

~~SECRET~~

MILITARY INSTALLATIONS DATA

50X1-HUM

ODESSA

MILITARY DISTRICT (C)

VOLUME 6, NO. 2

BALAKLAVA

44° 30' N- 33° 35' E

U.S.S.R.

3 JULY 1957

50X1-HUM

UNABLE TO DETERMINE REGRADING DATE

~~SECRET~~

SECRET

VOLUME 6, No. 2 BALAKLAVA

Previous Studies in this Series Include:

VOLUME 1, BELORUSSIAN MILITARY DISTRICT

No. 1 BORISOV No. 2 ORSHA

VOLUME 2, TRANSCAUCASUS MILITARY DISTRICT

No. 1 NAKHICHEVAN'	No. 6 BATUMI	No. 11 BAKU
No. 2 YEREVAN	No. 7 KIROVAKAN	No. 12 STEPANAKERT
No. 3 LENKORAN'	No. 8 DZHUL'FA	No. 13 KIROVABAD
No. 4 LENINAKAN	No. 9 POTI	No. 14 SUKHUMI
No. 5 ASTARA	No. 10 KUTAISI	No. 15 KHASHURI
No. 16 MAKHACHKALA	No. 17 TBILISI	

VOLUME 3, TURKĒSTAN MILITARY DISTRICT

No. 1 ASHKHABAD
No. 2 KRASNOVODSK
No. 3 MARY
No. 4 BAYRAM-ALI

VOLUME 4, FAR EAST MILITARY DISTRICT

No. 1 PETROPAVLÓVSK-KAMCHATSKIY

VOLUME 5, NORTH CAUCASUS MILITARY DISTRICT

No. 1 TUAPSE
No. 2 ORDZHONIKIDZE/DZAUDZHIKAU

VOLUME 6, ODESSA MILITARY DISTRICT

No. 1 KERCH'

SECRET

SECRET

SPECIFIC GUIDANCE

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

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

a. Confirmation of the presence and location of the billets of the antiaircraft battalion reportedly in BALAKLAVA;

b. The precise location of Items 19, Underground Torpedo Depot, and 32, Submarine Base, Town Plan;

c. Verification of the existence and location of the artillery fuse plant, Minorka No. 1;

d. Military application, if any, of Items 14, Old Fort, and 20, Unidentified Buildings, Town Plan;

e. It has not been possible to determine, since available reports are in conflict, whether the road from SEVASTOPOL to YALTA passes through BALAKLAVA. Information as to the road's course as well as any information concerning street names in BALAKLAVA is especially desired.

SECRET

SECRET

CONTENTS

	PAGE
1. THE TOWN OF BALAKLAVA	1
a. Introduction	1
b. Urban Characteristics	2
c. Transportation	4
d. Economy	5
2. MILITARY APPRAISAL	5
a. Order of Battle	5
b. Summary of Military Installations	5
c. Logistical Appraisal	7
3. SOURCES	7
MAPS AND CITY PLAN	8
a. Odessa Military District, Orientation Map	8
b. BALAKLAVA Area Map	9
c. BALAKLAVA City Plan	10

SECRET

BALAKLAVA

SECRET

1. THE TOWN OF BALAKLAVA:

a. Introduction:

BALAKLAVA ($44^{\circ}30'N-33^{\circ}35'E$) is situated on the southwest tip of the Crimean Peninsula on a bay of the Black Sea about eight miles southeast of SEVASTOPOL ($44^{\circ}58'N-34^{\circ}05'E$) and 40 miles southwest of the oblast capital, SIMFEROPOL ($44^{\circ}35'N-33^{\circ}34'E$). It is a small town with an estimated population at present of approximately 5,500 inhabitants. Economic activities include fishing, wine-making and the quarrying of stone which has long served as an important source of construction material for nearby towns. BALAKLAVA is also a secondary Soviet naval base and a health resort.

BALAKLAVA lies in the foothills of the Khrebet Yayla which is the highest and the southernmost ridge of the Crimean mountains, extending in a southwesterly direction along the southern Crimean coast for a distance of approximately 90 miles. The central portion of the ridge is considerably higher than either the eastern or western portions and reaches heights of from 4,500 to 5,000 feet in the vicinity of YALTA ($44^{\circ}30'N-34^{\circ}10'E$), 28 air miles east of BALAKLAVA. From YALTA the ridge continues southwestward until just east of BALAKLAVA where it begins its descent into the sea in the form of very steep cliffs of about 1,000 feet. The surfaces of these cliffs are composed of light, compact, and sometimes marble-like limestone; the lower portions form numerous bays and capes jutting into the sea and it is

on one of these bays that BALAKLAVA is located.

The entrance to the Bay of Balaklava, usually regarded as beginning with a 750 foot line drawn between Capes Balaklava and St. George, is in the form of a reversed S. Because of its difficult entrance and relative shallowness, the harbor is suitable only for destroyer escorts and smaller vessels; anchorage outside the harbor presents problems for larger ships in that depths are excessive, and protection from storms is limited. No commercial navigation has been permitted along the coast since 1934.

The shores of Balaklava Bay are extremely hilly and steep. The inclination of the hills is greatest on the western side of the bay where they attain heights of 600 to 900 feet within a short distance of the shore. For this reason settlement has taken place on the bay's eastern shore where the inclination is less steep and town expansion in the bay area has been in a north-south direction. Following an elongated pattern at the foot of the hills, the town spreads fan-wise on the plain area just north of the bay region. This area, known as the Balaklava plain, has rolling hills about 40 to 60 feet high. Two large residential areas have been developed here since the end of World War II.

The Balaklava, a small mountain stream, cuts across this plain in a southwesterly direction and empties into the northwest corner of the harbor. This stream is now confined to an artificial channel and its waters discharge behind a diversion jetty to prevent silting in the harbor. Except for vineyards which are cultivated along the slopes of the bay region, vegetation

SECRET

BALAKLAVA

SECRET

on the hills is very sparse; the plain area, on the other hand, is overgrown with grass and shrubs.

As with the rest of the Crimea, BALAKLAVA has long been the scene of foreign invaders and settlers. Subdued by the Tatars in the 14th century, the town became an outpost of Genoese colonization in the 15th century only to be seized by the Turks a short time later. The town and the peninsula passed to Russian control in 1783. During the Crimean War (1853-1856) the famous Battle of Balaklava was fought here on October 25, 1854. The action of the British cavalry in this battle has been immortalized in Tennyson's ballad, "The Charge of the Light Brigade."

In the period immediately after World War I the town was successively occupied by Germans and White Russians until its final capture by the Red Army in 1921. It was again occupied by Germans during World War II and returned to Russian control in the spring of 1944 at about the time of the recapture of nearby SEVASTOPOL. Because of alleged collaboration with the Germans during World War II, large segments of the population of BALAKLAVA, as well as that of other Crimean towns, were deported to Soviet Central Asia. Rehabilitation and repatriation of deported Tatars was announced in 1957, but it is not known whether any of the Crimean Tatars have been resettled.

In June 1945 the Soviet Government abolished the Crimean Autonomous Republic and incorporated it as an oblast of the R.S.F.S.R. Tatar names

of most localities were abolished, but BALAKLAVA, though a name of Tatar origin, was excepted probably owing to its fame in Russian history and literature. In March 1954, the entire Crimea was incorporated into the Ukrainian S.S.R.

b. Urban Characteristics:

During World War II, BALAKLAVA was approximately 60 per cent damaged, but by 1949 the city had been almost completely reconstructed. Most of the dwelling houses, especially in the southern sector of the bay's eastern shore, are one- or two-story structures built of concrete and supplied with electricity. Drinking water in this sector of the town in 1949 was still supplied by shallow wells with hand-pumps.

Dominating the heights of the bay's eastern shore and the most prominent landmark in BALAKLAVA, are the ruins of a 14th century Genoese Fortress (Item 3). Some of the towers and long stretches of the walls are still standing and extend to within 200 feet of the shore at the bay's entrance. Northward, at the center of the bay's eastern shore, is the market square or Bazaar (Item 13). Located about 400 feet inland, this area is pear-shaped and about 350 feet across. Its surface is of dirt and it is lined by wooden salesstands.

A few feet southwest of the Bazaar is a Church (Item 8) and the building which reportedly houses the Town Soviet (Item 9). The church is a building of natural stone measuring approximately 180 x 60 x 24 feet. It has a sheet metal roof with four onion-shaped cupolas protruding 12 feet above the roof. It is possible that this building is now used as a meeting hall for local

SECRET

BALAKLAVA

SECRET

communist organizations. The Town Soviet building is a stuccoed brick structure of three or four stories, which probably also serves as local Party headquarters. Just east of the Bazaar is the Hospital (Item 5). A two story, white stucco building with a slate covered gable roof, the building measures about 15 x 50 x 30 feet. Reliable information concerning the size of the hospital staff, the number of patients accommodated, or its military application is not available. About 300 feet northwest of the hospital is the Post Office (Item 7), a single story brick structure with a saddle roof covered with tiles. The open area to the northwest of the Bazaar is the Town Square (Item 12), an area in the shape of a triangle measuring about 300-350 feet across its base with an altitude of 250 feet. Residential houses are located along the southeast perimeter of the Square, and from it roads lead to the Bazaar and to the old residential district. Directly east of the Town Square and dominating the heights of this general area at about 650 feet above sea level is an Old Fort (Item 14). Its triangular shape, high walls, and the long, winding road leading to it, stand out prominently in the aerial photography examined.

The building used to house PW's from 1945-1949 (Item 1) is reportedly one of the largest buildings in BALAKLAVA. It is probably now in use as a Soviet naval barracks (see "Military Installations"). To the northeast of this former PW barracks and on the east side of the SEVASTOPOL road is a series of four unidentified Buildings (Item 20) facing each other and

forming an open square. They were badly damaged during the war. Later information about them is not available, but their size and location suggest a possible military application. East of these buildings is the probable location of the barracks for the Russian labor battalions in BALAKLAVA (Item 11). Each of the two buildings measures approximately 27 x 22 x 24 feet and has two stories; one is reportedly assigned to male the other to female laborers. These laborers came to BALAKLAVA after the war under two-year labor contracts which, according to sources, were often arbitrarily extended by the Government. They are reportedly clad in dark blue uniforms with light blue shoulder boards.

In the northwest and northeast sectors of BALAKLAVA, two new housing developments were begun by German PW's after the war. The development in the northwest (Item 2) adjoining the SEVASTOPOL road was near completion in 1949. It consists of four large apartment blocks each measuring 150 x 30 feet, and separated from one another by open areas. The blocks are three stories high, of sandstone construction, and have gable roofs with red tiles. Equipped with modern conveniences, they are reportedly for the use of naval officers and their families. The northeastern development is ultimately to consist of 35 dwelling blocks. By 1949 only two of these had been completed and ground for two more had been broken. The size of each block, construction, and facilities are reportedly the same as those in the northwest. Unlike the latter, these units are to be occupied by civilians; meantime, housing remains a pressing problem in BALAKLAVA.

SECRET

BALAKLAVA

SECRET

There are relatively few buildings along the bay's western shore. Perhaps the most prominent of these is a large Health Resort (Item 27) located at the northern end of the bay's entrance. This resort is built in three terraced levels the lowest of which is adorned with small trees. East of the resort is a large concrete building which seems to be connected with the fishing activities of the town.

No official population figures for BALAKLAVA are available, but the town has been reported as having a mere 800 inhabitants in 1927. All estimates agree that considerable growth has taken place since that time, however, and in view of this growth and on the basis of unverified reports a present day population of 5,500 is probably not far of the mark.

c. Transportation:

In 1949, there was only one main railroad line in BALAKLAVA. This is a single track line which terminates at the Railroad Station (Item 24) located at the northwest corner of the bay. From the station the line proceeds in a northerly direction to a point just north of the residential area where it diverges into two branches. Here one line proceeds northwestward directly to SEVASTOPOL. The other line proceeds in a northeasterly direction and follows a circuitous route to INKERMAN (44°36'N-33°36'E) where it connects with the SEVASTOPOL-SIMFEROPOL main line. Both lines are eight miles long and have roadbeds seven to nine feet wide. Traffic along both lines consists primarily of construction materials enroute from BALAKLAVA to SEVASTOPOL and other points. A small Freight

Yard (Item 25) is located just opposite the railroad station.

Excepting only BALAKLAVA's main street, the SEVASTOPOL highway, all of the roads in the town were reported in poor condition in 1949; none were paved although some had been graded and graveled. The SEVASTOPOL highway extends in a north-northwesterly direction all the way from the tip of the bay's eastern shore to SEVASTOPOL eight miles away passing the village of KADYKOVKA (44°33'N-33°36'E) located 1 1/2 miles northwest of BALAKLAVA en route. From the Naval Recruit Training School (Item 26) northward, the road is from 18 to 20 feet wide, asphalted, and kept in excellent condition. According to one source who frequently traveled the route, once out of the environs of BALAKLAVA it is flanked on both sides by flat country with a drainage ditch about one yard deep on each side. On the eastern side is a telegraph line. The section of the SEVASTOPOL road south of the naval school which leads to the southern tip of Balaklava Bay is of cobblestone and is lined at irregular intervals with deciduous trees.

From the Stone-Crushing Plant (Item 4) in the northwest sector of the bay, a long, serpentine road leads to one of the stone quarries. The road has six sharp bends and should be easily discernible from the air, but road accessibility to other quarries is unknown. The harbor road which branches from the SEVASTOPOL road and runs along the western shore of the bay is about 12 feet wide and covered with gravel. In 1949 it had neither lights nor ditches and very little traffic was reported.

Before the war, BALAKLAVA had a streetcar line running from the town square

SECRET

BALAKLAVA

SECRET

to a point slightly north of the Military Cemetery (Item 16). The tracks were damaged during the war and had not been repaired by 1949, but it is probable that since then they have been either repaired or replaced by a bus line. Round trip bus service to SEVASTOPOL is reportedly available once each day leaving from and arriving at the town square.

d. Economy:

Since World War II quarrying has probably become the most important industry in BALAKLAVA. The Quarries (Item 4) are located in the northwest sector of the town. Worked largely by German PW's in the immediate post-war years, after 1949 the quarries were manned by Russian labor battalions recruited from all parts of the U.S.S.R. The quarried rock is transported by truck via the serpentine road to the stone-crushing plant from which the crushed stones are loaded directly into freight cars for shipment to SEVASTOPOL.

In the northeast sector of BALAKLAVA and just north of the new residential area there is a Brickyard (Item 6) built largely since the war by German PW's. The yard area measures approximately 1,800 x 900 feet. The main building, in which the bricks are produced, is a limestone structure consisting of a square center section and two long wings. Most of the bricks produced are transported to SEVASTOPOL. A Fish Cannery (Item 33) where fish are salted, smoked and canned for local consumption and distribution to outlying areas, is located to the

south of the market square.

Unverified reports have claimed the existence in the northern part of BALAKLAVA of a plant producing artillery fuses and submachine gun parts for the Red Army. This plant is supposedly called Minorka No. 1, but it has not been possible to pinpoint the plant, or to obtain further information about it.

2. MILITARY APPRAISAL:

a. Order of Battle:

No Ground Force or MVD units are held by OB at BALAKLAVA, but there have been reports that an antiaircraft battalion is garrisoned there.

b. Summary of Military Installations:

Only torpedo-and patrol boats and submarines are permanently stationed at BALAKLAVA. The exact number of these is not known; although one source claimed to have seen as many as twenty-five submarines at one time. The west side of the harbor is generally used by submarines; the east side is used by torpedo-and patrol boats. These latter are said to dock mainly at the long, Concrete Naval Pier (Item 22) at the northeast end of the harbor.

Since the end of the war, a new Submarine Base (Item 32) is reported to have been built. It has not been possible to determine the exact whereabouts of this though it is probably located along the bay's entrance. According to sources who worked there, the base contains submarine pens cut out of solid rock covering an area 1,200 x 600 feet and approached via a channel especially dug to the pens. The channel and pens are flanked by high banks which afford excellent protection from observation. The installation has nine buildings the

SECRET

SECRET

functions of seven of which could be determined. On the east side of the basin are three one-story buildings which serve as officer's quarters; on the south side are four two-story buildings serving as barracks for enlisted men.

Beginning from the southern tip of the eastern shore and progressing in a counter clockwise direction around the bay other military installations are as follows:

(1) At the top of a hill east of the bay's entrance is a Naval Radio and Signal Station (Item 21) operated by sailors who have been observed marching from and to the Naval Recruit Training School. These sailors had badges on the lower sleeves of their uniforms similar to those worn by radio personnel in the German Army. It is possible that this installation is at present also used as a radar station.

(2) Northeast of the town square is the Naval Recruit Training School. This facility is located in a building situated on a low plateau at the base of the hill dominating the region. It is a four story brick structure about 300 x 50 feet and has a gable roof covered with red tiles. At the southern end of the building is a tower rising from five to six feet above the roof line. The tower has a low gable roof and a large clock facing westward towards the harbor and the addition of a south wing since 1949 has been reported. Estimates of the number of recruits undergoing training here vary from 600 to 800 men. These recruits reportedly wore dark blue trousers, white service

jackets, and white caps with a black band upon which were inscribed the words "Black Sea Fleet," but no other insignia or shoulder boards. Such trainees were often seen aboard submarines moored in the harbor while others underwent training as divers at several different points along the bay. Recruits also engaged in close order drill and calisthenics in the Sportsfield (Item 29) just south of the new School (Item 10).

(3) At the northern perimeter of the harbor is the Naval Repair Yard (Item 23), which has the shape of an irregular quadrilateral and measures approximately 400 feet from east to west, and 800 feet from north to south. Reportedly concerned with the repair of submarines and small craft, the entire area, except that portion bordering on the water, is surrounded by a ten foot wall and is heavily guarded by Soviet marines. The repair shop, a single story building measuring 240 x 75 feet, is located in the center of the yard and to the south of the shop is a concrete ramp and marine railway about 150 feet long.

(4) To the north of the Naval Repair Yard is the location of the building formerly used to house PW's and probably now in use as a Soviet Naval Barracks (Item 1). This is an L-shaped structure which was easily discernible on all aerial photography examined. The main building is estimated as being 300 x 60 feet, the side or west wing measures 60 x 24 feet. The whole is a two story, cement-finished building. In 1949 it billeted about 1,100 German PW's guarded by an MVD detail of about 60 to 70 men.

BALAKLAVA

SECRET

(5) Several sources have reported the completion in 1949 of an underground Torpedo Depot (Item 19) located along the southwestern shore of the bay. This installation consists of a series of six to eight tunnels cut into the hillside. The entrance to each tunnel, protected by a steel door on rails, is about nine feet wide broadening in the interior to about 30 feet; the length of each is about 360 feet. Submarines reportedly load torpedoes at the Loading Pier estimated to be 550 feet long which is connected to the depot by narrow-gauge tracks running into each tunnel.

(6) South of the Torpedo Depot and dominating the western heights of the entrance to the bay are an undetermined number of Concrete Bunkers (Item 18) and Antiaircraft Emplacements (Item 17). A study of 1942 aerial photographs suggests that the remains of an old fort have been utilized in their construction. The bunkers are built into the hillside, have gun barrels protruding from apertures, and are reached via a winding road which connects with the harbor road. Practice firing was mentioned in a number of 1949 reports.

(7) USAF Target Numbers 0250-8006, BALAKLAVA/KADYKOVKA Airfield (Item 34), and 0250-8005, BALAKLAVA/KAMAR Airfield (Item 35) have been respectively located two and one-half miles north and four miles northeast of the bay and appear on the area map.

c. Logistical Appraisal:

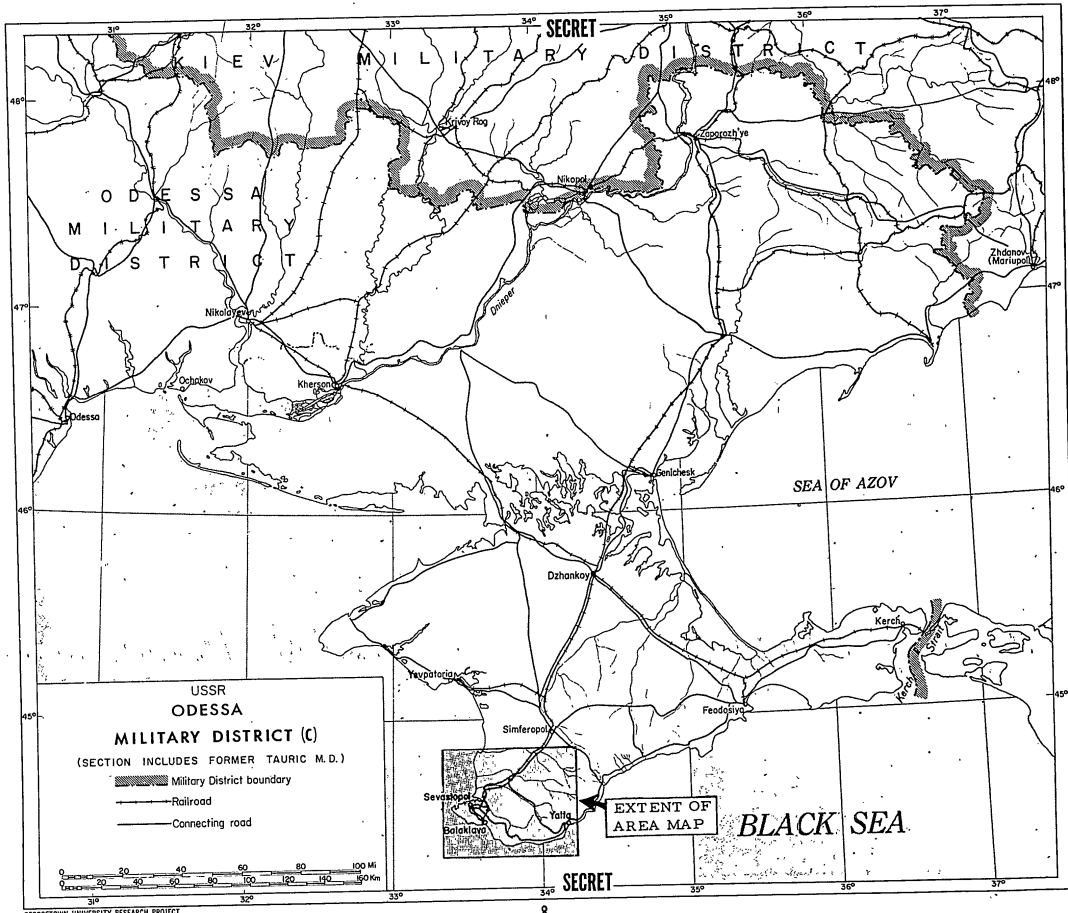
Two of the four logistical installations identified at BALAKLAVA store army supplies although no army units are carried there

by ACSI. One of these is probably on Ketchevka Street approximately 1,600 feet north of the Railroad station. About 40 buildings are divided by the street and railroad siding. The eastern half of the area is used for storing artillery; the western half contains an ammunition dump and tank repair shop. These buildings are constructed of wood and have concrete floors. The other installation is an ammunition dump located southwest of the harbor basin. The dump, the subordination of which is unknown, reportedly consists of eight to ten single story stone buildings and is situated in an enclosed area surrounded by a deep, dry ditch. The two other installations serve naval functions. One of these is the Torpedo Depot referred to above (See section under "Summary of Military Installations"); the other consists of three semi-underground bunkers in which naval ammunition is stored.

3. SOURCES:

The chief difficulty encountered in the preparation of this study has been the absence of information more recent than 1949. Considering the size of the town, information prior to 1949 is fairly adequate and has been exhaustively examined. Sources of especial value examined were NIS 26 and PW interrogations. German aerial photography on BALAKLAVA is generally good and from it the accompanying town plan has been drawn. Some ground photography is also available but limited in scope, since coverage is only of the entrance and the southern sector of the bay. Standard U.S. Army maps were also used for purposes of general orientation and for plotting some of the data appearing on the area map. Open sources in English, German and Russian were also perused.

SECRET

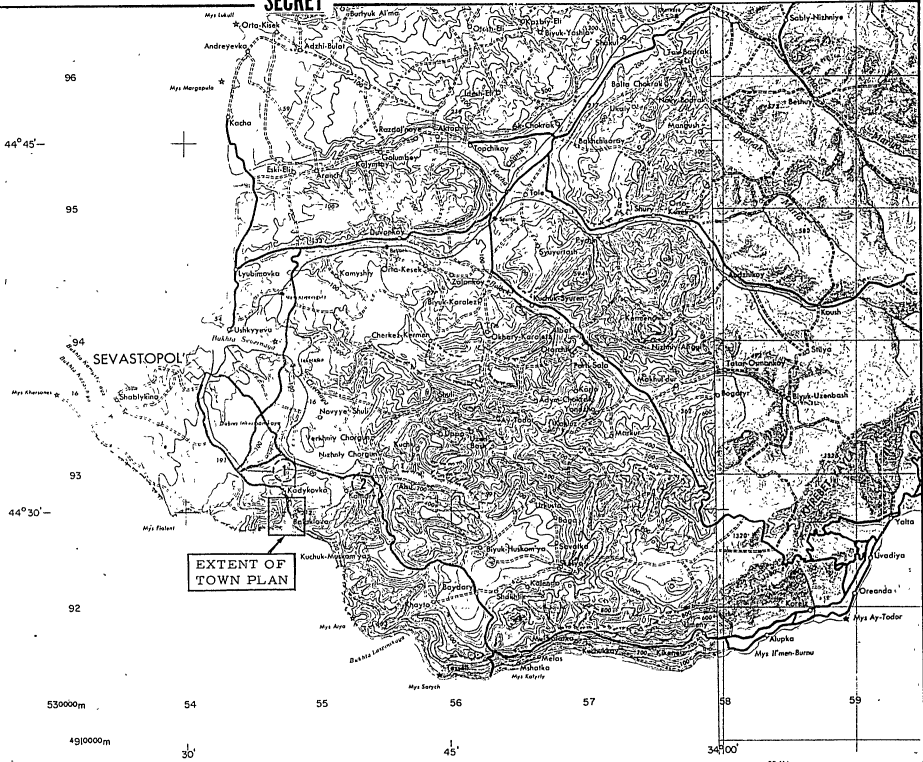


SECRET

U.S.S.R.
BALAKLAVA(c)
44° 30' N - 33° 35' E
AREA MAP

INSTALLATIONS
(LOCATION APPROXIMATE)

POPULATED PLACES	
Small, Moderately Densely built-up	○
500,000 or over	MOSKVA
100,000 to 500,000	MINSK
30,000 to 100,000	PYATIGORSK
5,000 to 30,000	Khvalynsk
Less than 5,000	Oreochen
RAILROADS	
5' gauge	Single track
48 1/2" gauge	Multiple track
Narrow gauge	
BOUNDARIES	
International	-----
USSR republic	-----
USSR Army and air base	-----
Horizontal control point	-----
Spot elevation in meters	121
Hard surface, all-weather road	-----
more than two lanes wide	-----
Hard surface, all-weather road	-----
two lanes wide	-----
Hard surface, all-weather road	-----
less than two lanes wide	-----
Loose surface, graded, all-weather road	-----
Loose surface, dry-weather or dirt road	-----
Track or trail	-----
Mine	-----
Principal navigational light	-----
Fifty Raops	-----
Intermediate stream	-----
Swamp, marsh	-----
Real Limit of danger line	-----
Rock awash, wharf, pier	-----
Foreshore flats	-----
Woodland	-----



GEORGETOWN UNIVERSITY RESEARCH PROJECT

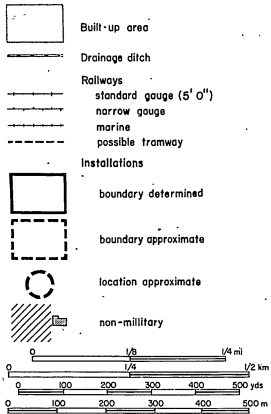
SECRET

POOR ORIGINAL

U.S.S.R.
BALAKLAVA (C)

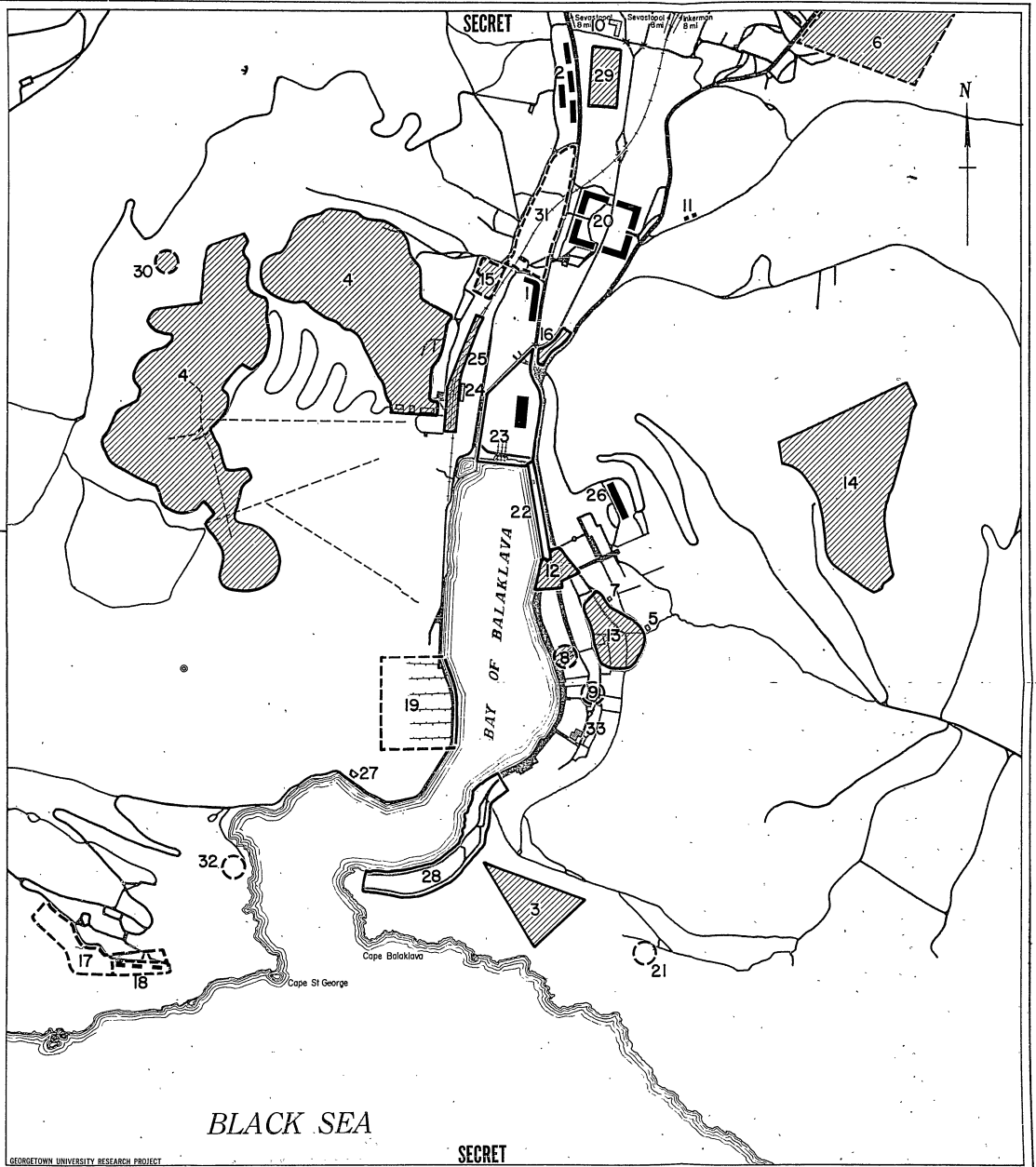
44° 30' N - 33° 35' E

TOWN PLAN



SELECTED INSTALLATIONS

- 1 SOVIET NAVAL BASE
- 2 PROBABLE NAVAL MARRIED OFFICER'S QUARTERS
- 3 GENOSSE FORTRESS
- 4 QUARRIES AND STONE-CRUSHING PLANT
- 5 HOSPITAL
- 6 BRICKYARD AND KILNS
- 7 POST OFFICE
- 8 CHURCH
- 9 TOWN SOVIET BUILDING
- 10 SCHOOL
- 11 LABOR BATTALION BARRACKS
- 12 TOWN SQUARE
- 13 BAZAAR
- 14 OLD FORT
- 15 CIVILIAN CEMETARY
- 16 MILITARY CEMETARY
- 17 ANTI-AIRCRAFT EMBLACEMENTS
- 18 CONCRETE BUNKERS
- 19 UNDERGROUND TORPEDO DEPOT AND LOADING PIER
- 20 UNIDENTIFIED BUILDINGS. Probably now in use as a military installation.
- 21 NAVAL RADIO AND SIGNAL STATION
- 22 CONCRETE NAVAL PIER
- 23 NAVAL REPAIR YARD (AFTN: 0250-0163)
- 24 RAILROAD STATION
- 25 SMALL FREIGHT YARD
- 26 NAVAL RECRUIT TRAINING SCHOOL
- 27 HEALTH RESORT
- 28 VILLAS FOR GOVERNMENT OFFICIALS AND HIGH NAVAL OFFICERS
- 29 SPORTS FIELD
- 30 LENIN MONUMENT
- 31 STORAGE AREA. Formerly used to store construction material, this area is probably now in use as an ammunition depot.
- 32 SUBMARINE BASE. Constructed since World War II; location is approximate.
- 33 FISH CANNERY
- 34 BALAKLAVA/KADYKOVKA AIRFIELD (AFTN: 0250-8006) (see Area Map)
- 35 BALAKLAVA/KAMARY AIRFIELD (AFTN: 0250-8005) (see Area Map)



SECRET

COMMENTS AND AMENDMENTS

SECRET

Declassified in Part - Sanitized Copy Approved for Release 2013/03/26 : CIA-RDP81-01043R001400160003-2

50X1-HUM

Page Denied

Declassified in Part - Sanitized Copy Approved for Release 2013/03/26 : CIA-RDP81-01043R001400160003-2