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Submarine-Related Construction at Litsa Bay, USSR (S)

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**SUBMARINE-RELATED CONSTRUCTION AT
LITSA BAY, USSR (S)****INTRODUCTION**

1. Several continuing, long-term expansion programs in the Litsa Bay area (Figure 1) and the first arrival of a new Typhoon-class Nuclear-Powered Ballistic Missile Submarine (SSBN) there in late December 1982 suggest that the Soviet Union intends to station these new-class SSBNs in the Litsa Bay area in the near future. In the past, installations in this area have predominately supported only cruise missile and attack-class submarines. The new Typhoon-class SSBN (Figure 2) had deployed to this area from the Severodvinsk Complex for winter testing and fleet acceptance in the ice-free regions of the Kola Peninsula. It will most likely, when testing is complete, return to Severodvinsk, where it will receive final repairs, adjustments, and missile loadout, making it a fully operational unit. Current construction at the Litsa Bay installations will facilitate the future basing Typhoon-class SSBNs there. This report uses all applicable satellite imagery through March 1983 and contains a location map, a table of installations in the area, and seven annotated photographs. (S/WN)

2. Expansion at Litsa Bay includes building a rail line, improving a repair and handling facility, increasing the size of the housing/administration area in the naval missile storage facility, continuing activity in the tunnel area, and building a new support facility. When construction is complete—probably in 1986 or 1987—these facilities will be able to fully support and provide minor repair/maintenance for SSBN units operating from Litsa Bay. The installations will also provide an additional submarine repair facility in the forward basing area, which will free the major shipyards and repair facilities from minor maintenance requirements. Anticipated long-term overhauls of newer SSBN-class submarines could subsequently be performed at the major repair bases and shipyards on a more timely basis. (S/WN)

DESCRIPTION

3. There are six naval-related installations within the Litsa Bay area. They are:

Installation	Coordinates	BE No.
Guba Litsa Submarine Base North	69-27-11N 032-26-26E	
Guba Litsa Submarine Base South	69-26-21N 032-25-00E	
Guba Litsa Submarine Base Southwest	69-26-01N 032-21-32E	
Litsa Guba Naval Missile Storage	69-23-57N 032-26-44E	
Andreeva Bay Nuclear Sub Spt Facility	69-27-05N 032-21-36E	
Litsa Guba Tunnel Complex South	69-25-20N 032-19-25E	

Of these, three are submarine bases, all situated in small protected inlets on the eastern shore of the bay, about 1 nautical mile (nm) apart (Figure 1). Guba Litsa North and South became operational in the early sixties; Guba Litsa Southwest did not become operational until after 1973. These bases are, and have been, the home ports for the Soviet Union's newest nuclear-powered cruise missile and nuclear-powered attack submarines (SSGN and SSN, respectively). Guba Litsa South is the primary operating base, while the other two facilities provide basic support functions. The remaining three naval installations—the naval missile storage area and the submarine tunnel and support facilities—are all in close proximity. All six are connected by an all-weather, two-lane road to the Murmansk–Pechenga highway. The nearest rail facility is about 23 nm to the south, near Kilpyavr Airfield (BE

(NOTE: For clarity, these facilities will be referred to by their general names in the text.)

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[redacted] A new rail line (Figure 1) is presently being extended northward and may eventually connect the rail facility with the Litsa Bay area. (S/WN)

4. Cruise missile and attack units operating from the Litsa Bay bases deploy to the Atlantic and Indian Oceans and the Mediterranean Sea. They also conduct security patrols in the North Sea and provide support for deployed SSGN units. Cruise missile and attack classes now operating from Litsa Bay include Oscar SSGN, Charlie-I/-II SSGNs, Papa SSGN, Victor-I/-II/-III SSNs, and Alfa-class SSNs. Although Echo-II SSGN units are observed there, they operate from and are based at Ara Guba Naval Facility PUG [redacted]. Their presence at Litsa Bay is believed to be for maintenance-related purposes and for conducting missile/weapons transfer operations before and after repairs are made there and at other Northern Fleet repair facilities. (S/WN)

5. The oldest of the active SSBNs in the Northern Fleet, the Hotel-II class SSBNs, have been observed in Litsa Bay since late September 1981. They are believed to be near the end of their useful life, estimated at about 20 years. Removed from their ballistic missile submarine operating bases, these SSBNs are not believed to have conducted operational ballistic missile patrols in several years. They are believed to be operating without their SS-N-5 missiles; they have moved to and from repair bases without ever being observed to have transferred their missiles, a practice normally required before entering docks for maintenance. The last time a Hotel-II SSGN was observed conducting a probable missile transfer operation was in December 1980 at Sadya Guba Submarine Base [redacted]. These submarines may be stationed at Litsa Bay to provide submarine crew training and to conduct local training operations until such time that the boats are dismantled/converted. (S/WN)

CONSTRUCTION

6. The expansion program at Litsa Bay centers on five different activities: extending a rail line toward the bay area, improving the repair and handling facilities at one of the submarine bases, increasing the size of the housing/administration area in the naval missile storage facility, continuing activity at the tunnel installation, and building a new support facility. (S/WN)

Rail Line Extension

7. A new rail line is being built northward from the existing Murmansk-Pechanga rail line (Figure 1). If the line is extended to the Litsa Bay area, it is expected to be capable of supporting the Typhoon's SS-NX-20 missile. Under construction for about a year, it currently has approximately 10 nm of completed rail bed/track; an additional 13 nm of rail bed/track is needed to extend it to the Litsa Bay area. This rail line will probably provide service to both the current missile storage facility and the new probable repair/support facility, which has been under construction near the submarine tunnel facility since 1978. (S/WN)

Repair and Handling Facility

8. The repair and handling facility is being expanded with additional support buildings, berthing facilities, and landfill operations (Figure 3). An underground sensitive operations area, possibly for weapons storage, is nearly complete and comprises one adit and two buildings secured by a triple fence and four guard towers (Figure 4). A second adit, which is west of the main support building, may also be related to the sensitive operations facility. A Yugoslavian-built 30,000-ton Large Floating Drydock (YFDB), believed to be capable of handling the Typhoon SSGN, Oscar

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SSGN, or as many as four Charlie-Victor-class submarines, has had limited usage since its arrival at Submarine Base Southwest in late July 1979. For the first two years, no vessels were observed in the dock; between July 1981 and July 1982, only support and yard craft were seen. The first observation of a submarine in the dock was in July 1982, an indication that this dock will be used for the repair and maintenance of submarines. (S/WN)

Naval Missile Storage Facility

9. The naval missile storage facility consists of a storage, a support, and an extensive housing/administration area (Figure 5). The facility became operational in 1963 but has been undergoing expansion ever since. Expansion has centered on the housing/administration area, which supports all the naval facilities in the Litsa Bay area and is also believed to contain training schools for the submarine crews.¹ Since 1980, 14 multistory apartment/administration buildings have been, or are being, built. In the missile storage area, no additional bunkers have been installed. Sufficient space exists, however, for additional missile storage bunkers in an area south of the housing/administration area. (S/WN)

Tunnel Facility

10. Construction has been underway at the tunnel facility at the southern end of Litsa Bay. The tunnel has three entrances: two at its eastern end and one at its western end. Pilings, possibly for a new quay, have been installed near the western tunnel entrance and have been extended to a point that now prevents access to the bay by a submarine (Figure 6). If these pilings result in a new quay and if this

facility becomes rail served, then this area could become a future cargo/missile handling area. Extensive dredging in the area, however, would be required before this possible quay could be used as a berth to conduct loading operations. About one-third of the pilings have been covered with precast concrete, and additional landfill construction is still continuing. An extensive blasting and land reclamation project has been underway northeast of the possible quay, conceivably for a future sea-access tunnel (Figure 6). (S/WN)

New Support Facility

11. Construction is also underway south of the Tunnel Facility (Figure 7). Since 1980, a new, separately secured fuel-/steampant has been built. This new plant is being connected by steamline to the power plant at Submarine Base Southwest. An administration/support area is near the plant and consists of seven buildings (two multistory). The specific function for the new support facility is not clear at this time. West of this installation, additional construction was observed on an area of recent landfill. (S/WN)

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REFERENCES

IMAGERY

All applicable satellite imagery acquired through March 1983 was used in the preparation of this report. (S/WN)

DOCUMENT

1. DIA. DDB-1200-12278, *Soviet Kola Peninsula Missile Submarine Bases: Two Decades in the Making* (U), Aug 78. (SECRET/NOFORN/WNINTEL*)

*Extracted information is releasable

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RELATED DOCUMENT

DIA. DIADIN 356-2A, *USSR: Submarine Activity*, Dec 82. (SECRET/NOFORN/WNINTEL)

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