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KRASNOYE SORMOVO SHIPYARD NO. 112
IN GOR'KIY, GOR'KIY OBLAST

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FOREWORD

This report is an annex to CIA/ [redacted] which is a description of the facilities and an assessment of the capabilities of the Krasnoye Sormovo Shipyard No. 112 in Gor'kiy. This report presents an analysis of the production of W-class submarines at the shipyard and its delivery base at Baku from the beginning of the submarine production program in late 1949 or early 1950 to the end of 1954. No attempt is made to assess the capability of the Baku delivery base except that reflected by the handling of submarines built by the shipyard.

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KRASNOYE SORMOVO SHIPYARD NO. 112
IN GOR'KIY, GOR'KIY OBLAST*

Summary and Conclusions

Between 60 and 63 W-class submarines were produced by the Krasnoye Sormovo Shipyard No. 112, in Gor'kiy during 1949-54. With the exception of four submarines, which were transported to Leningrad in 1953, the entire submarine production of the shipyard was transported to the delivery base at Baku for inspection, trials, and delivery to the Soviet Navy.

Between 31 and 34 submarines were produced in Shipyard No. 112 during 1954. Several reports indicate that a total working time of 7 months was used to produce a submarine: 5 months at the shipyard and 2 months at the delivery base at Baku. This rate of construction compares favorably with the best rate obtained in US shipyards during World War II.

In view of the remarkable increase in the rate of construction since the inception of the program and the capital investment in improved building facilities, it is probable that the production of submarines in the Krasnoye Sormovo Shipyard No. 112 in 1955 will exceed production in 1954.

* The estimates and conclusions contained in this report represent the best judgment of ORR as of 15 March 1955.

A. Introduction.

The Krasnoye Sormovo Shipyard No. 112, in Gor'kiy, Gor'kiy Oblast, was the leading shipyard in the production of W-class submarines in the USSR during 1949-54. The first submarine of this class was delivered to the delivery base at Baku in late 1950. 1/* It is probable that tooling-up and some assembly work began in the shipyard in 1949.

Shipyard No. 112 is located on the Volga River at Gor'kiy. The Gor'kiy-Astrakhan' reach of the Volga River is about 1,430 miles long, and the distance from Astrakhan' to Baku is about 500 miles. The Volga River from Gor'kiy to Astrakhan' is frozen from mid-November to mid-April and has a limiting draft during the dry season of about 11 feet. 2/

Because of the shallowness of the Volga River and the short period of navigation, submarines built at Shipyard No. 112 are moved in shallow-draft transporter docks to the outfitting and delivery base of the shipyard at Baku. The state of completion of the submarines upon reaching the delivery base is not clear, but it is believed that the submarines are essentially complete. 3/

s seems to divide the work done at the delivery base into three main phases: moored trials; underway trials, which consist of yard and state trials; and final delivery, which consists of a post-trials inspection and control trials and is terminated by acceptance of the vessel by the Soviet Navy. 4/

Initially mentioned source references, see the appendix.

B. Production.

Considerable difficulty was experienced during the trials of the first submarine delivered at Baku. Numerous machinery failures required considerable time to repair or correct. 5/ The first submarine, delivered to Baku in late 1950, was not accepted by the Soviet Navy until December 1951. 6/

The second and third submarines produced at Shipyard No. 112 probably were constructed during the winter and spring of 1950-51 and were transported to the delivery base in the fall of 1951. 7/ These submarines apparently suffered the same failures as the first submarine, and each required 1 year to complete the phasing at the delivery base. They were accepted by the Soviet Navy on 30-31 December 1952. 8/

The engineers at Shipyard No. 112 apparently took positive steps in subsequent production to correct deficiencies which occurred during the construction of the first three submarines. During the summer and fall of 1952, 10 submarines were transported to the delivery base at Baku. With the exception of one, which remained at the base for over 1 year, the submarines were completed in 8 or 9 months, delivery being made in 1953. 9/

Production was rapidly increased at the shipyard, and in 1953 the shipyard produced 16 submarines. For unknown reasons, which may have been the result of difficulties arising at the delivery base in Baku, 4 of the 16 submarines were transported to the Baltic Shipyard No. 189 in Leningrad for final phasing. The remaining 12 submarines were transported to the delivery base at Baku, and the phasing time is believed to have been reduced to 3 to 6 months. By the middle of May 1954, all the submarines at the delivery base at Baku had been accepted by the Soviet Navy, thereby clearing all facilities for the 1954 production of submarines in Shipyard No. 112. 10/

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With the completion in late 1953 of the new submarine assembly building at Shipyard No. 112, production rose to an alltime high of 31 to 34 submarines in 1954. 11/ Phasing time at the delivery base at Baku was reduced to about 2 months. 1/

it is indicated that the total working-time to construct a submarine at Shipyard No. 112 and to complete the phasing at Baku was about 7 months. 13/ This rate of production compares favorably with the best rate of submarine production obtained in US shipyards during World War II. 14/

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APPENDIX

SOURCE REFERENCES
