

CONFIDENTIAL

COUNTRY USSR (Ukrainian SSR)

DATE DISTR. 20 March 1952

SUBJECT Southern Shipyard Factory No. 198 in Nikolayev

NO. OF PAGES 3

PLACE ACQUIRED []
DATE OF INFO. []

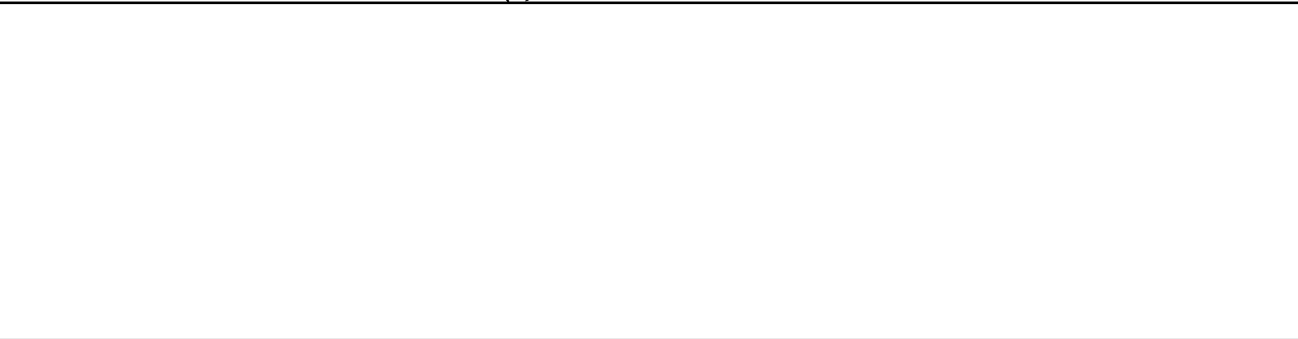
NO. OF ENCLS. 2 (4 pages) 25X1A
(LISTED BELOW)

SUPPLEMENT TO REPORT NO. [] 25X1X

RETURN TO CIA LIBRARY

25X1C

25X1A



1. The southern shipyard Zavod 198 which was extensively destroyed when the German armed forces retreated from Nikolayev (46°28'N/32°00'E) has been cleared and reconstructed since 1944. (1) Shipways were repaired and resumed work in 1946. The wood planking on the three small slips was repaired and renewed after each launching operation. Between the small slips and shop 32, a slip installation which had been partially destroyed was still littered with debris, and, as of 1949, no repair work had been begun. (2)
2. Prior to May 1949, a large floating dock was seen moored in the large shipyard basin. It had been destroyed and lay under water with only its superstructure projecting. Another floating dock, 300 meters long and 50 meters wide, lay in a corner of the quay near the large shipways and was seen in operation during the period from September 1945 to September 1948. A third floating dock, 50 meters long, 20 meters wide and 15 meters high, was partially destroyed, and Soviet workmen occasionally worked on it. This dock was reportedly unserviceable prior to June 1948. West of the three small slips was a dry dock with a pontoon flood-gate (Schleusenpontonsabschluss) and a pump station. (3)
3. The large workshop west of the large square shipyard basin had been reconstructed, although the eastern portion was not quite finished by May 1949. The floor was being cemented, and tracks and cable were laid. After April 1949, work was to be resumed in the larger, western section of the workshop. Since 1948, iron and steel tooling machines including lathes and planes; welding, milling, and punching machines; steel, riveting, and pneumatic hammers; chisels and electric cutters were installed in the transverse bays of the workshop. Deep pits were excavated in the concrete floor for other machines. Numerous traveling crabs ran along the ceiling. In the spring of 1949, it was observed that iron plates, 1.30x2.20 meters, were welded together with carbide welding apparatus in the workshop. Anchors and chain cables were manufactured, and tests on chain cables were conducted by a testing machine from Mannheim, whose pressure indicator registered that the chain cables broke at 500 kg per 10 square mm. Numerous boxed machines, most of them with German inscriptions, were seen on the north and northwest of the workshops. Two thirds of the machines installed in that shop were of German origin; the others were of British origin. A German engineer stated that traveling crabs fitted under the ceiling were of modern make, and that most of them were from Glasgow. The Soviet workmen said that mass production of submarines would start in the near future. Basing his judgement on the situation in May 1949, source believed that construction would actually start in 1949. Soviet workmen also told source that the

CLASSIFICATION CONFIDENTIAL



CONFIDENTIAL

Document No. _____
 No Change in Class.
 Declassified
 Class. Changed To: TS S **(C)**
 Auth.: HR 70-2
 Date: _____

CENTRAL INTELLIGENCE AGENCY



25X1A

completed submarines would be launched through the large gate of the workshop into the large shipyard basin east of the workshop and would be built and completely outfitted in the workshop.

4. The embankment of slip I, as far as the slip installation, was made of concrete and was about 3 meters high. In 1949, the partially destroyed embankment along the river had still not been repaired and the floating dock, which had been scuttled, still blocked the quay. However, apart from this section, vessels of any size could tie up anywhere in the shipyard. Spur tracks connecting all points in the shipyard were available; 5 shunting engines and about 5 or 6 small Diesel locomotives made by the Siemens-Halske Firm, in Berlin, were seen.
5. The steel and iron works of the shipyard were repaired soon after the war and put into operation in 1947 and 1948. Soviet workmen and German engineers stated that from the end of 1947 to May 1949 one furnace per month were to be put into operation; the glare of newly blown-in furnaces at night indicated that furnaces actually were put into service at these intervals. Engineers mentioned open-hearth Siemens-Martin furnaces and Bessemer converters. It was observed that anchors were cast in the foundries of this section.
6. Most of the electric current for the shipyard was supplied by the municipal power station which was east of the shipyard in the town and was reconstructed between 1944 and 1946. Frequent interruptions in the current occurred. In addition, the shipyard also had its own power station, located a little west of the center of its area. The shipyard's power station was completed and put into operation in 1947; this station produced current for light and power in case of emergency.
7. As late as May 1949, the forward end of a large warship was still on slip I. (4) It was gradually dismantled and the parts were subsequently carried to a workshop at the head of the slip where the various parts were welded together to form new units. These were immediately used in the construction of a ship being built on the seaward end of the slip. The bottom of this new ship was completed, and the ship's sides were being constructed in May 1949. The bow section was still lacking, since the old hull blocked the space required. The newly-built part was between wooden scaffolding which extended over a length of about 80 meters on the slip. The dimensions and the shape of the component parts which were supplied there seemed to indicate that the ship under construction was of the Kuibyshev class.
8. In May 1949, the cruiser Kuibyshev was anchored next to the outfitting pier at the foot of slip II and the large roofed slipway. She was being outfitted and equipped with her armament. She was about 180 meters long, with a beam of about 20 meters, a curved bow (Sicholbug), and 2 triple turrets on the foredeck. The caliber was estimated at 150 mm. Source observed the installation of the guns and the assembling and checking of the mobility of the turrets. The second turret was superimposed behind the first turret. Closely adjoining the turret was the bridge, consisting of several platform structures arranged in tiers to form the tower mast. Optical instruments, rangefinders, and fire-control equipment were on the top of the mast. Farther aft was a radio mast and two oblique funnels. Work was in progress on the space between the latter. On the after deck was one gun-turret, but no guns had been fitted into it prior to May 1949. She had a standard cruiser stern. (5) Another ship of the same size, still painted with red lead and without guns, was tied up alongside the Kuibyshev. Her superstructures were under construction. This second cruiser was launched from slip II in the fall of 1948. Prior to May 1949, no new keel had been laid in slip II. However, it was observed that work was resumed on this slip and that small transformer huts were under construction along its sides. Work on the slip was done in day and night shifts. No construction of submarines was observed prior to May 1949 on this or any other slip. Two tow barges, one behind the other, were on the three small building slips which were about 120

CONFIDENTIAL

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

25X1A

to 150 meters. Two such barges could be on one slip at a time. The barges were 15 meters wide and 100 meters long. A total of five barges of this type were completed by the shipyard. They had hulls and no superstructures.

9. The labor force in the shipyard was estimated to be 1000 including a high percentage of women and a large number of conscripts who were employed as unskilled workers.
10. For protection the entire area was surrounded by a wooden fence and barbed wire. Also there were sentry boxes 100 meters apart and sentries with fire arms and searchlights who were accompanied by dogs. Dogs were also tied to the fence at particularly important points.

25X1A

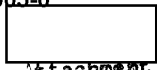
Comments:

- (1) For layout of shipyard, see annex 1.
- (2) This slip was said to be between the building slips and workshop 32. They are undoubtedly the 20 slips made for brownish launchers and located on the northern edge of the large shipyard basin.
- (3) The existence of these dry docks seems unlikely since similar dry docks were known to be there prior to the war.
- (4) This is presumably the 35,000-ton battleship Kuibyshev on the slip at the outbreak of World War II.
- (5) For a silhouette of the Kuibyshev, see annex 2. The position of the radio mast is either stated erroneously or differently than on previous ships of this type.

CONFIDENTIAL

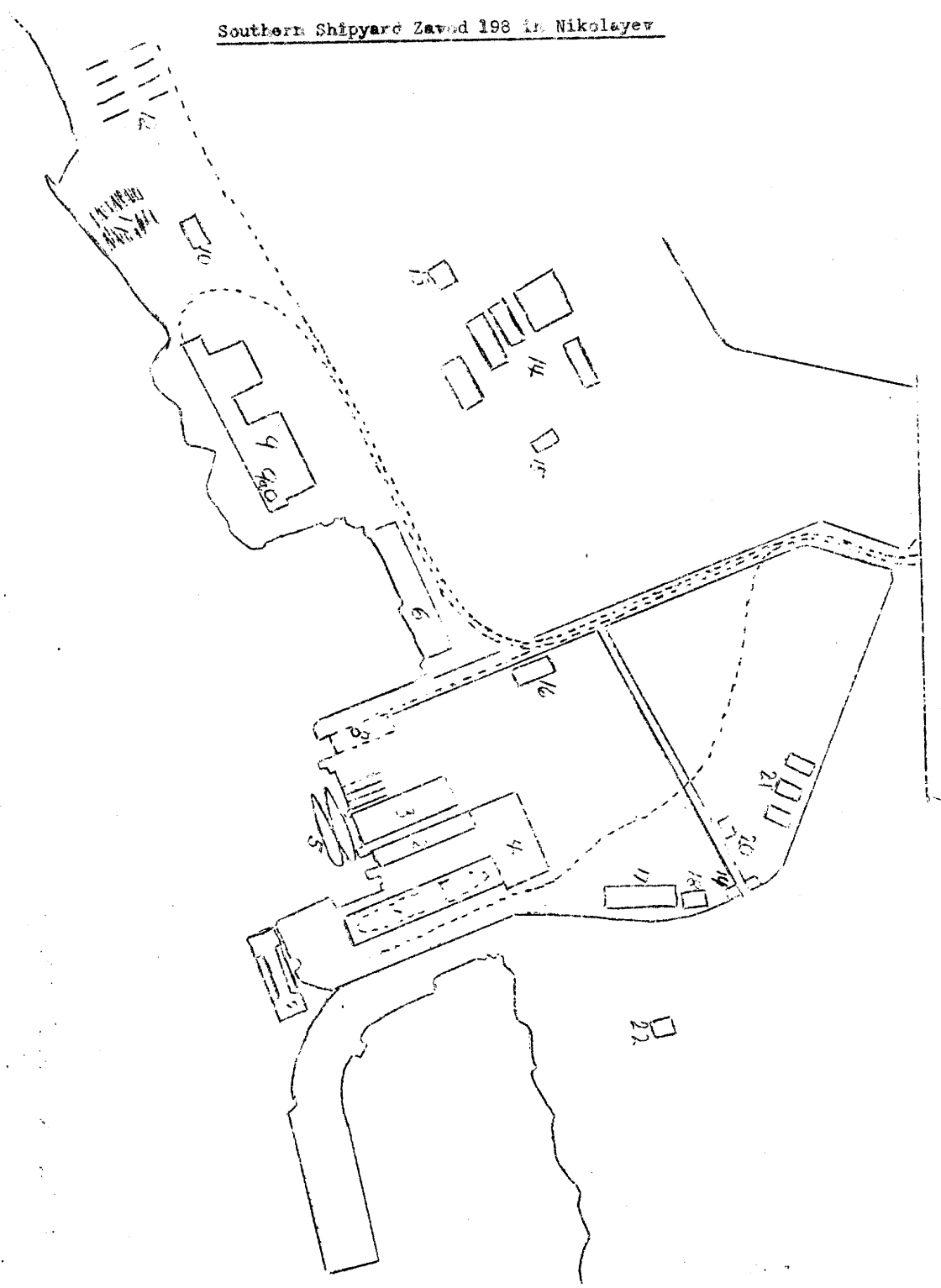
-3-

CENTRAL INTELLIGENCE AGENCY



Attachment 1

Southern Shipyard Zavod 198 in Nikolayev



CONFIDENTIAL

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

Attachment 1

- 1 Slip I, gate-locked slip.
- 2 Slip II, gate-locked slip. At each side of slip I and slip II are 6 hammerhead cranes, 50 meters high with jibs 30 meters long.
- 3 A large workshop, fitted with a sliding roof and used as a construction shop. West of it are three smaller shops, 120 to 150 meters long, with slip scaffold and traveling luffing cranes. Between the slips are small workshops.
- 4 Work place where the shipbuilding plates are welded together.
- 5 Cruiser Kuibyshev and a sistership beside the outfitting quay.
- 6 Slip.
- 7 Floating dry dock, 300x50 meters.
- 8 Dry dock
- 9 Workshop 32, a steel structure, 300x100x40 meters walled up with shell blocks, allegedly for building submarines. One section, about 300x40 meters, extends along the embankment, and transverse buildings are to the north. Annex buildings were erected in 1946 and 1947.
- 9a Water reservoir, 10 meters in diameter and 6 to 8 meters deep.
- 10 Joinery and wood-finishing shop.
- 11 Plate and scrap dump.
- 12 PX Camp No 7126/2, was de-activated in November 1948 and convicts were subsequently billeted there.
- 13 Shipyard's power station, a stone and iron structure, approximately 60x40 meters, with two steam turbines. Nearby was a transformer station for current supplied from outside.
- 14 Iron and steel works. Several large buildings including a cast-iron foundry, a brick and steel structure, about 200x70 meters, completed in 1948; one open-hearth shop for steel-casting, a brick and steel structure, 200x250 meters, with a smoke stack, 40 meters high; a lathe shop; Workshop 25, 200x50 meters; Workshop 13, 200x50 meters, brick and steel structure and a slant sheet iron roof. Equipment in the iron casting shop included 1 furnace for iron, 2 small furnaces probably for other metals, and a completely equipped molding shop. An old open-hearth oven, an overhead crane and a drying room for the molding shop were in the open-hearth shop. In lathe shop 25 were 6 rows of milling and boring machines, shapers, vertical boring and turning mills, and horizontal lathes, nearly all of them of German origin and marked W.G., probably standing for Wilhelm Gustloff Werke, and 5 electric welding machines of Kjellberg make. The same equipment in lathe shop 13 was put into operation in 1948.
- 15 Anchor works.
- 16 Saw mill, dyerevo-obdylotchny tsekh (abbreviated and pronounced Dots), with 2 frame saws and much wood-working machinery, mostly of German origin.
- 17 Boiler factory.
- 18 Garage for about 10 motor vehicles.
- 19 Gatehouse with gateway, guard house.

CONFIDENTIAL

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

attachment 1

- 20 Administration building.
- 21 Reconditioned buildings, including a saw mill and a plant for making concrete and concrete fittings.
- 22 Municipal power station, 50 meters wide, 40 meters high, with coal-fired steam engines.

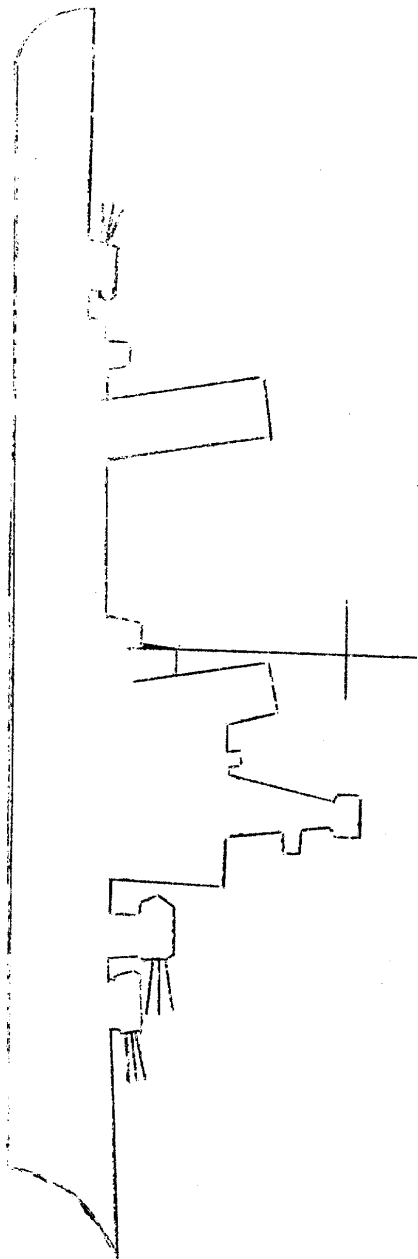
CONFIDENTIAL

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY



Attachment 2



Orjiser indbysher

CONFIDENTIAL