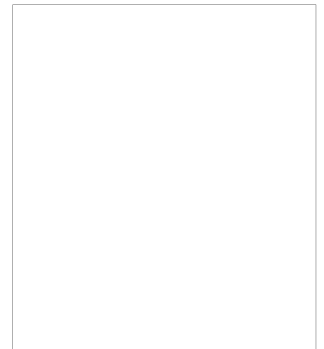
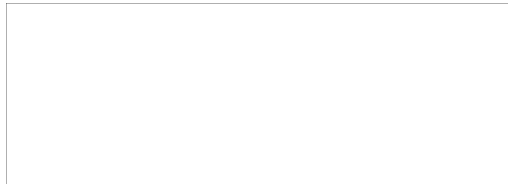


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MILITARY INSTALLATIONS DATA
ODESSA
MILITARY DISTRICT (C)
VOLUME 6, NO. 8
NIKOLAYEV
46°58'N-32°00'E
USSR



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VOLUME 6, No. 8. NIKOLAYEV

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SPECIFIC GUIDANCE

1. The various categories of intelligence data set forth in the General Guidance at the beginning of this volume indicate the types of information sought for all studies in this series.
2. The following are some specific items of information which are a priority requirement for the NIKOLAYEV study.
 - a. Confirm what may be the Headquarters of the 34th Guards Mechanized Division, Item 17, City Plan.
 - b. Location of other important administrative and MVD buildings in the vicinity of Items 18 and 19 in the government control center.
 - c. Location of reported gun emplacements and other defense installations near the airfields, Installations 2 and 41, and along the banks of the Bug River and other approaches to the city.
 - d. Location of the following streets which have been mentioned recently in the Soviet press: Aptekaskaya, First of May, on which there is a Maritime Navigation School, Rosa Luxemburg, and Skorkhodov.

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1. THE CITY OF NIKOLAYEV

a. Introduction

NIKOLAYEV (4658N-3200E), the capital of Nikolayev Oblast in the Ukrainian SSR, is situated on the east bank of the Bug River about 2 1/2 miles from the river's entrance into Dnieper Bay, an arm of the Black Sea. It lies in an area of generally flat to gently undulating terrain, although some rather high cliffs rise along the banks of the Bug; its elevation is about 100 feet above sea level. In spite of the evacuation of many of the inhabitants of this city when it was occupied by the Germans during World War II, its population has increased from 167,000 in the 1939 census to an estimated 205,000 in 1957, attesting its growth and threefold significance to the Soviet Union as a principal Black Sea port and naval base, a shipbuilding center of all-Union importance, and the commercial center of a large agricultural and industrial hinterland.

Founded as a naval port near the site of what had once been an ancient Greek colony (Olbia), NIKOLAYEV's origin is similar to that of KHERSON, SEVASTOPOL', and other cities in this portion of southern Russia. All were

established as defense points by Field Marshal Potemkin around the time of the annexation of the Crimea; NIKOLAYEV remained an almost exclusively military port for nearly a century from the time of its founding in 1789. NIKOLAYEV's development as a commercial port and shipbuilding center began only after the port was opened to trade in 1862. Its commercial character was assured after the establishment of two large shipyards there in the 1890's. So much did it subsequently increase in significance that by 1939, despite suffering the effects of the civil war in the interim, it ranked as the second port on the Black Sea after ODESSA and was the most important shipbuilding and repair base of the Black Sea Fleet. In World War II NIKOLAYEV was heavily damaged by Stalin's as well as by Hitler's forces, but following its recapture by the Soviets reconstruction and restoration of the city to its prewar status began promptly.

b. Urban Characteristics

The city of NIKOLAYEV is built on a peninsula formed by the junction of two rivers, the Southern (Yuzhny¹) Bug and

¹. A Northern (Severnnyy) Bug flows along the Polish border in the Brest Oblast.

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the Ingul. The Bug, a gently-winding and broad river which flows through the Ukraine in a generally northwest-southeast direction, shapes the western and southern boundaries of the four and one-half- by two and one-half-mile-wide peninsula on which the city lies, while the Ingul, a narrower stream which flows in large meanders from the northeast, separates it on the north from another, narrower peninsula. The latter tongue of land contains a seaplane station and an airfield as well as other important installations; regarded as a portion of the suburb of TERNOVKA, it can be reached from NIKOLAYEV by way of a bridge spanning the Ingul. A large portion of the northern shore and the entire south bank of the city's waterfront is given over to rail-served shipyards and port facilities, of which some 11,690 linear feet of wharves on the south make up the commercial port. Two large grain elevators along this stretch are visible from considerable distances and may be useful for orientation or as reference points.

NIKOLAYEV's urban area proper is composed of mixed elements. In general, the western half of this heterogeneous area is more densely built-up than the eastern.

The most important section is the northern, which contains within its confines a wide variety of buildings, many of which are two-story and taller structures built of stone, including governmental and apartment buildings, as well as many military installations, the better shops, churches, museums, and other points of interest. The southern section of the urban area is mainly residential, but it does contain at least one large industrial site, the "Dormashina" Plant (Item 27, City Plan), as well as the railroad station and yards and some military installations. Although not always following a strict grid pattern, most streets in the urban network intersect one another at right angles and run perpendicular and parallel to the port and the northern and southern shipyards, connecting these industrial sections with the urban area. Many of the streets in the system are wide, most of them are paved with cobblestones but some are asphalt-surfaced, several are tree-lined, and a few of the more prominent ones are interspersed with parks and squares.

Like many other cities in the USSR, NIKOLAYEV is growing rapidly. According to the Soviet press new construction has taken place in many parts of the city since World War II.

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Reports include mention of a station building and at least two workers' settlements, one of which is probably located in the southwest in the vicinity of the Nosenko Shipyard and the other in the vicinity of a new textile plant in the east. In addition, a new civil air terminal was to be built in 1955 and the port was to be reconstructed and expanded by 1960 but no recent reports on the extent to which these goals have been reached are available.

c. Economic, Transportation and Communications

Shipbuilding is the major industrial activity of NIKOLAYEV. In addition to its two principal yards, which are the largest in the Black Sea area, having facilities for both building and making major repairs on large vessels, NIKOLAYEV also has a minor shipyard and yet another is believed to be under construction just south of the city. The usual activities of a commercial port and transshipment center are also carried on in NIKOLAYEV; grain, and iron and manganese ores are among its principal exports, while petroleum products, machinery, and foodstuffs are included among its imports. Among other economic activities of significance are railroad-car repairs and the production of such items as machinery, textiles, foodstuffs, construction material, and reportedly guns and ammunition.

Enhancing NIKOLAYEV's economic and military potential are the transportation routes to which the city has access. The Bug River connects the city with ports on the Black Sea via Dnieper Bay 24 miles downstream. Upstream, it provides river navigation at least as far as VOZNESENSK (4734N-3118E), some 55 miles away, while rail, road, and air routes link NIKOLAYEV with other points in the Ukraine and the USSR.

Single-track, broad-gage (5'0) rail lines serve the city from the northwest, the northeast, and the southeast. The first of these is a branch extending from NIKOLAYEV to KOLOSOVKA (4718N-3101E), approximately 55 miles away, where it joins the main line connecting ODESSA, 125 miles by rail to the south, with MOSCOW. A spur also runs from the branch to VARVAROVKA, a suburb across the Bug, served by ferry from NIKOLAYEV. Two lines emanate from the city in a northeastward direction. One of these connects with NIS rail route 15 at DNEPROPETROVSK (4828N-3500E) while the other meets the same line further west at ZNAMENKA (4843N-3232E). Lastly, the line leading southeastward from the city goes to KHERSON (4638N-3236E), about 40 miles away, where connection may be made with points in the Crimea.

Three highways radiate from NIKOLAYEV and connect with the regional network. One of these leaves the city in a

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northward direction, crossing the Ingul River after which a northwest branch follows the Bug to PERVOMAYSK (4802N-3052E), 100 miles away on NIS road route 15, the highway leading from DNEPROPETROVSK to LVOV (4950N-2400E) and the Polish border. A northward branch from the same road (NIS 18) joins NIS 15 at KIROVOGRAD, 110 miles away. Both branches are unimproved, fair-weather roads. An improved road (NIS 18) leads southward to ODESSA, 80 miles away, while another improved road follows the bank of the Bug for a short distance after which it turns inland and southeastward to KHERSON.

In addition to these overland routes, NIKOLAYEV has at least two air facilities which are probably used by civilian as well as by military aircraft.

Intra-urban transportation is provided by streetcars and buses; standard communications facilities, telephone, telegraph, postal, and radio, are also available in the city.

2. MILITARY APPRAISAL

a. Order of Battle

ACSI Order of Battle holdings of Soviet Ground Force units in NIKOLAYEV list the 188th Rifle Division and the 34th (?) Guards Mechanized Division. In addition, since NIKOLAYEV is an important port and shipbuilding center whose primary function is the construction and repair of vessels of

the Black Sea Fleet, as well as a station along significant transportation routes, it is probable that Naval and MVD personnel are also stationed in the city.

b. Military Installations

A total of 41 military and other points of interest in NIKOLAYEV are shown on the City Plan and Area Map which accompany this study. The city's military installations, most of which are situated at various points in the urban area itself, include several barracks and other facilities. One of these installations, Item 17, is a large military area which may be the Headquarters of the 34th (?) Guards Mechanized Division. In addition, there are a number of logistical installations in the city and airfield and seaplane facilities on its outskirts. NIKOLAYEV also has a number of defense positions, such as AA emplacements and the like; although it has not been possible to pinpoint these on the City Plan, they are probably situated along the banks of the rivers, the perimeter of the airfields, and the approaches to the city.

c. Logistical Appraisal

NIKOLAYEV is of logistical importance because of its waterway, rail and road links with the Headquarters of the Military District in ODESSA as well as with other Black Sea ports and hinterland points.

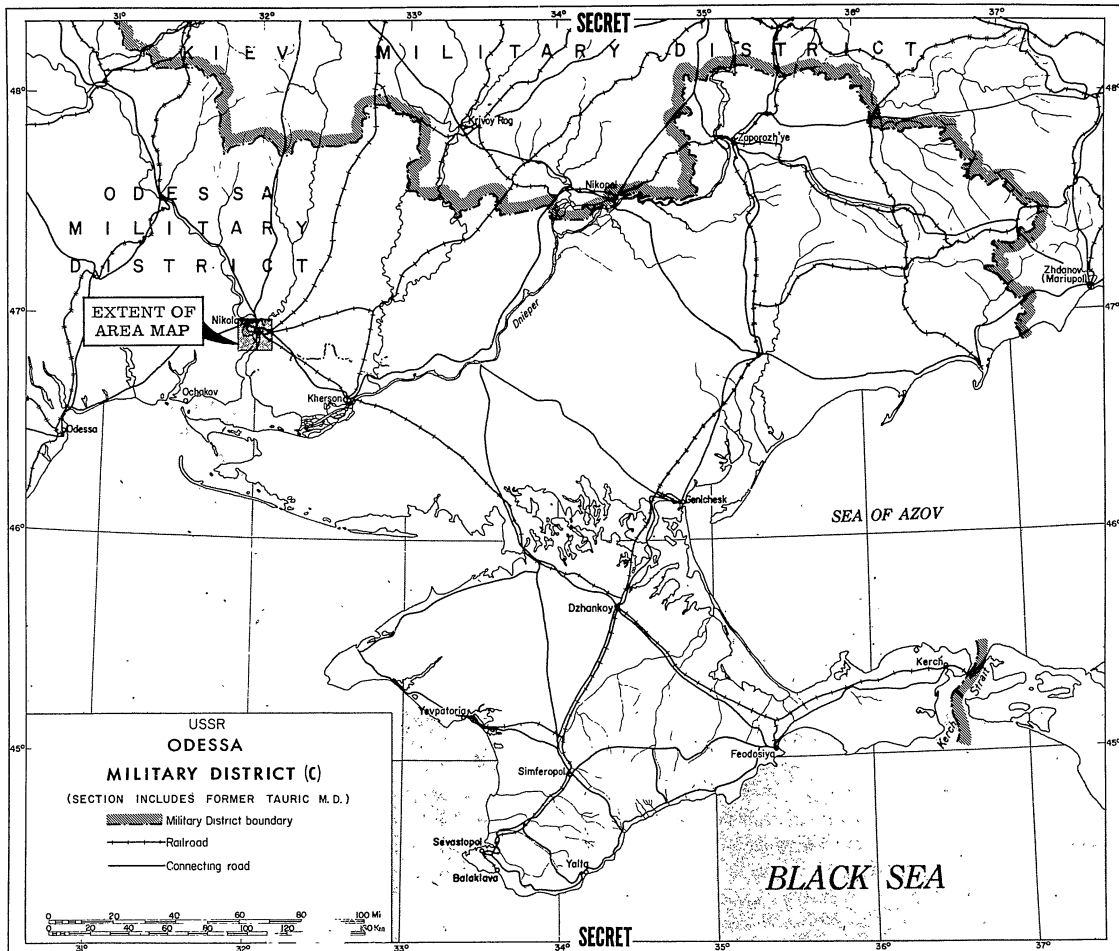
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The standard reference work lists 5 logistical installations in NIKOLAYEV, which include POL, ammunition, ordnance, and ration and clothing storage facilities. In addition to these, there are several warehouses and open storage facilities in the port area and at other points in the city, as well as other POL storage sites. The two large grain elevators in the commercial port may, like the large one in nearby KHERSON, be used in the strategic grain reserves program of the Ministry of Defense.

3. SOURCES

A difficulty encountered in the preparation of this study was the unavailability of recent trip reports by official travelers to NIKOLAYEV. Because of this, it was necessary to depend somewhat more heavily than in other studies in this series upon the use of such sources as captured German documents and various other raw material as well as such finished intelligence as NIS, Air Force and Navy studies. Prisoner of War interrogation reports were also available in sufficient quantity and were of some use in plotting some of the city's military installations, while open sources yielded some background data and information on other items of interest. Aerial photographs and several maps of the city and the general locale were also used for reference and for construction of the City Plan and Area Map which accompany this study.

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USSR NIKOLAYEV 46°58'N- 32°00'E AREA MAP

INSTALLATION BOUNDARIES
(See City Plan for Identification of Installations)

CITIES & TOWNS

Densely built-up area

Moderately built-up area

Outline and pattern unknown

RAILROADS

Single track; Double track; Stations

Abandoned or under construction

ROADS

Dual lane; Primary

Secondary; Trail

POWER LINES; TELEPHONE LINES

Telephone

PIPELINES

Above ground; Underground Pipeline Under ground

HYDROGRAPHY

Intermittent lake; Swamp; Dam

Intermittent stream

Canals; open, underground

Springs; Wells and Waterholes

Flood marked area; Rocks

Drainage ditches; Mud flats

Fathom line; Reef

ELEVATIONS

Highest in area; spot 0000

RELIEF

Contours; reliable; approximate

Form lines

Escarpments, Bluffs and Cliffs; Depressions

Sand areas; Dunes; Ridges

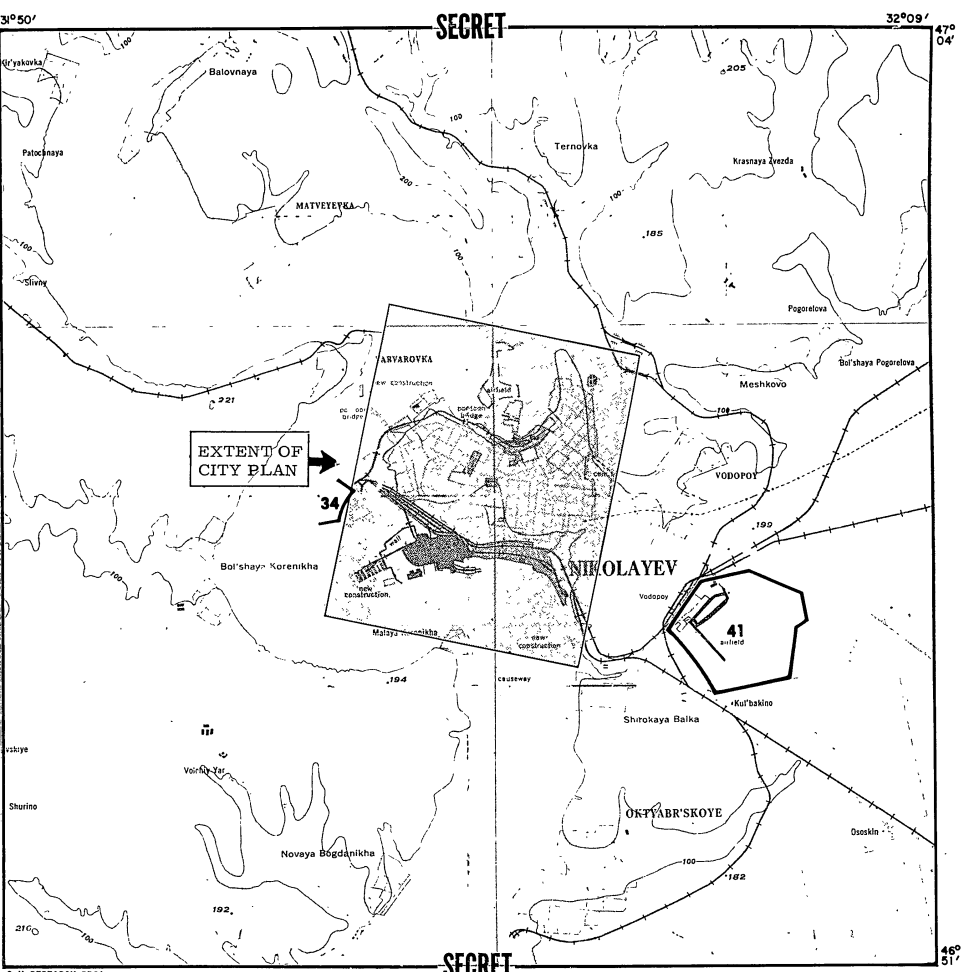
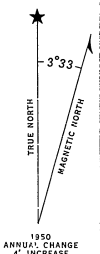
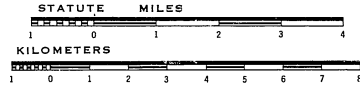
Dry lake; Dry wash

VEGETATION

Wooded area; Park area (in cities)

Orchard

AREA OR INSTALLATION DELIMITING LINE





USSR
NIKOLAYEV
46°58'N-32°00'E
CITY PLAN

INSTALLATIONS

Boundary approximate
Boundary determined

RAILROADS
WATER TANKS



SELECTED INSTALLATIONS AND OTHER POINTS OF INTEREST

1. NIKOLAYEV SEAPLANE STATION. USAF Target No. 0250-8071 refers to this facility as Nikolayev Airfield. This installation is operated and used by the Naval Air Arm. Several possible barracks are among the buildings in this area.
2. NIKOLAYEV AIRFIELD. USAF Target No. 0250-8745. Although this roughly L-shaped facility is probably operated and used by the SAF, civilian use is also probable. Some of the buildings in the area may be used as barracks and for the storage of ammunition. POL is also available.
3. AMMUNITION STORAGE AREA. Storage buildings in this area are located on access roads, some are protected by revetments.
4. POSSIBLE MILITARY STORAGE AREA. Possible barracks, several other buildings and open storage space have been reported in this facility during and after World War II. It may now be used by military personnel as well as by shipyard workers or forced laborers.
5. BARRACKS AREA. These barracks reportedly house Artillery troops. The area contains other buildings and may also be used for training.
6. BARRACKS AREA. This area contains at least six barracks-type buildings.
7. BARRACKS AREA. This area contains barracks and military buildings.
8. BARRACKS AREA. Barracks and other buildings contained in this installation have been referred to as those of a probable naval school.
9. PROBABLE MILITARY STORAGE AREA. Possible barracks, several other buildings and open storage space have been reported in this facility.
10. PRISON. An Army prison has been reported in this well-enclosed area.
11. BARRACKS AREA. About seven barracks-type buildings, possibly comprising a naval school, are located in this area.
12. NAVAL PORT AND FUELING FACILITIES. This area contains all berths and tanks along the shore and several naval administration buildings.
13. Post and Telephone Office.
14. Telegraph Office.
15. Monument. Probably of Lenin.
16. SHIPYARD. This installation, referred to by several names, is reportedly enclosed by a ten-foot stone wall topped with barbed wire, the area is equipped with towers, and well guarded by armed civilians and watchdogs.
17. MILITARY AREA. Military barracks, administrative and other buildings and many tanks and other military vehicles have been reported in this installation.
18. PARTY HEADQUARTERS. There probably are many other government buildings and offices in this sector of the urban area.
19. MYD HEADQUARTERS.
20. COURT HOUSE.
21. NAVAL SCHOOL.
22. BARRACKS AREA. This area contains military barracks and administrative buildings. It has been referred to as the Onias Military Commis-sion.
23. BARRACKS AREA. There are many barracks, administrative and other buildings in this area. It is probable that the western portion is used as a storage area.
24. BARRACKS AREA. Reportedly used by Infantry.
25. STORAGE DEPOT. Several large buildings in a well-enclosed area, served by rail, possibly a military storage facility.
26. Observatory and Signal Station.
27. "Dormashina" Plant. This factory specializes in construction and agricultural machinery.
28. MAIN RAILROAD STATION, YARD AND SHOPS.
29. City Hospital. Some of the buildings directly to the east of the area may be barracks.
30. BARRACKS AREA. Several military barracks and other buildings.
31. BARRACKS AREA. This area contains six barracks-type buildings. Its present use is unknown.
32. BARRACKS AREA. Like installation #31, this area contains eight barracks-type buildings. Its present use is unknown.
33. MILITARY AREA. There are about 10 military barracks and several other buildings in this large area.
34. NAVAL INSTALLATION. (See Area Map.) Reportedly a Naval Flying School or Academy.
35. POSSIBLE MILITARY AREA. Formerly used as a PW Camp.
36. SHIPYARD. Now known as the Nosenko Shipyard, formerly (Andre) Marit. The installation is guarded and enclosed by a stone wall and bears fence, watchtowers with searchlights and dogs are used in its security system. A petroleum storage depot lies in the northeast sector.
37. NIKOLAYEV BEAT AND POWER PLANT.
38. NIKOLAYEV PORT FACILITIES. Among the many storage and other buildings in this area are two large grain elevators (aluminum buildings on the waterfront). The port's maximum unloading capacity (estimated military port capacity) is about 15,000 long tons of general cargo per day of 24 effective working hours.
39. PROBABLE RAIN TRANSMITTING STATION.
40. POL. More than 20 partially underground tanks and bunkers.
41. NIKOLAYEV (KOLBACHNO) AIRFIELD. (See Area Map.) USAF Target No. 0250-8079. This facility of the SAF, primarily used for pilot and paratrooper training, is also used by civilian aircraft. The area contains barracks hangars, other buildings, and POL facilities.

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