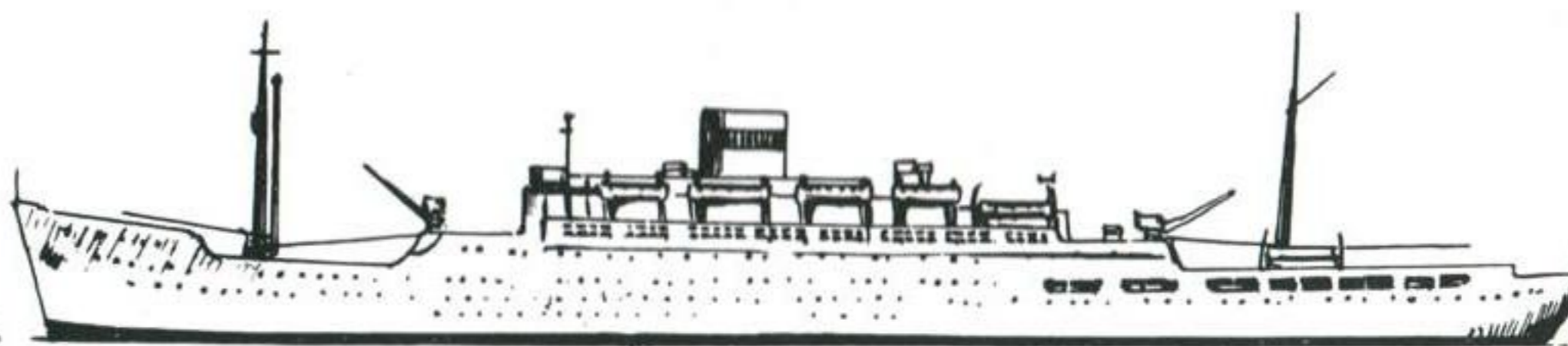
## Sovetsky Sojus

(1923/55)  
KMFMK H/3  
23,500 646 32  
2S ST 19 kts.



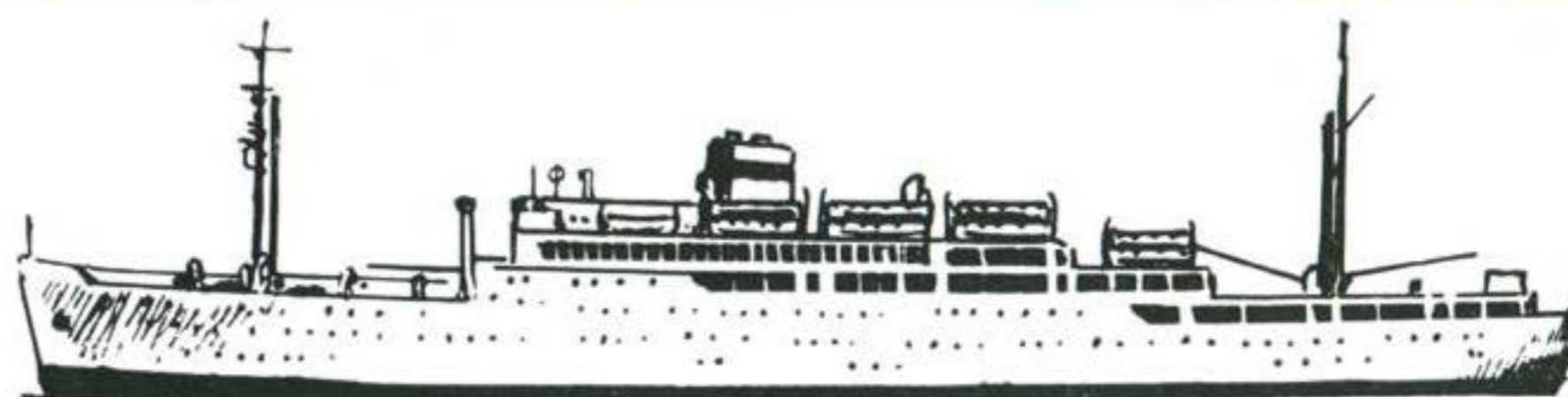
## Rossia

(1938) MCFM H/12  
17,900 562 25 2S DE 17 kts.



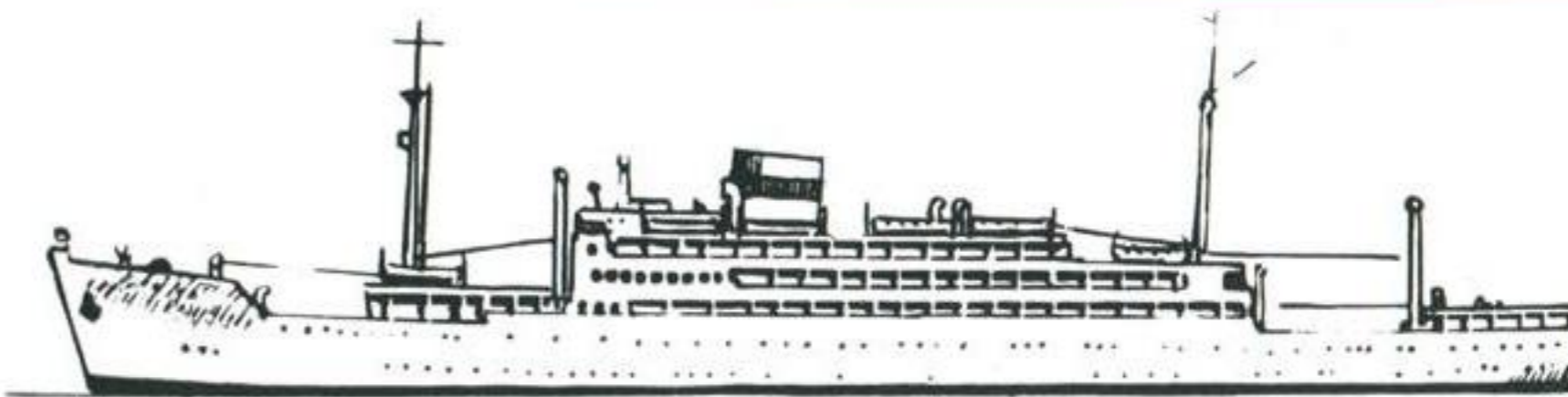
## Russ

(1932/52) MKFM H  
15,750 498 25 2S MS 17 kts.



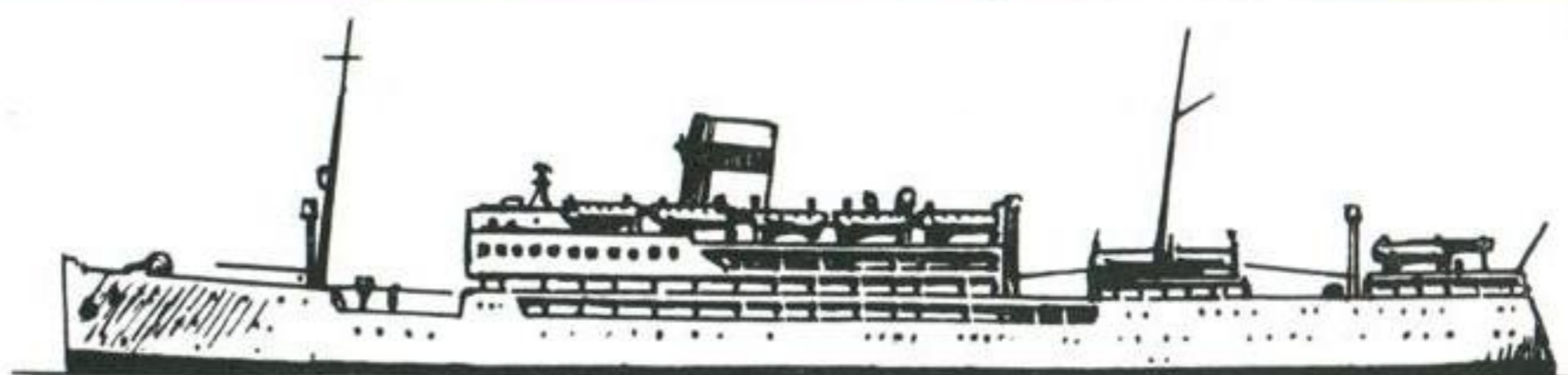
## Pobeda

(1928/52) MKFMK H/1  
9,800 486 25 2S MS 15 kts.



## Alexandr Mozhaiski

(1919) MFKMK H/13  
9,900 481 29 2S Recip. 15 kts.



PASSENGER SHIPS

Gruzia

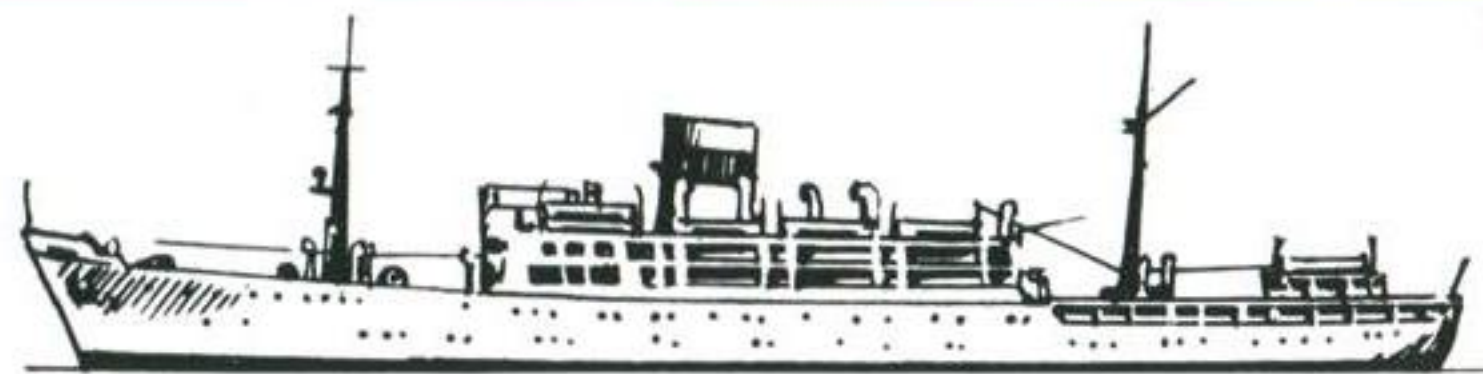
(1939) MKFM H  
11,000 511 23 2S MS 17 kts.



8

Petr. Veliky

(1939) MFM H  
6,300 400 22 2S ST 16 kts.



9

Baltika

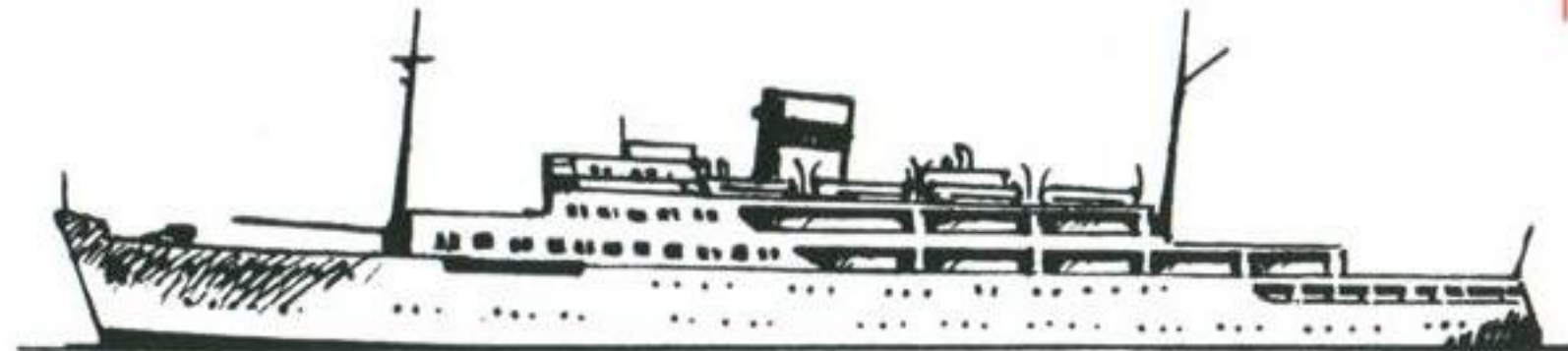
(1940) MFM H  
7,500 429 19 2S TE 16 kts.



10

Ukraina

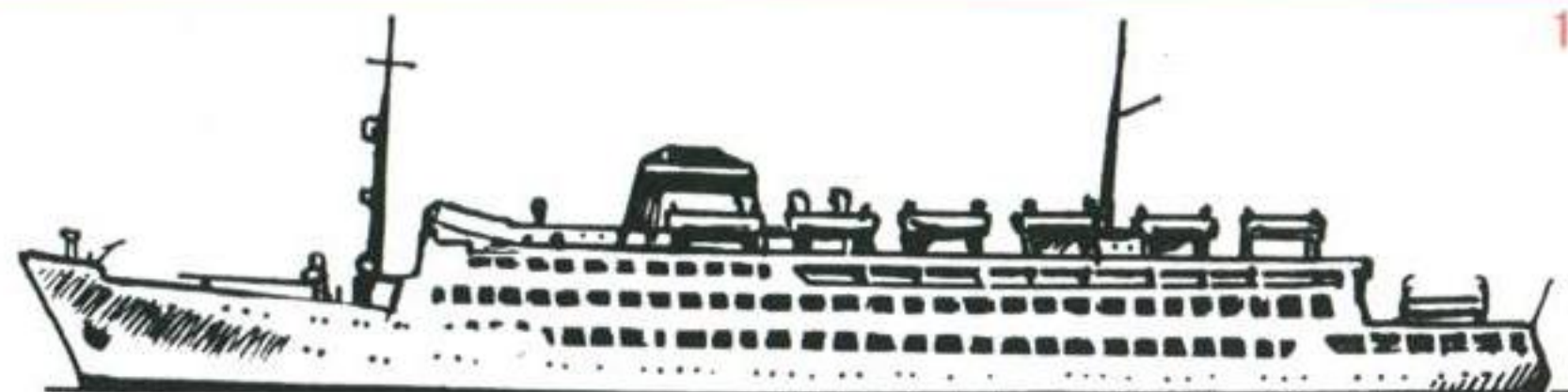
(1938) MFM H  
6,700 433 19 2S MS 22 kts.



11

Abhaza

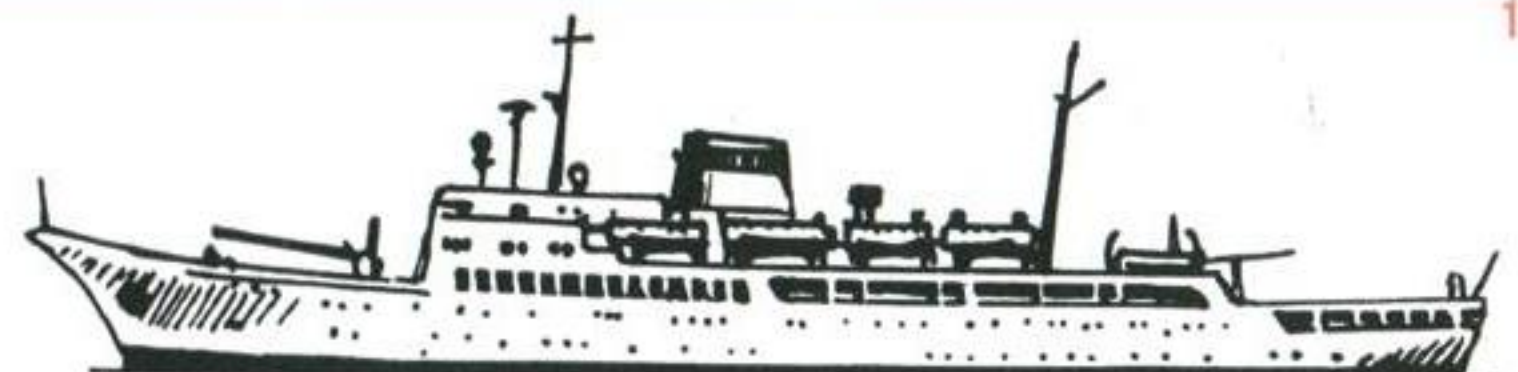
(1955) MFM H  
6,800 450 20 2S TE 19 kts.



12

Mikhail Kalinin  
(Class)

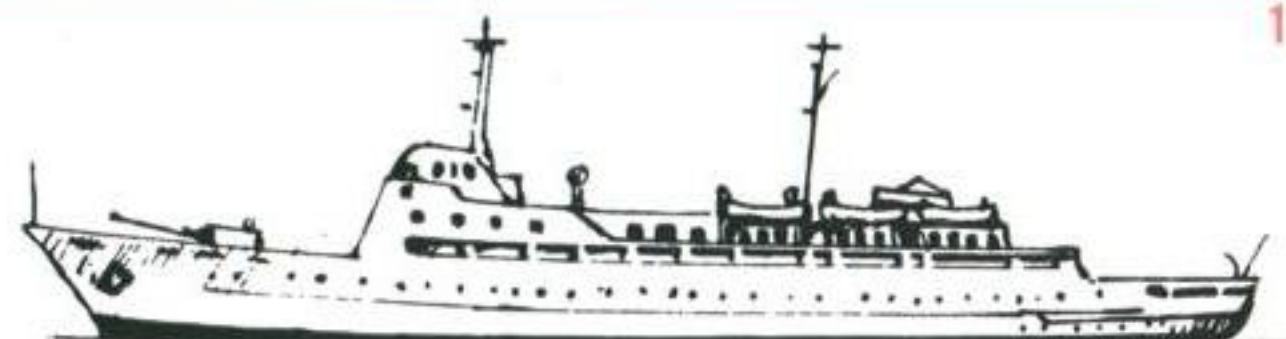
CMFM(C) H  
4,700 401 17 2S MS 18 kts.



13

Kirghizstan  
(Class)

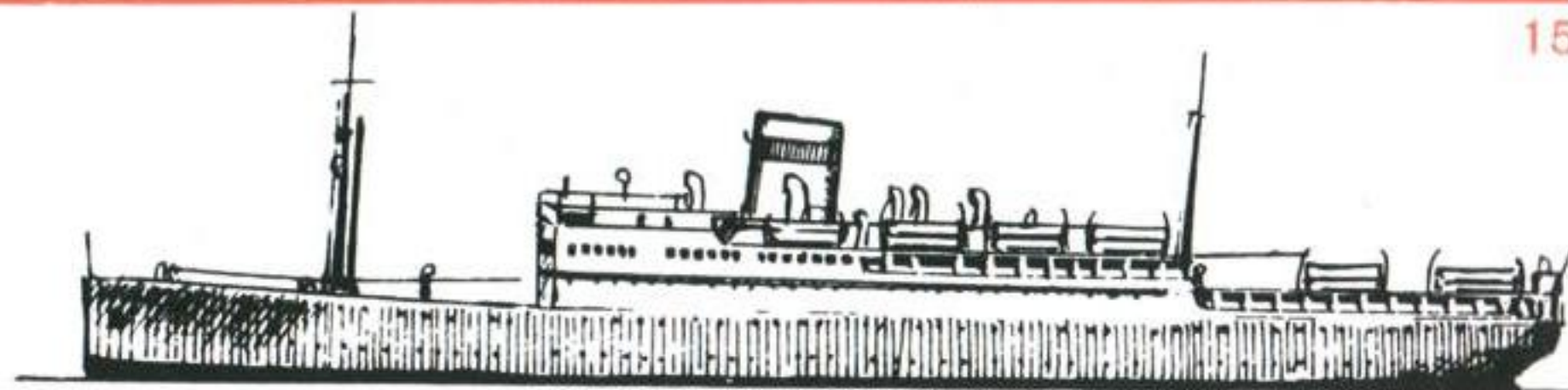
(1959) MMF H  
3,200 333 — IS MS —



14

Asia

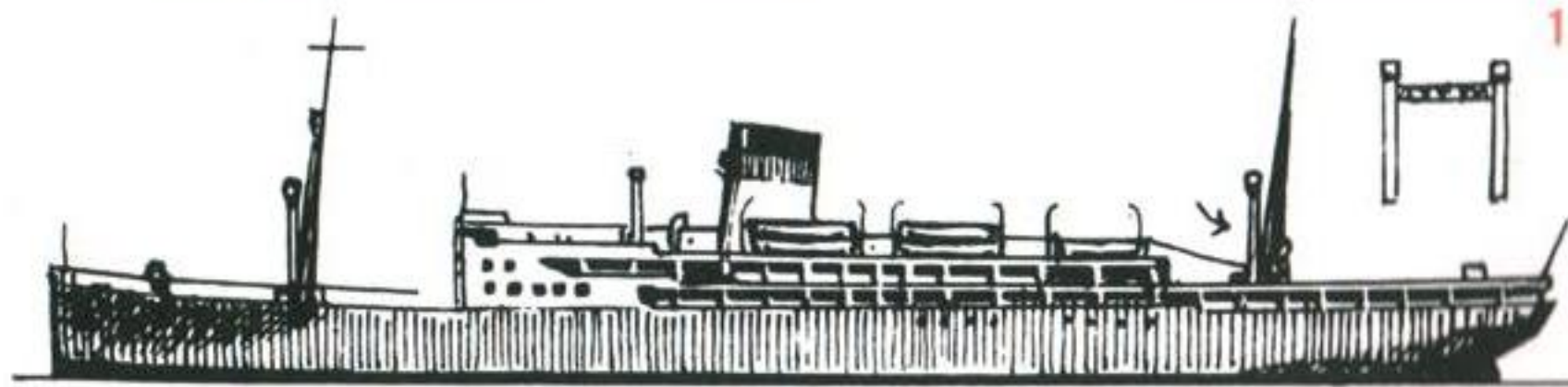
(1924/50) MFM H  
11,500 490 24 2S Recip. 13 kts.



15

Jakutia

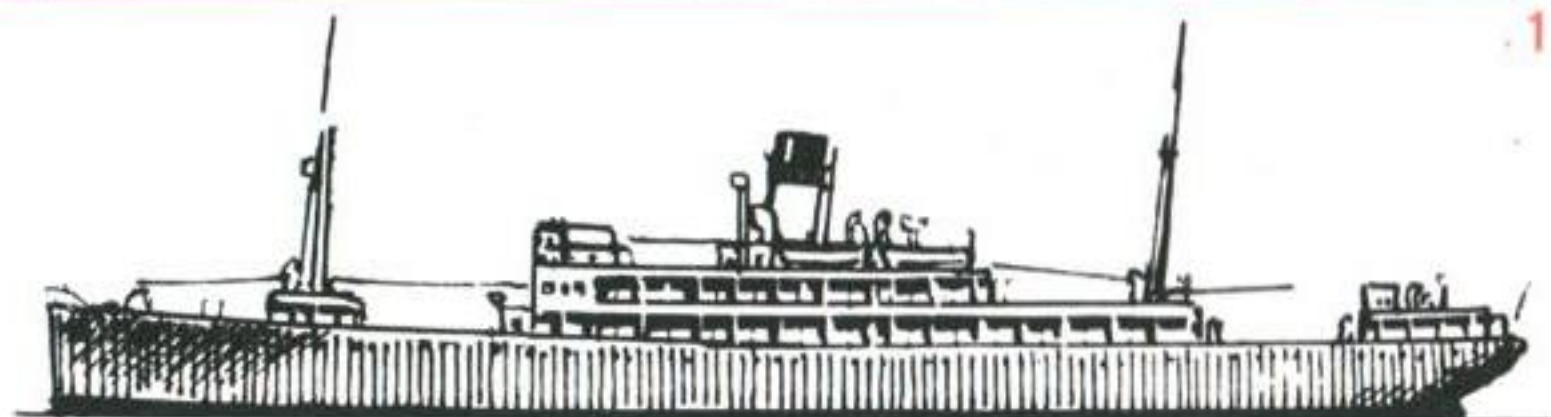
(1928) MKFM H  
10,000 460 24 2S Recip. 16 kts.



16

Chukotka

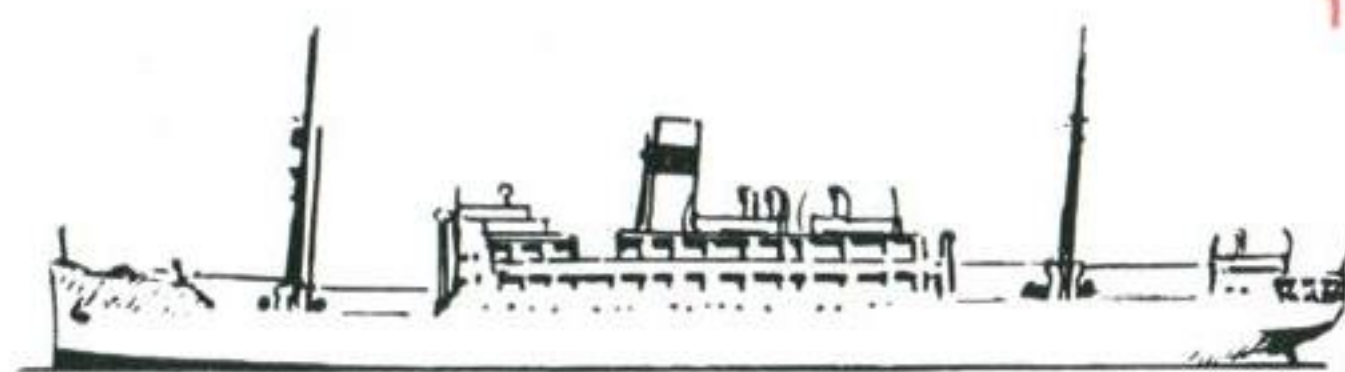
(1920) MKFM H  
7,800 419 24 IS ST 10 kts.



17

PASSENGER SHIPS

**Gogol** (1927) MKFM H/12  
4,700 376 23 IS Recip. 11 kts.



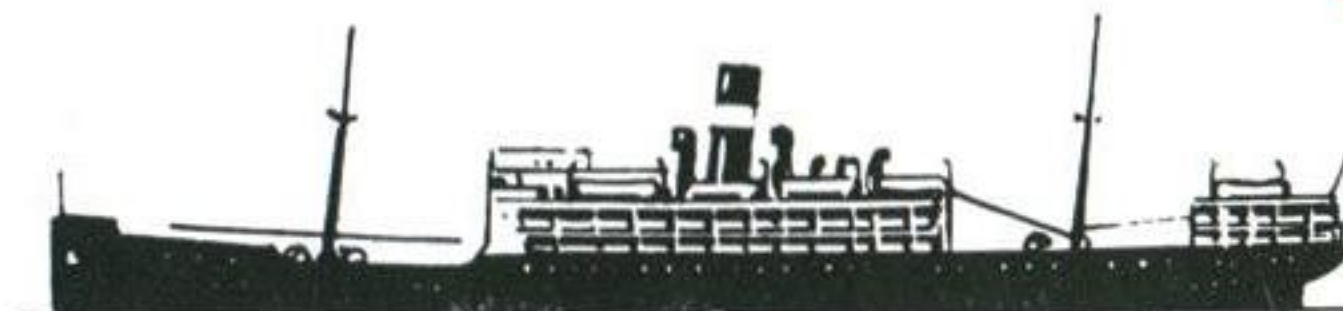
18

**Nicolaev** (1922) MKFM H/1  
5,700 410 23 IS Recip. 11 kts.



19

**Mikhail Lomonosov** (1902) MFM H  
4,600 370 23 IS Recip. 9 kts.



20

**Cooperatzia** (1929) MFM H/12  
3,700 333 16 IS MS 11 kts.



21

**Primorje** (1945) MFM H  
3,200 300 18 IS Recip. 13½ kts.



22

**Norilsk (Class)** (1951) MFMK H/1  
3,500 334 19 2S MS 15 kts.



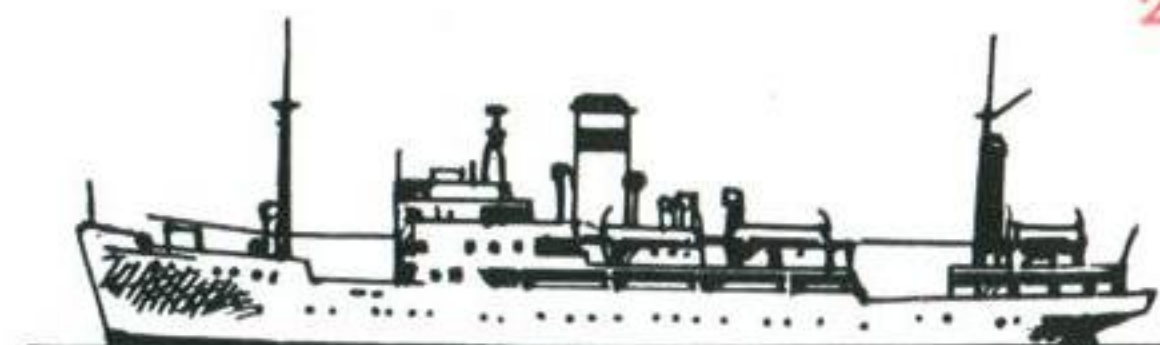
23

**Petrodvoretz** (1938) MFM H  
2,000 254 16 IS SS 15 kts.



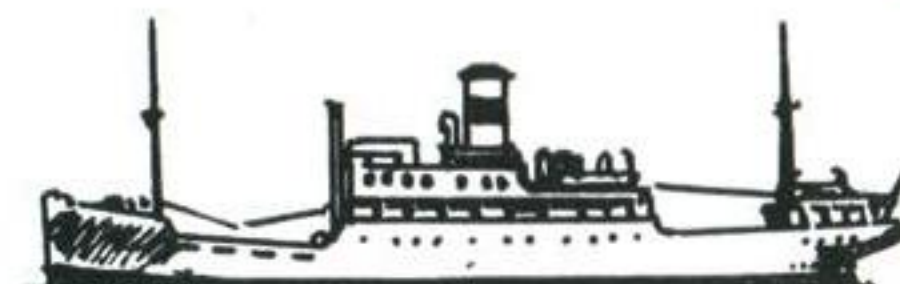
24

**Beloostrov** (1932) MFM H/1  
2,900 275 19 IS Recip. 14 kts.



25

**Sestroretsk** (1912) MFKM H/12  
1,800 240 17 IS MS 11 kts.



26

**Krim** (1928) CMFFMC H  
4,900 363 10 2S MS 13 kts.



27

# Freighters

**LARGE • MODERN • REBUILT**

**Mednogorsk**  
(Class)

(1961) KM(K)MFKMK H/I  
8,800 505 — IS MS 16 kts.



28

**Slavsk**  
(Class)

(1962) KMKFKMK H/I  
9,300 512 — IS MS 16 kts.



29

**Solnechnogorsk**  
(Class)

(1958) KM(K)FKM H/I  
9,900 505 28 IS MS 16½ kts.



30

**Tiksi**  
(Class)

(1960) KMFKK H/I  
9,500 516 29 IS MS 16 kts.



31

**Metallurg Baikov**  
(Class)

(1960) MKKMFKMK H/13  
12,000 516 — IS Recip. 16 kts.



32

**Metallurg Anosov**  
(Class)

(1962) CMCCMFCCMC H/13  
12,000 516 — IS Recip. 16 kts.

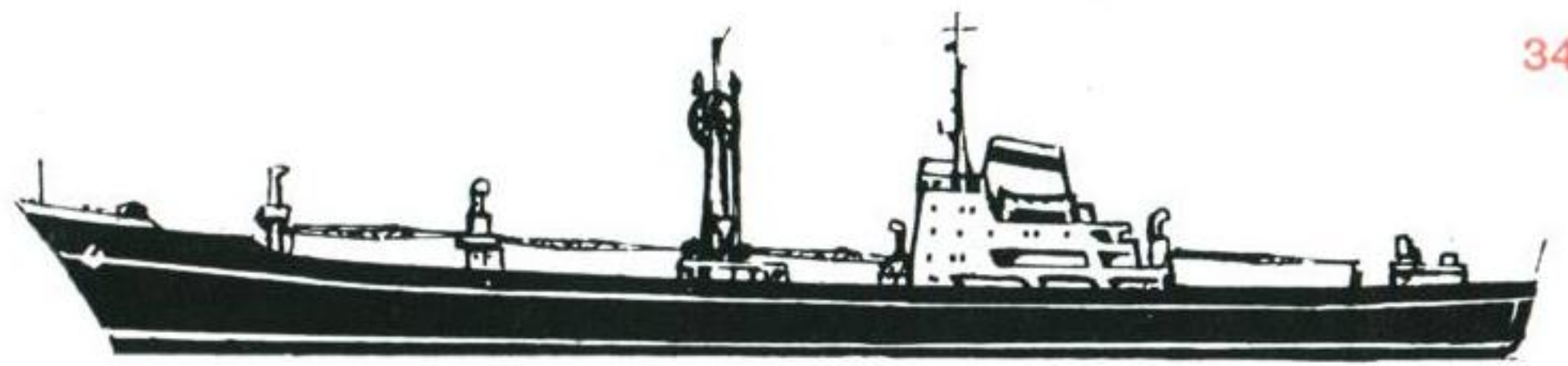


33

**FREIGHTERS**

**Beloretsk**  
( Class )

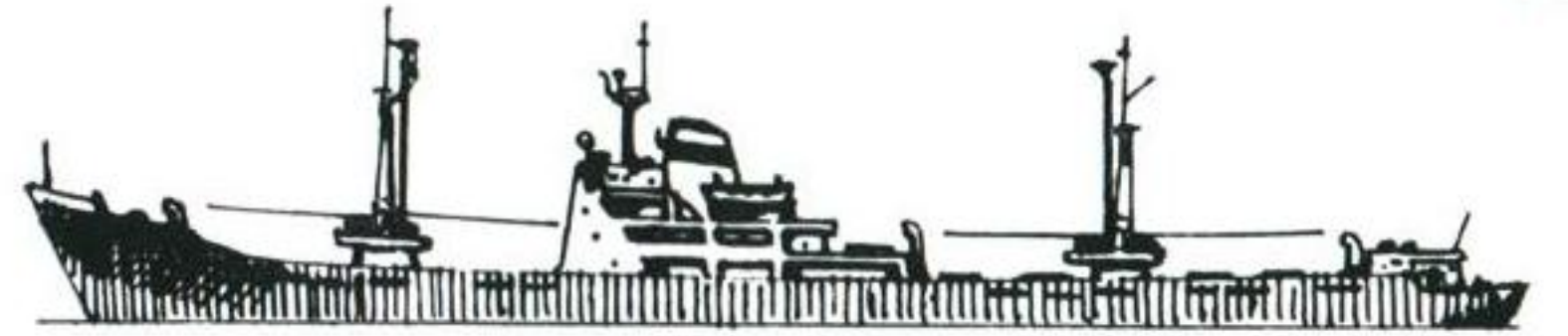
(1962) CCMCMFC H/I  
10,700 526 31 IS MS 17 kts.



34

**Ilya Metchnikov**  
( Class )

(1958) MMFM H/I  
5,900 426 25 IS ST 16 kts.



35

**Baikal**  
( Class )

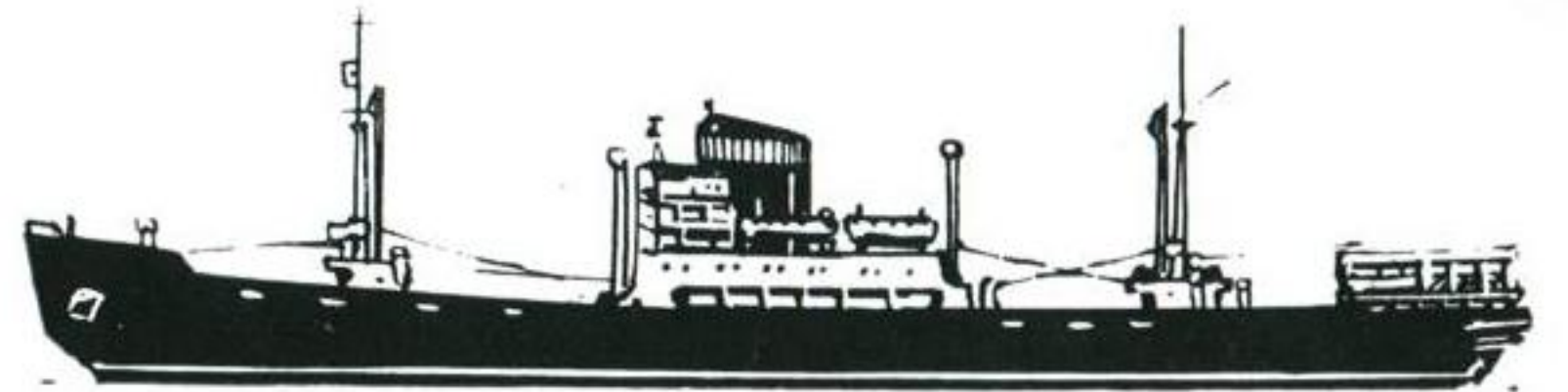
(1957) MFKM H/I  
7,500 427 27 IS DE 15 kts.



36

**Lena**  
( Class )

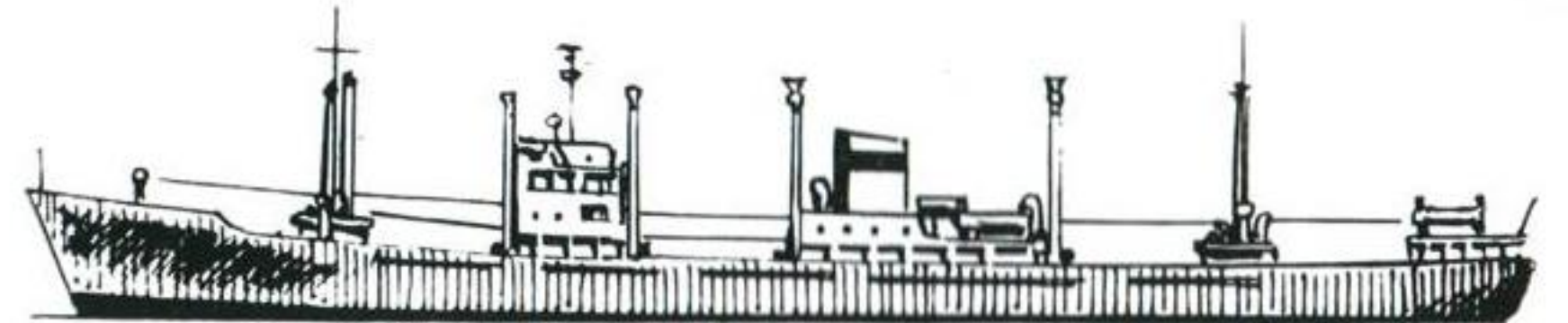
(1957) MKFKM H/I  
7,500 427 27 IS DE 15 kts.



37

**Archangelsk**  
( Class )

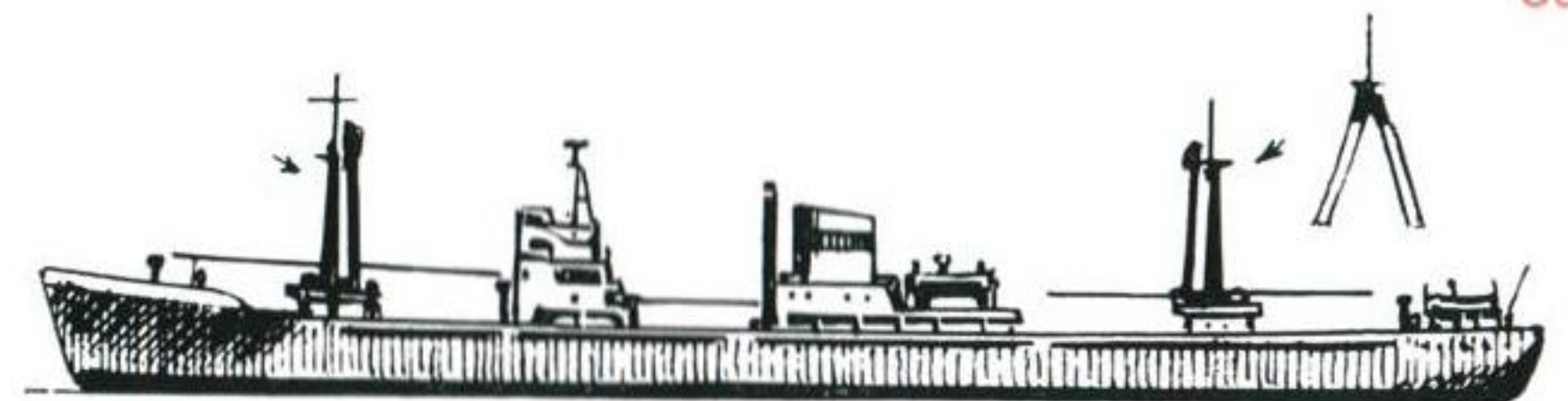
(1952) MKKKFKM H  
5,700 457 26 IS MS 16 kts.



38

**Dolinsk**  
( Class )

(1959) MKFM H  
5,400 458 25 IS MS 16 kts.



39

**Archangelskles**  
( Class )

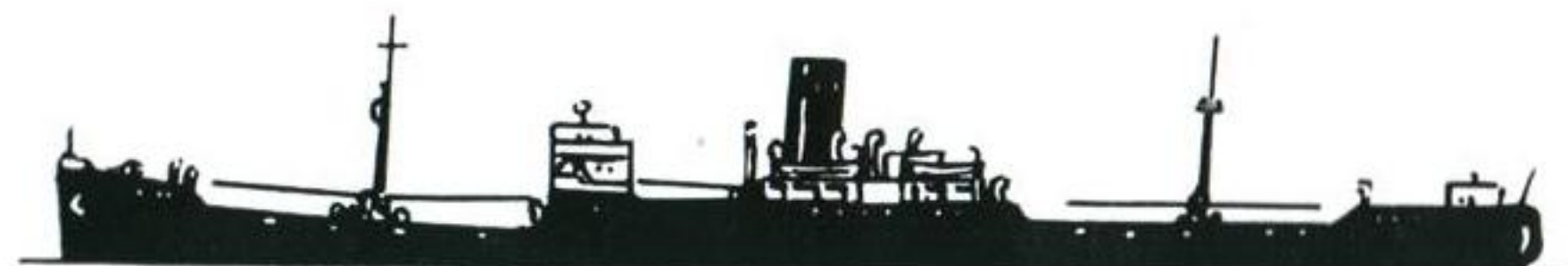
(1961) MFMK H/I23  
4,600 406 23 IS MS 15 kts.



40

**Kronstadt**

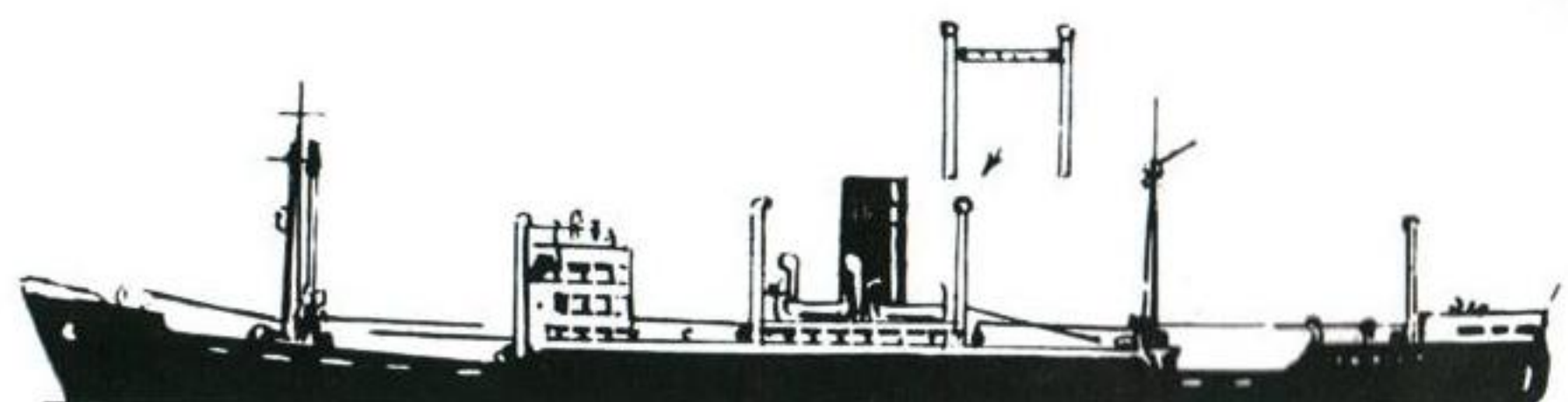
(1920) MKFM H/I23  
8,600 462 27 IS Recip. 10 kts.



41

**Admiral Ushakov**

(1939) MKKFKMK H/I23  
7,800 489 27 IS MS 16 kts.

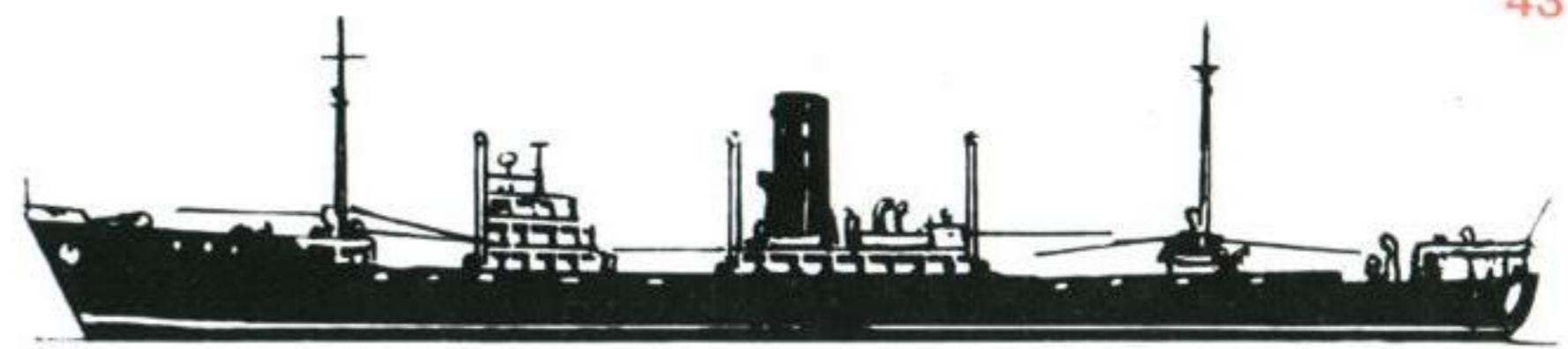


42

**FREIGHTERS**

**Dimitri Pozharski**

(1945) MKKFKM H/I  
6,300 474 28 IS Recip. 13 kts.



43

**Marshal Govorov**

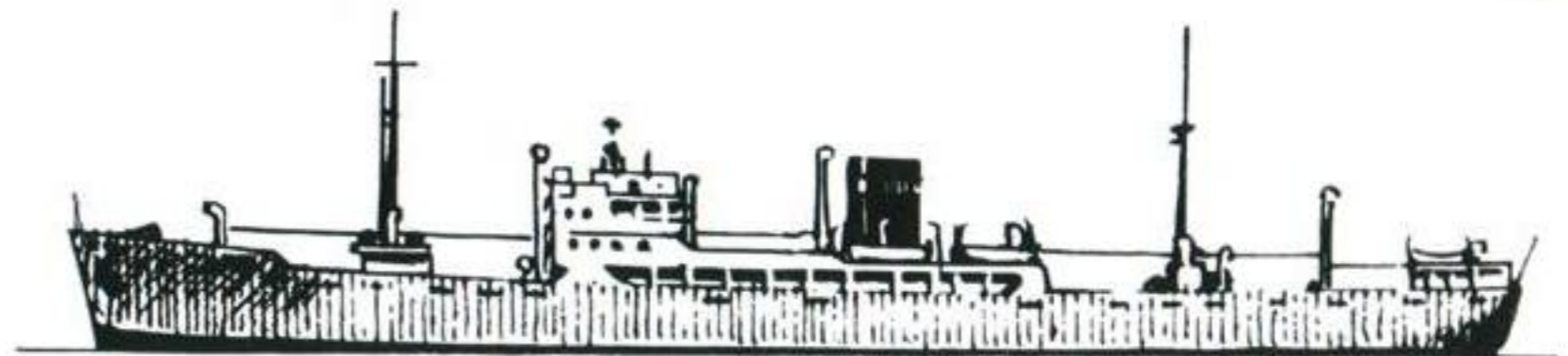
(1937) MKFKM H/I  
5,100 443 26 IS MS 15 kts.



44

**Vilnus**

(1939) MKKFKMK H/I  
5,100 427 25 IS MS 16 kts.



45

**Dimitri Donskoi**

(1943) MKFKM MKFM H/13  
5,100 439 24 IS MS 12 kts.



46

**Djurma**

(1921) KMKKFKMK H/I  
6,900 402 25 IS Recip. 12 kts.



47

**Akademik Krilov**  
( Class )

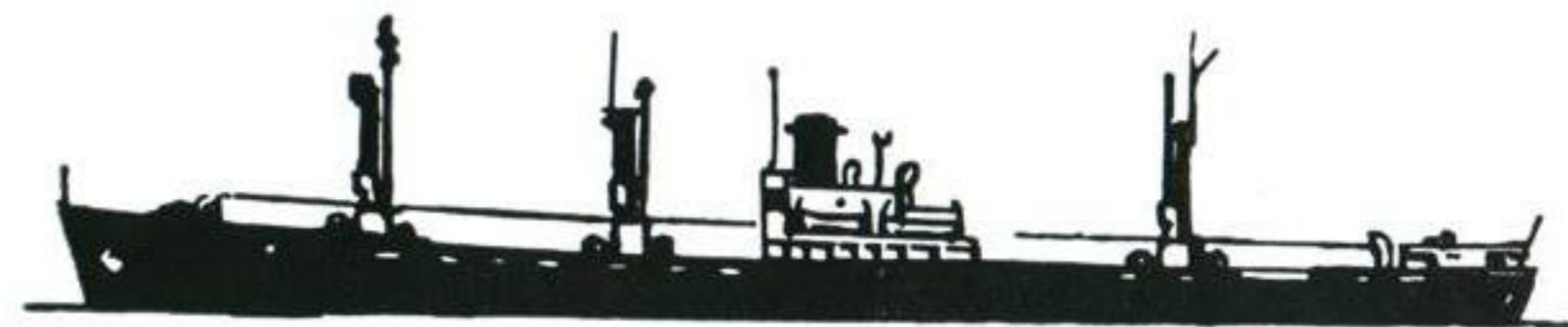
(1937) MKKMFKK H/I  
5,300 425 23 IS MS 17 kts.



48

**"Liberty" Ships**  
( Class )

(1943c) KMFM H  
7,200 423 28 IS Recip. 11 kts.



49

**Levant**  
( Class )

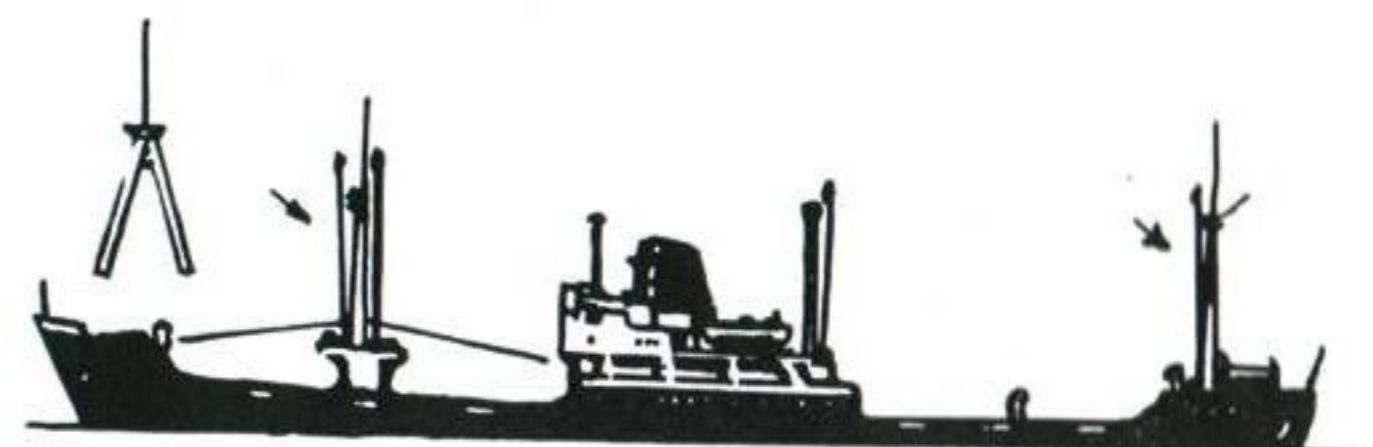
(1957) MFM H/123  
3,400 347 22 IS MS



50

**Elets**  
( Class )

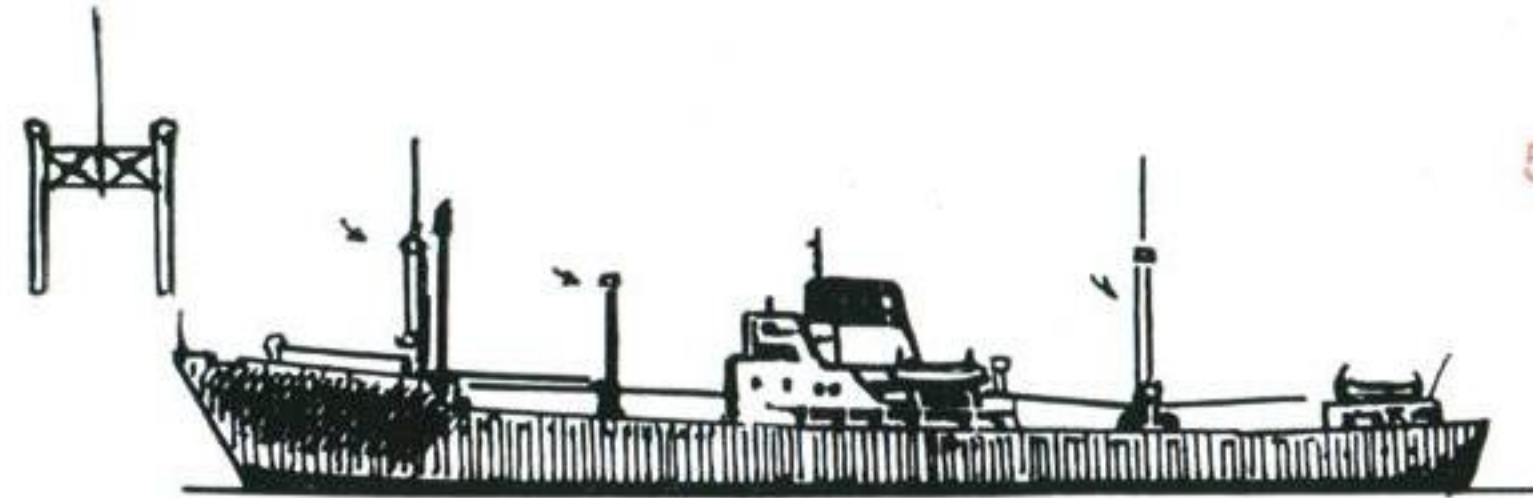
(1960) MFKM H/123  
3,800 355 22 IS Recip.



51

**FREIGHTERS**

**Stavropol**  
(Class)  
(1956) MKFM H/I  
2,700 374 21 2S MS



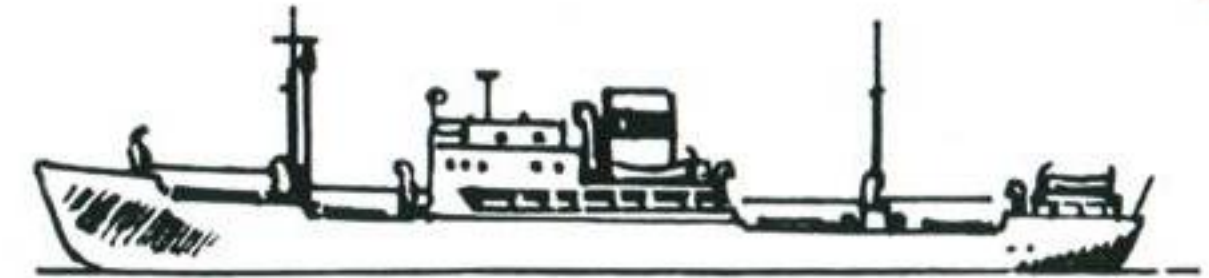
52

**Aragvi**  
(Class)  
(1961) MFM H/I  
4,100 395 23 IS MS 17 kts.



53

**Gribojedov**  
(1937) MFM H  
1,800 306 19 IS MS 13 kts.



54

**Nemirovich Danchenko**  
(Class)  
(1957) MKFM H/I3  
3,400 395 22 IS MS 12 kts.



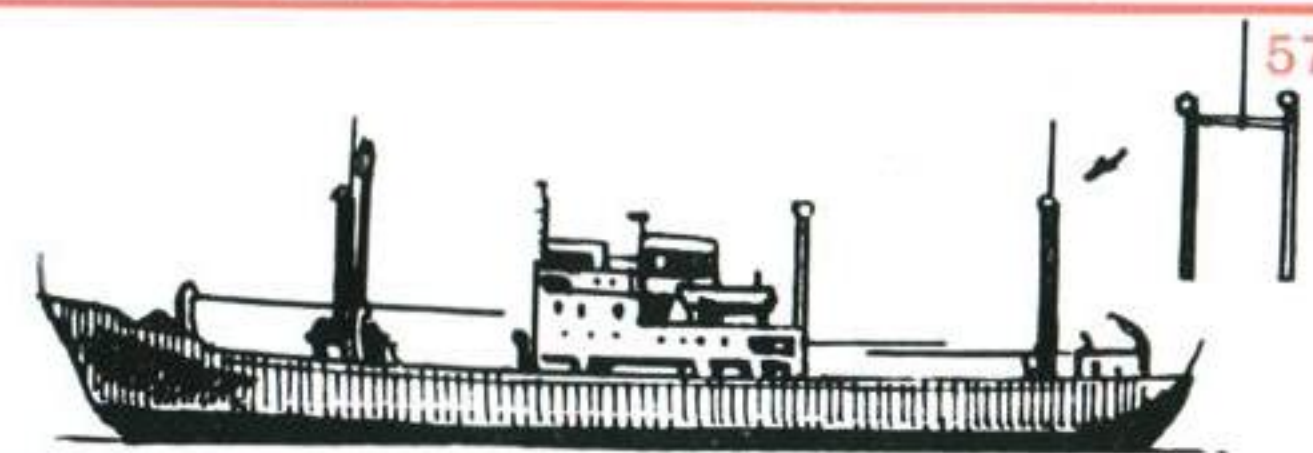
55

**Fastov**  
(Class)  
(1958) MFM H/I  
1,900 310 19 IS MS



56

**Farab**  
(Class)  
(1959) MFKM H/I  
1,900 310 19 IS MS



57

**Lipeck**  
(Class)  
(1954) KMFMK H/I23  
2,700 311 19 IS Recip. 12½ kts.



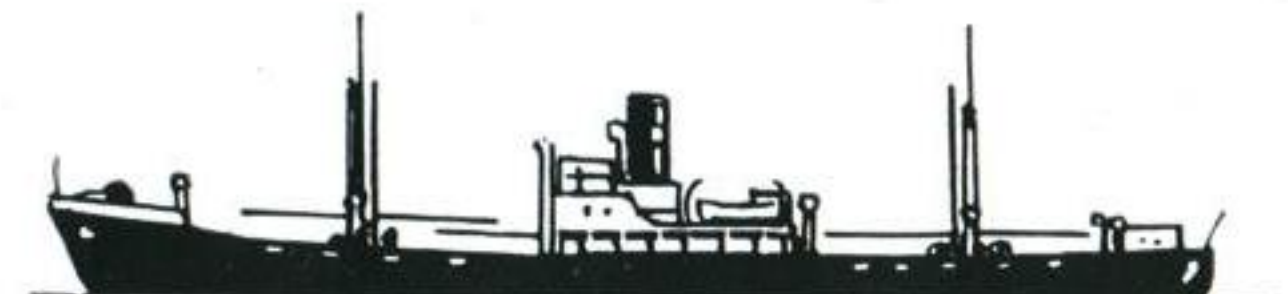
58

**Angarsk**  
(Class)  
(1956) MKFM H/I23  
3,300 335 24 IS Recip.



59

**Cherniakov**  
(1939) MKFM H  
2,800 326 20 IS Recip. 11 kts.



60

**Alexandr Pushkin**  
(1938) MFM H/I23  
2,400 317 19 IS Recip. 12 kts.



61

**FREIGHTERS**

62

**Yakutsk**

(1944) MFM H  
3,000 304 19 IS Recip. 10 kts.



63

**Kirovograd**

(1929) MFM H/I  
2,900 297 21 IS Recip. 11 kts.



64

**Ernst Thaelmann**

(1943) MFM H/I  
1,700 278 18 IS Recip. 12 kts.



65

**Verkhoyansk**

(1942) MFM H  
2,400 304 19 IS Recip. 10 kts.



66

**Ilmen**

(1943) MFM H  
1,400 250 — IS Recip. —



67

**Hansa "A" Type  
( Class )**

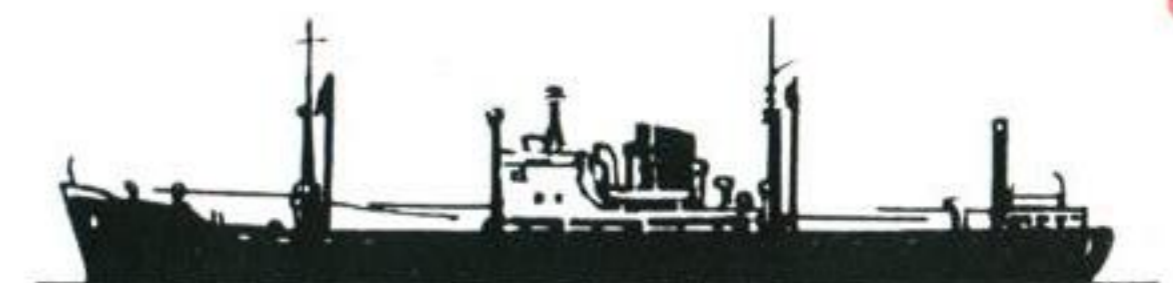
(1944c) MKFMK H/I  
1,900 282 18 IS Recip. —



68

**Gleb Uspenski  
( Class )**

(1951) MKFMK H/I  
1,900 279 18 IS MS 12 kts.



69

**Msta**

(1948/62) MKFKM H/I  
2,200 256 18 IS Recip. 11 kts.



# OLD FREIGHTERS • SPLIT SUPERSTRUCTURE

(N.B. Some of the ships illustrated on pages 264-270 may have been modernised since last seen)

## Novosibirsk

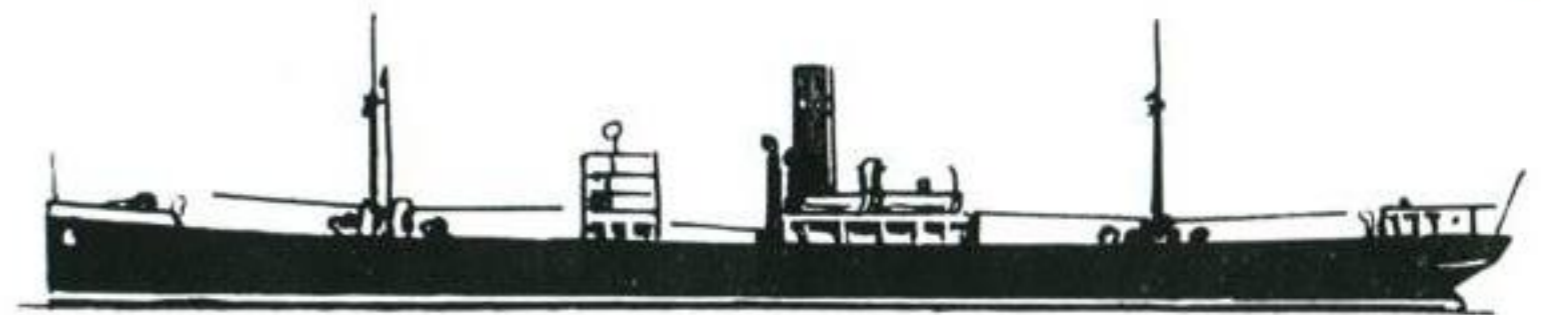
(1919) MKFM H  
7,400 435 27 IS Recip. 9 kts.



70

## Nogin

(1919) MKFM H  
6,800 410 28 IS Recip. 9 kts.



71

## Samarkand

(1920) MKFM H  
5,811 385 23 IS Recip. 9 kts.



72

## Petrovski

(1921) MKFM H/2  
5,100 359 23 IS Recip. 9 kts.



73

## Kuibishev

(1919) MKFM H/13  
6,400 402 27 IS Recip. 9 kts.



74

## Pulkovo

(1929-modernised) MKFM H/123  
2,200 305 19 IS Recip. 9 kts.



75

## Janis Rainis

(1908-modernised) MKFM H/123  
4,200 347 — IS Recip.



76

## Otto Schmidt

(1915-modernised) MKFM H/123  
3,500 346 — IS Recip. 9 kts.

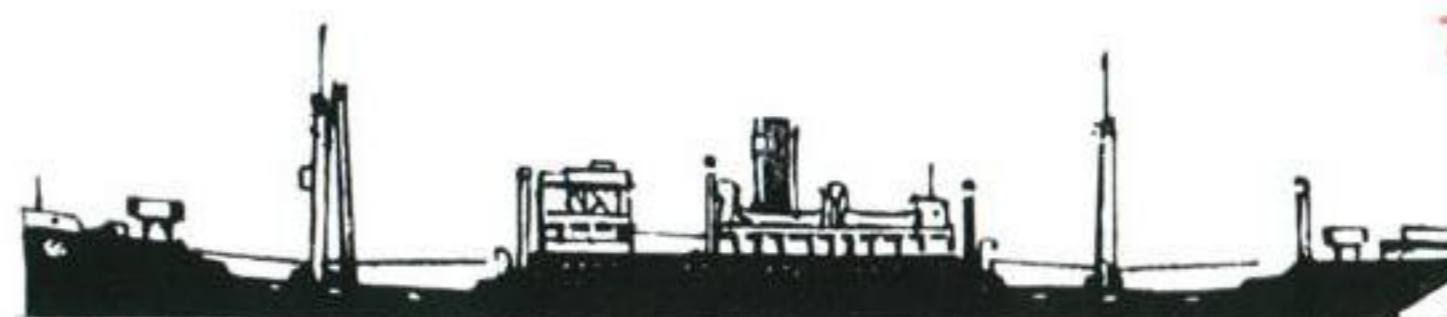


77

# EX-AMERICAN—Circa 1918–1920

## Lermontov

(1918-modernised) MKKFKMK H/123  
5,600 410 — IS Recip. —



78

## Argun ( Class )

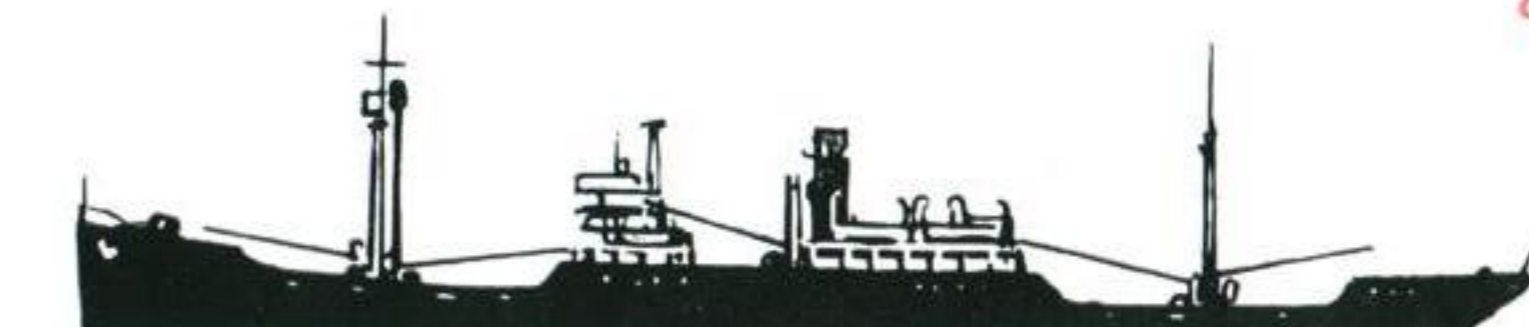
(1918) MKFM H/123  
5,700 410 24 IS Recip. 8 kts.



79

## Viborg

(1920) MKFM H/123  
5,700 410 24 IS Recip. 8/10 kts.



80

## Novgorod ( Class )

(1920) MKFM H/123  
4,800 380 23 IS Recip. 10 kts.



81

## Saratov

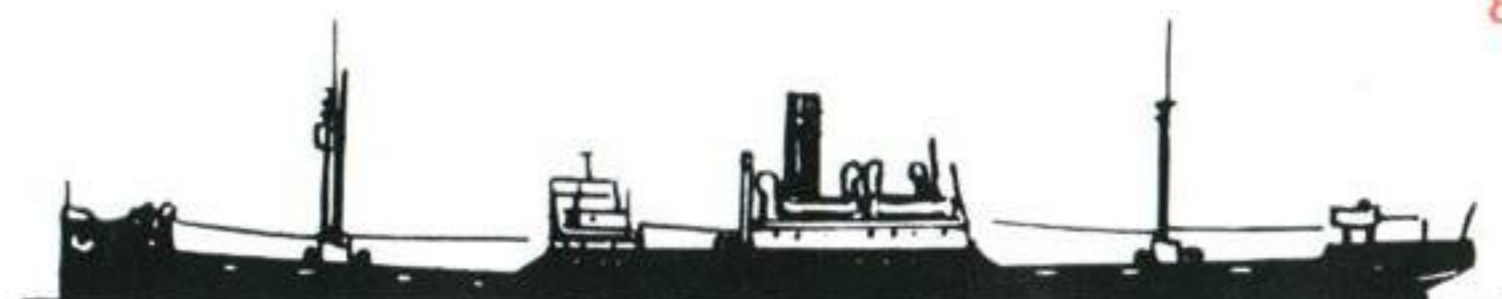
(1918) MKFM H/123  
4,900 387 24 IS Recip. 9 kts.



82

## Perekop

(1919) MKFM H/123  
5,200 390 25 IS ST 10 kts.



83

## Vostok

(1918) MKFM H  
5,000 410 26 IS Recip. 9 kts.



84

## Timirazev

(1920) MKFM H/123  
6,100 410 — IS Recip. 8 kts.



85

# OLD FREIGHTERS • SPLIT SUPERSTRUCTURE

86

**Cheliabinsk**  
( Class )

(1920) MKFM H/123  
5,900 410 26 IS Recip. 9 kts.



87

**Akademik Pavlov**

(1919) MKFM H/123  
6,200 396 — IS ST —



88

**Mikhail Frunze**

(1922) MKFM H/123  
5,900 393 — IS Recip. 11 kts.



89

**Petrozavodsk**

(1927) MKFM H/123  
3,400 352 22 IS Recip. 10 kts.



90

**Poltava**

(1921) MKFM H/123  
3,100 330 21 IS Recip. 9 kts.



91

**Ashkabad**  
( Class )

(1920) MKFM H/123  
3,300 324 23 IS ST 9 kts.



92

**Selenga**

(1919) MKFM H/123  
2,600 303 20 IS Recip. 10 kts.



93

**Magnitogorsk**

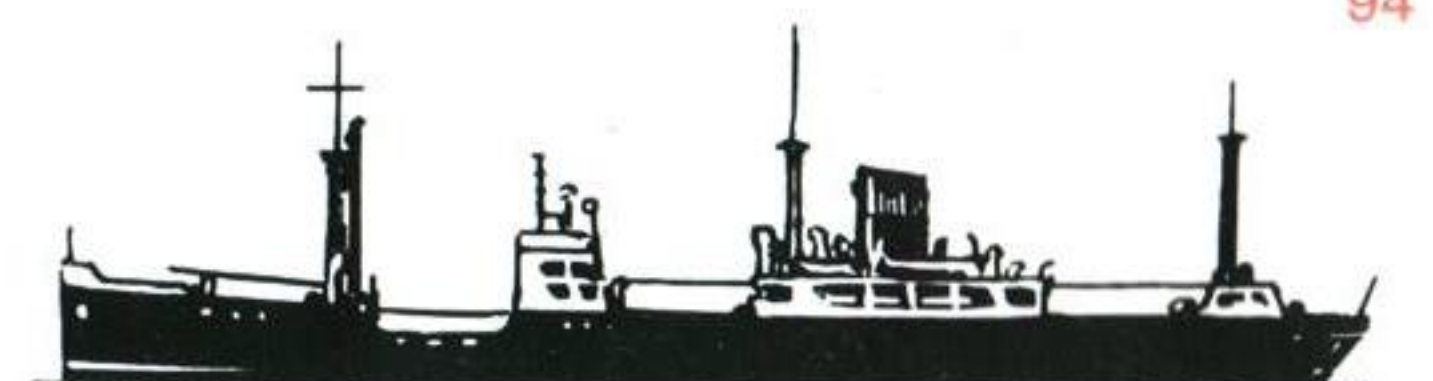
(1932) MKFKM H/123  
4,800 409 25 IS Recip. 10 kts.



94

**Michurin**  
( Class )

(1923) MMFM H/12  
4,400 364 23 2S MS 11 kts.



# OLD FREIGHTERS • COMPOSITE PROFILE

**Klara Zetkin**  
( Class )

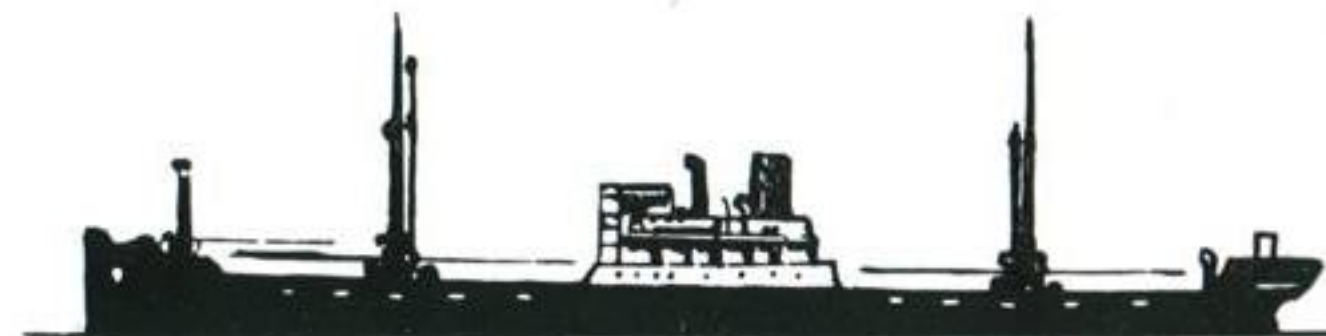
(1934) KMFKM H/123  
4,000 348 23 IS MS 10 kts.



95

**V. Mayakovsky**

(1930) KMFKM H/123  
3,700 347 22 IS MS —



96

**Chelyuskinets**  
( Class )

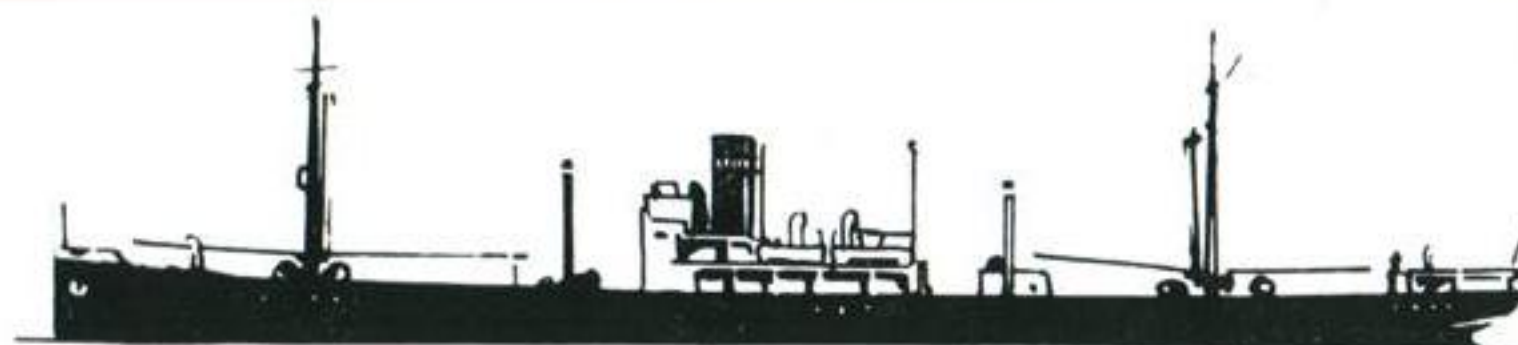
(1936) MKFM H/123  
5,100 381 25 IS MS 11 kts.



97

**Tashkent**  
( Class )

(1914) MKFKKM H  
5,200 408 30 IS Recip. 11 kts.



98

**Kapitan Smirnov**

(1913) MKFKM H  
4,000 405 26 IS Recip. 11 kts.



99

**Turaida**

(1900) MFM H  
2,400 291 18 IS Recip. 11 kts.



100

**Matros Shelesniak**

(1920) MFM H  
2,000 242 18 IS Recip. 9 kts.



101

**Valdai**

(1938) MKFM H/1  
2,400 285 20 IS MS 11 kts.



102

**Yalta**

(1924) MFM H/1  
2,400 309 21 IS Recip. 10 kts.



103

**Kaliningrad**

(1918) KMKFMK H/2  
6,100 390 — IS Recip. —



104

**FREIGHTERS**

105

**Gatchina** (1926) MFM H/2  
1,400 266 18 IS Recip. 11 kts.



106

**Lunacharski** (1920) MKFM H/13  
6,100 403 28 IS ST 10 kts.



107

**Aivazovsky** (1923) MFM H/12  
3,200 332 — IS Recip. —



108

**Tambov** (1921) MFM H/12  
2,800 306 21 IS Recip. 10 kts.



109

**Krymov** (1921) MFM H/12  
1,500 263 — IS Recip. 9 kts.



110

**Spartak** (1909) MFM H/12  
2,100 268 19 IS Recip. 8 kts.



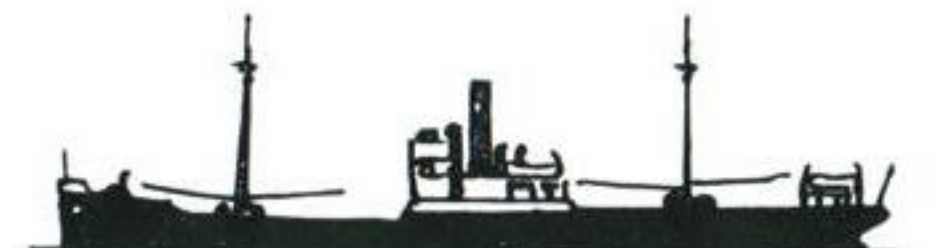
111

**Minna** (1923) MFM H/12  
( Class ) 1,400 234 17 IS Recip. 11 kts.



112

**Niva** (1916) MFM H/12  
1,500 230 16 IS Recip. 10 kts.



113

**Kolima** (1906) MFM H/12  
1,500 240 17 IS Recip. 8 kts.



114

**Tosno** (1911) MFM H/12  
1,800 260 21 IS Recip. 10 kts.



115

**Dnepr** (1914) MFM H/2  
3,100 304 18 IS Recip. 8 kts.



**FREIGHTERS**

**Nikolai Bauman**

(1923) MFM H/123  
1,800 266 18 IS Recip. 10 kts.



116

**Polina Ospinko**

(1920) MKFM H/123  
3,500 321 22 IS Recip. 9 kts.



117

**Marshal Tolbuhin**

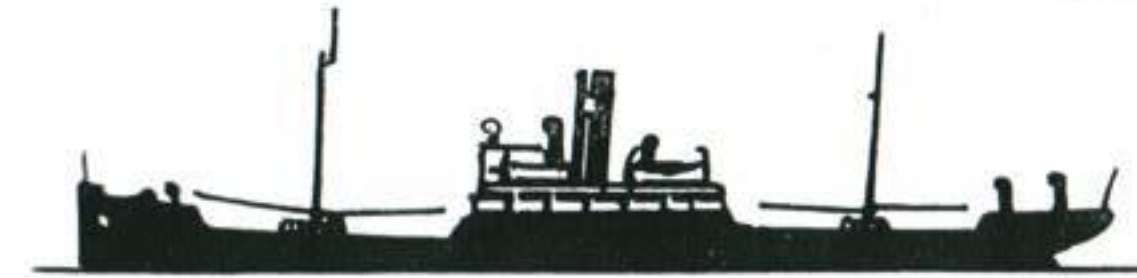
(1925) MFM H/123  
1,900 292 19 IS Recip. 10 kts.



118

**Aldan**

(1912) MFM H/123  
2,200 288 — IS Recip. —



119

**Sigulda**

(1907) MFM H/123  
1,900 276 18 IS Recip. 9 kts.



120

**Lakhta**

(1917) MFM H/123  
1,400 237 17 IS Recip. 9 kts.



121

**Lena**

(1917) MFM H/123  
1,400 237 17 IS Recip. 9 kts.



122

**Sotchi**

(1919) MFM H/123  
1,100 211 — IS Recip. 9 kts.



123

**Olonetz**

(1923-modernised) MFM H/123  
2,000 281 — IS Recip. 9 kts.



124

**Ljuban**

(1933) MFM H/123  
1,400 239 — IS Recip. 8 kts.



125

**Henri Barbusse**

(1923) MFM H/123  
2,000 256 — IS Recip. 10 kts.



126

**FREIGHTERS**

**Nogin** (1930) MFM H/123  
2,300 270 18 IS Recip. 9 kts.



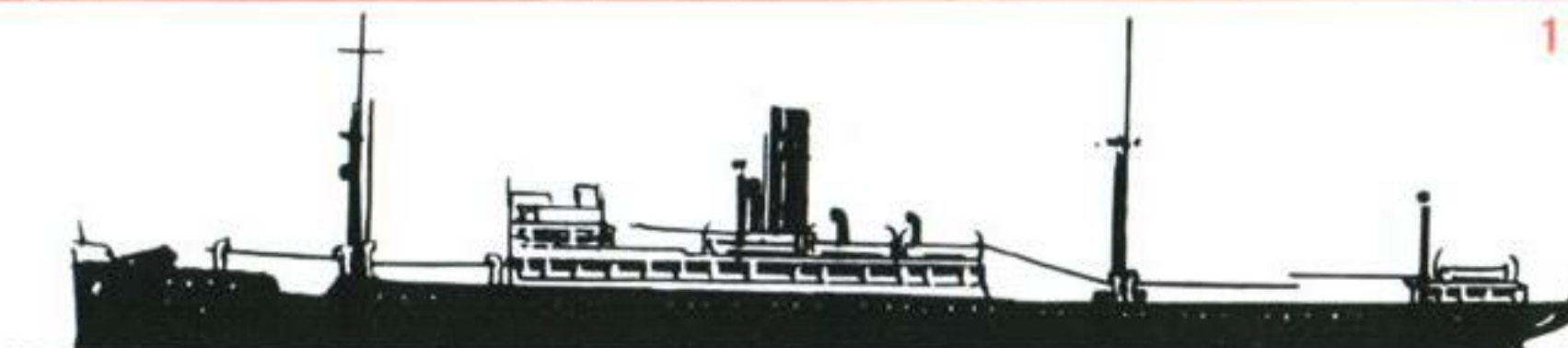
127

**Iskra** (1928) MFKMK H/123  
( Class ) 2,400 277 19 IS Recip. 8 kts.



128

**General Chernakovski** (1922) MKFMK H  
6,100 450 — IS Recip. —



129

**Elets** (1924) MFMK H/12  
1,200 222 15 IS Recip. 10 kts.



130

**Sizran** (1933) MFKM H/123  
1,200 236 17 15 Recip.



131

**Sura** (1923) MFM H/1  
1,700 238 17 IS Recip. —



132

**Unja** (1923) MFM H/1  
1,700 238 17 IS Recip. —



133

**Auseklis** (1914) MFM H/13  
1,400 226 17 IS Recip. 8 kts.



134

**Vitegra** (1923) MFMK H/12  
1,400 238 17 IS Recip. —



135

**Briviba** (1925) MFMK H/12  
1,900 251 IS Recip. —



136

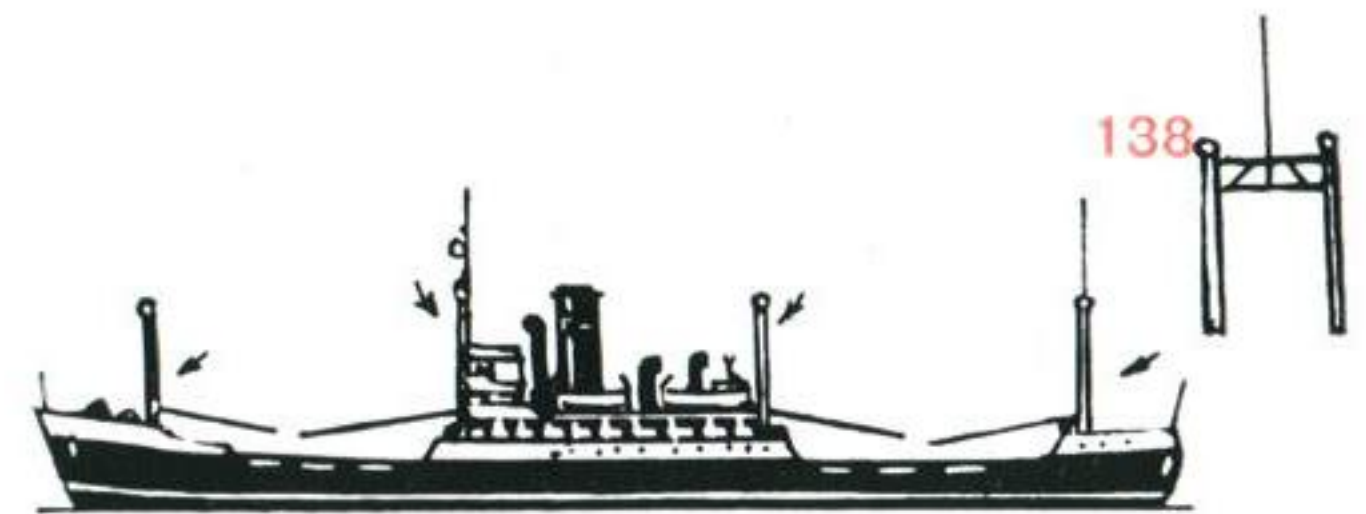
**Chehov** (1922) MFMK H/12  
950 214 — IS Recip. —



137

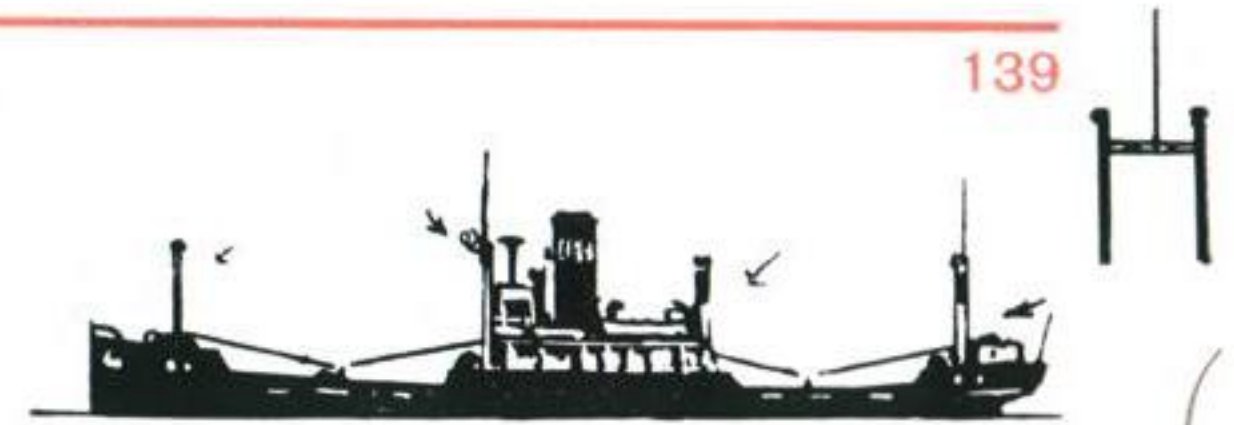
# FREIGHTERS • BALTIC TYPE

**Arctika**  
( Class ) (1936) KMFKM H/123  
2,900 322 20 IS Recip. 10 kts.



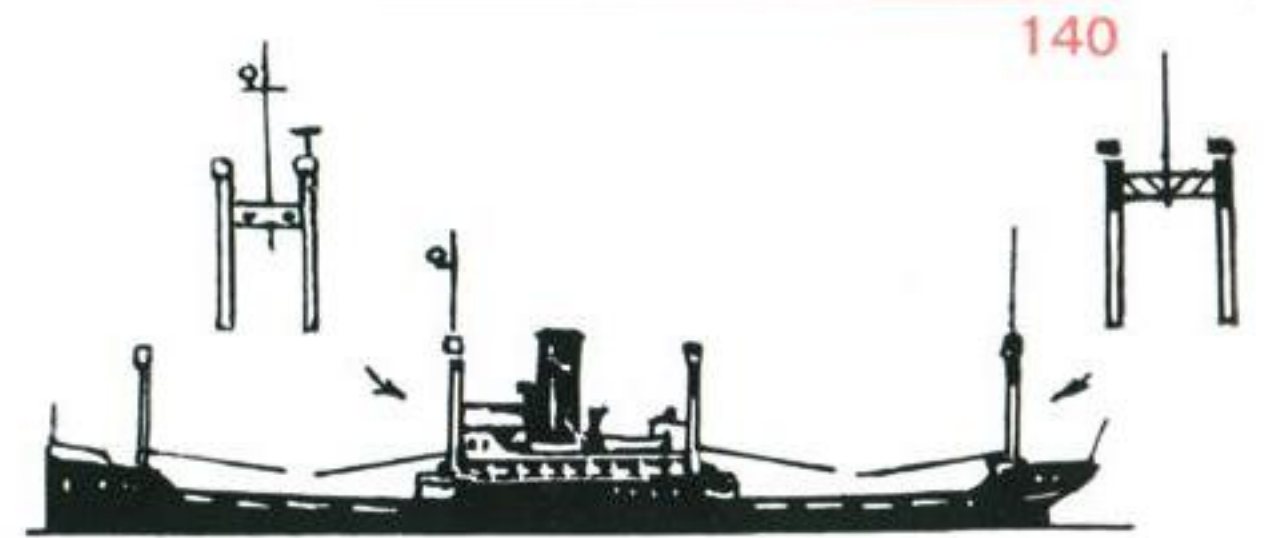
138

**Enisei**  
( Class ) (1916) KMFKM H/123  
2,200 269 18 IS Recip. 8 kts.



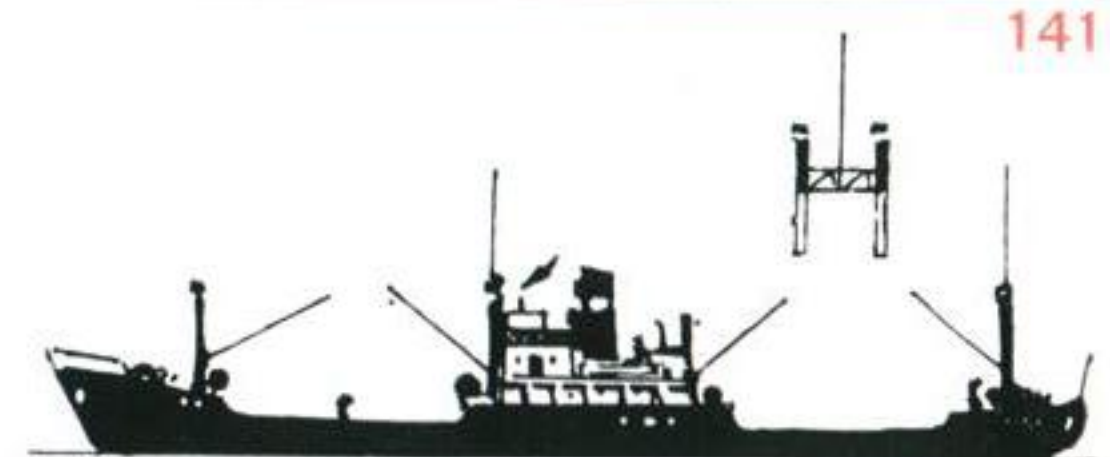
139

**Kara**  
( Class ) (1930) KMFKM H/123  
2,300 285 18 IS Recip. 8 kts.



140

**Volodarsky**  
(1929—rebuilt) KMFKM H/123  
2,700 285 — IS Recip. —



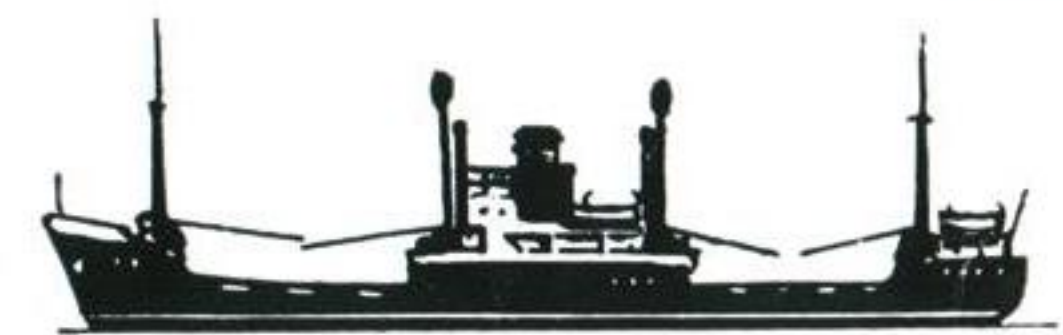
141

**Donbass,  
Povolje,  
Kemerovo**  
( Classes ) (1953—57) MKFKM H/123  
3,800 355 22 IS Recip. —



142

**Armavir & Eljton**  
( Classes ) (1954—57) MKFKM H/123  
2,500 268 19 IS Recip. —



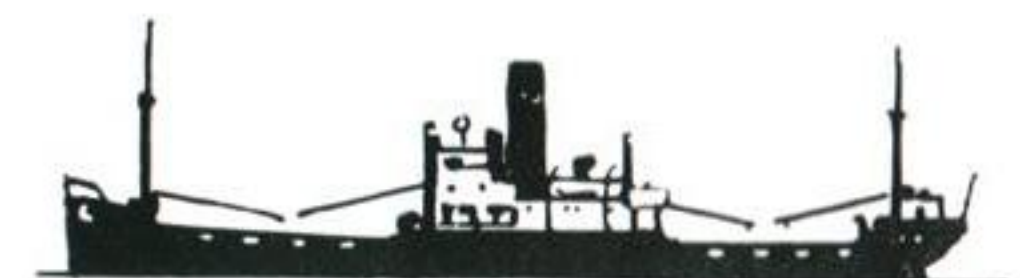
143

**Budenni**  
( Class ) (1923) MKFKM H/123  
2,500 215 20 IS Recip. 8 kts.



144

**Kama**  
(1918) MKFKM H/123  
1,900 263 — IS Recip. 8 kts.



145

**FREIGHTERS**

**Leonid Krassin**

(1913) MKFKM H/123  
1,800 266 18 IS Recip. 9 kts.



146

**Ligovo**

(1933) MKFKM H/123  
1,900 263 — IS Recip. 8 kts.



147

**Taiganos**

(1920) MKFKM H/123  
2,600 301 21 IS Recip. 9 kts.



148

**Alexandr.  
Parkhomenko**

(1930) MKFKM H/123  
1,600 245 19 IS Recip. —



149

**Tosno**

(1922) MKFKM H/123  
1,400 233 16 IS Recip. 8 kts.



150

**Valga**

(1917) MKFKM H/123  
2,200 230 — IS Recip. —



151

**Strelna**

(1923) MMFMM H/123  
2,000 266 18 IS Recip. — 9 kts.

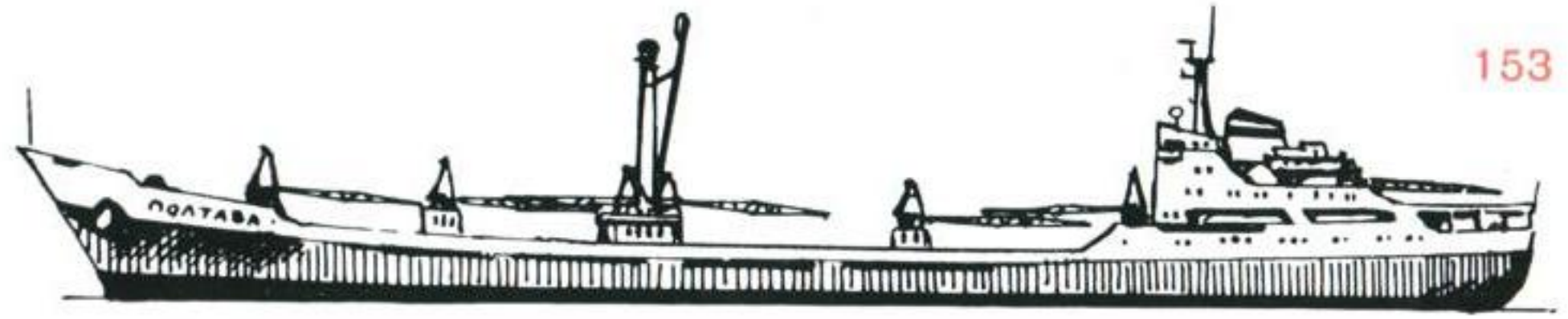


152

# FREIGHTERS • ENGINES AFT

**Poltava**  
( Class )

(1962) CCMCCMFC H/13  
9,600 510 — IS MS 16 kts.



153

**Kasimov**  
( Class )

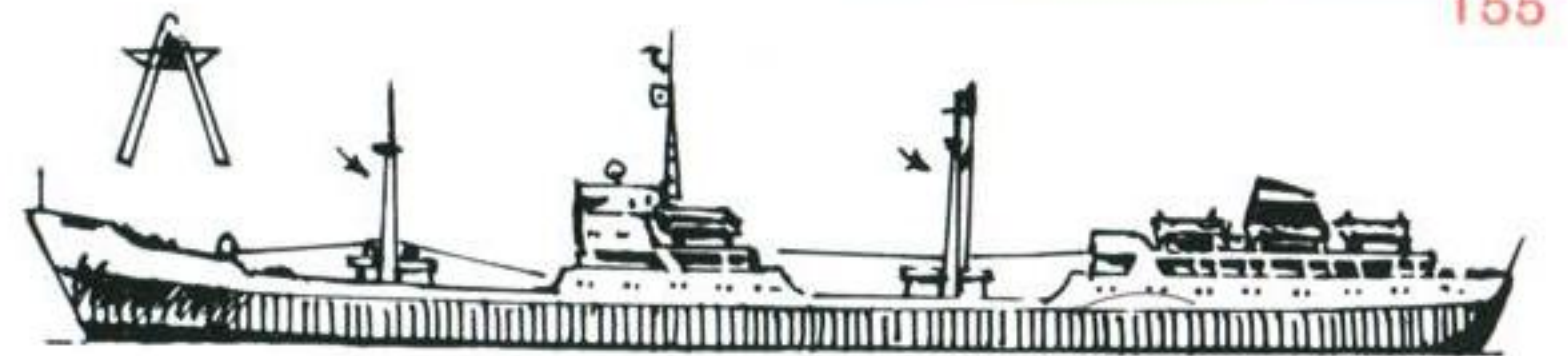
(1963) MCCMMFC H/13  
9,250 482 — IS MS 17 kts.



154

**Simferopol**  
( Class )

(1959) MMMF H/123  
5,500 387 25 IS DE —



155

**Dneproges**  
( Class )

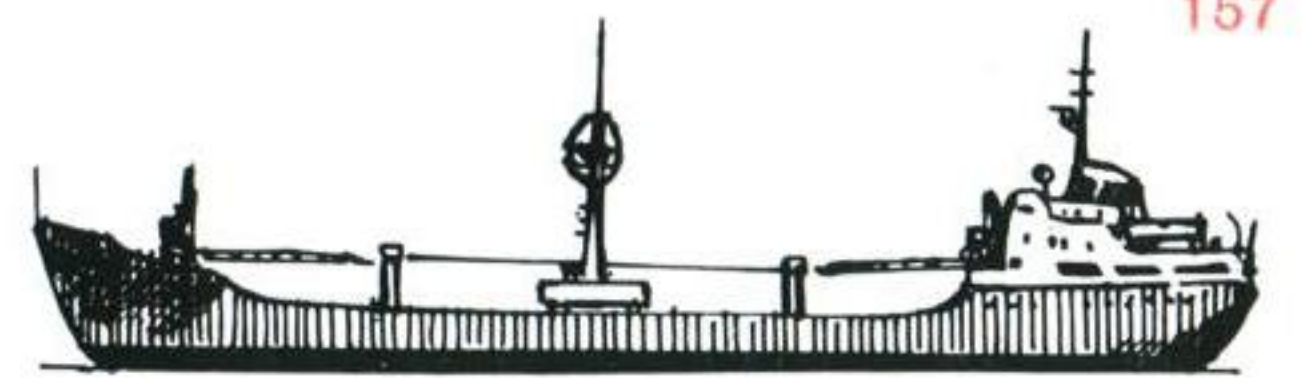
(1956) MMMF H/123  
5,200 387 25 IS DE —



156

**Izhmales**  
( Class )

(1962) CKMKCMF H/13  
2,800 336 — IS MS 14 kts.



157

**Dubno**  
( Class )

(1960) MCCCMFM H/13  
7,300 450 — IS MS —



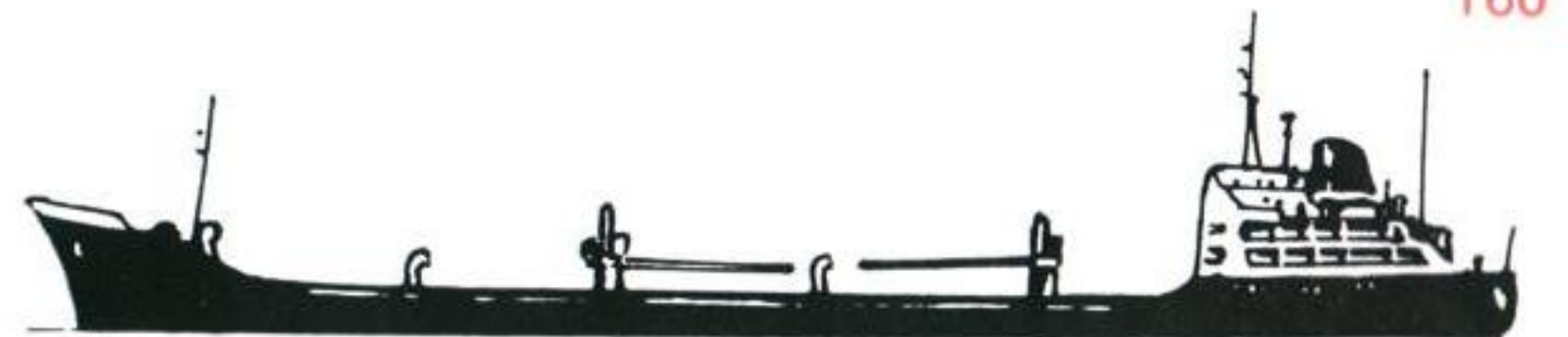
158

**"U" Class**

(1960) MCCCCMFM or  
MKKMFM/MCCMFM H/13  
5,600 438 24 IS MS —



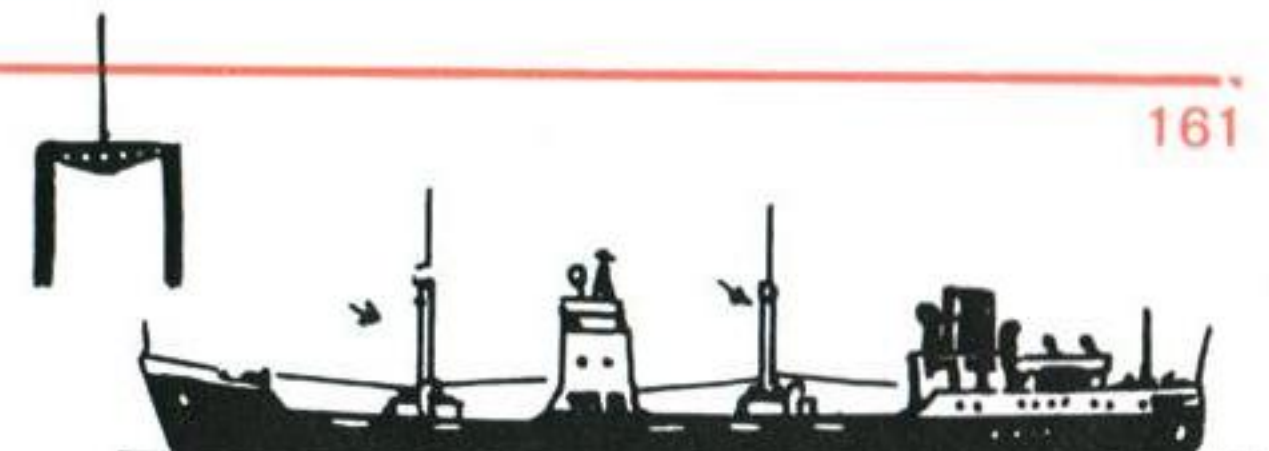
159



160

**Enakievo**  
( Class )

(1953) MMF H/13  
1,900 285 17 IS Recip. —



161

**FREIGHTERS**

**Jan Kreuks**  
( Class )

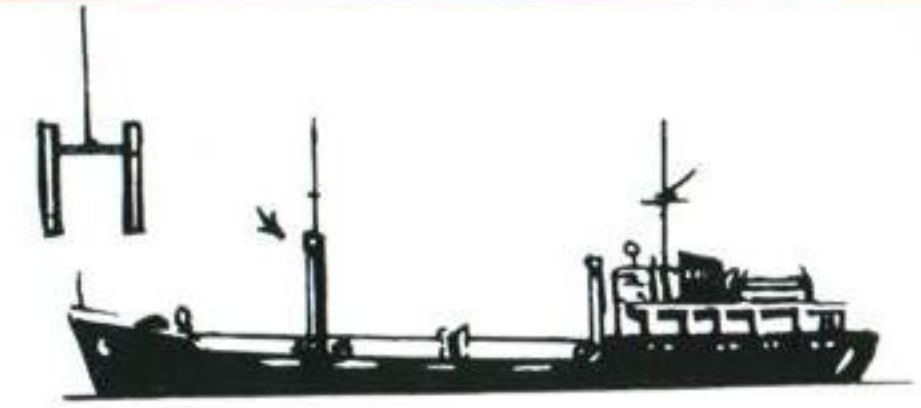
(1954) MKMF H/13  
1,300 224 — IS MS —



162

**Blagoveshensk**  
( Class )

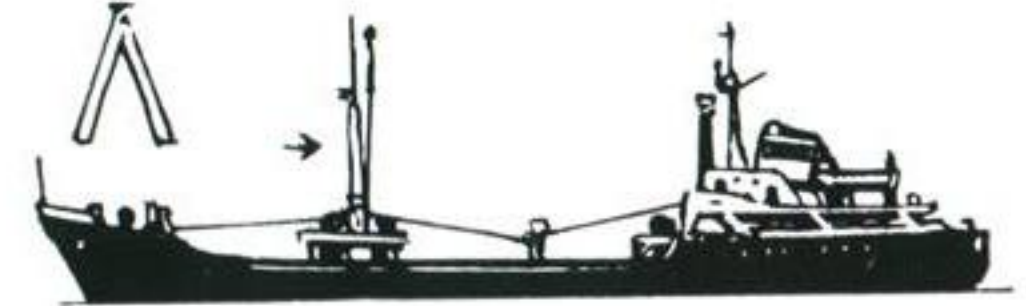
(1952) MKMF H/13  
1,200 224 — IS MS —



163

**Hiumaa**  
( Class )

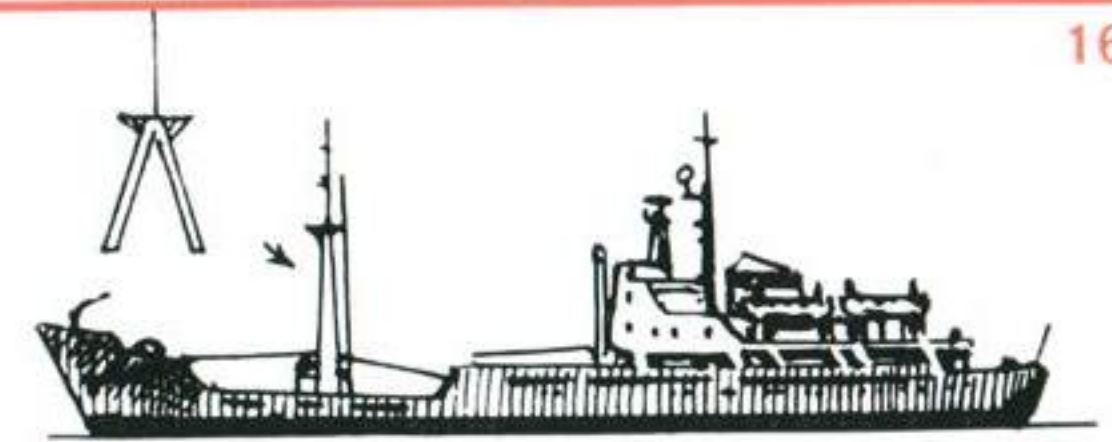
(1960) MKMF H/12  
1,300 — IS MS —



164

**Dimitry Chassovitin**  
( Class )

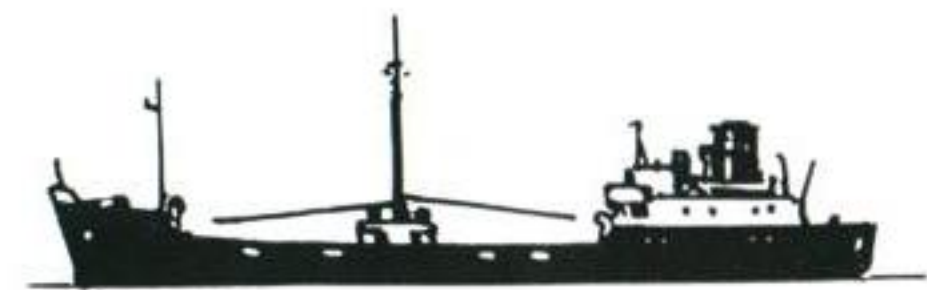
(1960) MKMF H/13  
3,300 326 — IS MS —



165

**Delegat**  
( Class )

(1931) MMF H/13  
980 230 — 2S MS 10 kts.



166

**Bira Class**  
(Booreia or Boorya)

No information available—possibly naval auxiliaries.



167

**Volga**

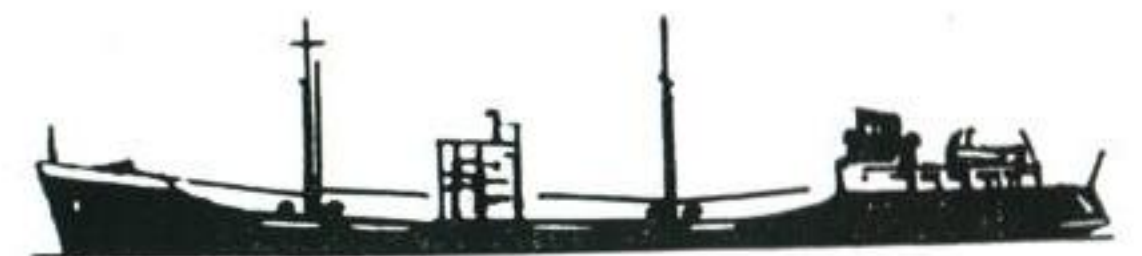
(1935) MMF H/13  
2,800 285 20 IS MS 11 kts.



168

**Alexandr Matrosov**  
( Class )

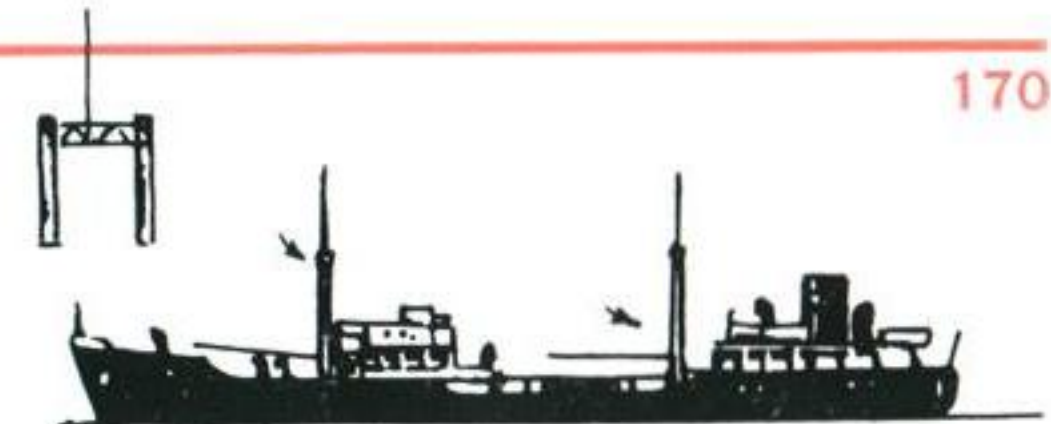
(1945) MMF H/13  
2,300 290 13 IS MS 10 kts.



169

**Yukagir**

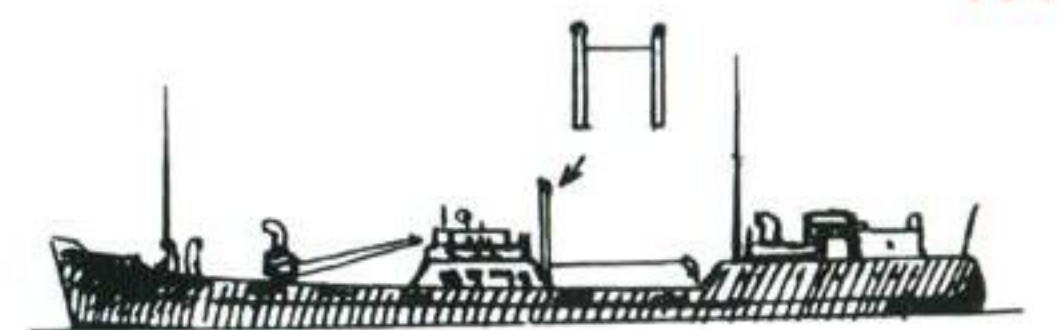
(1937) MMF H/13  
1,600 246 17 IS MS 10 kts.



170

**Akademik Komorov**

(1939) MCKMF H/13  
1,300 235 — 2S MS —



171

**FREIGHTERS**

172

**General  
Bagramian**

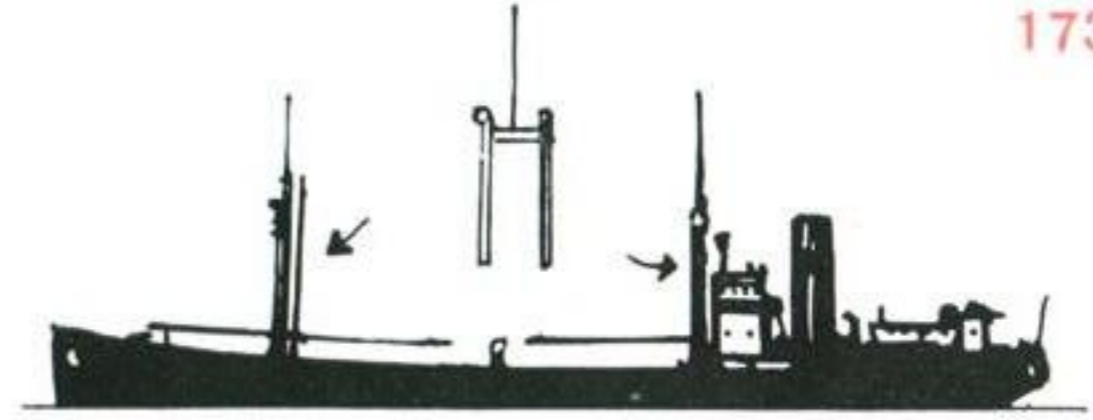
(1920) MMF H/12  
1,900 259 17 IS Recip. 8 kts.



173

**Jose Dias**

(1921) MMF H/3  
1,800 250 — IS Recip. —



174

**Angara  
( Class )**

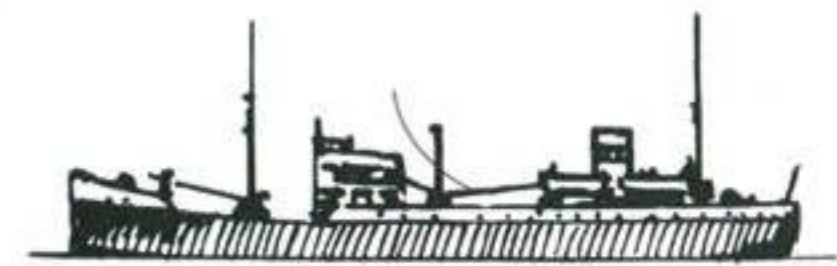
(1950) MMMF H/12  
950 202 — IS Recip. —



175

**Kotovskiy**

(1928) MKMF H/12  
1,200 203 17 IS MS 12 kts.



176

**Balhash**

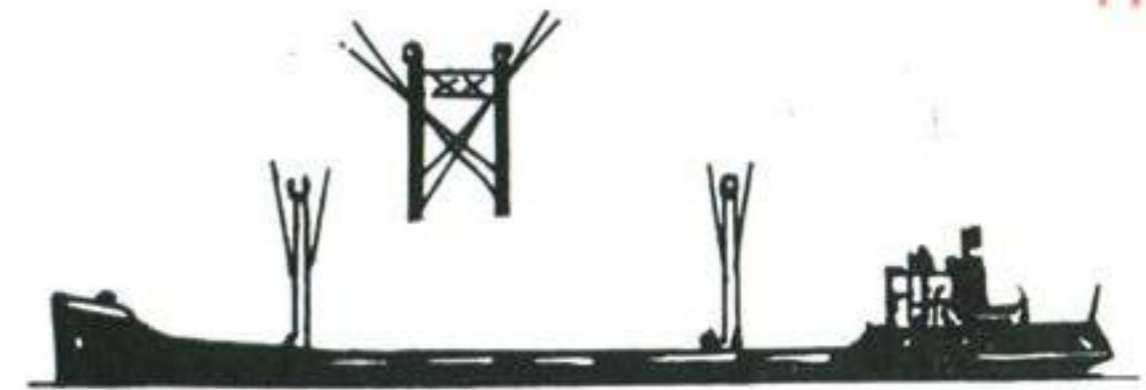
(1913—may be rebuilt) MMMF H/12  
6,800 423 27 IS Recip. —



177

**Altai  
( Class )**

(c. 1954) KKF H/13  
1,100 202 15 IS MS —



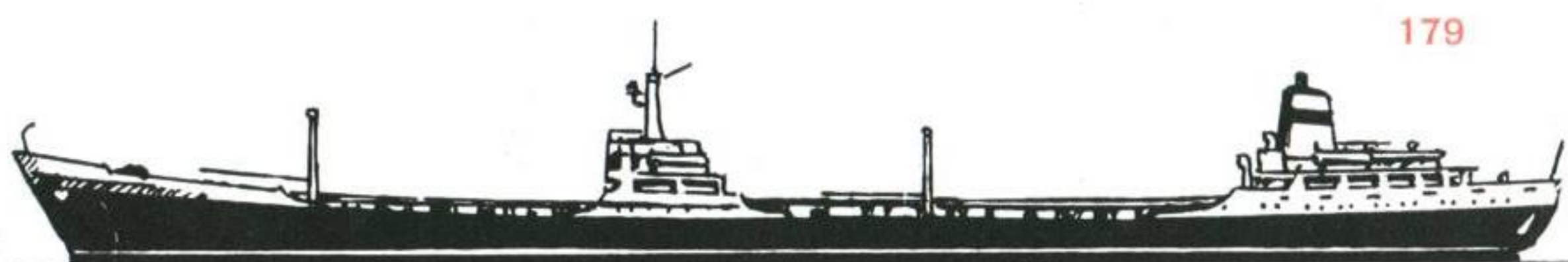
178



# Tankers

Giuseppe Garibaldi

(1960) KMKF H/123  
20,700 666 35  
IS ST —



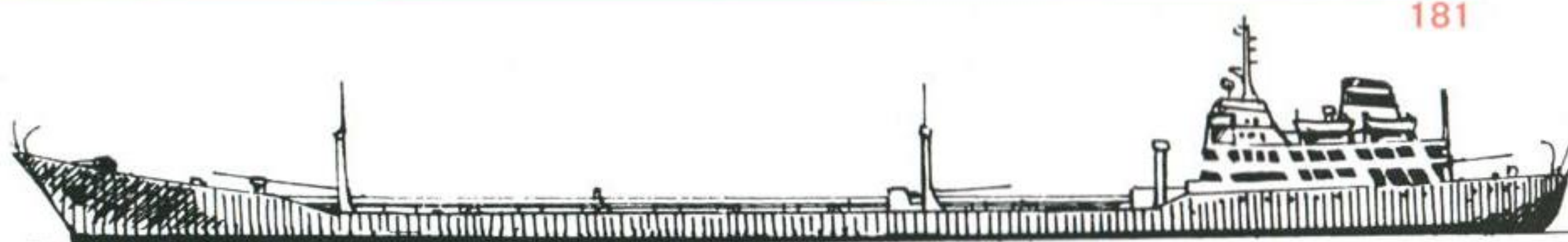
Bauska

(1960) MMKFK H/123  
12,900 581 30  
IS MS —



Lebedin  
( Class )

(1962) KKKMFK  
H/13 23,000 679  
— IS MS —



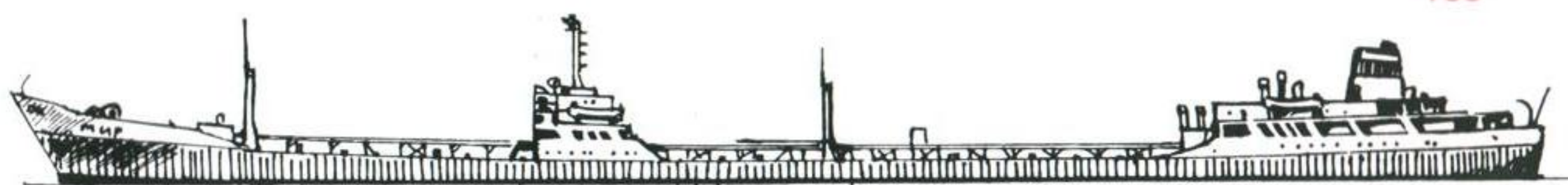
Apsheron

(1952) MKKMF H/123  
9,000 455 28 IS MS —



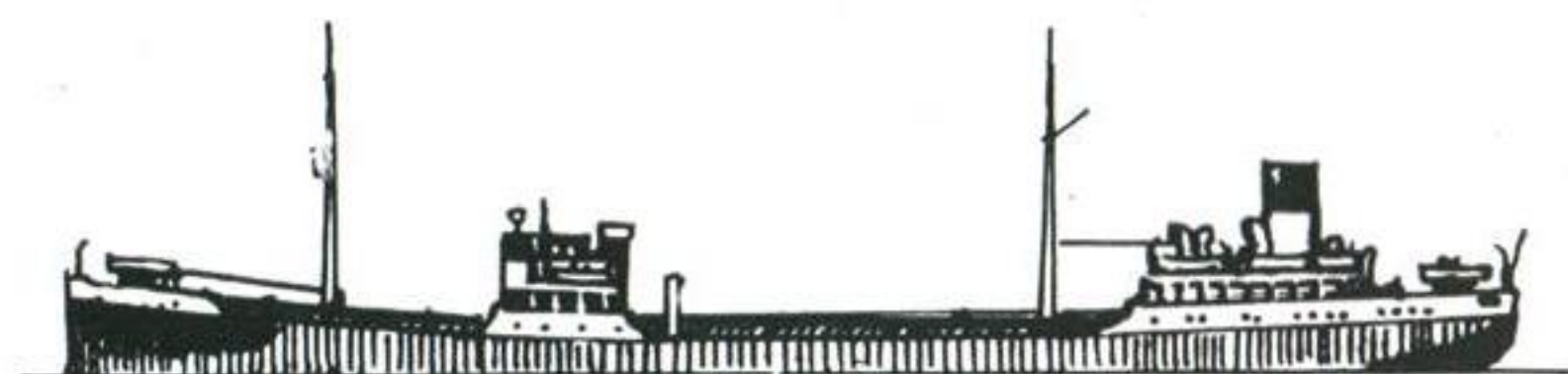
Mir

(1960) MMKF  
H/123 26,000  
702 36 IS  
ST —



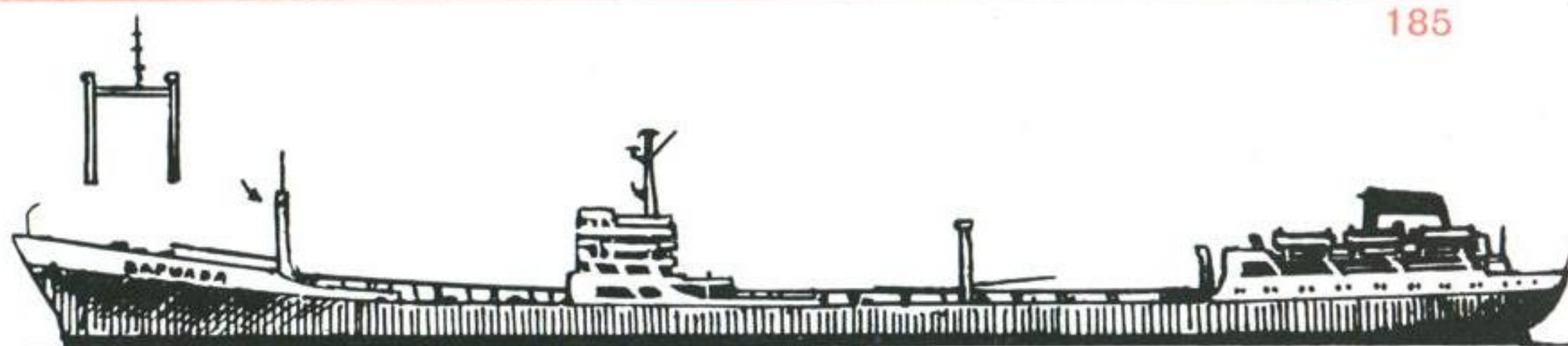
Batumi

(1932) MMF H/123  
6,200 407 26 IS MS —



Pekin  
( Class )

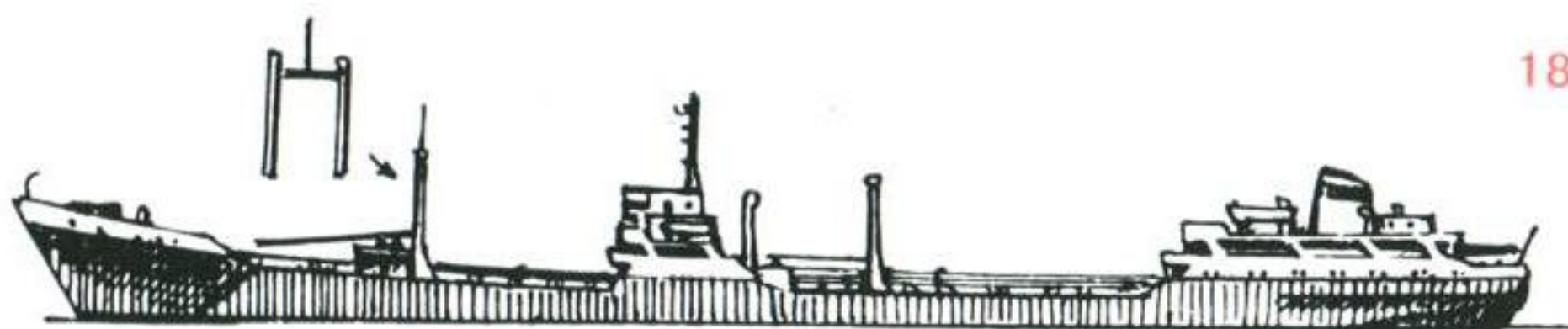
(1960) KMKF H/13  
21,300 665 — IS ST —



TANKERS

Egorjevsk

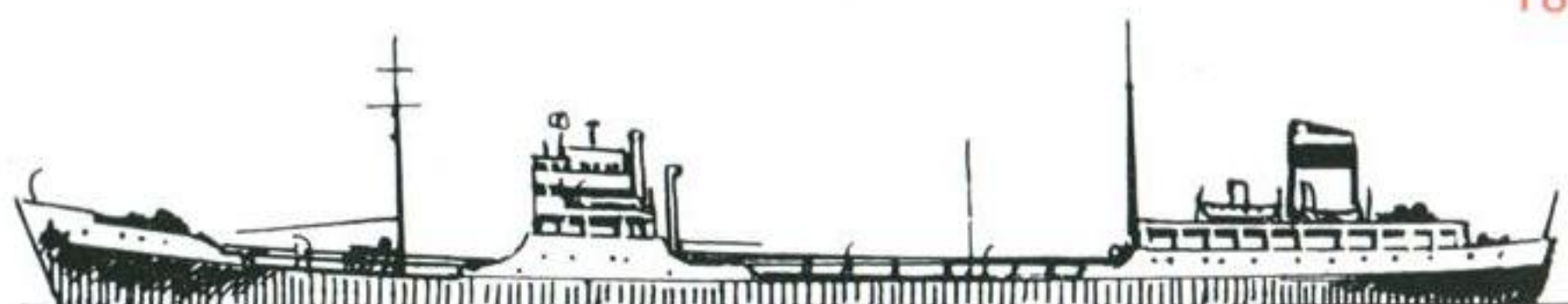
(1959) MMKKF H/123  
8,200 500 — IS MS —



186

Kazbek  
(Class)

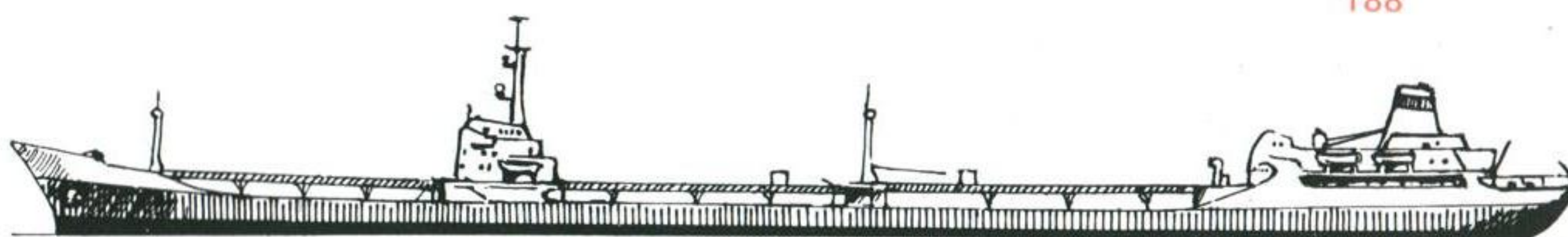
(1953) MKKMF H/123  
8,200 498 — IS MS —



187

Sofia  
(Class)

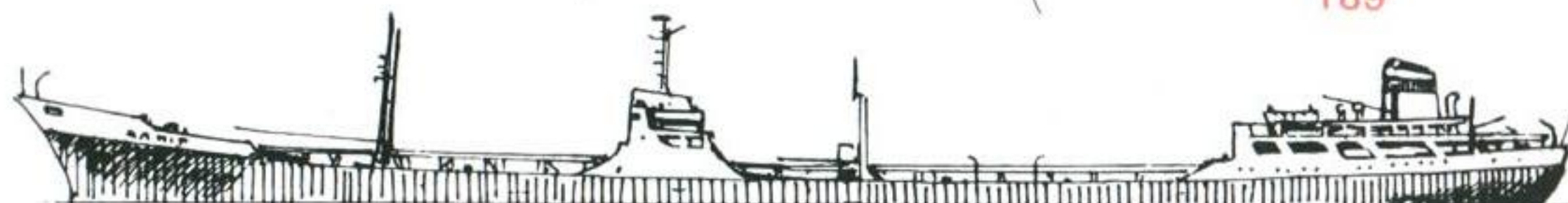
(1963)  
KMKF H/123  
30,000 756 28 IS  
ST 17 kts.



188

Adler  
(Class)

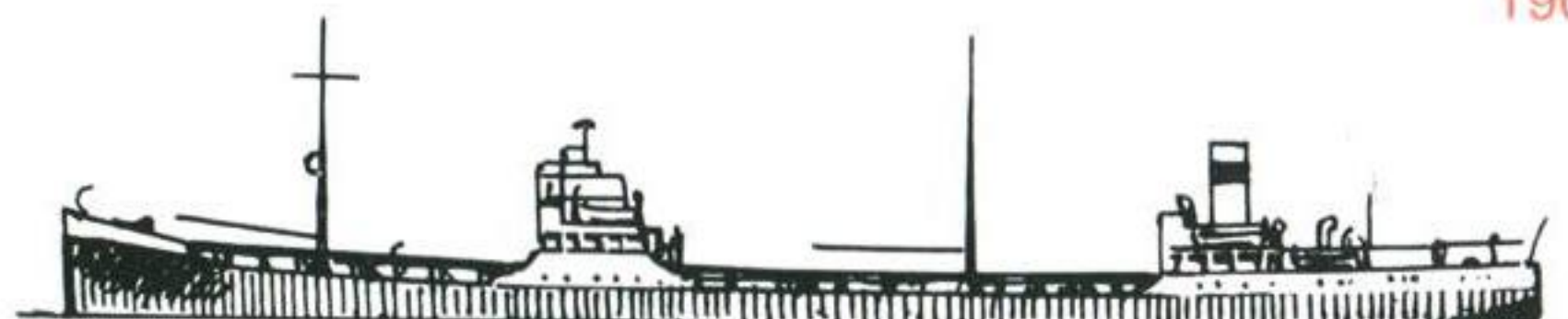
(1960) MMKFK H/123  
16,400 620 — IS MS —



189

Sovetskaya Neft

(1929) MMFK H/123  
8,200 458 27 2S MS 11 kts.



190

Nicolaev  
(Class)

(1932) MMKF or MKMF H/123  
7,700 446 — 2S MS 12 kts.



191



192

Moskva

(1931) MKMKF H/123  
6,200 409 26 2S MS 10 kts.



193

Pamir

(1927—rebuilt) MKMKF H/123  
6,700 431 26 IS MS 10 kts.



194

**TANKERS**

**Sergo**

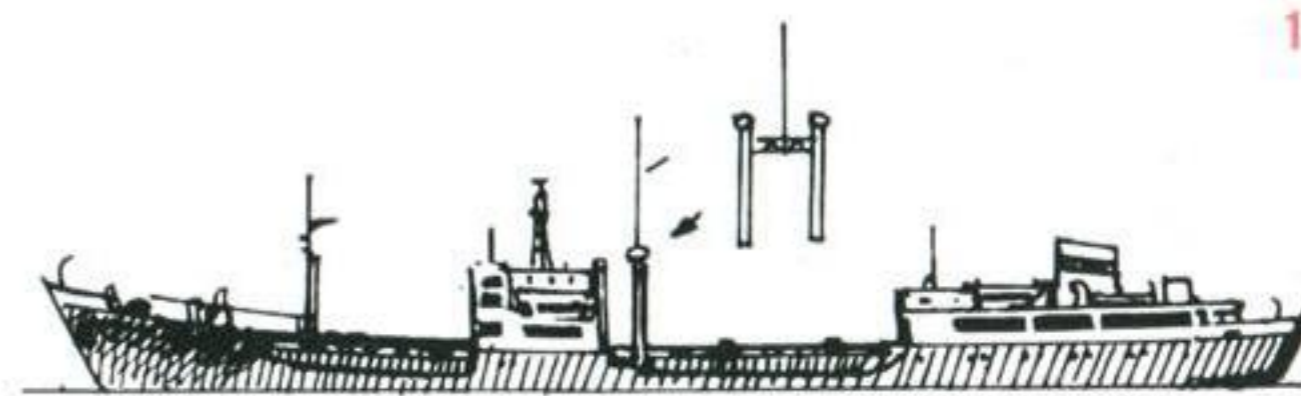
(1930) KMMF H/123  
8,000 446 26 2S MS 10 kts.



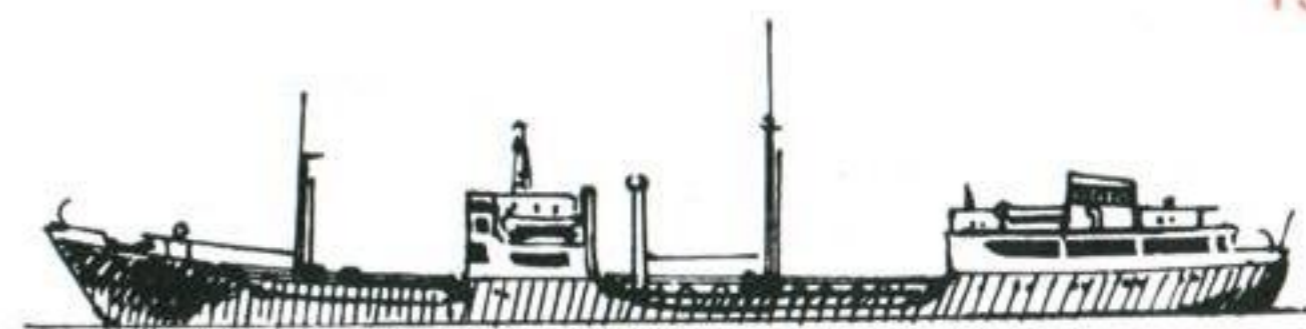
195

**Lokbatan**  
( Class )

(1960) MMF H/123 & MKMF H/123  
3,300 344 — IS MS —



196



197

**Peredovic**

(1940) MMF H/123  
1,900 300 — IS MS —



198

**Chaina**  
( Class )

(—) MMF H/13  
700 250 — IS —



199

**Lokbatan**

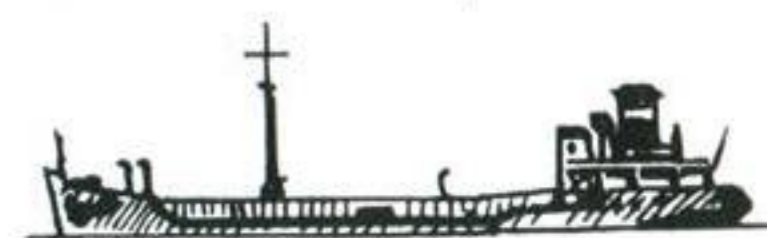
(1936) MMF H/123  
1,800 250 19 IS MS 8 kts.



200

**Mikhail Gromov**

(1930) MF H/13  
840 190 — IS MS —



201

**Irtish**  
( Class )

(1951) MKF H/13  
1,100 225 — IS MS —



202

**Asneft**  
( Class )

(1955) MKMF H/13  
1,200 209 — IS MS —



203

**Khobi**  
( Class )

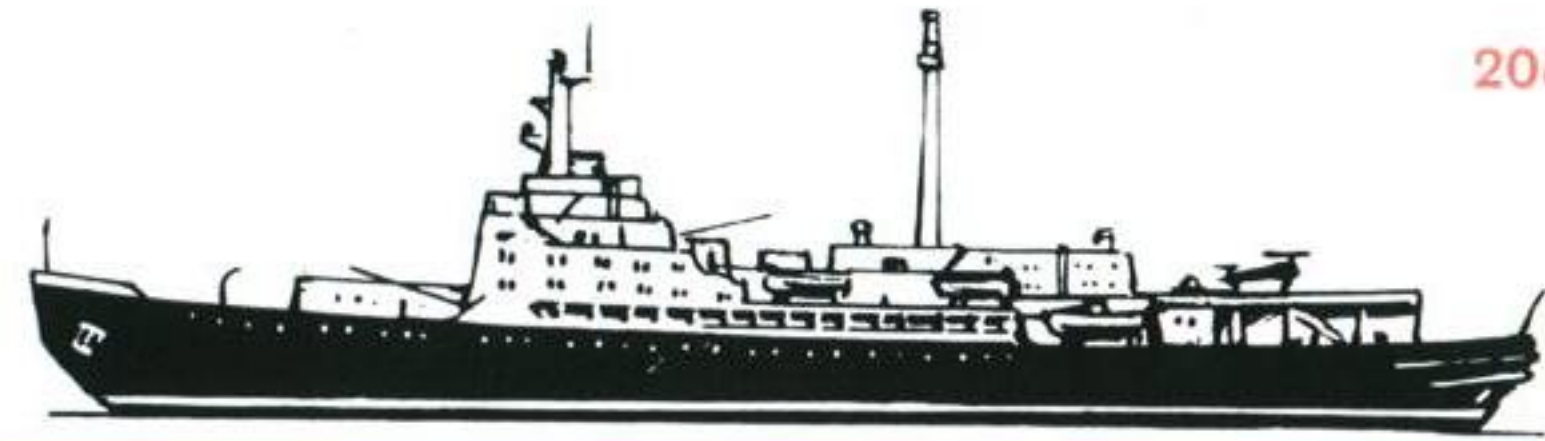
(1957) MMF H/13  
Small fleet oilers; no information. Probably about 30 units and numbered T.M. 322 and onwards.



204

# ICEBREAKERS

**Lenin** (1959) MFM H  
25,000 440 30 3S Nuclear TE. 18 kts.



205

**Moskva** (1960) KMFM H  
(Class) 9,400 401 36 3S DE 18 kts.



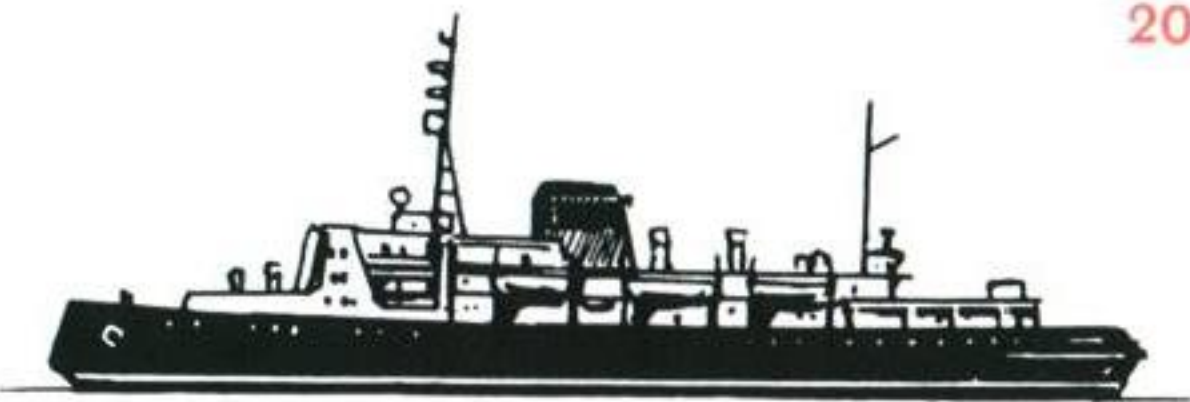
206

**Kapitan Belousov** (1955) MFMK H/I  
(Class) 3,700 272 23 4S DE 16½ kts.



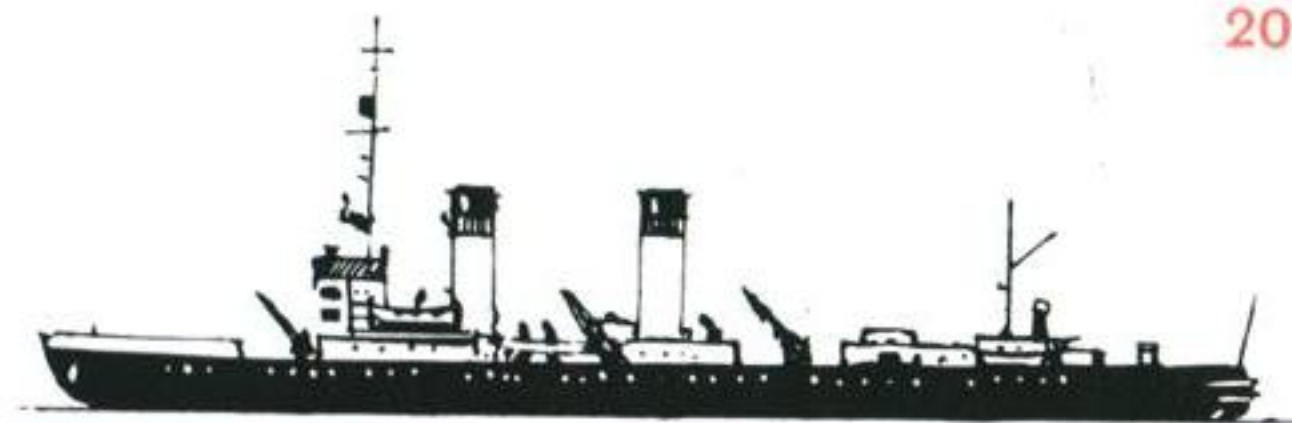
207

**Krassin** (1917—rebuilt) MFM H  
4,900 318 30 3S Recip. 15 kts.



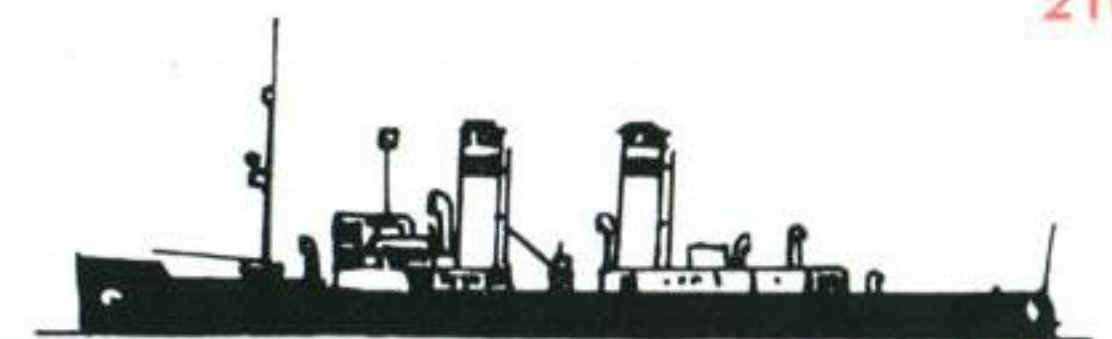
208

**Admiral Makarov** (1940) MFFM H  
(Class) — 351 — 3S DE 15 kts.



209

**Vladimir Ilyich** (1917—47) MFF H  
3,800 281 19 3S Recip. 12 kts.



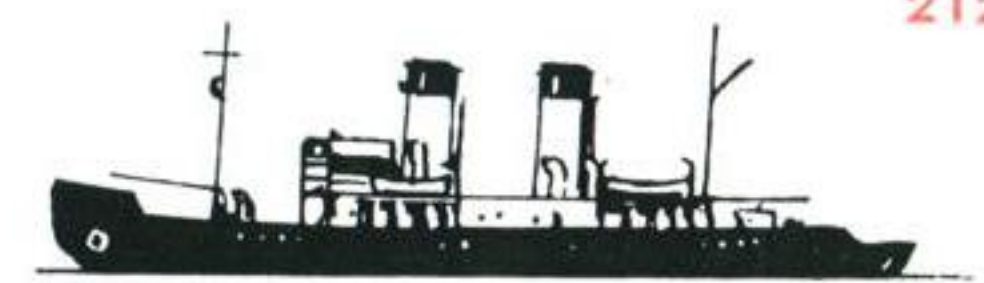
210

**Ermak (Yermak)** (1898—1950) MFF H  
5,000 320 26 3S Recip. 13 kts.



211

**Sibiryakov** (1926) MFFM H  
— 246 — 3S Recip. 15 kts.



212

**Malygin** (1917) MFFM H  
— 211 — IS Recip. 13 kts.



213

**Stepan Makarov** (1916) MF(K)FM H  
— 248 — 3S Recip. 14 kts.

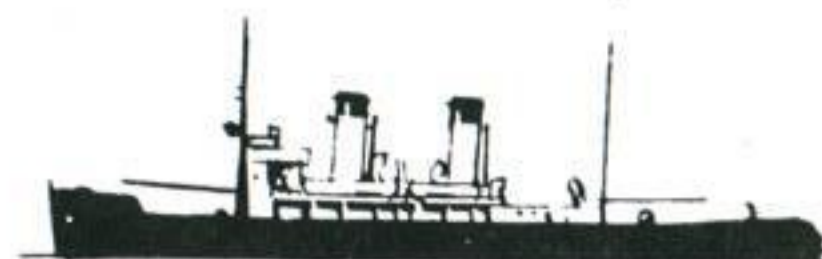


214

**ICEBREAKERS**

**Dobrynya Nikitch**

(1916) MFFM H  
— 211 — 2S Recip. 14 kts.



215

**Krisjans Valdermaras**

(Probably re-named) (1941) MFM H/12  
— 197 — IS Recip. 15 kts.



216

**Aliosha Popovich**

(1941) MFM H/13  
— 200 — IS Recip. 13 kts.



217

**Ilya Muromets**

(1941) KMFM H  
— 181 — IS Recip. 15 kts.



218

**Peresvet**

(1939) MFM H  
— 296 — 3S Recip. 15 kts.



219

**Fyodor Litke**

(1909/1948) MFM H/I  
2,200 265 — 2S Recip. 17 kts.



220

**COVER PHOTO: USOLJE** is an example of a class of modern ore or bulk carriers built in recent years for the Soviet Merchant Fleet. Of about 5,600 g.r. tons they have an overall length of 438 feet.

They are single screw motor vessels with a speed of about 14 knots and a cruising range of 6,000 miles. Built to carry general cargo when needed, their main purpose is to carry ore or oil in the Black Sea and the Sea of Azov through the Kerch Canal.

Five-ton electric cranes are fitted to these ships in place of the more usual kingposts but the number of such cranes varies with individual ships. The crew numbers about 50.

There are approximately 10 ships in the class but they should not be confused with a very similar "D" class of about 10 ships which are rather larger (see number 158 of ship silhouettes) (Courtesy of Skyfotos Limited).

