

INFORMATION REPORT INFORMATION
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SUBJECT Urban Area of Pinsk, [redacted] **DATE DISTR.** 18 May 1962
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PLACE & DATE ACQ. [redacted] **50X1-HUM**

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[redacted]

1. The following industrial plants were in Pinsk [N 52-07, E 26-07]: **50X1-HUM**
 - a. The plywood factory on Vodoprovodnaya ulitsa, formerly the Tobal Factory, was greatly expanded after World War II. [redacted] it employed approximately 2,000 workers and produced high-quality plywood for use in aircraft and storage batteries. **50X1-HUM**
 - b. The match factory on Brestskaya ulitsa was also extensively enlarged after the war and its equipment renewed. About 3,000 workers were employed there [redacted]. **50X1-HUM**
 - c. The foundry (liteynny zavod) began operation after the war. [redacted] it employed approximately 500 workers and produced gear wheels and similar items, beds, bathtubs, locks, and door hinges. **50X1-HUM**
 - d. The old power station was enlarged after the war. **50X1-HUM**
 - e. The new, peat-fired power station was on the former Morgentaler estate. Its construction was begun in 1954, and [redacted] the first aggregate, producing 10,000 kilowatts, was put into operation. The total output of the station was to reach 50,000 kw. A canal had been dug from the Pina River to the station to facilitate delivery of the peat. **50X1-HUM**
2. Among the schools in Pinsk were a telecommunications technical school (tekhnikum svyazi) on Pervomayskaya ulitsa, a teachers' institute (uchitelskiy institut) on ulitsa Lenina, and a school for kolkhoz managers on ulitsa Lenina.

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	OCR	X	NIC	X	DIA	X
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(Notes: Washington distribution indicated by "X"; Field distribution by "Z")

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3. Hospitals in the city included a military hospital (voyenny hospital) on Nadberezhnaya Naberezhnaya? ulitsa; two city hospitals, one on Sovetskaya ulitsa and the other on Zavalnaya ulitsa at the corner of Sportovaya ulitsa; and a maternity hospital (rodilny dom) on Zavalnaya ulitsa.
4. Military installations and units in Pinsk included the following:
 - a. Until 1952 the naval base had been occupied by a river fleet squadron which was part of the Dneprovskaya Flotilla, whose headquarters was at Kiev. The squadron consisted of 16 motor gunboats (bronekatara), three motor torpedo boats (torpednyye katara), five minesweepers (tralshchiki), and one 400-ton steamboat, the PINA, which was the squadron's flagship. The squadron was disbanded in 1952 and replaced by a naval training school, which trained navy divers, radio operators, electricians, engineers, turbine mechanics, and gun crews. The school accommodated approximately 5,000 trainees, and its courses lasted ten months. In addition to the naval base, where three new three-story buildings were erected, a new camp was established to house the trainees, and several buildings were renovated in a former Polish Army camp which had been destroyed during the war.
 - b. The headquarters of an air force division was located in a three-story building on ulitsa Lenina. The division was equipped with jet fighters. One of its regiments was stationed at an airfield at Zhabiche (possibly Zhabchitsy) N 52-08, E 25-58. The airfield, which had concrete runways, was being renovated and enlarged in 1955 and 1956.
 - c. The city military commissariat (gor. voyenkomat) was on ulitsa Lenina.
5. The Pinsk ship repair yard employed 1,000 workers; in the winter, when the port was closed, the port personnel were employed at the yard, where the total number of employees rose to 1,500. The yard repaired hulls of both tugs and barges and overhauled different types of engines, such as "3-D-6" (diesel), WULF sic, and GAZ. The yard built two types of barges:
 - a. Self-propelled barges; 15 to 20 barges of 40, 80, and 100 tons were built annually. They were powered by 80-hp. WULF engines and were suited particularly well for river navigation because of their shallow draught.
 - b. Ore carriers; construction of these dumb barges was begun in 1951, and an average of 16 was produced annually. They were of the smaller 300-ton type (the larger barges had a capacity of 600 tons) and were used to transport iron ore. The ore carriers were retained at Pinsk, while the self-propelled barges were sent to Siberia, the Far East, and elsewhere.
6. The Pinsk river port was much larger than it was prior to World War II. Several streets around the port, where buildings had been demolished during the war, had been cleared of rubble and added to the port area. 50X1-HUM
7. A fuel barge (neftyanka) of Rumanian construction, with a capacity of 1,000 tons, was anchored in the river. Vessels had to sail out to it for refueling, as the fuel ship was not self-powered. It was towed to port for refilling, which was done from railway tank cars.

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8. The city's POL dump was located on Brestskaya ulitsa. It contained at least five aboveground tanks with a capacity of about 100 tons each.

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10. The City Party Committee, City Komsomol Committee, and editorial offices of the Pinskaya Pravda were in a four-story building on Kommunalnaya ulitsa.
11. The main post office still occupied its pre-World War II building.
12. The road bridge over the Pina River was an old one, some 50 meters long and eight to nine meters high. It had an iron span and concrete abutments.
13. The following were Polish and Soviet names of streets in Pinsk:

<u>Polish Name</u>	<u>Soviet Name</u>
Adama Mickeiwicza	unchanged
Albrekhtowska	Kirovskaya [<u>Kirova</u>]
Aleksandrowska	unchanged
Bernardinska	Sovetskaya
Blotna	unchanged
Brzeska	Brestskaya
Butrimowicza	Kommunalnaya
Dominikanska	Gorkogo
Fabryczna	unchanged
Franciszkanska	Pionerskaya
Frostowska	Suvorova
Graniczna	unchanged
Sienkiewiczza	K. Marksa
Honczarska	unchanged
Krajowskiego	Chernyakhovskogo
Kolejowa	Zheleznodorozhnaya
Kosciuszki	Lenina or Leninskaya
Karolinska	Ostrovskogo
Krancowa	unchanged
Lipowa	unchanged
Luniniecka	unchanged
Pilsudskiego	Pervomayskaya

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Miodowa	8-go Marta
Mieszczanska	unchanged
Nadbrzezna	Nadberezhnaya [Naberezhnaya?]
Ogrodowa	unchanged
Osinskiego	Pochtovaya
Pawlowska	Stalina
Poleska	unchanged
Poprzeczna	Poperechnaya
Sportowa	unchanged
Slobocka	Portovaya
Szpitalna	unchanged
Zawalna	unchanged
Wodociagowa	Vodoprovodnaya
Pla. 3-go Maja	Ploshchad Lenina
Stary Rynek	Bazar

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14. A map of the city of Pinsk, [Redacted]

(See page 5 for

Legend to Town Plan of Pinsk.)

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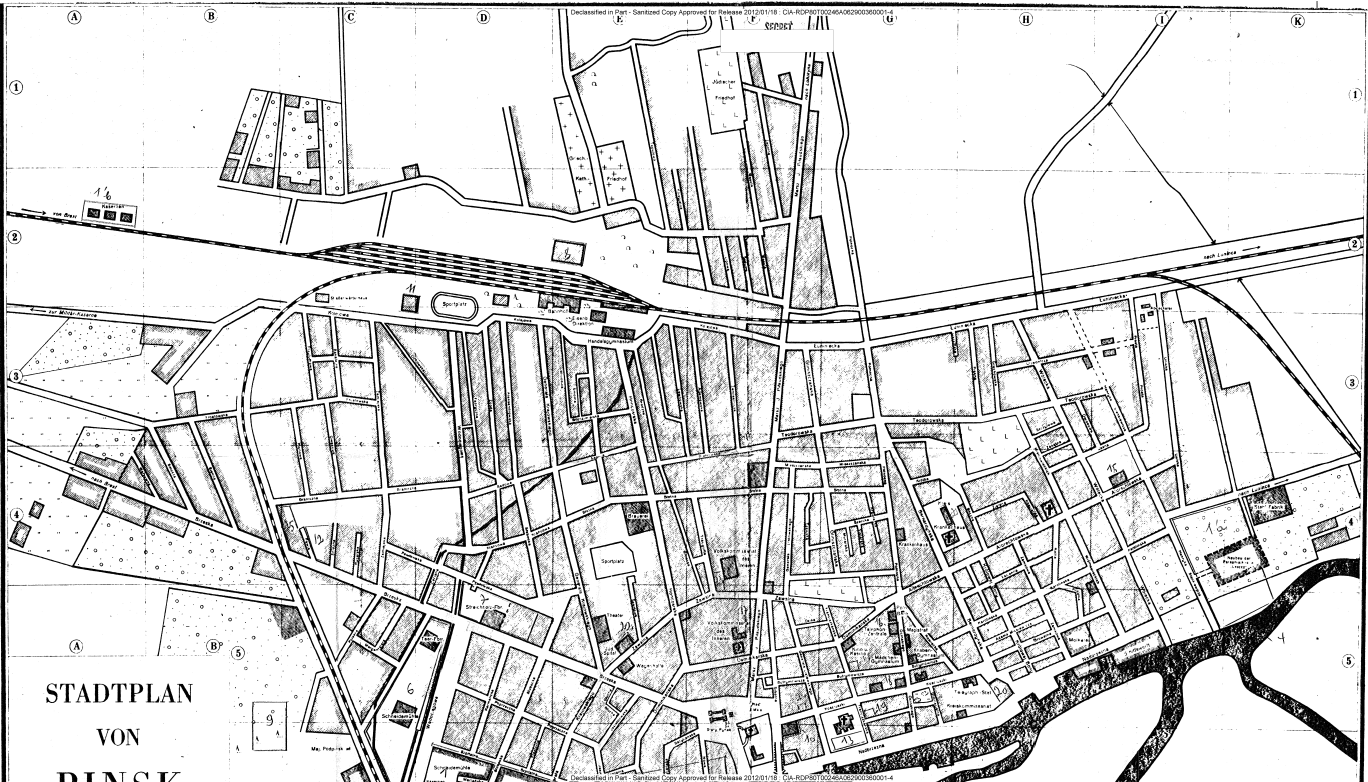
Legend to Town Plan of Pinsk (1:5,000)

1. Naval Base
 - a. New camp for trainees of the naval training school.
 - b. Former Polish Army camp, in which a number of buildings had been renovated to house the trainees.
2. Ship repair yard.
3. Pinsk river port.
4. Fuel barge.
5. Road bridge.
6. Plywood factory.
7. Match factory.
8. Old power station.
9. New power station.
10. Headquarters of an air force division.
11. City water pumping station (vodokachka).
12. Foundry.
13. Officers' club.
14. City Party Committee, City Komsomol Committee, and editorial offices of the Pinskaya Pravda.
15.
16. Main post office.
17. Telecommunications technical school.
18. Teachers' institute.
19. School for kolkhoz managers.
20. Military hospital.
21. City hospital (on Sovetskaya ulitsa).
22. City hospital (on Zavalnaya ulitsa).
23. Maternity hospital.
24. City military commissariat.
25. City POL dump.
26. Point of transshipment of cargoes in the port.

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PINSK

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