

SOVIET SUPPLY INSTALLATIONS IN THE TAURIC MD

Location	Time Period	Activity	Installation Description	Observations
SEVASTOPOL	1945 to May 1949	a. B work in the harbor area	1. Ammunition depot (four or five underground bunkers built into the rock, narrow-gauge rail road line leading to the sea-plane base)	About 2,600 feet NE of the seaplane base on the northern shore of Severnaya Cove
	Late 1948	passing the dump	2. Ammunition dump (narrow-gauge rail-road spur)	Northern shore of Severnaya Cove, NW of the eastern tip of the cove
			3. Fuel depot (10 fuel containers, each about 50 feet high and 16 feet in diameter)	On the slope NE of the eastern tip of Severnaya Cove
				Several heavy iron doors with about five piles of shells and bombs in front. The shells had an estimated caliber of 150 mm; bombs were about 12 inches in diameter and 5 feet long. Incoming shipments were not observed. Ammunition was handled by a Soviet construction battalion.
				Submarine mines were piled in the open. No other ammunition was observed until 1948. Four demolished tunnel entrances, each about 20 feet wide, were in the rocks behind the piles of mines. The tunnels widen very much on the inside. A narrow-gauge rail-road track led to each tunnel entrance.
				A 65-foot long wooden pier on the shore was connected by pipings with the fuel tanks on the slope. A tanker was five times observed going alongside the pier. Issuance of fuel from the containers was not observed.
				Another PW [redacted] confirmed to interrogator (B) that an uncamouflaged dump for two types of round submarine mines was at the same place in March 1948. Tunnel entrances were visible in the slope rising behind the dump.
				Another PW [redacted] confirmed to interrogator (C) that eight fuel tanks connected by underground piping with the pier were at the same place in April 1948. The tanks were the size of medium gasometers. Small surface vessels were observed to draw fuel.

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SEVASTOPOL (cont'd)			4. Supply depot (one 400x65-foot building and two 100x40-foot build- ings, high bar- bed-wire fence)	About 2,300 feet SW of the SEVASTOPOL railroad station, on the eastern side of the road to BALAKIAYA (44° 30' N/33°36' E)	Two filling stations; much traffic of trucks flying red flags; nume- rous signs preventing smoking. PWs did not have access to depot buildings; they had to turn in their lighters. Very strict control by naval guards.	
1946 to August 1948	a. C b. Reconstruc- tion work in the city area	Ration supply depot (brick building, about 650x330x80 feet, railroad spur)	Western shore of Southern Cove	Called Main Ration Supply Depot. Large quantities of grain were sometimes stored in the open		
SEVASTOPOL (cont'd)	1946 to July 1948	a. C b. "	Fuel depot (very extensive instal- lations; railroad spur to the trunk line to SIMFEROPOL)	Elevated area (called oil mountain) north of the eastern end of Severnaya Cove	Many semi-underground ferro-concrete containers covered with steel plates, about 2 inches thick. Each container had an estimated capacity of 250 cubic meters. Con- tainers were 160 to 300 feet apart. Pippings led to the pier. Two more con- tainers were about 330 feet from the shore.	Another PW () confirmed to interrogator (B) that a pier with three quays for tankers was in the NE cor- ner of Severnaya Cove in October 1947. Fuel was pumped to the fuel con- tainers, located about 200 feet above the pier, or to a large fuel depot con- structed into the rock above the fuel tanks.
1946 to June 1948	a. B b. reconstruc- tion of tan- nels	Torpedo storage bunker (tunnels hewn into the rock, two-story engine house, about 40x35 feet, guard house, 130- foot long pier, no railroad spur)	See Annex 8	Partly demolished by with- drawing German troops; for the most part re- constructed in June 1948. Torpedoes were stored there in October 1948 when construction work was still under way. Incoming shipments by truck. Tracks for torpedo- carrying bogies ran along the instal- lations. Torpedoes could be loaded on ships or slides.	Another PW () confirmed to interrogator (B) that an underground torpedo storage depot with pier, narrow- gauge tracks and concrete- lined storage tunnels was at the stated place in February 1948.	25X1A

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SEVASTOPOL (cont'd)	January 1948	a. C	Fuel depot	300 feet south of the power plant on the SE corner of Severnaya Cove	Ten semi-underground containers, each about 33 feet in diameter.	
	January to late 1947	a. B	Ammunition depot (large installation with six tunnels half-way up the north-western slope of the ravine, approach road, and the opposite quarry in front of the tunnels a platform on which trucks could turn)	See Annex 4	Reconstruction of the partly demolished tunnels in September 1947. Tunnel No 1 had two floors with a 15-inch, ferro-concrete partition layer on double-T girders. The tunnels were stocked with ammunition immediately after the construction work was completed in the Summer of 1947. Twenty trucks hauled ammunition from the INKERMAN railroad station for several weeks. Shells were packed in wooden boxes, about 90x35-x35 cm. carried by two men. Ammunition piles were about 13x25x12 feet. Tunnels No 2 and 3 were stocked with ammunition upon completion. Boxes, as observed in tunnel No 1, were stored in tunnel No 3. Tunnel No 4 was still empty. Tunnel No 5 was destroyed and the underground passage to tunnel No 4 walled up. Tunnel No 6 was filled with ammunition in January 1947. Piles of ammunition boxes were at the tunnel entrance. Naval personnel guarded the depot and maintained ammunition.	Another PW () confirmed to interrogator (B) that a six-tunnel ammunition depot was at the mentioned place. The tunnels were allegedly 1,000 feet long. The limestone layer above the tunnels was 130 to 160 feet thick. Stairs leading downward indicated that more underground rooms were available. Ammunition for ship-based guns of heaviest caliber (about 320 mm), light artillery shells and small arms were stored in the tunnels. The construction work was supervised by a naval construction staff. The depot was guarded by naval personnel.

1945 to
January
1948

a. 6
b. building the
ammunition depot

Ammunition depot
(12 cantonment
buildings with
spur track to
the trunk line
to SIMFEROPOL)

Southern part of
Sukharnaya Balka
(ravine), which runs
south to the shore
of Severnaya Cove,
about 3,300 feet
east of the sea-
plane base.

Admirals, wearing wide
red stripes along their
trousers, inspected
the depot once a month.
An admiral was billeted in
a three-story building
about 165 feet from
tunnel No 6.

Ammunition was stored in
cantonment buildings and
piled in the open. Ammu-
nition for heaviest guns
(only moved with the help
of cranes) down to ammu-
nition for AT rifles, in-
cluding ammunition of
German, Italian and French
origin, was observed. An
especially fenced-in mine
dump was on the shore.

Another PW [redacted] told
interrogator (C) that he observed a
dump with hundreds of
submarine mines, anti-
personnel mines, ammu-
nition boxes piled
6 to 10 feet high and
heavy-caliber shells
for ship-based artil-
lery [redacted] at about the
same place in the
Spring of 1948. Mines
and ammunition were
stored in the open in a
160x800 foot area,
not surrounded by a
fence.

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BALAKLAVA

Early 1948

a. F
b. work in the
torpedo storage tun-
nels
Torpedo storage
depot

In the slope along
the road leading
west of the bay
towards the shore

Several 650-foot long tun-
nels with transverse tun-
nels (about 13 feet wide,
7 feet high, with concrete-
lined walls and ceilings).
Upon completion of the tun-
nels, torpedoes arrived by
narrow-gauge rail cars and
were stored.

Another PW [redacted] told
interrogator (C) that
PWs constructed a tunnel
in a mountain on the wes-
tern side of the bay,
about 1,300 feet north
of the harbor entrance,
in April 1948. The tun-
nel, having a 12-13-foot
entrance, was for the
storage of torpedoes.

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YAL TA	1948 to June 1948	a. F	Fuel depot	Northern town peri- meter, west of the road leading to the village of DEREMOI	Six prominent light-painted containers and extensive underground storage instal- lations. Fuel arrived from SIMFEROPOL About three times a week on 30 to 35 tank trucks. The depot was the main fuel supply for the YALIA transportation system.	
SIMFEROPOL	August to November 1948	a. F	1. Equipment depot (two wooden sheds, each about 100 feet long, wire fence)	Southwest of the railroad station, east of the railroad line to SEVASTOPOL	100 to 150 limbers for light horse-drawn guns and several hundred small field kitchens. Limbers and field kitchens were soiled and rusted. Civil- ian workers said that harnesses and other leather equipment were stored in the sheds. The in- stallation appeared in a neglected state.	
			2. Fuel depot	Several hundred yards SW of the railroad station, west of the railroad line to SEVASTOPOL	Several aboveground fuel containers	Another PW () con- firmed to interroga- tor (F) that a fuel depot of about 20 semi-underground con- tainers (resembling in size those of railroad tank cars) was at about the same place in July 1947. The depot was sur- rounded by a wire fence.

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Attachment 2

SIMFEROPOL (cont'd)	1947 to August 1948	a. C b. work in the shop	Motor vehicle repair shop (administration building, fitting shop, forge, carpenter shop, workshop about 165x30 feet in size, machine shop with modern machinery about 650x30 feet in size)	City center	Repair and overhaul of trucks, about 200 per week. Chief: A Soviet lieutenant colonel. Personnel: 40 PWs, one special company of the Soviet Army, 80 Soviet civilians and two German Diesel experts who came to the shop from time to time and to whom the PW talked.	
MAMUT (45° 48' N/ 34° 22' E) (sic)	February to June 1949	a. F b. observed from PW camp	Fuel depot (on a 1,000x650-foot area, barbed-wire fence, watch tower on the four corners, floodlighting at night, railroad spur)	Several hundred yards east of the vil- lage, about 1,600 feet west of the SIMPFEROPOL- MELITOPOL (46° 50' N/ 35° 22' E) railroad line	Six semi-underground containers were observed. Soviet civilians said that the depot comprised 18 con- tainers, each having a capacity of 6,200 gallons. Fuel was picked up daily by tank trucks of the navy (one day 20 trucks were counted)	The PW camp at MAMUT had no numerical de- signation.
FEODOSIYA	1945 to June 1948	a. C	Fuel dump (on an area 1,650 feet square)	North of the town, near where the rail- road line crosses the FEODOSIYA-KERCH (45° 20' N/36° 30' E) highway	Twelve large fuel tanks.	

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