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MILITARY INSTALLATIONS DATA

ODESSA  
MILITARY DISTRICT (C)

VOLUME 6, NO.4

FEODOSIYA

45° 02' N 35° 24' E

U.S.S.R.

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AUG. 24, 1957

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VOLUME 6, No. 4 FEODOSIYA

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SPECIFIC GUIDANCE

1. The various categories specified in the GENERAL GUIDANCE of this volume (Vol. 6, Odessa Military District) indicate the types of information sought in the case of FEODCSIYA.

2. In addition, the following information is desired as a priority requirement for the FEODCSIYA study in the order indicated:

a. Corroboration of the suggested military use of Items 6, Military Hospital, 35, Air Force Barracks, and 30, Naval Dispensary, City Plan;

b. Information concerning the use of Item 33, City Plan, Unidentified Barracks Area; as well as the location and des-

cription of any military and logistical installation in FEODCSIYA which, owing to source limitations, may not have been included in this study;

c. Information concerning the proposed expansion of such facilities as Items 42 and 43, Area Map, FEODCSIYA Torpedo Plant, and FEODCSIYA Torpedo Test Station; and Item 12, City Plan, Tank Farm;

d. Corroboration of the location of Items 16 and 37, City Plan, Ammunition Dumps, and Naval Headquarters, respectively;

e. Comments on general post-war developments and commercial and industrial activities in FEODCSIYA are also desired.

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## 1. THE CITY OF FEODOSIYA:

## a. Introduction:

FEODOSIYA (45°02'N-35°24'E) is located on the eastern coast of the Crimean Peninsula 56 miles southwest of KERCH' (45°23'N-36°26'E) and 62 miles east of the oblast capital, SIMFERCOPOL (44°35'N-33°34'E). It is the shipping center of a rich grain-producing region; handling approximately 3% of the total U.S.S.R. seagoing trade before World War II, it is one of the few transit and commercial ports in the Crimea. FEODOSIYA has also been developed as a secondary naval base for minesweepers, submarine-chasers and patrol craft and has a military port capacity of 4,000 long tons of general cargo per 20 hour day. Its population in 1955 was reported as being 50,000 inhabitants.

Situated on the western end of a crescent-shaped bay, FEODOSIYA stretches along the bay's narrow coastal strip in a north-northwesterly direction for a distance of about four and one-half miles. In the north the city is bounded by flatlands, marshes and small villages chief of which is SARYGOL (45°03'N-35°23'E) while in the south and west it is bounded by a branch of Khrebet Tete-Oba which attains heights of from 400 to 500 feet just south of the port area and drops precipitously into the sea about two miles southeast of the city. These geographical features have had a marked influence on the city's lay-out pattern as is seen, for example, in the port area. Here where urban concentration is very dense, the city has expanded at

random along the various small plateaus of Khrebet Tete-Oba giving this sector of FEODOSIYA the appearance of an amphitheater, while on the flatter terrain of the northern and western sectors of the city the checkerboard pattern characteristic of newer cities predominates.

Maritime activities in FEODOSIYA are concentrated in an artificial harbor which is demarcated from the bay by a Breakwater (Item 19) and a pier, also known as Shirokiy Mole (Item 20). The breakwater is 450 yards long and protects the eastern side of the harbor, while the mole extends eastward about 350 yards and protects its northern side. The distance between the eastern extremity of the mole and the breakwater which actually forms the harbor's entrance is approximately 270 yards. Open all year to traffic and provided with 4,400 linear feet of berthing space, the port ships primarily grain and locally processed products, while receiving coal, petroleum, and transshipment items from various Black Sea and satellite ports. Although port facilities were badly damaged during the war, reports suggest that they have by now been completely repaired; however, it is not known to what extent, if at all, port turnover exceeds pre-war levels.

Industrial activity carried on in FEODOSIYA is diverse; fishing, winemaking, the manufacture of cigarettes, bricks, textiles, tractor engines, and the processing of agricultural products are the main industries. The Brickyard (Item 26) located about 1300 yards west of the Market Place (Item 23) is reportedly the largest in the Crimea. Apart from its industrial and commercial importance, FEODOSIYA is also renowned as a health resort, and its many old churches and monasteries, art galleries, museums and botanical gardens have made it a popular

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FEODOSIYA

tourist center as well. Landmarks easily identified which may serve as convenient orientation points for an observer are the following: On the heights south of the breakwater and commanding a complete view of the harbor are the ruins of an old Turkish Fortress (Item 8), the eastern and southern walls of which are still standing. Westward, and three blocks southwest of the Port Administration Building (Item 25) is the Hotel Astoria (Item 24). Completely reconstructed since the end of the war and reportedly the most modern hotel in FEODOSIYA, the Astoria is an L-shaped, white stucco structure possibly catering only to high government officials. The Post Office (Item 10), a gray-brick building of three stories, is located three blocks southwest of the Main Railroad Station (Item 14) and faces on a street leading to the market place which is located three blocks further west. A photograph showing a building in the shape of a Greek temple has been made from a World War II German negative. Although no corroborative evidence of the existence of this structure has been found, its situation would render it one of FEODOSIYA'S more prominent landmarks; its most probable location is atop a hill just west of the market place.

b. History:

FEODOSIYA traces its history at least to the sixth century B. C., when it was established by the Greeks as an important grain-shipping colony and named THEODOSIA. In the fourth century it was united to the Bosphorus Kingdom, but seems to have been completely deserted shortly thereafter and no more is heard of the city until the Middle Ages. Resettled

as KAFFA by Genoese merchants in 1266, the city rapidly prospered and became the seat of an extensive commerce with the East by way of ASTRAKHAN (46°12'N-48°03'E). In 1475, KAFFA fell to the Turks under whose domination it became and remained the center of a notorious slave traffic until its conquest by the Russians in 1774. Once under Russian rule the city reverted to its original name but in the Russian form of FEODOSIYA and was reestablished as an important commercial port, but its history has continued to be a turbulent one. Occupied by the Germans during World War I and the scene of heavy fighting during the Russian Civil War, the city was again demolished and occupied by the Germans in 1942 and remained under Nazi domination until the spring of 1944.

c. Transportation and Approaches:

FEODOSIYA is served by a single track railroad which connects at VLADISLAVOVKA (45°00'N-35°22'E) seven miles north of the city with the DZHAMKOY-KERCH' main line. Enroute, and approximately five miles north of FEODOSIYA, a spur of this line runs eastward four and one-half miles and connects FEODOSIYA with DAL'NIYE KANVSHY (45°06'N-35°29'E) and the Torpedo Plant (Item 42; Area Map) which is located there. In FEODOSIYA proper, the line runs to a point about 500 yards north of the mole where it diverges into a series of six to eight sets of tracks and which, together with numerous switching and side tracks, forms a large Marshalling Yard (Item 21) measuring approximately 650 x 170 yards. On the eastern boundary of the yard is an open area which can be and was used by both the Russians and the Germans during World War II to store large quantities of military

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supplies. From the marshalling yard tracks run eastward and southward serving the many warehouses on the mole and along the quays. In all, a total of nine miles of tracks is reported to serve the general port area. The Main Railroad Station (Item 14), a two story, limestone structure, is located in the heart of the city near the juncture of Kirov, Alexandrov and Maxim Gorky Streets; while the Freight Station (Item 15) is located in the northern sector of FEODOSIYA about 200 yards north of the Locomotive Workshops (Item 29).

By road, FEODOSIYA is linked with other important Crimean towns via the paved highway running east from SIMFEROPOL (44°35'N-33°34'E) 67 miles away, through BELOGORSK (45°04'N-34°27'E). From FEODOSIYA the highway continues to KERCH' (45°23'N-36°26'E) 56 miles to the northeast. This highway connects all of these cities at SIMFEROPOL with the MOSCOW-SEVASTOPOL highway (NIS Route 4). Another connection with the MOSCOW-SEVASTOPOL highway is provided by an unimproved road running from FEODOSIYA to DZHANKOY (45°42'N-34°24'E) 68 miles to the northwest. In the south, an improved highway running along the coast connects FEODOSIYA to SEVASTOPOL (44°37'N-33°32'E) 115 miles away and passes through YALTA (44°30'N-34°10'E) and ALUSHTA (40°06'N-47°53'E) enroute.

## 2. MILITARY APPRAISAL:

### a. Order of Battle:

The 315th Rifle Division and such supporting units of the Division as the 1012th Artillery Regiment and the 431st Anti-Tank Artillery Battalion are reportedly stationed in FEODOSIYA. In addition, some

Air Force training units may also be billeted in the northern sector of the city.

### b. Summary of Military Installations:

The military installations located in FEODOSIYA, many of which were badly damaged during the war, are widely scattered throughout the city and its environs; those which it has been possible to identify are the following: Approximately 150 yards east of the Turkish fortress is a score of single-storied, shale rock buildings surrounded by a wall 12 feet high. Formerly a monastery and used after the war to billet some 1000 German and Hungarian PWs, these buildings may now serve as a Barracks for Naval Recruits (Item 7); while the buildings to the east of these barracks have probably been converted into a Naval Dispensary (Item 30). Just west of the root of the breakwater is the FEODOSIYA Naval Base (Item 5) and Ship Repair Yard (Item 38) the latter of which repairs such craft as are permanently stationed in FEODOSIYA as well as small merchant vessels. The buildings within the walled area one block east of Turkish Street used to billet some 1200 PWs after the war probably now serve as a Military Hospital (Item 6). Northward, off Italian Street, is the Naval Radio Station (Item 22), a two-storied, brick structure just west of which are two antenna rods each approximately 60 feet high. The L-shaped, limestone structure on Cogol Street is the Naval Aviators' School (Item 2) adjacent to which is the Infantry Compound (Item 1), probably the largest single military installation in FEODOSIYA. This compound consists of four, two-

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storied, gray brick buildings bordering on a parade ground and each measuring 30 x 15 yards. Unconfirmed reports suggest that the compound may serve as quarters for the rifle division reportedly stationed in FEODOSIYA (See "Order of Battle"). Across the street from the compound is the location of MVD Headquarters (Item 34). Four-storied, white-stuccoed and measuring approximately 30 x 20 yards, this structure is a modern type office building, sections of which may also be occupied by staff personnel of the regular Army. Several installations of importance are also located in the environs of the city. On the coast in DAL'NIYE KAMYSHY about five and one-half miles north of FEODOSIYA is the location of the FEODOSIYA Torpedo Plant (Item 42; Area Map). Damaged during the war, but completely reconstructed since, the plant area measures approximately 400 x 200 yards and in 1949 consisted of three red brick buildings though others may since have been added. The plant is surrounded by a wire fence, is rail served, well guarded, and has two loading piers the dimensions of which are unknown. Eight miles south of FEODOSIYA and situated on a narrow peninsula of the Black Sea is the FEODOSIYA Torpedo Test Station (Item 43; Area Map), probably the most important installation of its kind in European Russia. The station, which possesses one of the two deep-water firing ranges in the U.S.S.R., overhauls and ranges torpedoes, tests newly developed underwater weapons and serves as a torpedo depot for the Black Sea Fleet. Facilities include a foundry, a diesel power

station, machine shops, and underground storage facilities. Also located at various distances from the city are six airfields of which only the three largest and most important can be considered here since information concerning the others is scanty and of questionable validity. The first, FEODOSIYA Airfield (Item 39; Area Map) located about one and one-half miles northwest of the Petroleum Depot, is used by both military and commercial aircraft and also serves as an emergency landing area for neighboring airfields. The second, FEODOSIYA/KARAGUZ Airfield (Item 40; Area Map) located seven miles further west, serves as a base for jet fighters and has a runway measuring approximately 2000 x 70 yards. The third, ISLAM/TEREK Airfield (Item 41; Area Map), one side of which is bordered by the DZHANKOY-KERCH' railroad line, is reportedly in use by jet fighters and medium bombers and is located 12 miles northwest of FEODOSIYA.

c. Logistical Appraisal:

Petroleum for military and commercial use is stored in ample quantity in FEODOSIYA with storage facilities located chiefly in the northern sector and outskirts of the city. One such facility is the Petroleum Depot and Pier (Item 11) located just south of the Locomotive Workshops (Item 29). This depot consists of approximately six large cylindrical tanks whose storage capacity, however, is unknown. Petroleum stored here usually arrives by ship from CONSTANTIA, RUMANIA, and is pumped into the tanks by means of underground pipelines connecting the tanks to the pier. One mile north of this

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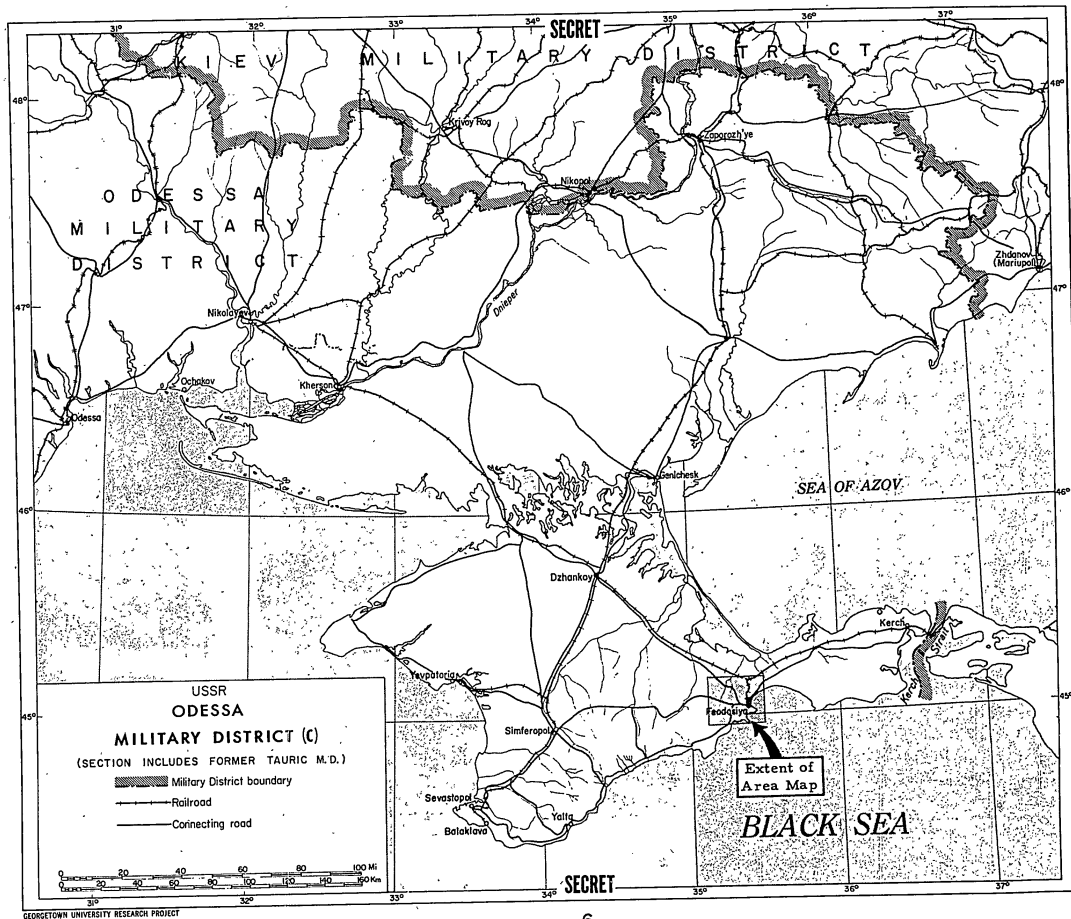
depot is a Tank Farm (Item 12) which may have an underground pipe network connecting it with the depot and the oil pier. Consisting of some 15 to 20 tanks, with rail sidings, the storage capacity of this facility has been estimated as being 15,000 metric tons. Another tank farm, a possible extension of Item 12 and adjacent to it, was reported to be under construction in 1952. Unconfirmed reports suggest the existence also of several minor Ammunition Dumps (Item 16) along the heights of Tete-Oba just south of the port area. Except for the fact that these dumps may be used to store artillery and anti-aircraft ammunition, nothing more is known about them.

### 3. SOURCES:

Though quantitatively adequate, information available on FEODOSIYA, especially that of military interest, is dated and for the most part of rather poor quality. Since PW's in FEODOSIYA were usually kept under close surveillance and not permitted much freedom

of movement, much of what is reported in the interrogations examined is based on hearsay, or on what was observed during an occasional quick trip through the city and is hence of limited value. Aerial and ground photographs studied, though often very clear, are also limited for purposes of analysis in that coverage available is chiefly of the southern sector of FEODOSIYA and thus omits the military installations and industries located in the north and north central sectors of the city. Finally, Soviet sources reviewed have all been careful to divulge nothing of military or strategic importance in their occasional boasts and comments on post-war reconstruction in FEODOSIYA. On the other hand, official sources perused such as NIS-26, U.S. Army maps, and captured German documents have been most helpful from the standpoint of general orientation and in helping to pinpoint and determine the specific function of the installations which appear on the accompanying City Plan. Open sources in Russian and German were also used in preparing the study.

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# USSR FEODOSIYA 45°02'N 35°24'E AREA MAP

INSTALLATIONS

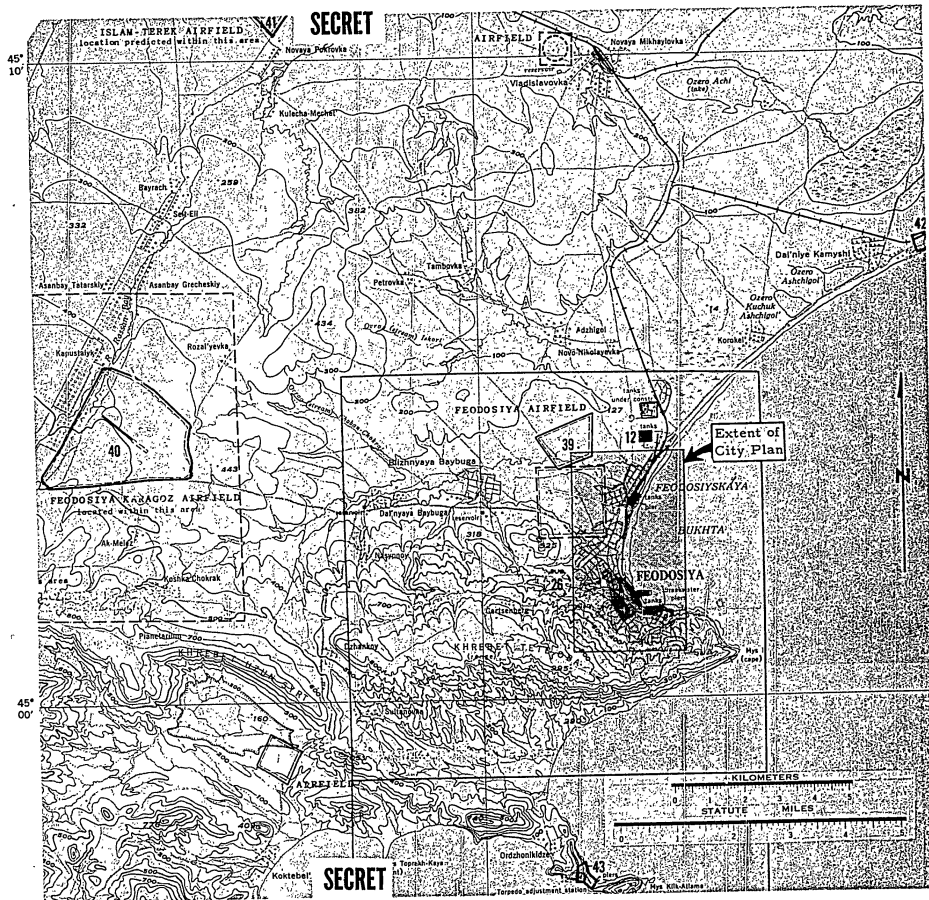


BOUNDARY DETERMINED



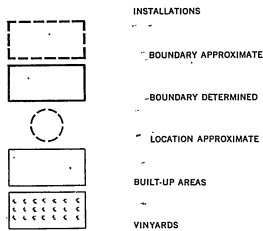
LOCATION APPROXIMATE

RAILROADS	1:100000	1:200000
Double track	Double track	Double track
Single track	Single track	Single track
Abandoned or under construction	Abandoned or under construction	Abandoned or under construction
ROADS	1:100000	1:200000
Asphalt	Asphalt	Asphalt
Gravel	Gravel	Gravel
Earth	Earth	Earth
Secondary	Secondary	Secondary
Trail	Trail	Trail
ELEVATIONS	1:100000	1:200000
Highest in area	6287	6287
RELIEF	1:100000	1:200000
Contours: reliable	Approximate	Approximate
Form lines	Form lines	Form lines
Escarpments, Bluffs and Cliffs	Escarpments, Bluffs and Cliffs	Escarpments, Bluffs and Cliffs
Depressions	Depressions	Depressions
Sand areas	Sand areas	Sand areas
Swampy areas	Swampy areas	Swampy areas
Ice	Ice	Ice
Vegetation	1:100000	1:200000
Wooded areas	Wooded areas	Wooded areas
Park areas	Park areas	Park areas
Grassland	Grassland	Grassland
Area of Installation Delimiting Line	Area of Installation Delimiting Line	Area of Installation Delimiting Line



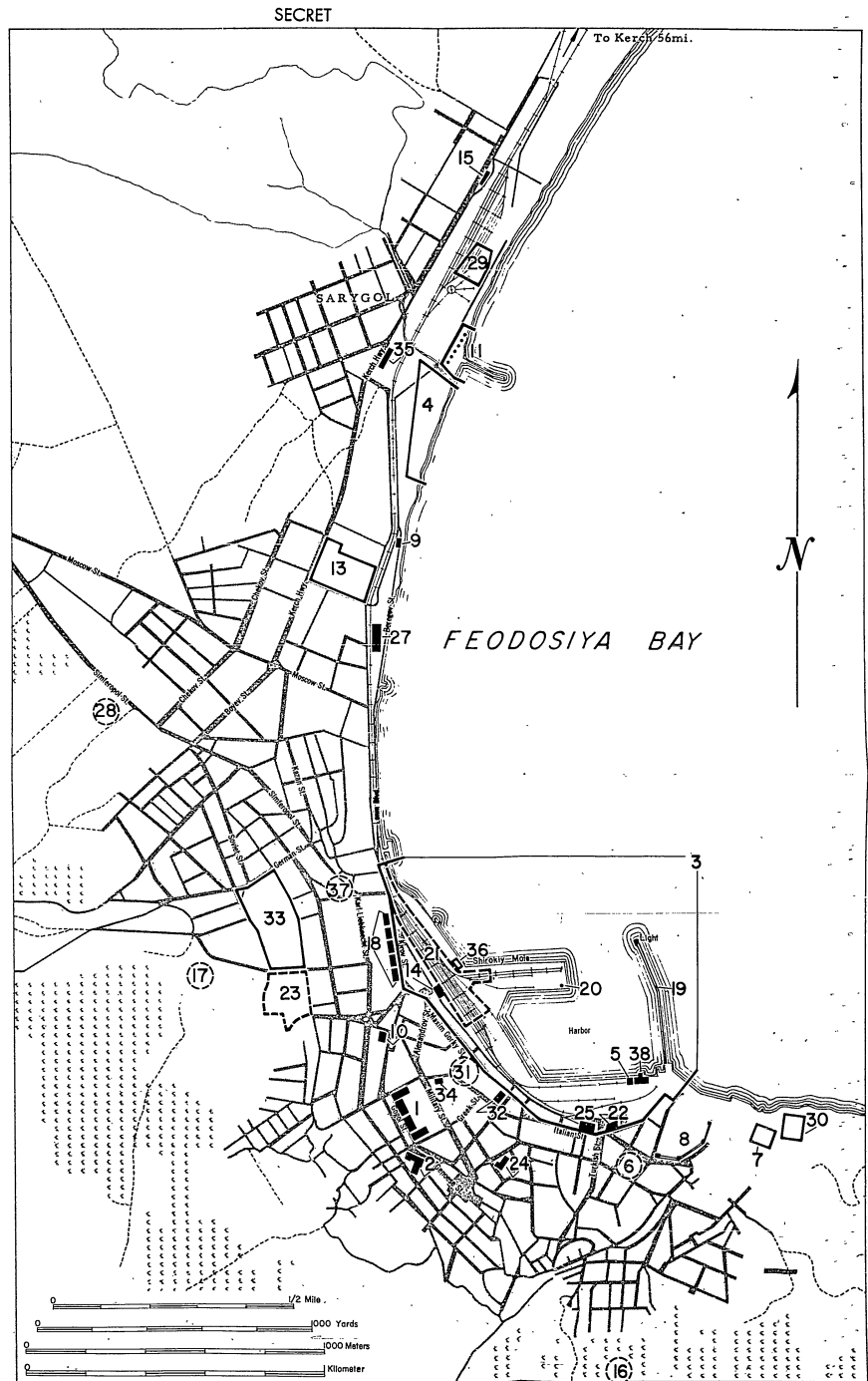
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USSR  
**FEODOSIYA**  
 45°02' N, 35°24' E  
 CITY PLAN



## SUMMARY OF INSTALLATIONS

1. INFANTRY COMPOUND
2. NAVAL AVIATORS' SCHOOL
3. PORT AREA AND WAREHOUSES (Air Force Target Number: 0249-0328)
4. IRON FOUNDRY; probably serves the needs of the Locomotive Workshops and the military in FEODOSIYA.
5. FEODOSIYA NAVAL BASE (Air Force Target Number: 0249-0227)
6. PROBABLE MILITARY HOSPITAL.
7. BARRACKS FOR NAVAL RECRUITS
8. OLD TURKISH FORTRESS
9. SANATORIUM
10. POST OFFICE
11. PETROLEUM DEPOT AND PIER (Air Force Target Number: 0249-0231)
12. TANK FARM (Air Force Target Number: 0249-0231), see Area Map.
13. CIVILIAN HOSPITAL
14. MAIN RAILROAD STATION
15. FREIGHT STATION
16. AMMUNITION DUMPS
17. GREEK TEMPLE; location approximate.
18. POSSIBLE MARRIED OFFICER'S QUARTERS
19. BREAKWATER
20. SHIROKIY MOLE
21. MARSHALLING YARD (Air Force Target Number: 0249-0276)
22. NAVAL RADIO STATION
23. MARKET PLACE
24. HOTEL ASTORIA
25. PORT ADMINISTRATION BUILDING; a three-story, white stucco structure.
26. BRICKYARD; location approximate, see Area Map.
27. SANATORIUM; probably of the All Russian Council of Trade Unions.
28. TEXTILE FACTORY; probable location.
29. LOCOMOTIVE WORKSHOPS (Air Force Target Number: 0249-0239)
30. PROBABLE NAVAL DISPENSARY
31. CIGARETTE FACTORY; location approximate.
32. MUNICIPAL DIESEL POWER PLANT; generating capacity estimated as 6000 kw (Air Force Target Number: 0249-0237).
33. UNIDENTIFIED BARRACKS AREA; ground troops may be quartered here.
34. MVD HEADQUARTERS
35. PROBABLE AIR FORCE BARRACKS
36. MOBILE THERMAL POWER PLANT; reportedly consists of an unknown number of dynamos mounted atop rail flatcars serving the port area only (Air Force Target Number: 0249-0275).
37. NAVAL HEADQUARTERS; probable location.
38. SHIP REPAIR YARD (Air Force Target Number: 0249-0227)
39. FEODOSIYA AIRFIELD (Air Force Target Number: 0249-8151)
40. FEODOSIYA/KARAGOZ AIRFIELD (Air Force Target Number: 0249-8152)
41. ISLAM/TEREK AIRFIELD (Air Force Target Number: 0249-8317)
42. FEODOSIYA TORPEDO PLANT (Air Force Target Number: 0249-0278)
43. FEODOSIYA TORPEDO TEST STATION (Air Force Target Number: 0249-0258)



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COMMENTS AND AMENDMENTS

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