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INFORMATION REPORT

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COUNTRY USSR (Black Sea)

DATE DISTR 11 March 1952

SUBJECT Port of Sevastopol

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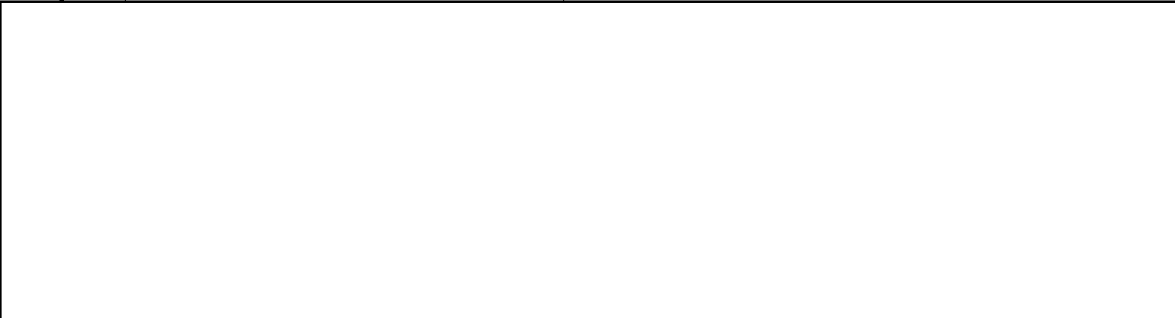
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1. The following is a summary of information available on the harbor, naval establishments, warships, merchant vessels, dockyards and fortifications in Sevastopol' (44°35' N/33°34' E):

Date	Source Employment	Target and Location	Pertinent Data	Remarks
August 1948 to August 1949	[Redacted]	Discharging berth, western shore of Southern Bay, inner end,	Harbor: A sketch has been drawn which gives a general survey of the Bay of Sevastopol' (Severnaya Bay) and shows the location of a number of details. (1)	[Redacted] mentioned 2 or 3 tracked cranes of about 5-ton lifting capacity.
June to October 1949	[Redacted]	Road: Western shore of southern bay, inner end Cold storage: SW corner of Southern Bay	Typical commercial, trans-shipment facilities are not available since Sevastopol is a naval station. Freight arriving there is intended for local requirements. Lumber, cement and coal are discharged on the western shore of the Southern (Yuzhnaya) Bay; coal and cement are trans-shipped from ship to car or truck by means of stationary grab cranes; coal is carried to a coal dump, about 200 meters north of cold storage house. On the western shore are two railroad tracks. The shore is encroached only to about 50 or 70 centimeters above the water level. On the western shore	[Redacted] confirms road building [Redacted] confirms cold storage plant but calls it "East Combine"

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Date	Source Employment	Target and Location	Pertinent Data	Remarks
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a road runs parallel to the shore line; it is 8 meters in width, the pavement is macadam and 6 meters wide, and the 2 sidewalks are each 1 meter wide. The cold storage building was nearly finished in October 1949. Its length ranges between 30 and 40 meters and it has 3 or 4 stories. It has its own ice-making installation and half of its space is already utilized. (2)
 On the eastern shore, is a relatively large coal dump.

25X1X May 1946 to October 1949

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Ship berths: Southern Bay, northern part of western shore
 Naval base (except fortifications and dockyard installations). (3)

Submarine berths: Berths for small units, such as Wharf on eastern shore
 torpedoboats, P-1 boats, motor mine sweepers, large mine sweepers, patrol boats and destroyers.

Ammunition bunkers: North-ern shore of Severnaya Bay
 Gunmarines are berthed on either side of the wharf on the eastern shore.
 East of the former ordnance depot were numerous large ammunition bunkers driven into the rock, in front of them quay installations. Seriously damaged by blasting when Sevastopol was evacuated. State of reconstruction and present utilization not known. (4)

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 Sevastopol (until Mar 1944): Bunkers and installations in Ordnance works were destroyed by German troops when they left Sevastopol.

Oil fueling wharf: NE corner of Severnaya Bay
 Pipe lines run along a wooden wharf, 2 meters high, as far as the water coming from a tank depot which is some hundred meters inshore and in existence since 1944.

Torpedo workshop: Southern shore of Severnaya Bay, eastern corner of Kilen Bay
 About 500 meters east of Kilen Bay is a torpedo workshop about 25 meters long, 3 meters high and the entrance door to the hall about 6 meters wide; close to the steep slope and dug into the rock. (5)

25X1X 1945 to November 1949

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Oil depots (tanks) ammunition bunkers: Informant
 Tank depots and ammunition stores are dug into the rock.

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25X1X May 1946 to October 1949



war vessels of different types: In various places within harbor area

Warships in Sevastopol: The following well-known units were mentioned: Battleship Sevastopol, cruisers Molotov, Voroshilov, a third cruiser (perhaps Krasni Kavkas), 4 destroyers, 7 torpedoboats (with 2 triple-tubes each) 5 mine sweepers (with a mine and/or depth bomb runway aft), 8 to 10 former German naval landing craft 2 of which were new constructions and launched in May or June 1949. (6) 9 to 12 sub-chasers which are permanently berthed in the Southern Bay (Yuzhnaya Bay), 3 large C 35 submarines (C 33, C 35 and C 5), 4 or 5 medium-sized K-Class submarines, and 4 or 5 old submarines which are smaller than the medium-sized ones and which were allegedly to be reconditioned. (7) In addition, a 2-funnel troopship was reported (no details available).

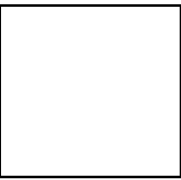
[Redacted] confirms these details, which are also known from other reports.

[Redacted] 25X1X reports same type ships, some of them under other names, also the former Italian battleship Cesire

Merchant vessels: As Sevastopol is a naval station there is no merchant shipping traffic in the usual sense there. The transportation of construction materials was by Rumanian ships. The whaler tender formerly Walter Rau was repeatedly reported, but without whalers (8) The SS Ukraina, which has been reported from other Black Sea harbors, is employed in regular service from Odessa and also calls regularly at Yalta and Sevastopol. She is berthed between the dockyard and the naval harbor. (10)

Dockyards and Arsenal Installations: There are two efficient dockyard establishments which, organizationally, probably form a unit: The Navy Dockyard, called Zavod (Plant), serving simultaneously as a submarine base and an arsenal. The dry dock on the northern shore of Severnaya Bay and the appropriate workshops

1945 to May 1949



Navy Dockyard: Eastern shore of Southern Bay and Korabelnaya Bay

Two building slips for new construction (concrete slopes with rails reaching as far as the water); no new construction work was observed at the close of 1949, only clearing

[Redacted] 25X1X construction of 2 shops, dimensions of each: length between 60 to 80

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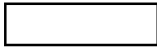
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work was done. Piles of gun barrels were observed which were allegedly intended as armament for various ships. (11)

meters, width 30 meters, 14 meters, concrete floor with rails sloping slightly as far as the water over a distance of about 50 meters. (9)

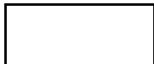
25X1X June to October 1949



Repair section for light guns: eastern shore of Korabelnaya Bay.

A repair section for light guns also belongs to the dockyard (central-pivot guns, up to 120 mm caliber). Location: probably the southernmost buildings on the eastern shore of the Bay. The only docking facility available in the yard by the end of 1949 was a floating dock, about 100 meters long (docked-in destroyer observed). A floating crane was repeatedly observed lifting small vessels out of the water (PT boats, etc) which afterwards were placed ashore. (12)

25X1X August to November 1948



Dry dock of Navy Yard: Innermost end of Korabelnaya Bay.

The Navy Dockyard has 2 dry docks which were seriously damaged during the war: The western dry dock (formerly "Aleksseyev" Dock), length x width x depth over sill = 152x26x8.5 meters, and the eastern dry dock (formerly "Leksanov" Dock) 207x37.5x9 meters. In August 1948 the 2 docks were cleared and empty, the dock gates were reconditioned and the water connection shut off. Only one of the cranes, used for lifting out the damaged or loose hewn stones of the dock wall, was serviceable.

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confirms existence, condition, and repair of docks. The existence of a third dock, which had been definitely reported by another source, has not been confirmed.

25X1X August 1948 to January 1949



No II Dockyard: Northern shore of Severnaya Bay.

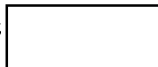
The second dockyard installation is on the northern shore of the Main Bay on the northernmost end of a secondary inlet (nearly due north of the Kilen Bay). As the essential part of the installation is a large dry dock, the Soviet civilians often simply call it the Dry Dock. The dry dock which, judging from air view, is about 220 meters long, extends in exactly north-easterly direction. At right angles to it, at a distance of about 60 meters, is a large workshop. From August 1948 to January 1949 docking operations of the Voroshilov and Kolotov (each lasting about 2 to 4 weeks),

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confirms dock (August 1948 to late August 1948).

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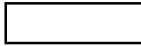
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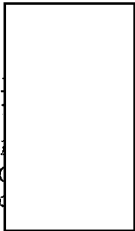
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and the former Walter Rau. East of the dock, ashore, two rows of guns (source speaks of gun turrets) pointing toward the Main Bay; they are allegedly meant to reinforce the armament of the ships in Sevastopol. (13)

Fortifications and harbor defense: Barrier at the harbor entrance. The entrance is allegedly protected by a triple barrier. Entering harbor from the offing the sequence is: Whistling buoys reacting to the propeller noise of approaching vessels (previous report); then follows a mine barrage (of unidentified type of mines); the innermost barrier is a net.

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May/June 1947



Harbor barrage: Between Cape Konstantin and Cape Aleksander.

Informant saw ships steering zigzag courses when entering harbor.

June 1945 to May 1949

Source saw that cruisers and battleships and the regularly plying steamers Transsylvania and Ukraina were towed through the barrage when leaving harbor. The net-defense is supported by about 30 buoys, spaced about 5 meters apart (14)

Up to 13 May 1944



Fortifications

Fortifications: The fortresses which had not been completely destroyed by high-angle fire from German heavy guns have been made unserviceable by blasting the cupolas of the gun turrets.

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1947 to 1949

Barrier Forts Cape Konstantin

A fortification with medium and heavy guns. Target practice at moored targets was not observed from 1947 to 1949. On the opposite southern side is a bunker installation which has been reconstructed.

May/June 1947

Bunkers: Close to Cape Aleksander

About 5 bunkers are probably located on the N side of the small peninsula which forms the northern spit of Cape Aleksander. The central bunker, the main bunker, is larger than the others and is connected with the main post office by cable. The bunkers are about 50 meters from the shore line and the spacing is also 50 meters. No armament was observed. No battle practice was observed during the period of observation. Informant confirmed the existence of the barrier fort Konstantin, on which there is a round cupola. Target practice was held at moored targets between May and June 1947, the caliber was estimated to be 30 to 100 mm. (15)

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May 1945 to June 1949	[]	Harbor fortification: North of Cape Konstantin.	North of the cape is a rocky hill with alleged heavy gun emplacements pointing seaward. Well camouflaged so as to be practically invisible from the offing.	Same source states the entire coast is allegedly strongly fortified as far as Odessa.
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1948 to October 1949	[]	Harbor fortifications: Southern shore of harbor entrance	On a hill south of the harbor entrance, sloping very steeply toward the town, are non-concreted emplacements with guns up to 120 mm, also positions which may be used as shallow rifle pits for infantry forces and earth bunkers. They are all manned by naval personnel.	
				25X1X
1948 to October 1949	[]	A gun emplacements: Hill north of Cape Konstantin.	AA gun emplacements: On the hill north of Fort Konstantin there must be a strong AA gun emplacement. Night AA firing and searchlight practice was observed frequently.	Confirmed by []
				25X1X
Fall of 1948	[]	AA gun emplacements: South of Pt. camp Flotski Ekipazh	In the fall of 1948 concrete emplacements and bunkers were built south of it on an area which up to then was used as a sports ground. Late in the fall four 88-mm AA guns were erected there, but no searchlights or sound locators. This emplacement was manned until the summer of 1949.	[] allegedly saw a sound locator station.
				25X1X
		Near Aviation Memorial	Near the Aviation Memorial ESE of Camp No 7299/13 (Flotski Ekipazh) about 1 km distant, was a concrete emplacement with 4 guns.	[] reports an AA gun emplacement of 4 guns on the southern shore of the harbor entrance, about 1,000 or 1,200 meters SW of the bunker line, in May and June 1947.
				25X1X
25X1X 1947 and Spring 1948 (?)	[]	Near Aviation Memorial	There are undoubtedly other AA gun emplacements in the Sevastopol region, as gun reports could be heard from various directions both by day and by night. Twenty to thirty searchlights were seen at night. The firing practice increased from the spring to November 1949.	

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[] Comments.

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- (1) The shape of the Severnaya Bay (Northern Bay), which forms the harbor of Sevastopol, is known from aerial photographs. See Annex 1 for sketch of harbor.
 - (2) This plant, which other reports also called Victualling Magazine of the Navy, or Meat Combine, is 80 meters long, has several stories, upper part destroyed, and may also be a central establishment for supplying the population and the garrison with meat.
 - (3) The naval base proper of the Naval Port of Sevastopol, including the Navy dockyard and the arsenal establishments, is located on Yuzhnaya Bay (Southern Bay); other naval establishments, however, are spread over the entire Main Bay. Details about their location are not available nor is it known to what extent they are ready for use or under reconstruction. For example, it is not known how far the numerous bunkers for storing torpedoes and gun ammunition, etc., part of which are driven deep into the rock of the steep shore, have been reconstructed in the meantime or are still being re-erected. Only the bunker located not far from the submarine wharf on the eastern side of the Southern Bay is definitely known and has been confirmed repeatedly. The installations at Troitzka Balka are probably being reconstructed, with some of them again in operation. For sketches showing details of the naval base, see Annex 2 and Annex 3.
 - (4) It is not known whether these are old destroyed plants or reconstructed ones. Neither is it known whether these plants are used by the navy, the army or by other armed forces. Most of the quay installations and bunkers were blasted in May 1944, when Sevastopol was evacuated.
 - (5) This place is also called Troitzka Balka, after the Troitzka Bay (shown in the sketches as Kilen Bay).
 - (6) The supposed new constructions were probably hauled on the slip and launched, freshly painted, after general overhauls.
 - (7) Whereas the smaller units are berthed on the western shore of the Pouchherr Bay, where the recreation establishments and quarters of the crews and the administration offices are probably also located, the large ships seem to have no permanent berths. As a rule, they are moored in the Main Bay east of the bifurcation leading to the Southern Bay; no information stating that one of the ships was in the western portion of the Main Bay has been received.
 - (8) The whaler tender Walter Ray has been renamed Slava. It is remarkable that the whalers have not been mentioned at all. They were reported only from Odessa.
 - (9) These sheds are probably enclosed building slips for the construction of minor vessels, presumably wooden craft, which are very sensitive to the influence of the weather.
 - (10) This location would correspond to the approximately triangular spit between Yuzhnaya Bay (Southern Bay) and Korabelnaya Bay (Ships Bay). Informant is probably mistaken and really means the allegedly quay-walled spit west of the entrance to Yuzhnaya Bay.
 - (11) If the statement is correct the shipboard AA armament has been reinforced.
 - (12) The general picture of the dockyard shows that in 1949 it still was chiefly a base for minor units, where routine work was carried out and ships refitted. It may be inferred from information available that most probably the ration supply and arsenal operations were still greater in 1949 than dockyard work proper.
 - (13) The submarine base seems to be in full operation both for maintenance work on ships and engines, and for fuel and ammunition supply. The submarine base lies on the eastern shore of the Southern Bay, a little east of the barracks premises of Uchebni Utrat; the latter is close to and north of the tunnel of the single-track railroad to Ginfelopol. The capacity of the shipbuilding and mechanical workshops of the Navy Yard seems to have been reerected with the aid of PEs who acted as specialists during the period of observation, and to such an extent that current maintenance and overhaul work can be done by the smaller units stationed in Sevastopol from destroyer size downward and in late 1949 limited only by the restricted docking facilities and by the size of the floating dock. The dry docks had not been repaired by the close of 1949, after they had been seriously damaged in the war. They will hardly be service-

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as the cruisers of the Molotov Class and the battleships Sevastopol and the former (Giulio Cesare). The existence of a third dock which, as stated by a reliable informant, is said to be east of the 207-meter dock, has not been confirmed, but it is not impossible that it has been confused with the dock which lies on the northern shore of the Main Bay and is an organizational part of the dockyard. No new building activity was observed. It is probable that the building slips on the land spit between the two bays have been or are now under repair. Building sheds were erected over (the upper ends) of two of them; thus series production under complete shelter from the weather (wooden-ship construction?) seems to be probable.

No III Dry Dock in Sevastopol lies on the northern shore of the Main Bay, north of the western edge of Kilen Bay. This dock is in working condition, since the cruisers Molotov, Voroshilov and the whaler tender formerly alter Rau, had been seen between 1948 and 1949, while they were being docked for two to four weeks. The length of the dock is estimated to be between 210 and 230 meters and its width at least 35 meters. A large workshop, over 100 meters long, whose longitudinal axis runs in an east-westerly direction, lies 60 to 80 meters from the northern end of the dock and seems to be repaired and in operation. It is not known whether this workshop is organizationally independent or whether it is an outlying plant of the dockyard situated on Southern Bay. This plant is obviously capable of again carrying out current maintenance and other work on large ships, at least to a limited extent.

- (14) The harbor barrage seems to have been developed to an extreme degree of security on the basis of war experience (Soviets remarked: "Any kind of Scapa Flow is out of the question here"). There is no doubt that from the interior outward it consists of a net-defense barrier and a mine belt. No new information has been received confirming the existence of whistling buoys automatically responding to the propeller noises of approaching vessels.
- (15) Fort Konstantin, on the south spit of the peninsula of the same name, is an old fortification which must be a barrage battery armed with light or medium guns. The bunker line on the south shore is probably armed in the same manner.

Attachments: Three sketches of Sevastopol, with legends.

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