On file

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25X1 CENTRAL INTELLIGENCE AGENCY REPORT [redacted]

INFORMATION REPORT

CD NO. 25X1

COUNTRY USSR(Stalingrad Oblast)

DATE DISTR. 29 February 1952

SUBJECT Shipyard No 264 and Tank Plant at Krasnoarmeisk

NO. OF PAGES 6

PLACE ACQUIRED [redacted] 25X1

NO. OF ENCLS. (LISTED BELOW) 5

DATE OF INFO. [redacted] 25X1

SUPPLEMENT TO REPORT NO. [redacted] 25X1

[redacted]

THIS IS UNEVALUATED INFORMATION

[redacted]

25X1 1. [redacted]

25X1

2. Location and traffic facilities

Shipyard No 264 is about [redacted] miles directly south-southeast of STALINGRAD (48°45'N/44°25'E), on the western bank of the Volga River, north of KRASNOARMEISK, Stalingrad Oblast (see geographical chart, Annex 2, made according to an aerial photograph of November 1941). The plant was connected with the STALINGRAD-KRASNOARMEISK railroad line by a spur track, and had a complex railroad net. There were four plant-owned locomotives.

Plant history

Passenger ships, barges, tankers, refrigerator ships and motorboats were built before the war. At the beginning of the war, the plant was immediately converted to the production of tank bodies, which were delivered to the tank plant in STALINGRAD. The plant was evacuated, except for some repair shops, in the fall of 1942. It was heavily damaged in the battle of STALINGRAD. Reconstruction of the plant and return of evacuated machinery was started in March 1943. Repair work was done in undestroyed installations. The plant resumed regular production (shells) in 1944 at the latest. Tank parts were again manufactured in 1945/1946, and the keel of the first motor ship was laid at the end

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of 1947. Construction of the plant was completed in 1949, except for a few workshops. It may reach full production by 1950. A great number of machines, dismantled in the Soviet Zone of Germany, were used to replenish plant equipment, but apparently many of these machines were ruined before being installed due to poor organization. (Dismantled German machines included those of the Eisenwerke in BRANDENBURG (N 53/Z 23).

4. Plant installations

a. The following numbers correspond to those of the plant layout in Annex 3, which was made according to an aerial photograph of 3 November 1941. The plant installations
25X1 are from sketches [redacted]
25X1 [redacted]

b. The following installations are recorded:

25X1 (1) Foundry Department No 175 [redacted]

(a) Installations: Three or four "smelting furnaces"(3). Charged with scrap and light-grey slugs, 20 x 8 x 2 inches. Tapping was done into casting buckets moving into the foundry by traveling cranes. (2)

(b) Production: included tank turrets, about 4 feet long and three feet high, with rounded edges, as well as armor plates and parts. (3)

(1 a)(No details are available on Foundry Department
25X1 No 120 [redacted]

(2) Forge and punching shop, Department No 230 and No 190
25X1 [redacted]

(a) Installations: Three large presses, four steam boilers and one electric hammer.

(b) Production: Forging operations; probably also scrap crushing.

25X1 (3) Hardening shop, Department No 130 [redacted]

(a) Installations: Three or four annealing furnaces.

(b) Production: Hardening of armor plates (in cooperation with Department No 6).

(4) Department for mechanical treatment of armor plates and
25X1 sheet iron, Department No 170 [redacted]

(a) Installations: Two hydraulic presses, four annealing furnaces with oil firing, and shears.

(b) Production: Adjustment of armor plates, 20 to 26 x 5 feet (4 inches thick), and of plates for railroad car construction, 6.5 x 5 feet (15 mm thick); manufacture of corrugated plates.

25X1 (5) Welding shop [redacted]

(a) Installations: Unknown.

(b) Production: Tank turrets, and welding of frames for derricks used in the BAKU oilfields (height of frame about

50 feet).

25X1 (c) [redacted] called this department "Rembasa," which indicates that it also did repair work.

(6) Department for the construction of armored cupolas for
25X1 ground fortifications [redacted]

(a) Installations: Unknown.

(b) Production: Armored cupolas for ground fortifications. The following details were indicated: The cupola hull proper was an obtuse octagonal pyramid, 13 to 16 feet in diameter at the base and 8 to 10 feet at the top. The cupola hull was closed on all sides and had two hatches with covers at the top. The cupola was ten to thirteen feet high. The lower half was concreted in to the concrete foundation. This height is credible, since source clearly remembered that workmen used ladders and pedestals when working on the upper half of the cupola. All pyramid walls had a direct vision slot in the upper part of the pyramid. At least two of the octagonal walls (separated by an intermediate wall) had apertures for a submachine gun. The cupola wall was approximately three inches thick. (This cupola corresponds
25X1 to the German "B 1" size fortification cupola, with three or six ports). There were also revolving cupolas about three feet high. This type was round and had an aperture about ten inches in diameter for one gun barrel. [redacted]
25X1 [redacted]. The armor thickness of the base and the revolving cupola was indicated as two to three inches (see Annex 4). (This type was not used in German fortifications. It is similar to the gun turrets of the Maginot Line ("Hochwald" fortification).)

(7) Mechanical Department No 100 [redacted]
25X1

(a) Installations: lathes and milling machines.

(b) Production: Single parts.

(8) Mechanical Department No 172 (lathe shop for turning shells)

(a) Departments No 50, 180 and 110 allegedly were also in this building. Department No 110 could be the packing
25X1 department and Department No 180 could be the fuze production department. [redacted]

(b) Installations: Lathes were operated electrically (380 volt). Milling machines, punches and emery grinding machines were in the cleaning shop. Conveyor belts and traveling cranes: four rows of 25 machines each. The installations of the fuze production department are not known.

(c) Production: Mortar ammunition, shells of 80 to 100 mm and 120 to 150 mm caliber with stabilizer fins. Turning output of rotating bands: 70 rotating bands per shift and man. Cleaning output of shell cases: allegedly 400 (?)
25X1 pieces per man per shift. Emery-grinding output: 70 pieces per man per shift. The daily output of the plant was 3,000 shells at the end of 1947. [redacted]
25X1 [redacted] Six shells were packed in each box. Source estimated the weight of shells at 12½ to 15 kg and the length at 18 to 20 inches.

25X1

(9) Department for the production of tank hulls, Department No 900 25X1 [redacted]

(a) Installations: unknown. A hardening shop with two or three annealing furnaces was in the same building. 25X1

(b) Production: Assembly of tank hulls and turrets without engines or armament. Alleged monthly output: eight to ten units (37). 25X1

(10) Hardening shop, Department No 140 [redacted]

(a) Installations: Six annealing furnaces (oil firing), according to source 5; coal firing. Four furnaces were in operation.

(b) Production: Hardening of single parts.

Department No 150, the production of which is unknown, was in the same building. Source 14 saw a planing bench in this department. It was observed that construction of oil pumps was started in this department (source 23). Possibly this is the department for the construction of ship engines and engine parts, which was in this building before the war. 25X1

(11) Fine mechanical Department No 400 [redacted]
No details are available on the installation and production.

25X1 (12) Welding Department No 70 [redacted]

(a) Installations: unknown.

(b) Production included welding of tubes at the time of observation.

25X1 (13) Shipyard Departments No 102 and 270 [redacted]

(a) Installations: Five slips for ship repairs and the construction of new ships. Track installations for sliding the ship sideways into the water. (13f).

(13a thru 13d) Construction of the ship hull.

(13 e) Interior construction.

(13 f) Track installation for sliding the ship sideways into the water.

(13 g) Engine depot.

(13 h) Unidentified installations of the shipyard.

Production: Construction of motor tankers, tugboats and barges was observed during the time of observation (see para 5).

25X1 (14) Repair plant [redacted]

(a) Installations: Unknown.

25X1 (b) Production: Repair of streetcars and trucks.

25X1 (15) Mechanical departments [redacted]

(a) Installations: Lathes.

(b) Production: Wheels for street cars were seen delivered to the repair plant (see para 14).

25X1 (16) Workshops [redacted]

(a) Installations: Unknown.

(b) Production: Necessary plant repairs.

25X1 (17) Electrical workshop [redacted]

(a) Installations: Unknown.

(b) Production: Repairs to plant electrical installations.

25X1 (18) Oxygen Department [redacted]

(a) Installations: Unknown.

(b) Production: Supplied oxygen cylinders for the welding shop.

25X1 (19) Transformer station [redacted]

Supplied the "STALGRES" Power Plant in BEKETOVKA (52°52'N/44° 32'E).

25X1 (20) Old boilerhouse [redacted] and
(21) New boilerhouse: Generation of steam for heating plant and operating forge

25X1 (22) Destroyed watertower [redacted]

25X1 (23) Oil tanks [redacted] Number and volumetric capacity not known.

25X1 (24) Fuel dump [redacted] In an old, partly destroyed building.

25X1 (25) Administration [redacted]

(26) Depot and unidentified plant installation

5. Production

a. Shipbuilding and repairs. After postwar reconstruction of the plant, at the end of 1947, shipbuilding was resumed and also ship repair. The keel of the first motorboat was laid by the end of 1947. Ten tugboats (with 600 HP Diesel engines) and 18 large barges (3,000 tons) were scheduled to be built in 1948. The 1950 schedule provides for construc-
25X1 tion of 27 motor tugboats (according to the Soviet press). The construction and repair of 500 to 1,000-ton motor tank-
25X1 ers and of motorboats was also reported. [redacted]

Rebuilding of the engine construction department was not
25X1 observed. It was gutted by an air raid in 1942. [redacted] reported only a lathe shop for shafts in workshop No 10.

b. Shell production. Motor shells (80 to 100 mm and 120 to 150 mm caliber) with stabilizer fins and fuzes were produced
25X1 until April 1949, the end of the period of observation. Shell production was allegedly suspended at the end of 1946, and the construction of agricultural machines resumed [redacted]
25X1 Shell production was reported resumed in 1947 and in 1948 and 1949. It was evidently only a temporary suspension of pro-
25X1 duction. The daily production rate of 3,000 pieces [redacted] 14) is considered credible [redacted]

c. Tank hulls. Constructed since early 1941. Construction suspended from 1942 to 1944, when tank repairs were made. The construction of tank hulls and cupolas to be delivered to the "Red October" Plant in STALINGRAD for finishing treatment was observed with certainty during the period of observation. Some 25X1 [redacted] also observed the manufacture of chain 25X1 parts, but they were presumably only single parts for re- 25X1 pairs. The information on the monthly output of units is 25X1 generally not believed, such as the monthly output of 500 to 600 units [redacted] and the daily output of 25X1 30 units [redacted] The monthly output of eight 25X1 to ten units [redacted] could be more nearly cor- 25X1 rect. [redacted] the tank hulls were not 25X1 riveted, but welded. [redacted] the tank hulls 25X1 were constructed for the T34 type tank. [redacted] 25X1 [redacted] 25X1 [redacted] the construction of armored ground 25X1 fortifications, with the monthly output allegedly eight units.

d. Derricks. The derrids processed in the welding shop (para 5) were about 50 feet high. Production figures were 25X1 not indicated [redacted]

e. Repairs to streetcars and streetcar parts (plates,wheels) 25X1 [redacted]

25X1 f. [redacted] the production of utility items (including farming implements and iron bedsteads)(in repair plant, para 14).

g. The plant is an important repair plant and supplier of parts to the tank industry. The plant output must be considered in estimating the capacity of the STALINGRAD "Red October" Tank Plant. Tanks are not finished in Plant No 264.

6. Work force and work time. Reports on the total work force vary between 8,000 and 10,000, including perhaps 1,000 PWs. Many PWs are employed as skilled workmen, lathe hands, forgers, welders, etc. There are three shifts of eight hours each.

7. Security. The plant is surrounded by a high wall with barbed-wire and guarded by armed sentries including women. The plant yard and the area around the endosure were illuminated by searchlights.

25X1 5 Annexes: 1. List of professional indications [redacted]
25X1 1a. Graphic chart of employment period [redacted]
2. Geographical Chart of plant location
3. Shipyard No 264 and Tank Plant in KRASNOARMEISK (Layout with legend)
4. Diagram of Tank Turret.

25X1 [redacted]

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CENTRAL INTELLIGENCE AGENCY

[redacted]
Annex 1

25X1 List of Professional Indications [redacted] Employed in the Shipyard No 264 and in the Tank Plant in KRASNOARMEISK.

Serial Number	Civilian Profession	Employed in the Plant as
1	Tailor	Turner of shells
2	Locksmith	Skilled workman
3	Brewery workmen	Shell cleaner;department foreman
4	Student	Auxiliary workman;transportation workman
5	?	?
6	Baker	Electric welder; shell cleaner; fitter;
7	Teacher for gymnastics	Transportation workman; building workman
8	Miller	Auxiliary workman in the armored plate department
9	?	Building and transportation workman
10	Carpenter	?
11	Merchant	Transportation workman
12	Locomotive mechanic	Driver
13	?	Workman in the foundry
14	Turner	Stoker in the pressing shop
15	?	Building worker
16	?	?
17	Soldier	Transportation workman
18	Farmer	?
19	?	?
20	Farmer	Road-maker
21	Forge apprentice	Forger
22	?	?
23	?	?
24	Baker	?
25	?	Auxiliary workman
26	Baker	Glazier; transportation workman
27	Farmer	Turner in the shell department
28	Accountant	Employed in clearing works.

CENTRAL INTELLIGENCE AGENCY [redacted]

Annex 3

Legend

1 Foundry
1a Foundry department No 120
2 Forge and punching shop; Departments No 230 and No 190
3 Hardening shop; Department No 130
4. Department for the mechanical treatment of armor plates and sheet iron.

5. Welding shop
6. Department for the construction of armored cupolas for ground fortifications
7. Mechanical Department No 100
8. Mechanical Department No 172; lathe shop for turning shells
9. Department for the production of tank hulls; Department No 900
10 Hardening shop; Department No 140
11 Fine mechanical Department No 400
12 Welding Department No 76
13 Shipyard Departments No 102 and No 270
13a through 13d Construction of the ship hull
13e Interior constructions
13g Engine depot
13h Non-identified installations of the shipyard
14 Repair plant
15 Mechanical departments
16 Workshops
17 Electric workshop
18 Oxygen department
19 Transformer station
20 Old boilerhouse
21 New boilerhouse
22 Watertower
23 Oil tanks
24 Fuel dump
25 Administration
26 Depot and non-identified plant installations.

Annex 2

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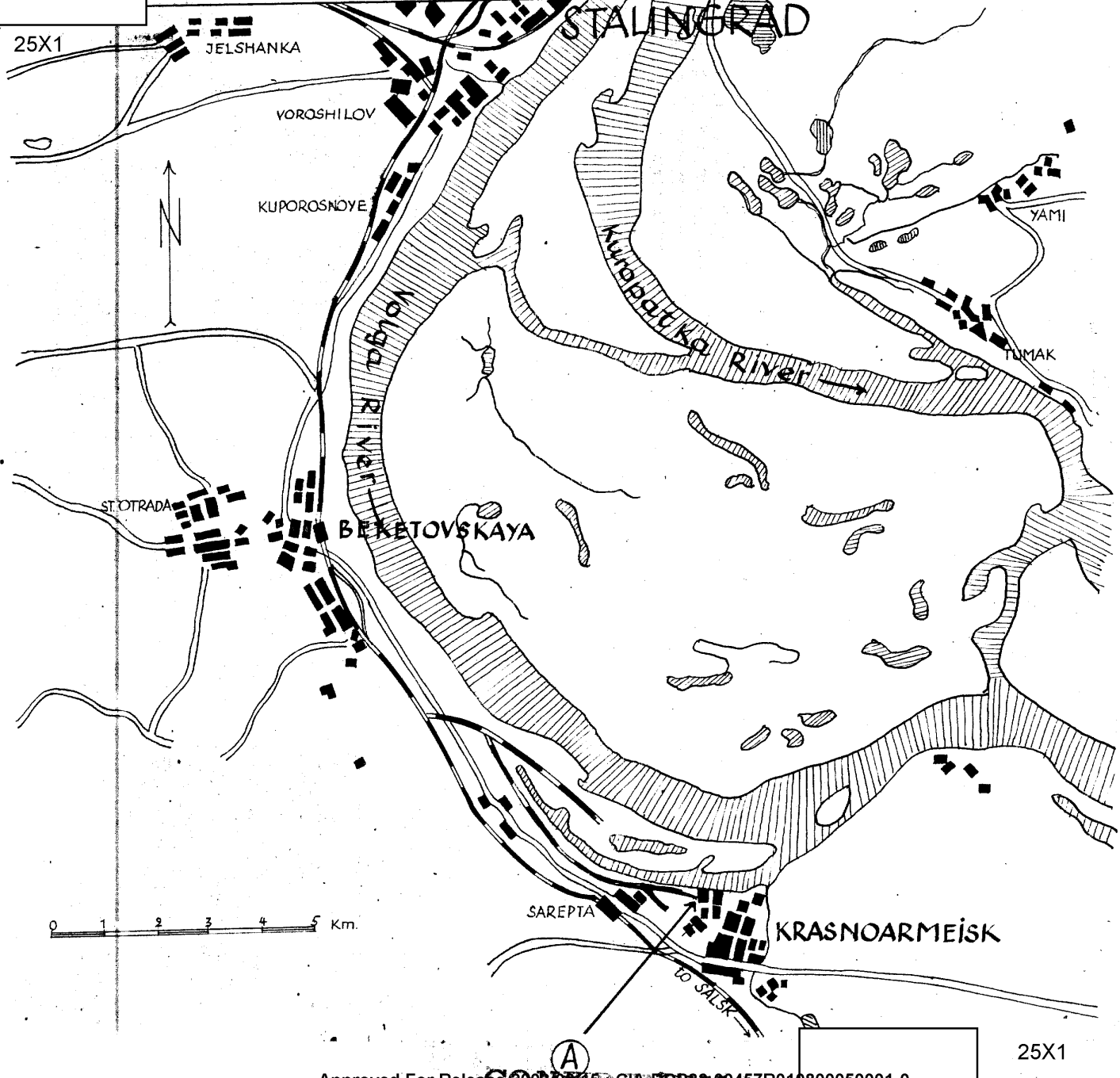
Geographical Chart of Plant Location



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Annex 1

Plant Layout

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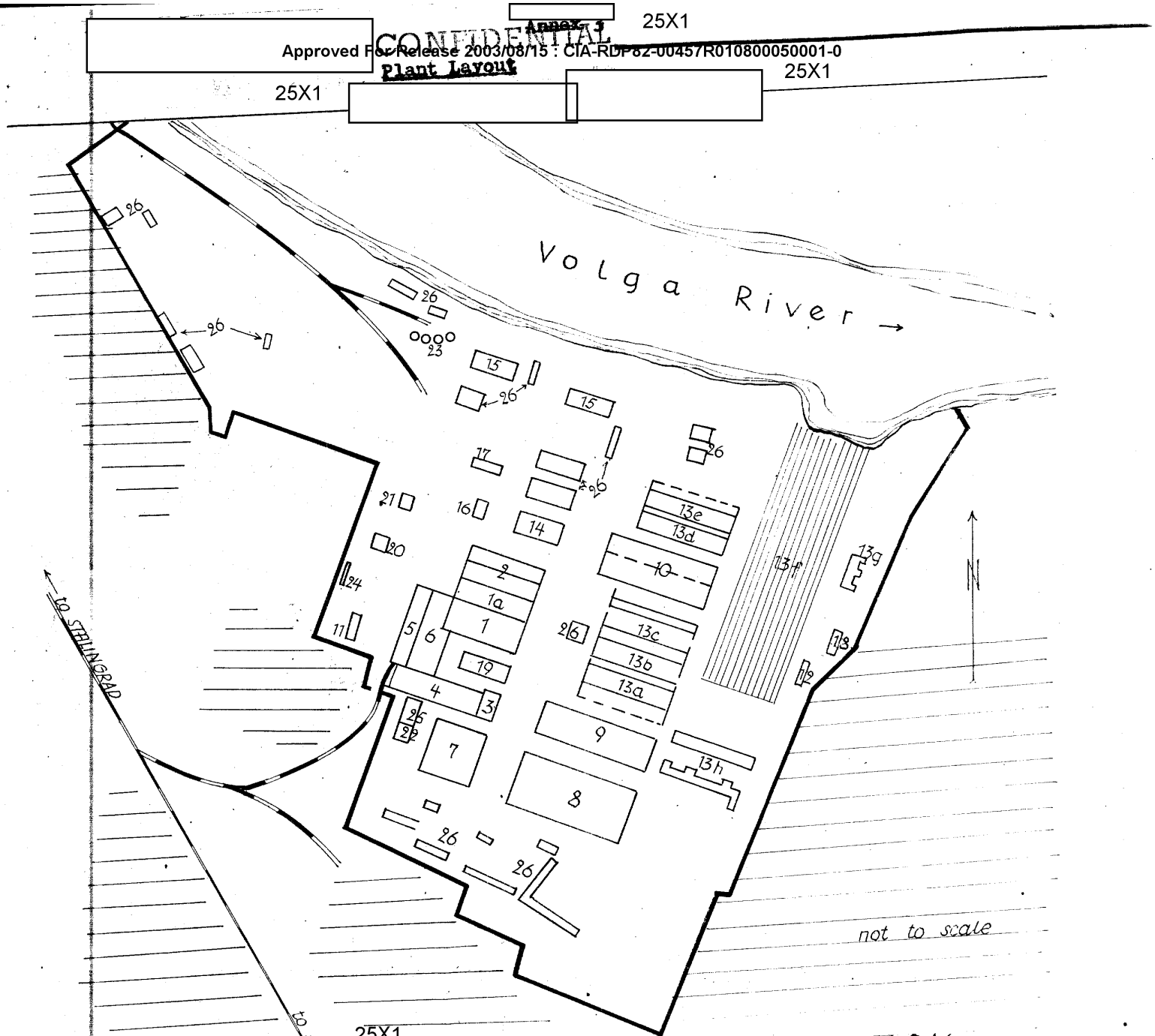

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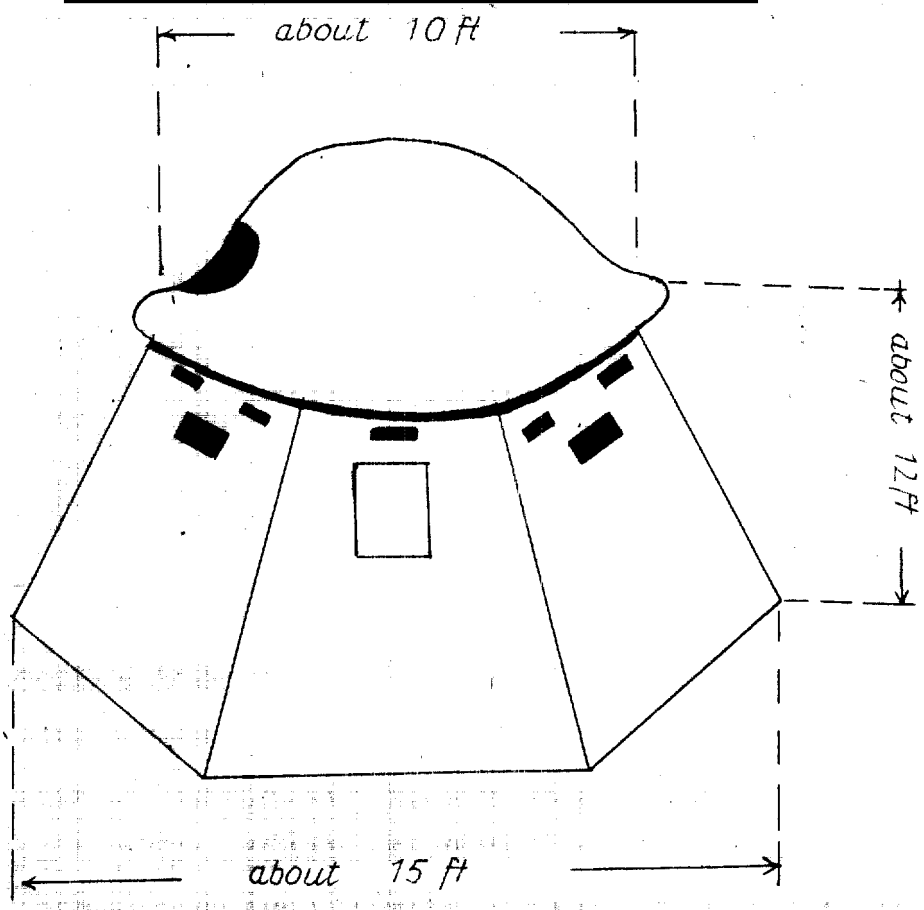
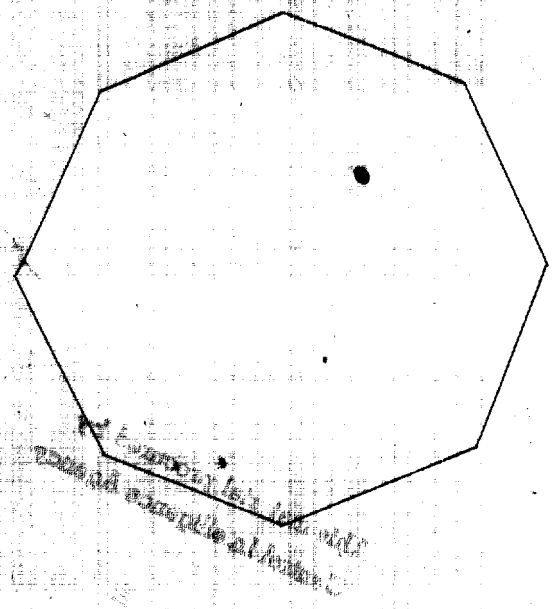
Annex 4

Diagram of Tank Turret





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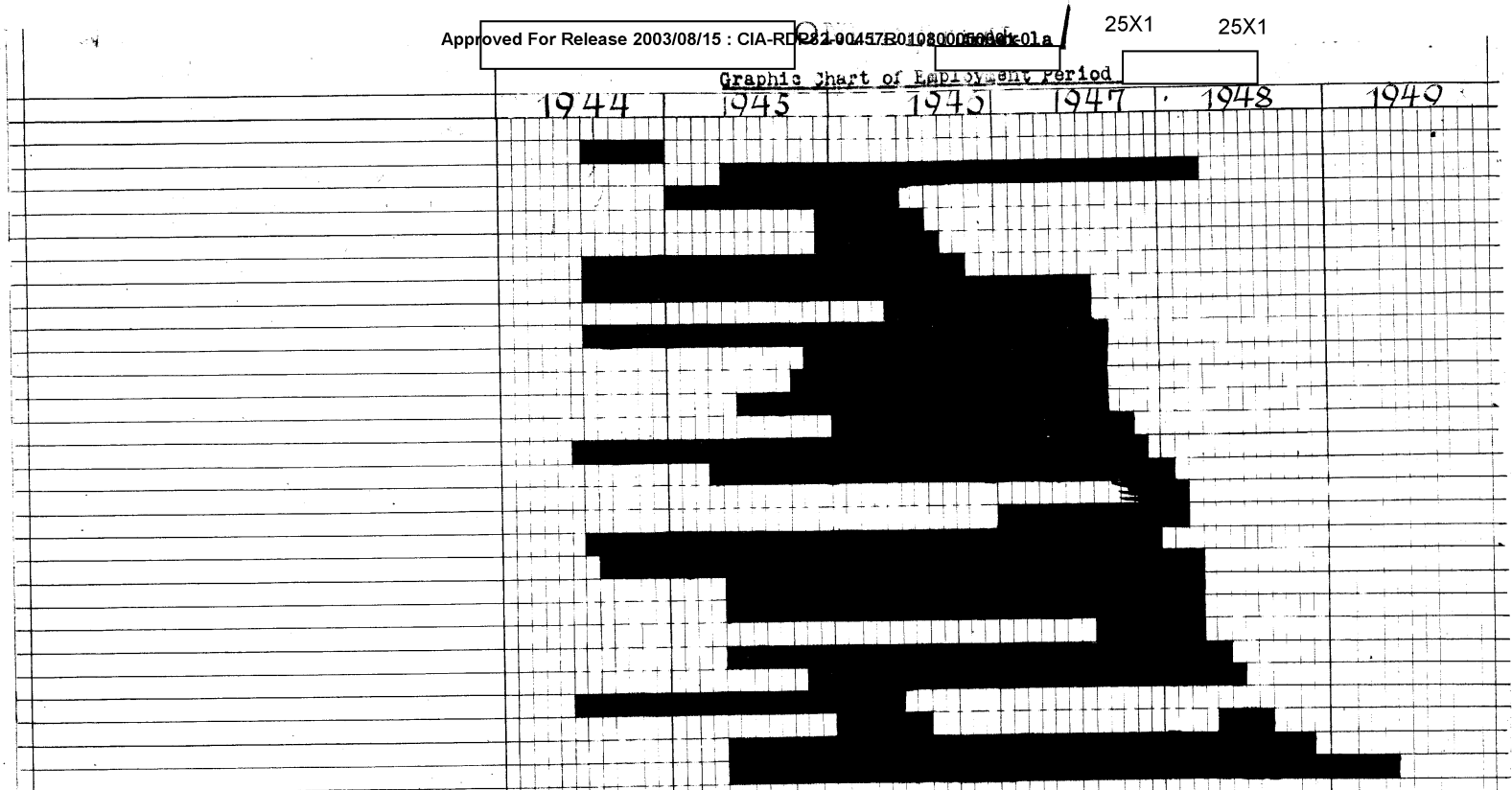
Graphic Chart of Employment Period



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