

AF FORM 112—PART I

APPROVED 1 JUNE 1948

COUNTRY GERMANY	REPORT NO. 51-B-13389-B	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Area Description of PEVEK		
AREA REPORTED ON PEVEK; USSR	FROM (Agency) 7050th AFSW (USAF)	
DATE OF REPORT 7-9 Apr 1954	DATE OF INFORMATION Feb 50 to Apr 50	EVALUATION C-3
PREPARED BY (Officer) A. P. MAREYDT, Lt. Col., USAF	SOURCE 272093	
REFERENCES (Control number, directive, previous report, etc., as applicable) None		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)		
<p>I. <u>PREAMBLE:</u> SOURCE was interned in a Russian penal camp at PEVEK (69 42N/170 17E) from Feb 50 to Apr 50 awaiting a transfer. During this period he performed occasional chores throughout the area and thus gained a fair picture of PEVEK and its vicinity. All info was directly observed by SOURCE unless otherwise specified.</p> <p>II. <u>LIST OF INSTALLATIONS AND POINTS OF INTEREST:</u> Ref to Incl 1, this Rpt, a Memory Sketch of the Area of PEVEK, on which SOURCE identified the following pts:</p> <ol style="list-style-type: none"> 1. CHAUNSKAYA BAY. Navigable only from Jul to mid Sep and even during this time with many drifting icebergs. Rest of year frozen up to several meters thick and then passable for all traffic and also used as winter airfield. 2. ISLAND. 100-200 m from coastline, 300 m long and 250 m wide, roughly oval shaped, flat, sandy, low banks, uninhabited except for guards of oil tanks, Pt 3, this Rpt, who lived in 3 or 4 small wood shacks. 3. THREE OIL STORAGE TANKS. Vertical cylindrical steel structures, each 10 m high, 10-15 m in diameter, on concrete foundations, used for storage of Diesel oil and gasoline. In Apr 50 SOURCE worked few days on constr of foundations for 2 more tanks. Also large piles of log timber and constr lumber were stored on this small island. 4. PROMINENT HILL. 400 m higher than bay, Pt 1, this Rpt, with cliff-like sides. 5. PENAL CAMP. Known as "Camp PEVEK"; 2,000 inmates; during SOURCE's stay there were also 22 German FWs in this camp, before these arrived only 1 German FW worked in this camp as driver. Prisoners lived in 10 wooden barracks, each 50x10x4 m, with heavy clay stucco and tarpaper covered low gable roofs. 6. ROAD. Gravel surfaced, 6 m wide, 1.5 km long from camp, Pt 5, to town, Pt 12, this Rpt, in fair condition, without drainage. Was used by only very little traffic. 7. BAY OF PEVEK. With port. Used from Jul to mid Sep as port, rest of year as winter airfield. In port area SOURCE observed several small wooden storage sheds and wood constructed wharfs. As SOURCE was not there during the navigable season he did not know how heavy traffic was. During SOURCE's stay there was only one tanker, 50 m long, name not known, frozen in. SOURCE arrived at this port by boat on 28 or 29 Aug 48, together with a transport of 5,000 penal laborers and 8 other German FWs. SOURCE had boarded ship at a bay called "Bukhta Vaniya" near SOVETSKAYA GAVAN (48 58N/140 18E). The trip lasted 20 days and was made in 1 <p>1 INCL. Memory Sketch of the Area of PEVEK.</p>		
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two sections. The first section went between the Japanese Islands KARAFUTO and HOKKAIDO through La Perouse Strait, through the CHISHIMA RETTO Island group to PROVIDENIYA (64 23N/173 17E) and lasted 12 days. At PROVIDENIYA the transport was laid up for 6 days during which the prisoners were given heavy winter clothing. The second section of the trip went through BEHRING STRAIT directly to PEVEK and lasted 2 days. During this section of the trip SOURCE's boat constantly travelled behind an ice breaker, iceberg warnings being sounded by a patrol plane which flew ahead of the ice-breaker. As it had become known that a group of Russian penal laborers were planning to instigate a riot, overthrow the ship guards and crew and head for ALASKA, no prisoner was allowed to go on deck except to take care of his necessities.

8. WINTER RUNWAY. Used by up to 6 planes daily, all of them being 2-engine transport aircraft referred to as "Douglas". Most of the planes came from airfield at MAGADAN (59 35N/150 48E) and from a winter airfield known as "Bukhta Christa", location unknown. Planes carried supplies and personnel when arriving, SOURCE did not know if they took on cargo for their return trips, however, he did see that trucks were parked at the aircraft before take-off. SOURCE departed from this field together with 11 other German PWs on 19 Apr 50, on the day before 12 other German PWs had departed by plane, and proceeded to MAGADAN. On board of SOURCE's plane was also a Russian female prisoner, the wife of an MVD Capt at PEVEK, who had murdered her child and therefore had been sentenced to 10 years at MAGADAN female penal camp. PWs had to sit on floor of aircraft and were guarded by 1 MVD trooper with sub machine gun. The trip lasted 6 hours and during this entire time SOURCE saw only bare hills and tundra, never any settlements or cabins.

9. OIL STORAGE TANKS. Five, cylindrical, vertical metal structures, of an outer appearance like the tanks, Pt 3, this Rpt, seen by SOURCE only from afar. Tanks had been constructed on a small peninsula.

10. POWER PLANT. Coal and oil fueled installation. Plant consisted of a cinder block bldg with flat roof, 40x30x10-12 m, 1 story, one row of 4x2 m windows in all sides, a small sheet iron smokestack on top of bldg. SOURCE worked there once and saw that it was equipped with 2 steam boilers, each 8x5 m, one coal and one oil fired. An unknown number of turbines and generators were installed in an annex of this bldg, however, SOURCE never entered it and therefore could give no further details. All equipment of this power plant was of very modern, American make. Cap of plant and other details were not known by SOURCE. Besides the power lines to the town of PEVEK, which branched off into all directions from the plant, SOURCE saw only one high tension line running toward S (ref to Pt 14, this Rpt).

11. BLDG. Under constr, started just prior to SOURCE's departure. When SOURCE departed a heavy concrete foundation was under way, however, SOURCE did not know any dimensions. Bldg was said to house a fcty upon completion, however, SOURCE did not know what it was to produce.

12. TOWN PEVEK. Administrative center of CHIKOTA Region, 3,000-4,000 inhabitants, dense complex of low wood and clay shacks with up to 7 m wide gravel surfaced streets which had no sidewalks. lighting or drainage and which were in poor condition.

13. ROAD MAINTENANCE SHED AND OUTPOST CABIN, Located 6-7 km from town, Pt 12, this Rpt. Always occupied by 6-7 penal laborers who maintained road, Pt 17, this Rpt.

14. HIGH TENSION LINE. Three wires supported on 8-9 m high wooden masts, spaced 50 m apart, no info on voltage. Line extended in a straight north to south course from power plant, Pt 10, this Rpt, to a small unknown town 15-20 km S of PEVEK; see Pt 21, this Rpt.

15. OUTPOST, ROAD MAINTENANCE CABIN AND TRADE POST. With gas station and billets for drivers. Consisted of 2 small wood shacks.

16. ROAD TO KANAYEN (69 51N/174 31E), 6 m wide rolled gravel surface, in fair condition, no info on traffic.

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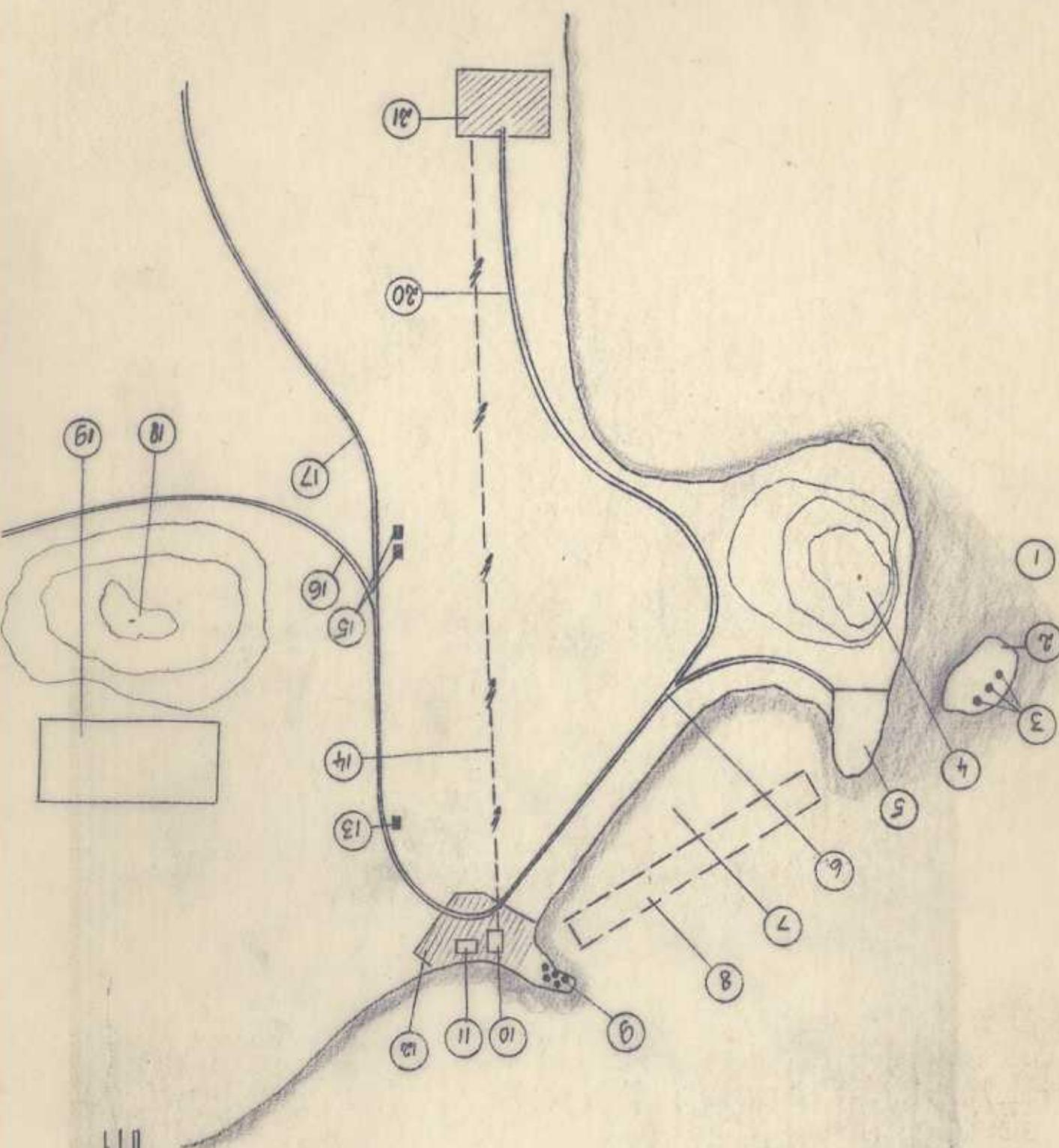
- 17. ROAD TO KRASSNO ARMENSK, (approximate coordinates 69 22N/172 07E), 6 m wide rolled gravel surface in fair condition, used by heavy truck traffic.
- 18. PROMINENT HILL. Long stretched bare elevation, very prominent, located 1 km E of road, Pt 17, this Rpt.
- 19. EMERGENCY AIRFIELD. Approximate location, used only during short summer, never observed by SOURCE when in operation.
- 20. ROAD. Rolled gravel, 5-6 m wide, extended to small, unknown settlement 15-20 km S of PEVEK. No traffic observed.
- 21. SETTLEMENT. Approximate location, name not known, located 15-20 km S of PEVEK. Russian penal workers told SOURCE that 2 factories, type unknown, were located there. These Russians also told SOURCE the numbers of these factories, however, SOURCE could not remember them; high tension line, Pt 14, this Rpt, was said to extend to these factories.

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Memory Sketch of
 the Area of
 P E V E K (69 42 N / 170 17 E)
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