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INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH USE OF TRAINED INTELLIGENCE ANALYSTS

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1. A line of so-called "Arctic stations" is being maintained by the Soviet Government along the Arctic maritime route from Murmansk to the Pacific. Some of these stations are situated on the European-Asiatic land mass itself, both on the coast and inland, while others are on islands in the Arctic Ocean. The stations were set up to serve as weather stations, to facilitate the conducting of scientific or military experiments, and to serve as bases for the exploration of Arctic sea and air routes. In 1937 there were seventy-eight such stations; 117 were officially registered in 1939; in 1941 there were almost 200; while more than 350 had been set up by 1946.
2. Before 1939, all the Russian Arctic stations were administered by Glavsevmorput (Chief Administration for the Northern Maritime Route) and the Arctic Institute of Leningrad. After 1939, two further administrations joined in the control and direction of the stations: GUMZ (Chief Administration of the NKVD Forced Labor Colonies) and the Army General Staff.
3. The several types of Arctic stations fall into the following general categories:
 - a. Completely isolated stations:
 - 1) Scientific installations for geographic, geological, topographical, climatic, and sociological studies.
 - 2) Laboratories for industrial tests (particularly of metals).
 - 3) Installations for testing the functioning of arms and motors.
 - 4) Bases for long-distance or local exploration, with prospecting teams.
 - 5) Permanent posts for meteorological observation.
 - 6) Radio stations.
 - 7) Anti-aircraft defense posts (usually three AA batteries).

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- 8) Coastal defense posts (generally two batteries with 107 mm cannon and two batteries with 122 mm. howitzers).
- 9) Ground defense units (small elite garrisons armed with automatic weapons and howitzers).
- 10) Airfields.
- 11) Bases for small icebreakers of less than 1,000 tons.

Almost all the stations are very well equipped technically. They are built by forced laborers who, as a rule, are exterminated once the work is finished. When the terrain is suitable, some of the structures are extended underground. Food and other supplies arrive each summer, but a three-year reserve is retained as a precautionary measure. The personnel of this type of isolated station varies as to both quantity and quality. The average complement is approximately 250 men. Each station has a special scientific staff, its own administration, its military command and garrison, and a pool of forced laborers supplied by the GUMZ. The latter would be liquidated in the event of a shortage of rations.

b. Stations for sea and air traffic:

These rank above all meteorological and radio stations. Their task is to ensure the safety of the sea and air services, and they act as advance or intermediate posts for expeditions leaving the isolated stations mentioned above. In general, they do not possess much in the way of scientific equipment. They often adjoin airfields and are sometimes located near lighthouses. Their AA and ground defense units are generally adaptable to meet sea attacks. Some of the sea and air traffic stations are poorly equipped technically. The official plan allows for reserves of food, clothing, and arms for three years, but this standard is hardly ever reached, and the personnel often find themselves in a precarious position in the months preceding the arrival of the annual summer supplies. Only rarely are there more than fifty persons at such stations. These are either free Soviet citizens or deportees who are politically reliable but who have part of a penal sentence to serve in the Arctic.

c. Scientific stations independent of sea traffic:

These stations sometimes possess an independent scientific staff and sometimes serve as relay posts for the establishments mentioned in paragraph 3a. These stations occasionally lie near airfields and are always equipped with radio transmitters. They have simple ground defenses, including light field pieces. Technical equipment and food supplies suffice for the needs of the thirty persons who generally man the stations.

d. Trial stations:

These stations are for the most part in the nature of pioneering or exploration camps, and it is not until after two or three years' development that they are either transformed into permanent stations of one of the types mentioned above or abandoned. They are provided with radio transmitters and scientific and meteorological equipment. The size of the complement varies from 50 to 250 men. These always include a GUMZ representative, who can, when necessary, requisition forced laborers to assist in the work of the station.

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e. Stations in ports or towns:

These differ from the previous types in that the various services are separate and independent. The stations are for purely scientific purposes; the radio, meteorological, and research stations belong to the towns.

f. Main centers with sub-stations:

In certain ports there are also centers which are in charge of a series of sub-stations in the surrounding region. The principal centers of this type are at Pustozersk, Anderma, Novy Port, Port Dickson, Taimyrsk, Khatanga, Port Tiksi, and Ambarchik. At Arkhangel, Yakutsk, and Magadan there are centers of a still higher grade which supervise the above-mentioned regional centers.

4. The following is a list of known Arctic stations:

Five km. east of Gavrilova, Kola Peninsula: a sea traffic station with lighthouse, no airfield.

A few km. west of Varsinsk, Kola Peninsula: a sea and air traffic station with nearby lighthouse and airfield.

Yakutsk, formerly Svyatoi Nos: a sea and air traffic station.

Ponoi: a sea traffic station on the White Sea Straits.

Mezen: a station within a town.

Kanin Nos: an isolated station of the type mentioned in paragraph 3a.

Thirty-eight km. east of Kanin Nos: a lighthouse and radio station.

Paza: a scientific station, 100 km. inland.

Nizh Pecha: a sea and air traffic station.

Northern tip of Kolguev Island: a scientific station.

Pustozersk: a station within a town.

Yesinskaya Stantsiya: an isolated station between Pustozersk and Kharabova.

Kharabova, a port under construction: sea and air traffic station.

Anderma: a center which supervises one isolated station and three traffic stations on Novaya Zemlya. There are also several trial stations on that island.

Sea and air traffic station at the mouth of the Kara River.

Trial station on Cape Vengan.

Unidentified station on Cape Dovyanoi.

Novy Port: station within the town.

Mura: an isolated station on the Ob River estuary, upstream from Novy Port. An air base for fifty reconnaissance aircraft is also maintained here. Total personnel, including base complement: 800.

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- Khorovod: an isolated station at the mouth of the Nadim River on Ob Bay.
- Cape Krugly: an unidentified station.
- Cape Taron: an unidentified station.
- Ostrov Bely (White Island): one isolated station and one traffic station with lighthouse and radio transmitter.
- Cape Tarasol: trial station two km. from lighthouse.
- Zverevo: an isolate station (paragraph 3a) with airfield.
- Port Dickson: a center for various sub-stations.
- Markovo: a scientific station of the type described in paragraph 3c.
- Golchikha: an unidentified station on the Yenisei estuary.
- Dudinskoye: a scientific station.
- Banks of the Yenisei between Dudinskoe and Igarka: several scientific stations and one of the type described in paragraph 3a.
- Mys Sevrovostochny: a traffic station with a nearby airfield and light-house.
- Verkhnoe Pyasina: a station of the type described in paragraph 3a, with a nearby airfield and a mooring place for an icebreaker. Two forced labor camps were installed in the vicinity; the prisoners work on the construction of a port.
- Petinskoe: a traffic station thirty to eighty km. distant from Verkhnoe Pyasina.
- Cape Sterlegov: an unidentified camp on the Taimyr Peninsula
- Cape Laptev: possibly a trial station.
- Taimyrsk: an Arctic investigation center and airfield, with twenty-three sub-stations, most of which are trial stations. The whole region is being actively explored.
- Halfway between Lake Taimyr and Taimyr Bay, on the Taimyr River: an isolated station with an airfield and two adjacent forced labor camps.
- Cape Vega: an unidentified station.
- Cape Chelyuskin: an unidentified station.
- Paddeya Bay: an unidentified station.
- Cape Stuksberg: a sea and air traffic station.
- Rybnoe: an isolated station of the type described in paragraph 3a.
- Idanovskoi: an unidentified station.
- Khatanga: a main center for Arctic stations.
- Begicheva Island: a sea and air traffic station.

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Krest: an unidentified station.

Popigai: an unidentified station.

Nordvik: a station of the type described in paragraph 3a. There is an airfield nearby; the station is also equipped with a 750-ton icebreaker.

Cape Paks: an unidentified station.

Navolochnoe: an unidentified station on the Anabar River.

Korga: an unidentified station at the mouth of the Anabar River.

Buolkalakh: a station of the type described in paragraph 3a, with an airfield, an icebreaker base, and possibly also facilities for submarine testing.

Makiska: an isolated station fifty km. up the Olensk River; it is served by an airfield.

Three important stations on the peninsula and islands of the Lena delta, including Sagastyr and Barkin Stan. These are probably sea and air traffic stations.

Bulun: an isolated station.

Port Tiksi: probably a center for various sub-stations.

Bykovo: an unidentified station.

Tas Tumus: an isolated station.

Murakh, Ust Yansk, and a group of ten stations on the coast which are probably using personnel from Murakh and Ust Yansk.

Likhovsky Islands: several stations, only one of which is of any importance.

Verkhoyansk: several scientific stations and trial camps which have probably been established for the study of climatic conditions.

Bolchaya: a sea and air traffic station at the mouth of the Indigirka River.

Yedomka: an unidentified station at the mouth of the Indigirka River.

Ambarchik: a center with approximately twenty sub-stations under its jurisdiction. Some of these sub-stations, which run from Ambarchik to the Bering Straits, are Shelagski, Kibera, Smidt, Kirovsk, Karpe, and Takakoyin.

5. It is reported that guided missile launching ramps were being built in the Taimyrsk region during 1947.

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