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GEOGRAPHIC INTELLIGENCE REPORT

BARENTS SEA COAST
BETWEEN POLYARNY AND GAVRILOVO



CIA/RR-GR-20

April 1953

CENTRAL INTELLIGENCE AGENCY

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Map of the Barents Sea Coast Between Polyarnyy
and Gavrilovo, 1:250,000

5 Photomaps of the Barents Sea Coast Between
Polyarnyy and Gavrilovo

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BARENTS SEA COAST BETWEEN POLYARNYY AND GAVRILOVOI. Introduction

This study is an analysis of selected geographic aspects of a small region on the Kola Peninsula northeast of the Soviet city of Murmansk. The region covers about 65 miles along the Barents Sea coast from the Polyarnyy naval base on the west to the old fishing settlement of Gavrilovo on the east, extending inland in a southerly direction 10 to 20 miles to approximately the parallel of 69°N.

II. Terrain and Vegetation

The terrain of the Polyarnyy-Gavrilovo coastal region is best described as hilly. It consists of a rolling plateau that is deeply dissected by U-shaped river valleys. Movement across the plateau is made extremely difficult by the steep slopes of the valley walls. During the winter, however, the frozen surfaces of the streams, lakes, and bogs in the valleys provide natural routes for movement inland from the coast. Vegetation is generally sparse, consisting primarily of tundra forms.

A highly irregular coastline with numerous promontories, bays, and inlets (Figure 1) is characteristic of the Polyarnyy-Gavrilovo region. The only smooth shoreline is that of Ostrov Kil'din (Kil'din Island), which forms a sharply conspicuous contrast to the indented granite coast of the mainland. The bays and inlets along the coast provide sites for most of the small settlements in the region (Figures 2 to 4). Although the narrow inlets, with their high rocky walls, have many of the characteristics of fiords, they are generally

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not as long as the typical fiord nor as deep close to the shore. Only the Kol'skiy Zaliv (Inlet), with a length of about 40 miles and a maximum depth of over 1,000 feet, has all the characteristics of a true fiord. Depths are so great in the part of Kol'skiy Zaliv within the study region that there would be few anchorage berths were it not for some of the more shallow arms along the sides of the fiord (Figure 5).

Along the coast deep water is usually found close to shore, with depths in excess of 50 fathoms generally occurring within 3 miles. Offshore bottom slopes are usually gentle, however. Since the tidal range is 8 feet (10 feet during spring tide), extensive areas of tidal flats are exposed at low tide at the heads of many of the inlets.

A line of shallows fringes a considerable portion of the coast. The longest strips are found along the northern and southeastern shores of Ostrov Kil'din, on the mainland along a 5-mile coastal strip from Ruchi westward, and along an 8-mile strip from Gavrilovo westward. There are a few areas of exposed or sunken rocks along the coast.

Data are incomplete, but available information indicates that there are few beaches along the Polyarnyy-Gavrilovo coast. Several stretches of beach 10 to 15 feet wide at high water parallel the southern shore of Ostrov Kil'din. The eastern beach is reported to be about 2,000 feet long and composed of sand and pebbles. The several strips of pebble and rock beaches to the west total about 3.5 miles. A strip of beach about 500 feet long is reported to be

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located opposite the western tip of Ostrov Malyy Oleniy, on the western side of the inlet leading to the Klimovka River. The beach consists of sand and pebbles and is backed by a low stony terrace and bordered by steep rock slopes. A considerably larger sand beach about 1.5 miles long is situated along the shore at the bay-head east of the Teriberka River at Teriberka. There are three more bay-head beaches in the Gavrilovo area. The western beach, which is located on the western side of the mouth of the Veron'ya River, is the longest and widest. It measures about 1 mile in length, and its width ranges from about 50 to 75 feet at high water to about 600 feet at low water; it is backed by sand dunes and terraced bluffs. The center beach is the site of the settlement of Gavrilovo, and the eastern beach is located at the head of the bay 3 miles to the southeast. East of these two beaches is about 500 feet in length.

Except at these few areas of beach, the entire northern shore rises abruptly from the edge of the water in the form of cliffs or steep hills with elevations of 300 to 600 feet above sea level (Figure 6). The steepest coastal slopes are found along the western and northern sides of Ostrov Kil'din. Several deep stream-cut canyons (Figure 7) provide the only breaks in the continuity of this cliff wall, which encircles the entire northern perimeter of the island. A distinctive cape, Mys Byk, at the southwestern tip of the island, reaches a height of 865 feet (Figure 8). The lower third of the cape appears to have a slope of about 30 to 40 degrees, but the upper part steepens to almost vertical walls. Slopes along the sides of Kol'skiy Zaliv, along the southern shore of Ostrov Kil'din

and east of the Voron'ya River are somewhat more moderate, but even in these areas the terrain consists of low hills that rise steadily to the higher elevations inland (Figures 9 to 11).

Directly behind the coastal cliffs and hills is the remnant of a plateau surface with elevations ranging from 650 to 850 feet. Although slopes are generally more moderate on the plateau surface than along the coast, several steep peaks rise above 1,000 feet. The peak 8 miles south-southwest of the settlement of Zarubikha is reported to have an elevation of 1,273 feet. Movement across the plateau is further handicapped by the deep U-shaped stream valleys (Figure 12). These broad valleys extend in a generally north-south direction, so that in order to move parallel to the coast it is necessary to laboriously descend and ascend a series of steep canyon-like walls. On the other hand, the valleys provide natural routes of access from the coast inland. Many of the valleys contain chains of small lakes, which are especially numerous along the southern boundary of the region. Some of the lakes, however, are isolated, being situated in depressions without any outlets.

Vegetation is scanty throughout the entire Polyarnyy-Gavrillovo Region. On Ostrov Kil'din, bushes provide a sparse vegetation cover over most of the rocky terrain. On the lowland along the southern shore, occasional dwarf birches are also found. The granite slopes and cliffs along the coast of the mainland are almost devoid of vegetation, but along the shores of the protected bays and the sides of the river valleys leading inland, bushes and stunted birches grow in areas where there is enough soil. On the plateau there is a

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thin cover of tundra vegetation, with scattered trees -- principally dwarf spruces, crooked birches, and some willows -- in the low areas around lakes and swamps. The ground between the individual trees is generally covered by lichens mixed with some mosses, but part of the plateau surface is bare rock or boulders completely without vegetation. The bogs are in all probability covered by sphagnum and are treacherous except when frozen. Trees are somewhat more dense in the sheltered valleys along the southern margin of the region, where there are more numerous stands of birch and may be patches of low spruce or even pines up to 25 feet in height.

III. Hydrography

The Barents Sea coast is characterized by innumerable rock-bound bays and inlets of various sizes and depths, separated by toothlike projections of land. Some bays and inlets contain rocky islands and shoals, whereas others are fringed by tidal flats, especially at the mouths of rivers. The largest, deepest, and most important of these is the Kol'skiy Zaliv, which with its numerous arms occupies most of the region adjacent to the western margin. The largest bay along the eastern part of the coast is Guba Orlovka, just north of Teriberka. The estuary of the Voron'ya River deeply indents the coast near the eastern margin of the region.

Tides occur twice a day, with an interval of about 13 hours between successive highs. The range of the spring tides is 10 feet; the mean range is 8 feet.

A branch of the warm North Atlantic Current, which flows south-eastward along the coast, generally prevents the formation of ice.

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In normal winters, ice forms only near the heads of bays and inlets and lasts only a few days. During severe winters, however, ice is prevalent in most of the bays and inlets from the end of October to the end of April.

The land surfaces are poorly drained. The hydrography is characterized by a maze of lakes, many of which occur in chains, connected by short, swiftly flowing rivers with many falls and rapids. None of the lakes are very large, and all of the rivers are small except the Voron'ya and the Teriberka, which flow northward through the eastern portion of the region.

Lakes are distributed in two belts, one adjacent to the coast and the other inland, on the plateau. The coastal lakes are especially numerous and irregular in shape near the eastern margin. There are fewer lakes in the central part of the coastal area. A narrow band of small lakes bisects Ostrov Kil'din from east to west. The lakes at the higher elevations inland are generally larger than the coastal lakes. They occupy a considerable percentage of the surface 5 to 10 miles from the coast. Their outlets are small streams, which generally flow over short boulder-strewn courses to the sea.

The water in the lakes and rivers is clear but somewhat yellowish. Ice forms on both lakes and rivers in late October and lasts until the end of May. The high-water stage is in June, low in September and October.

IV. Population and Settlement

The Barents Sea coast from Polyarnyy to Gavrilovo is a region of sparse settlement. The population density varies from 2.5 to

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25 persons per square mile within a coastal strip 5 miles wide to less than 2.5 persons farther inland. Population is not uniformly distributed but is concentrated in the few fishing centers, coastal stations, and naval bases along the Kol'skiy Zaliv and Barents Sea.

The small settlements of Sredneye, Lopari, Antonovka, Tyuva, Zelentsy, Ruchi, Zarubikha, Korabelnaya, and Voron'ya (the last is not shown on the orientation map but is 1.5 miles southwest of Gavrilovo) had estimated populations of 100 or less in 1940. During the war and postwar years, however, changes in function of some of these towns have increased their populations. For example, Tyuva has become an auxiliary submarine port since the war, which has added to its population.

Fishing and associated activities were instrumental in the early settlement of most of these small coastal villages as well as some of the larger ones. Most of the settlements are connected with one another only by the sea or by the telegraph communication line that roughly parallels the coast. Fishing continues to be an important activity, and the added functions that have resulted in increases in population have to some extent stimulated agriculture of the only kinds possible in this northern region -- under-glass, short-season truck farming, and some livestock raising.

Gavrilovo (69°10'N, 35°54'E, (Figures 2 and 3), is one of the larger settlements. Before the war it had an estimated population approaching 1,000 and was the base of a fishing fleet. It is the oldest, and in 1941 was considered the most important, fishing station on the Barents Sea coast. A church, school, hospital

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post and telegraph office, several factories, and traders' huts are on the southern shore of the bay. In the winter, in addition to possible steamship connections, there are connections by reindeer with Kola. Gavrilovo is now the base for PT boats and patrol boats and has an observation and signal station and a sea-area control station. It is assumed that with its added functions its population has increased.

A naval base was established in the Bay of Teriberka in 1937. Until that date the settlement of Teriberka ($69^{\circ}10'N$, $35^{\circ}10'E$) was a fishing site where motor fishing cutters were stationed (Figures 4 and 12). At that time it contained a repair shop for small trawlers, a fishing-net factory, and a fish-processing combine consisting of a curing plant, fish-salting plant, and cooperies. Since the establishment of the base, some of these activities have been transferred to Murmansk. By 1941 Teriberka was a comparatively well-fitted naval base. It contains a clothing and ration depot housed in large, half-sunken 3-story buildings, a radio station, and depots for ammunition, clothing, and rations, housed in workshops of the former fishing factory and fish-processing plant. Teriberka and Staraya Teriberka (Old Teriberka), the new and old parts of town, bear evidence of the rapid expansion from a village of about 3,000 to a center with an estimated population nearing 10,000.

Polyarnyy ($69^{\circ}12'N$, $33^{\circ}28'E$) is a minor Soviet naval base with a population of about 10,000. It is located along both sides of the small Yekaterininskaya Bukhta (Bay) just west of Kol'skiy Zaliv, and is 18 miles northeast of Murmansk. The base is situated on barren

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and hilly terrain and is dispersed over a considerable area (Figures 10, 11, 13, and 14). It is approximately 3 miles long and 1.5 miles wide, with its main axis lying in a west-northwest--east-southeast direction. It is bounded on the north by the southern shore of Ostrov Yekaterininskiy, on the east by the Kol'skiy Zaliv, on the south by rugged open terrain, and on the west by Guba Olen'ya. Access to the base is primarily by sea, although there is reported to be a primitive road leading southward from the base to Murmansk.

Polyarnyy has developed in sections. Staroye Polyarnoye is the former workers' settlement of Aleksandrovsk, with about 120 to 150 peasant houses. Novoye Polyarnoye was in the process of being built in 1947. It is made up of 3-story houses constructed of wood. The town has about 70 cantonment buildings serving as quarters for parts of the Northern Fleet and other military units and about 45 to 60 2- and 3-story wooden warehouses used as clothing and ration depots. The town has a water-pumping station, main power station, meteorological station, naval hospital, schoolhouse, and a building for important persons, called "the Circular House" because of its shape, which is the largest house in Polyarnyy.

Facilities of the base reportedly consist of a seaplane station, with two small piers and possibly two hangars; an 1,850-foot main wharf, for the berthing of destroyers and other craft; four piers for submarine berthing; and a small offshore wharf. The total berthing space is approximately 3,800 feet. There are no dry-docking facilities. Electricity is provided by an electric transformer station at the base, which probably receives current from the Tuloma

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Hydro Power Plant located southwest of Murmansk. A thermal power plant is also reported to be located at the base, but its capacity is unknown.

Vayenga (69°05'N, 33°27'E) is the administrative headquarters of the Soviet Northern Fleet and also a small-sized operating base. It is actually a naval base rather than a town. Vayenga has been steadily expanding since the end of the war, and is believed to have a current population in the neighborhood of 10,000 to 15,000, of which approximately 50 percent is made up of military personnel.

Vayenga is situated in an area of rugged terrain about 400 feet above sea level. It is bounded on the north by Kol'skiy Zaliv and on the other three sides by steep hills. The base is irregularly shaped, with its main axis extending approximately 7,300 feet in a north-south direction, and its width varying from 1,800 to 4,000 feet. It is divided into two districts: the northern, generally referred to by the Russians as the "Navy Village," and the southern, primarily populated by Soviet civilians. The settled area is supposedly modern and clean, comparing favorably with any European town. Most buildings are of wood or stone and 1 or 2 stories in height, but there are some stone residential buildings of 3 to 5 stories. Roofs are low - gabled or flat, covered with red tile or tar paper. Most of the important buildings housing the naval headquarters and serving as barracks, especially those built since the war, are of permanent-type brick or concrete construction. Along the center section of the main street, northern district, 14 new, red-brick, 2-story houses were erected between 1947 and 1949. Each house measures

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approximately 40 x 150 feet. Steam heating is provided by the Vayenga central heating plant across the main street to the south of the building site. This heating plant serves all the newly built naval installation in Vayenga. The one main street is about 20 feet wide and is surfaced with cobblestones; it is very poorly lighted at night.

The harbor at Vayenga is ice free the year round and offers excellent anchorage for ships of any size. There are only limited berthing accommodations, however. An estimated 1,700 feet of berthing space includes an L-shaped pier and quay, another small L-shaped pier, and a finger pier. A new and much larger pier was reported in June 1949 to be under construction but not completed. The base contains limited repair facilities, a naval school, a communications center (including two radio stations), and facilities for the storage of torpedoes, ammunition, mines, and fuel (an underground oil depot). A small power plant is reported to be among the base facilities, but the main source of power is probably the 48,000-kw Tuloma Hydro Power Plant.

Vayenga is connected by railroad and road with Murmansk. It lies at the northernmost point of the single-track railroad from Leningrad that passes through Murmansk.

V. Ethnic Composition, Physical Appearance, and Religion of the People

Five ethnic groups are represented in the population of the Polyarnyy-Gavrilovo Region: the Great Russians, Ukrainians, Lapps, Finns, and Norwegians. Great Russians are predominant in the coastal strip

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along the Barents Sea, especially at the naval bases and other settlements. A number of Ukrainians and a sprinkling of other nationalities from other parts of the Soviet Union also live in the settlements. Lapps usually are farther inland, although there are a few along the eastern coast of Kil'skiy Zaliv; where the Finns are also found. Great Russians predominate in the Polyarnyy area as well as in Ostrov Kil'din, but the island population also contains a noticeable number of Norwegians.

In physical appearance, Great Russians are medium to tall in stature and of medium build. Heads are medium to round and appear small in comparison with the rest of the body. Jaws are conspicuously heavy, and noses are fairly wide and rather shapeless. The faces are wide in brow, cheek, and jaw. Eyes are brown and wide set. Hair is brown, either straight or wavy, and beard growth is usually heavy. When any religious faith is professed among the Great Russians, it is Russian Orthodox Christian.

Ukrainians are medium to tall in stature and medium to heavy in build. The women tend to become fat. The people generally have long arms and legs and broad shoulders. Faces are round, upper eyelids characteristically heavy, and jaws fat. Eyes and hair tend to be brown, but blonds are not uncommon. Most Ukrainians are traditionally Russian Orthodox Christians with some Uniates (Roman Catholic with Eastern Rites).

In physical appearance, Lapps are short in stature, with long bodies and short, often bowed, legs. Their round heads are slightly flattened in back. They have high cheek bones and flat noses with

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prominent up-turned tips. Pointed jaws are conspicuously small. Their skin is yellow-brown, and they have dark brown or black hair. The Lapps are peaceful, cheerful, and honest. Most of them can read and write. They are sharp traders but have great respect for fairness and regard property rights as sacred. They are alert, sociable, and friendly, with a sense of humor that runs to sarcasm and practical joking. They are Russian Orthodox Christian, with a strong belief in spirits.

The Finns are medium to tall in stature and well proportioned. They have heads that are medium to large. Their large, wide jaws give their faces a squarish appearance. Noses are short and fairly narrow. Finns in general are very blond, with blue or gray eyes. The Finns are good colonizers and the Russians have transplanted entire communities to areas being developed. Some Finns may be Lutherans, but most are Russian Orthodox.

People of the Norwegian minority display typically Teutonic characteristics. They are in general tall and blond, with longish heads, but intermarriage has introduced the influence of other groups and some individuals are darker skinned. Norwegians are Evangelical Lutherans, but it is not known whether any religious faith at all is observed.

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VI. Transportation

Railroads and roads are poorly developed in the Polyarnny-Gavrilovo region. The western margin of the region and Ostrov Kil'din contain all of the few roads, and only the southwestern corner is known to be served by rail. East of the Kol'skiy Zaliv there are no north-south routes of communication except the few rivers that are free of dangerous rapids and falls and the "winter roads" (tracks across the frozen ground). It appears that coastal boats satisfy most of the transportation needs of the region.

A. Railroads

The only known railroad in the Polyarnny-Gavrilovo Region is the terminal part of a line extending north from the Leningrad-Murmansk line of the Kirovak System. From this line connections can be made with the Finnish rail system to the southwest, the Moscow-Arkhangel'sk line to the southeast, and the dense rail net of European Russia to the south.

The railroad enters the region from Murmansk at the southwestern margin, 3 miles west of its terminus at Vayenga. The single-track line is Soviet broad gauge (5 feet). It is not known whether the line is electrified or steam operated. According to a 1949 report, there is no passenger traffic on the line and freight trains which bring construction materials, food, and military supplies north, returning south with little or no cargo, average 1 or 2 a day. There are two spurs in Vayenga. The first, serving the harbor area, goes north; the second leads south to an airfield.

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B. Roads

All but one of the few roads in the region are near the western margin, where they center on Vayenga in the south and Polyarnyy in the north. Most of them are short. The only other road in the region is on Kil'din Island.

Vayenga has three road connections. Only one of them, which leads 18 miles southwest to Murmansk, has more than local importance, however, and only 3 to 4 miles of this road lie within the region. It is reported that the road is partly paved with cobblestones, is 15 to 20 feet wide, is suitable for heavy traffic in all types of weather, and that it is well maintained and cleared of snow in winter. In 1949 the traffic on this road consisted mostly of trucks bringing in food and military supplies and carrying passengers to and from Murmansk. The second road from Vayenga is paved and leads south 2 miles to an airfield. The third is an unimproved extension of the road from Murmansk that runs north for a short distance along the eastern shore of Vayenga Bay. Early in World War II it was planned to extend this road east to Teriberka, following the general alignment of the telephone-telegraph line, but there is no indication that the extension was ever completed. The road shown on the orientation map as leading south from Vayenga to a lake beyond the southern margin is unconfirmed by other sources.

The roads stemming from Polyarnyy are unimproved and of local importance only, primarily providing access to the nearby military installations. Only one links the settlement to other points, all

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of which are beyond the western margin of the region. This road goes southwest to Belokamennaya and then to Kola, but only 5 miles of the route, parts of which are not shown on the orientation map, are within the region. Two miles from Polyarnyy a branch from the Belokamennaya road leads northwest beyond the western margin to Sayda Guba.

The southern side of Ostrov Kil'din is paralleled by an unimproved road, both ends of which turn north and continue for a short distance toward the north shore of the island. This road connects the settlements along the southern shore with the military installations.

Weather strongly affect the trafficability of the roads. From late October until mid-May they are buried under deep drifts of snow, and from mid-May until early June they are made impassable by mud. On the other hand, once the surfaces of rivers, lakes, and swamps are solidly frozen and the snow cover is firmly established, "winter roads" provide access by reindeer sled (Figure 15) to parts of the region not reached by conventional road.

The longest and perhaps the most important of the "winter road" follows the general alignment of the telephone-telegraph line from Vayenga to Teriberka and Gavrilovo. Most of the route parallels the Barents Sea coast at distances ranging from less than a mile to 4-miles inland. From Teriberka a "winter road" goes inland along the Teriberka River valley and then turns southwest to Kola, cutting across the southern margin of the region near its center. From Gavrilovo another "winter road" follows the Voron'ya River valley to an unknown destination inland. In the northwestern part of the region, a "winter road" leads

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west from Polyarnyy to Sayda Guba.

C. Waterways

Although waterways appear to be the most important means of transportation in the region, little is known concerning the extent to which they are used. Before the war a steamship reportedly brought mail at weekly intervals during the summer to Ostrov Kil'din and to Teriberka and Gavrilovo on the Barents Sea coast. No postwar information on this mail service is available. The routine movements of small naval patrol craft and fishing boats probably serve to connect the settlements and islands along the coast. Of the rivers, only the Teriberka and the Voron'ya near the eastern margin are navigable by small boat. The Teriberka has many falls and rapids but is navigable as far as a waterfall approximately 3-1/2 miles from its mouth. The Voron'ya also contains many falls and rapids, but it appears to be navigable almost to the southern margin of the region.

VII. Military Installations*

The Polyarnyy-Gavrilovo Region contains a considerable number of military installations, the largest concentration of which is found along the western margin. Early-warning radar stations have been reported at Mys Set' (the cape forming the western side of the entrance to Kol'skiy Zaliv), Ostrov Toros, Polyarnyy, and Vayenga. During World War II, numerous coast artillery emplacements and anti-air-craft guns were located on the high ground along both sides of the inlet. Most, if not all, of these are believed to be manned at

*Data on military installations are based on entirely upon information readily available to the Geography Division of CIA. In most cases, only approximate locations can be given.

the present time. During the war a series of boom and net defenses were stretched across several of the northern arms of Kol'skiy Zaliv, as well as across the entire width of the inlet at a point 3 miles south of Polyarnyy.

Three airfields are known to have been in operation in the Vayenga area during the war years. The most important, is located directly south of the Vayenga naval base, has two runways, one of which is 7,600 feet long. As many as 130 aircraft have been based there. At the present time, this is a fighter and bomber training base, used by both the Soviet Air Force and the Soviet Naval Air Force. The other two airfields are located outside the southwestern margin of the region, one immediately east of Chelnopushka and the other 3 miles south of Gryaznyy. Gryaznyy is also the site of the principal seaplane station in the Kola Peninsula.

There are two known check-points on the Murmansk-Vayenga road, one at the intersection with the road leading south from the Vayenga naval base to the airfield, and one directly south of the small bay on the western side of the naval base. All the individual military and naval installations along the sides of Kol'skiy Zaliv are of course closely guarded.

Ostrov Kil'din is the second area in which military fortifications are known to be concentrated. An early-warning radar station and heavy coastal guns are located on the western side of the island. Guns of unknown caliber are also reported on the eastern tips of both Ostrov Kil'din and the smaller island to the east, Ostrov Malyy Oleniy. Clusters of anti-aircraft guns are also scattered on Ostrov Kil'din, and the island contains facilities for both land and sea planes. An

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airfield with an earth runway 3,500 feet long is located just north of the small cape on the south-central shore. According to reports, this field can accommodate as many as 40 to 50 fighter aircraft. Seaplanes of the Soviet Air Force use the small harbor directly west of Kil'dinskoye. Small naval vessels of various sorts have been observed moored at both the western and eastern ends of the southern shore.

Teriberka is another area in which there are a number of military installations. The approaches to the settlement are protected by both early-warning radar on the cape north of Guba Orlovka and by coast artillery on the heights at the mouth of the inner bay. Several batteries of anti-aircraft guns also encircle the settlement. War-time German reports indicated that a large garrison of infantry (two battalions) and light artillery troops were stationed in Teriberka. An airfield and seaplane landing facilities are located nearby. Information on the location of the seaplane landing is contradictory, but the airfield is 1.4 miles southwest of Teriberka. As an administrative (rayon) center, Teriberka is probably the local center for the security forces in the region. A German World War II report indicated that about 100 to 150 NKVD troops were stationed at Teriberka. Submarines and PT boats are apparently based there.

The only other military installations in the region are at Gavrilovo, where a radar station of unknown type and a PT and patrol-boat base are reported.

VIII. Analyst's Note

The reliability of the information given in this report on terrain, vegetation, and hydrography ranges from poor to good. Data

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on population and transportation are incomplete. Information on military installations is generally reliable although it is from sources several years old.

The place names used in the text conform with those given on the accompanying 1:250,000 orientation map. The map should be reliable for the coastal strip, having been compiled with the aid of a 1941 Russian hydrographic chart (No. 1434) and available World War II aerial photographs. The representation of the inland terrain, however is dependent solely on medium-scale maps and is of fair reliability only. Larger-scale Russian maps probably exist, but they are not available for most of the region.

The photomaps accompanying the report are mosaics prepared from aerial photographs taken during the war. The mosaics have lost part of their usefulness through reduction, but U.S. Air Force General Photo Interpretation Reports, which provide indexes to available individual photographs for the region, may be obtained from the Graphics Register.

25X1C



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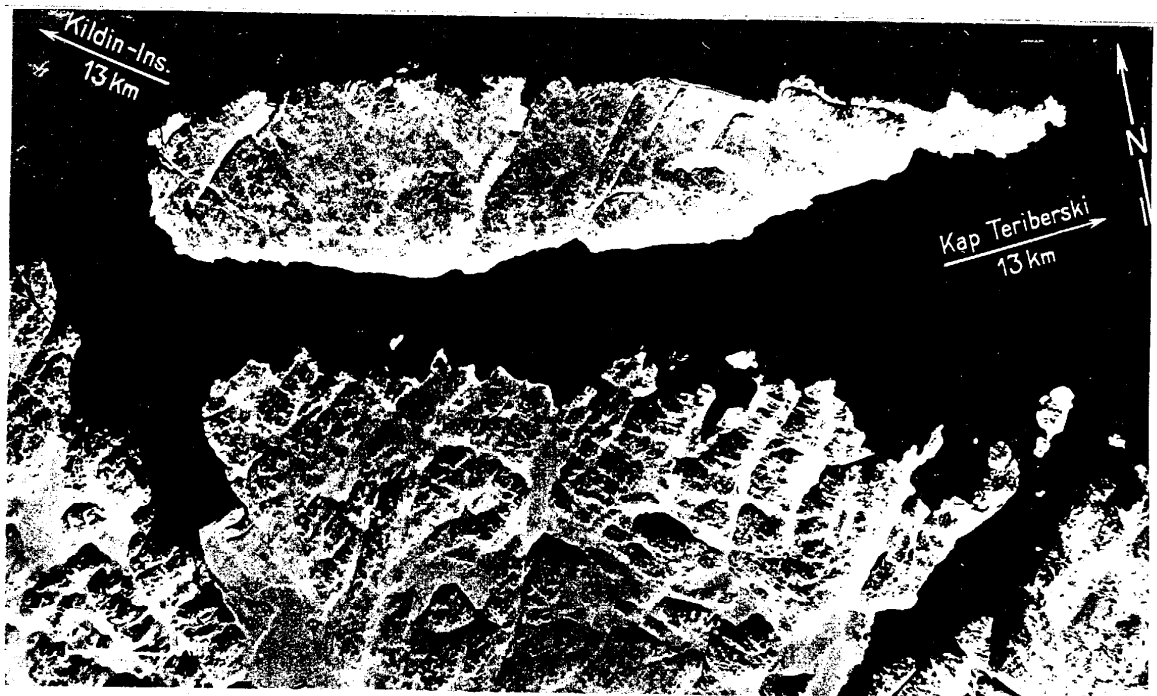


Figure 1. Indented coastline south of Ostrov Malyy Oleniy

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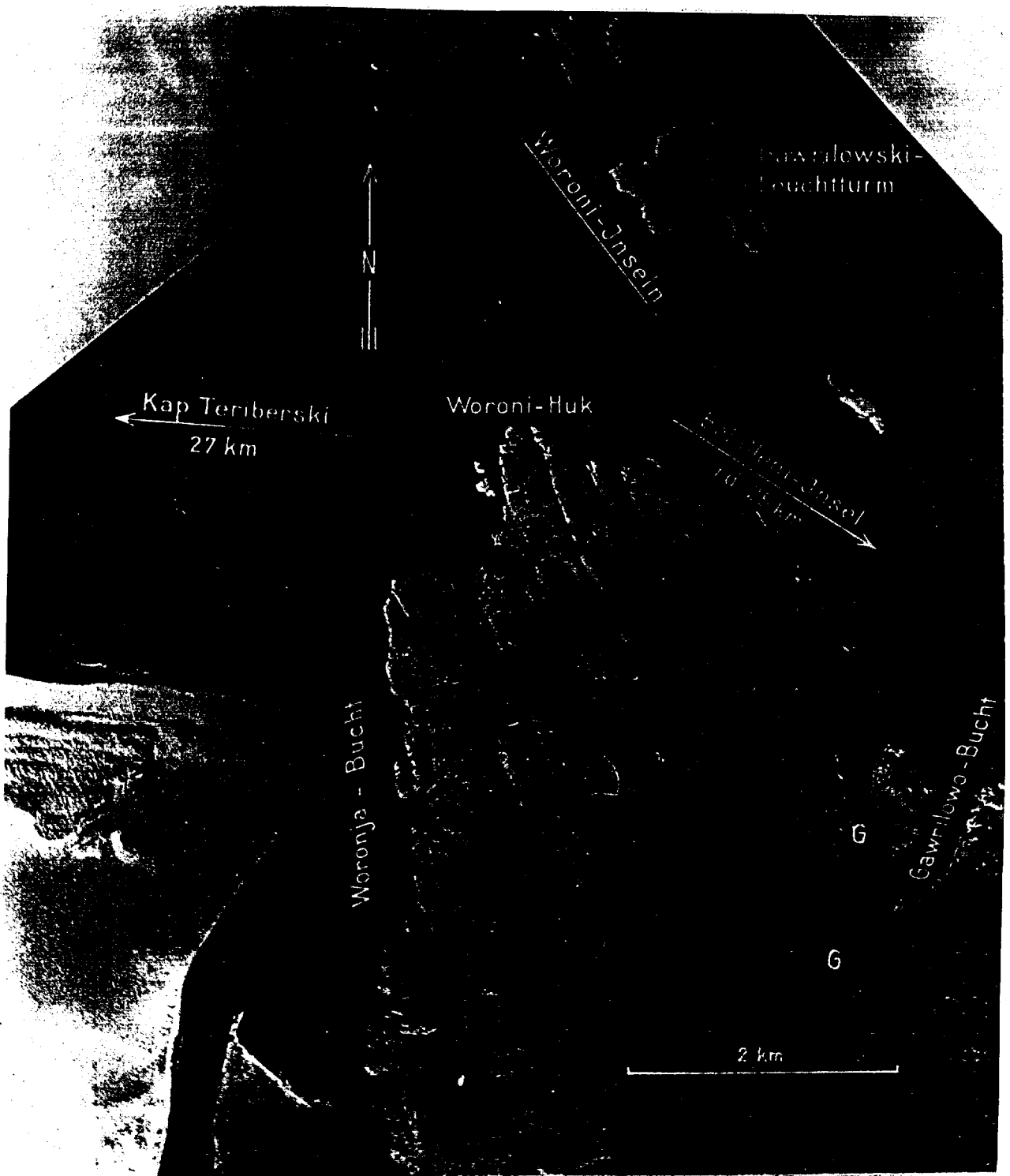


Figure 2. Cape east of Voroniya River; settlement of Gavrilovo indicated by letters G - G₁ near right margin

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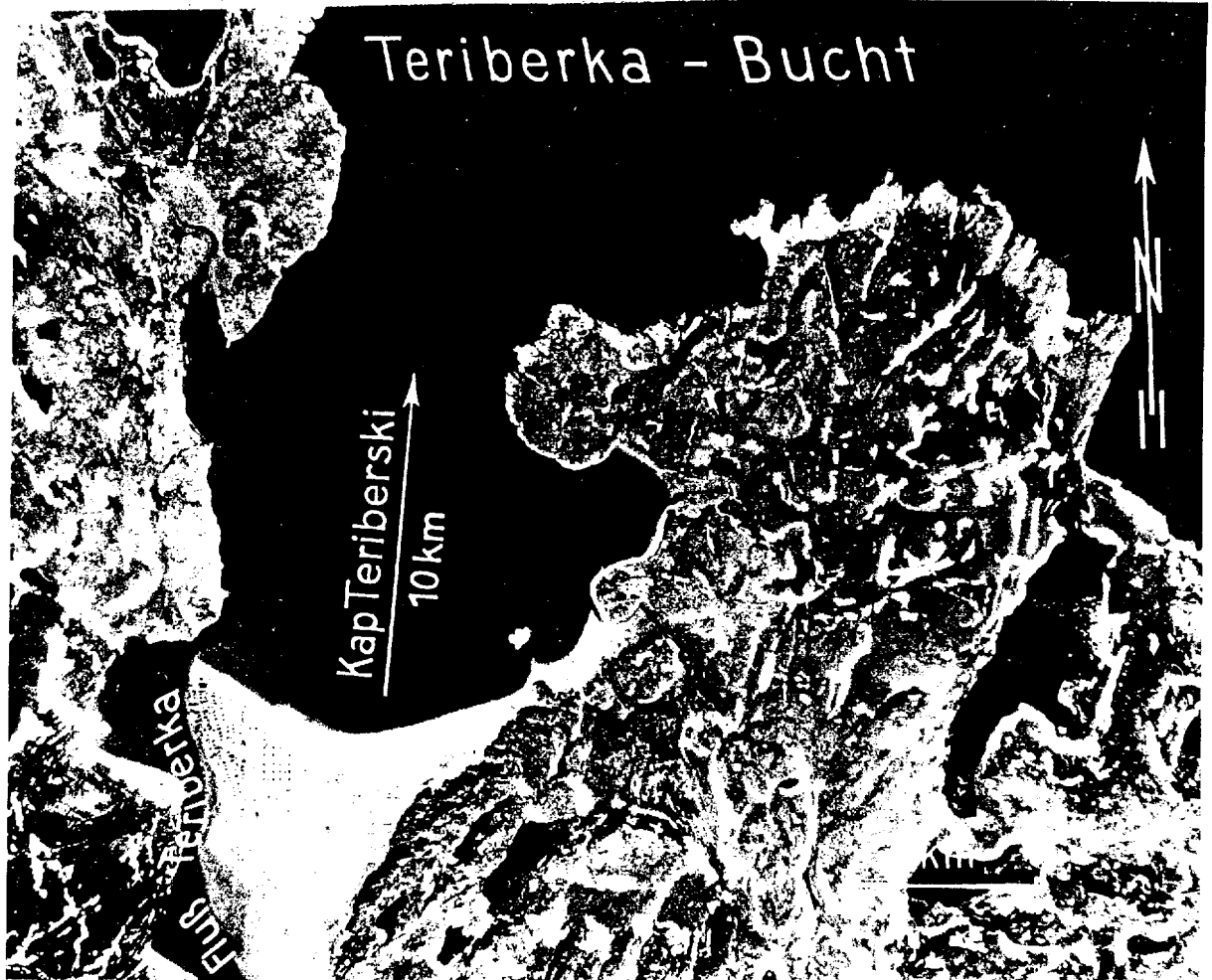
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Figure 3. Old photograph of fishing settlement of Gavrilovo, taken at low tide when a large part of the inlet is drained of its water.

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Settlement of Teriberka (T) at the head of a sheltered inlet.

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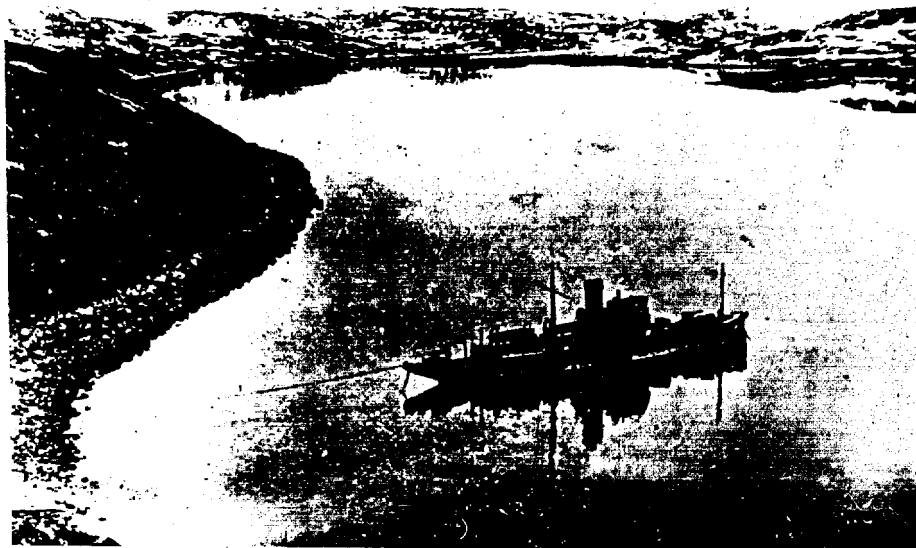


Figure 5. Ship at anchor in the inlet near Tyuva, on the eastern side of Kol'skiy Zaliv.

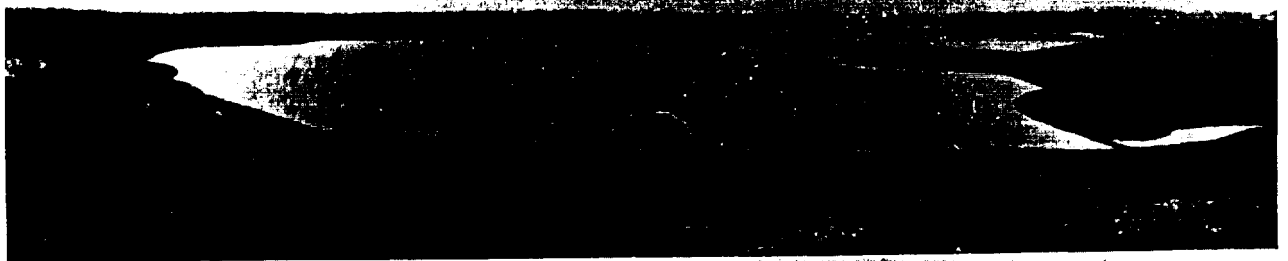


Figure 6. Small lake on the southeastern tip of Ostrov Kil'din; steep coast of mainland in the background.

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Figure 7. Deep canyon on the northern shore of Ostrov Kil'din.

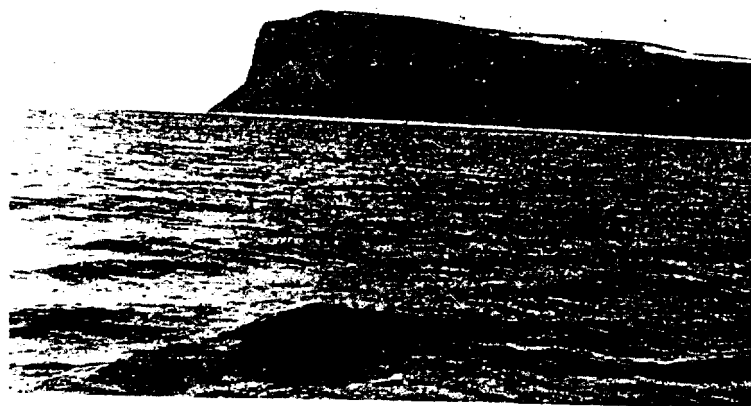


Figure 8. Mys Byk, the cape on the southwestern tip of Ostrov Kil'din.

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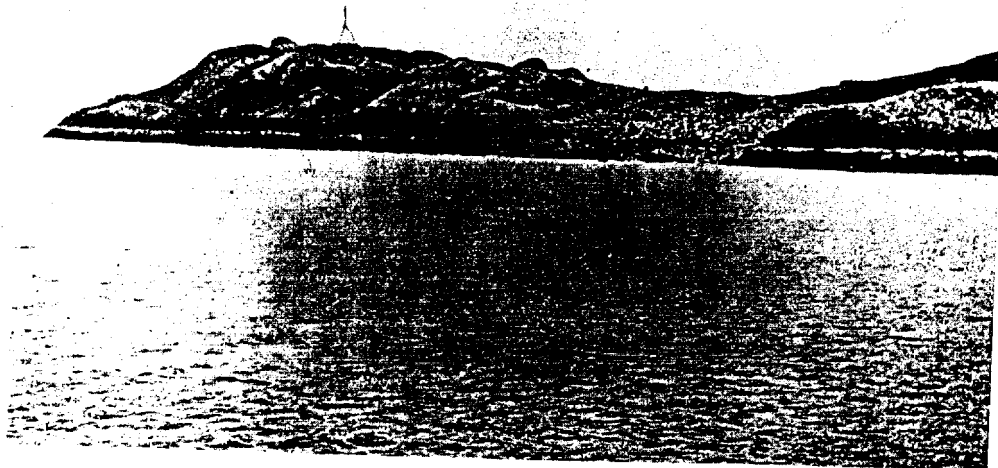


Figure 9. Lighthouse in the vicinity of Polyarnyy.



Figure 10. Sheltered inlet on which the Polyarnyy naval base is situated.

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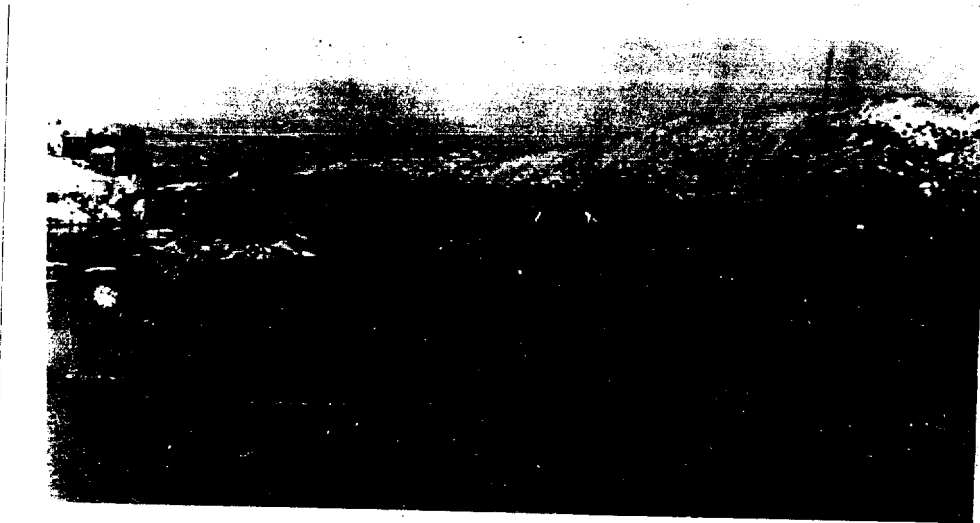


Figure 11. Western arm of Kol'skiy Zaliv directly north of Polyarnyy, with naval signal station on cape to left. View is toward the northwest, apparently from Ostrov Yekaterininskiy.

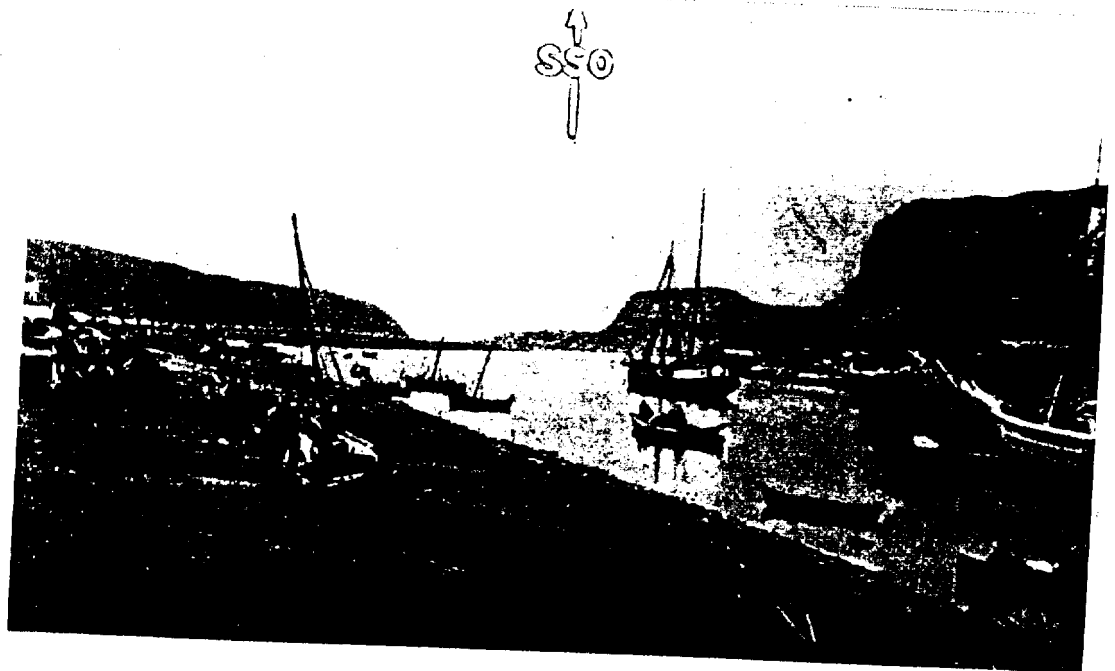


Figure 12. View upstream from the settlement of Teriberka (date unknown, but photograph is probably old).

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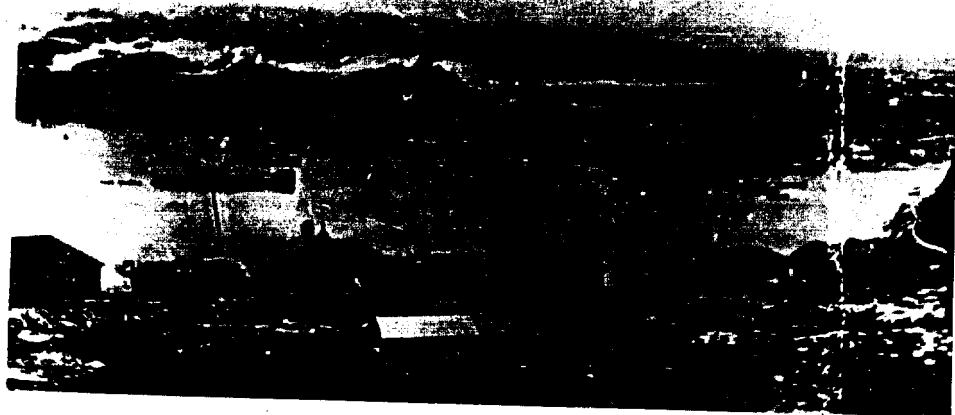


Figure 13. Harbor at Polyarnyy naval base.

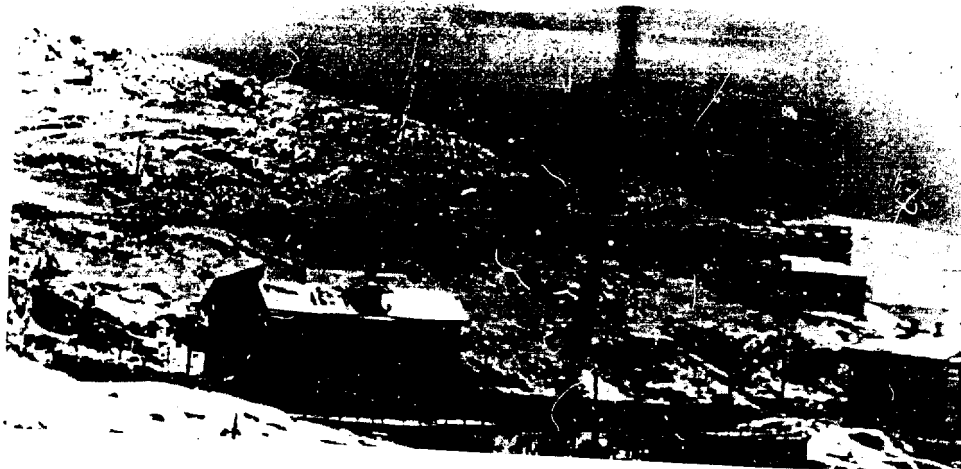


Figure 14. Close-up of naval signal station
shown in Figure 11.

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Figure 15. Type of reindeer sled used in the Kola Peninsula. In some areas where roads are undeveloped the sleds are used even in summer.

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Bildstelle d. Gef. St. Lfl. Kdo 5

Bildskizze Nr. 43/42

Nordküste Kalaharibüchel

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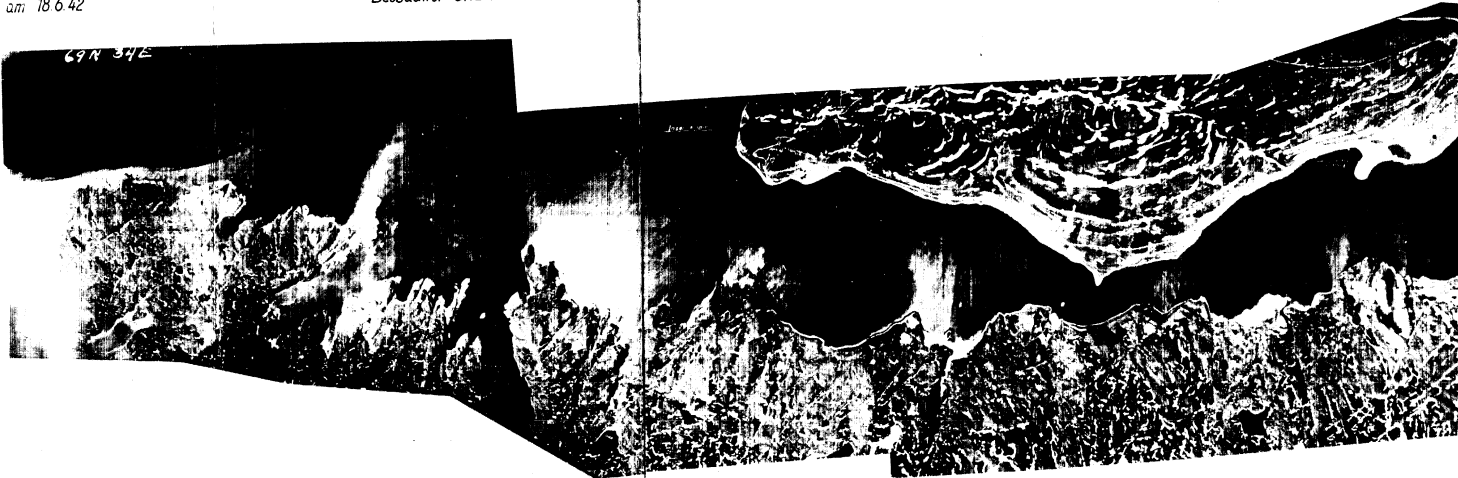
2

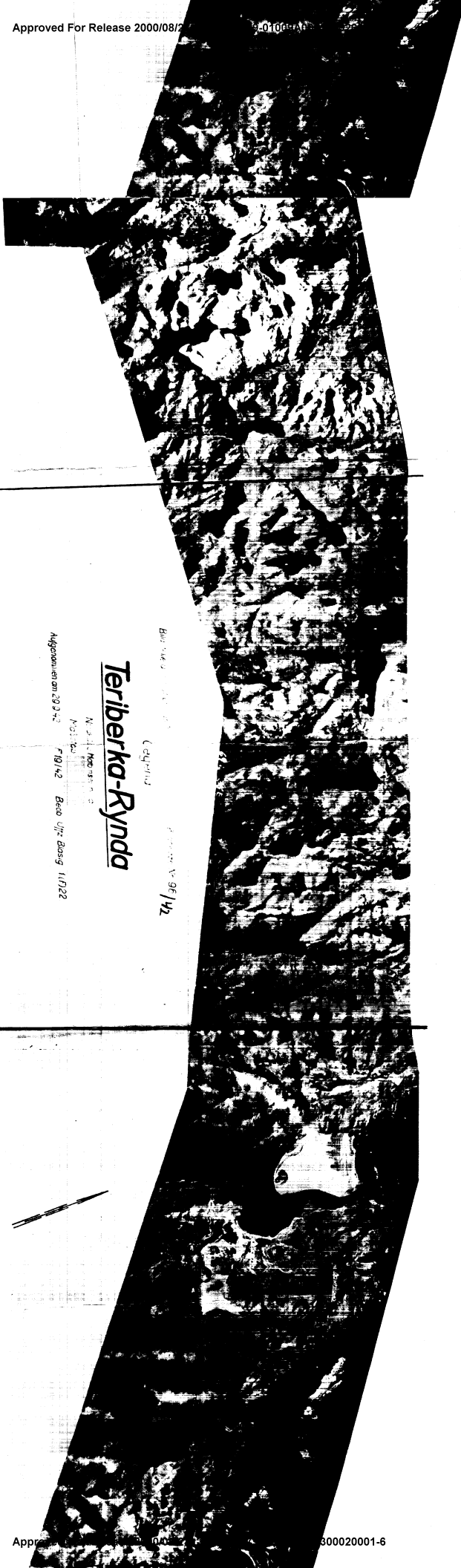
Koljiskibucht - Teriberka

Maßstab ein

Beobachter Uffz. Körner 1.(F)124

Aufgenommen am 18.6.42





Teriberka-Rynda

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Stabsbildabteilung
beim Lfl.Kdo. 5

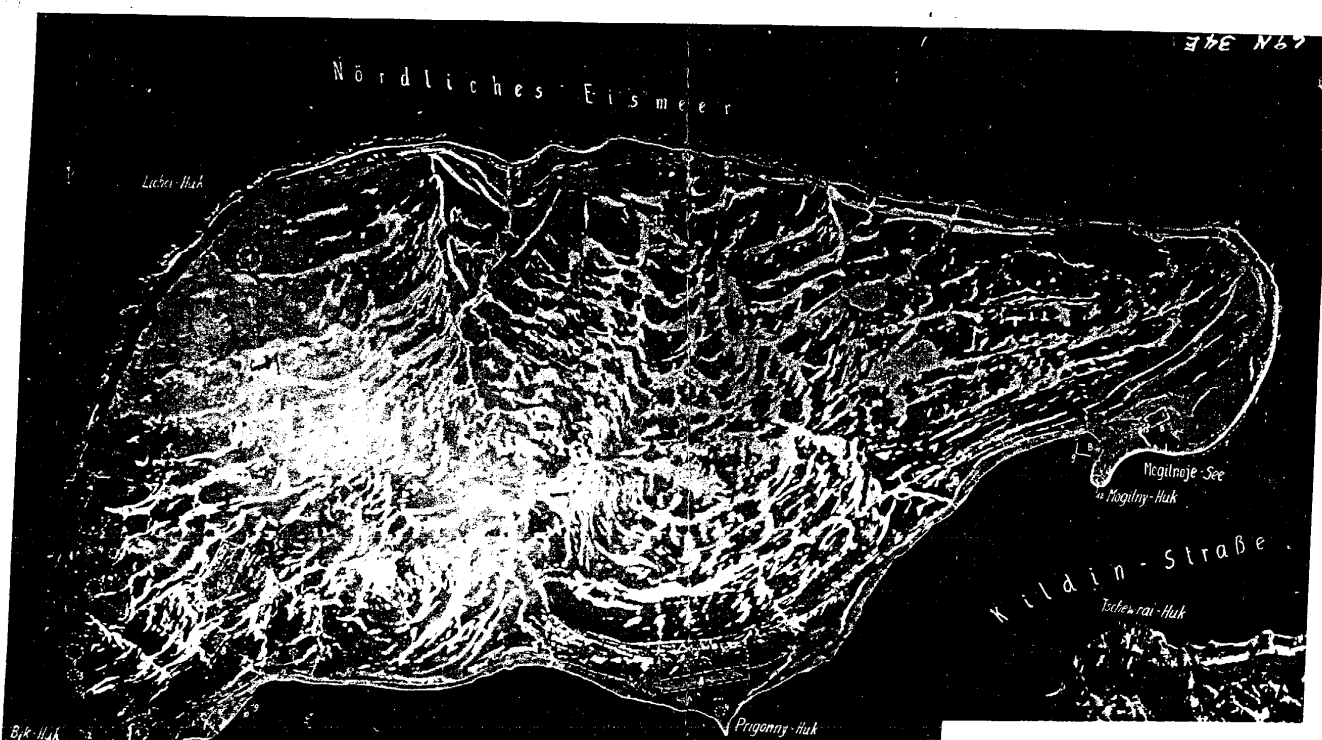
Bildskizze Nr. S 142/43

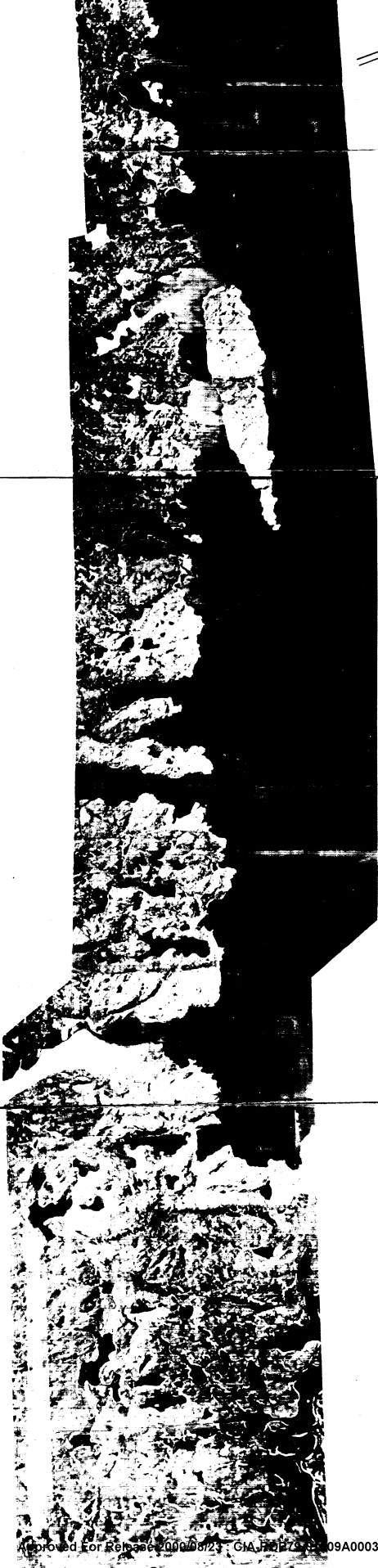
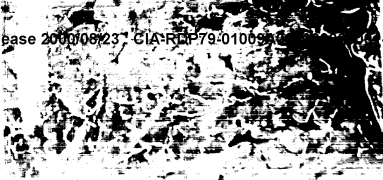
Insel Kildin

Maßstab etwa

Aufgenommen am 24.5.43 F 165/43 Beob.: Oblt. Schülke
1(F) 124

- 1 = Flughafen
- 2 = Hauptstadt
- 3 = ...
- 4 = ...
- 5 = ...
- 6 = ...
- 7 = ...
- 8 = ...
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- 10 = ...
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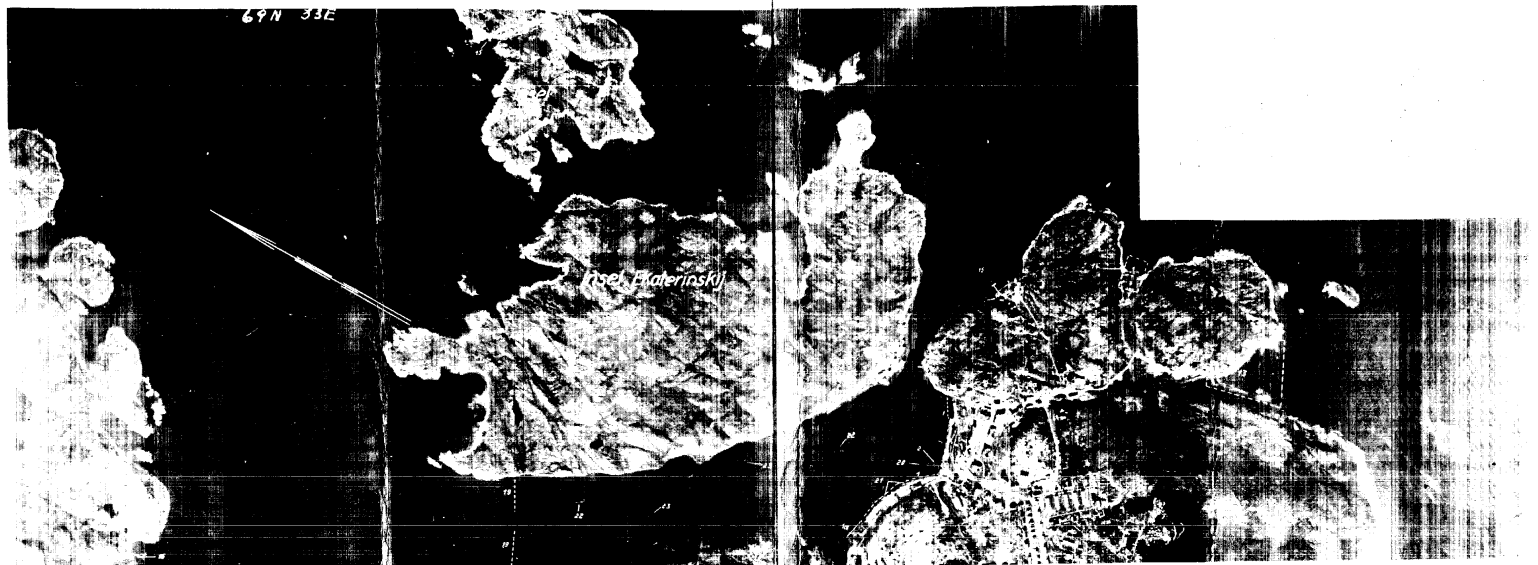




Bildstelle d. Gef. St. Lfl. Kdo. 5

Bildskizze Nr. 7

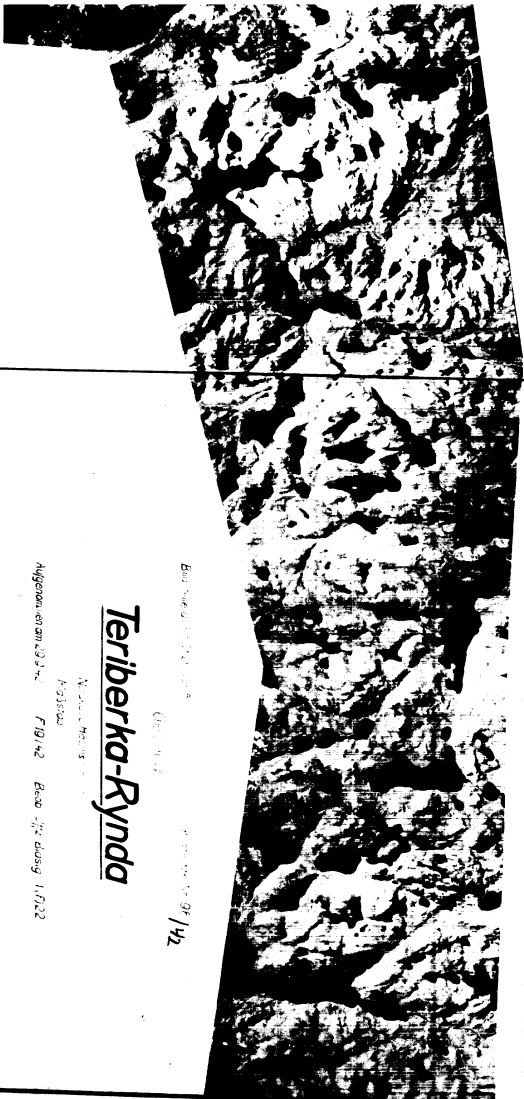
Kriegshafen Poljarnoje



F 108/41

Maßstab etwa

Beob.: 1(F)124



Teriberka-Rynda

Бул үндэсний газар
Орчин үеийн
1942-1943
Алслагдсан газар
1942-1943
Бусад газар
1942-1943

Stabsbildabteilung
beim Lfl. Kdo. 5

Bildskizze Nr. S 142/43

Insel Kildin
Maßstab etwa

Aufgenommen am 24.5.43 F 165/43 Beob.: Oblt. Schülke
1.(F) 124



Bildstelle d. Gef. St. Lfl. Kdo 5

Bildskizze Nr. 7

1

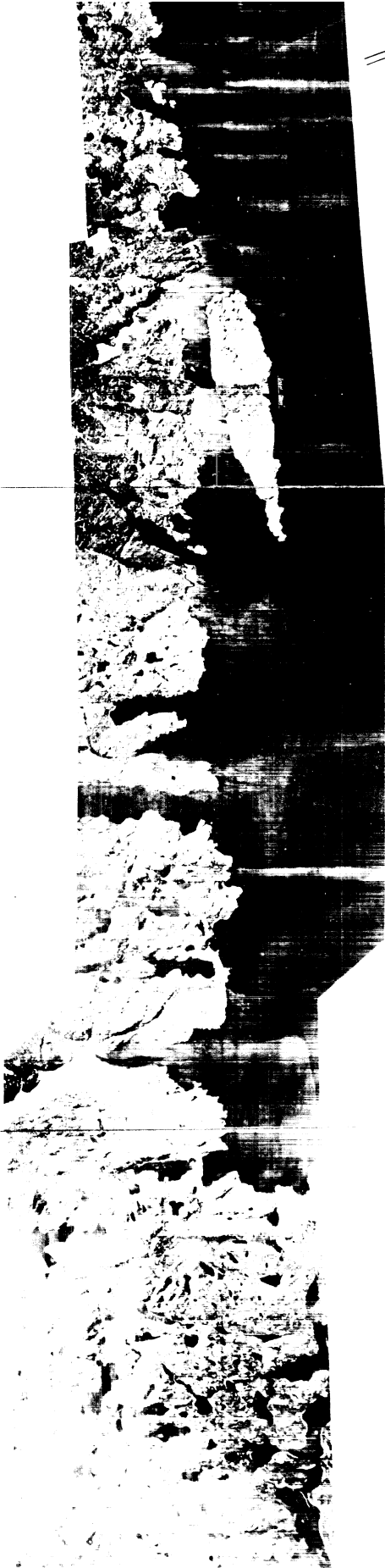
Kriegshafen Poljarnoje

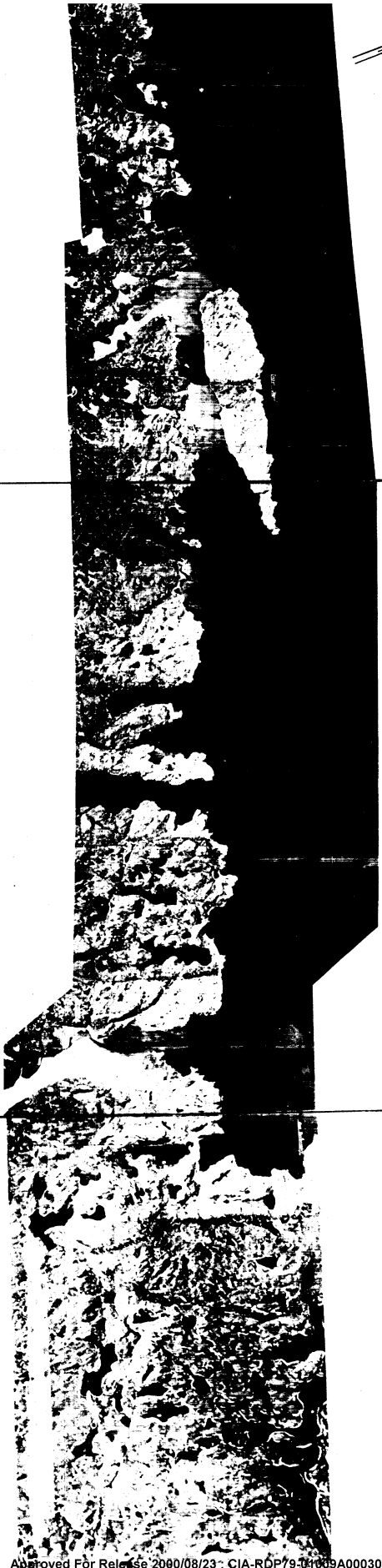
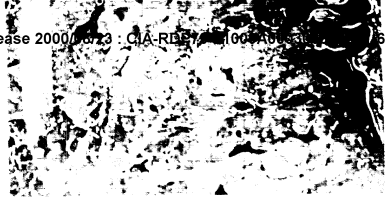


F 108/41

Maßstab etwa

Beob.: 1.(F)124





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КАРЕЛЬСКАЯ АССР

1936 г.



СХЕМА РАСПОЛОЖЕНИЯ ВИСТОВ

Q-36	127	128	129	Содоб.
P-36	7	8	8	

Госгидрометиздат Миримов и Гурбатов.
 Редакторская ст. лейтенант Тугулу.
 Изд-во отделений ст. лейтенант Нисеякова
 Выгукер в Иншкар. карт. части в 1937 г.
 Начальник карт. части капитан А.И.Мажуков.

1:100 000

1 см на карте соответствует 1 км на местности

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