

SEVASTOPOL SHIPBUILDING AND ARTILLERY FACTORIES EVACUATION OF GEORGIA DURING THE SECOND WORLD WAR DURING THE PERIOD (1939-1945)

Associate Professor Teimuraz Akhalmosulishvili
Georgia iakob Gogebashvili Telavi State University

Abstract: Georgian people made the greatest contribution to the destruction of fascism during the Second World War (1939-1945). At the first stage of the beginning of the war, the military successes of fascist Germany set before the Soviet state the task of large-scale evacuation of factories and factories from the occupied territories to those regions of the country where military operations were not taking place. Georgia was selected as one of such republics. From the front line, namely from Sevastopol, the evacuation of shipbuilding and artillery factories in our country was successfully carried out and their successful holding. Evacuated from Sevastopol in Batumi and Poti, these factories successfully handled the tasks of the government and the High Command throughout the war.

Keywords: Sevastopol, shipyard, artillery, factories, evacuation.

During the Second World War (1939-1945), the sudden attack of fascist Germany on the Soviet Union posed extremely difficult tasks for the public economy of the country. Everything was subordinated to the interests of the front. The front needed more and more weapons, ammunition, equipment, clothing and food every year. Industrial enterprises had to switch to the production of military products in the shortest possible time. This required transformation of enterprise structures, change of technological processes of industrial enterprises, retraining of personnel, search of local materials and raw materials.

The transformation of the public economy into a war system was further complicated by the start of the grand evacuation of production forces from the front-line districts, the foundation of which was laid by the government decree of June 24 and 27, 1941 and the directive of the State Defense Committee of July 4 of the same year [1].

In order to carry out the evacuation, it was necessary to create a special state body. For this purpose, on June 24, 1941, the Evacuation Council was created. It was the main organizer, the central state body, which developed the evacuation plan according to the people's commissariats and, at the same time, directed the entire evacuation process. with the evacuation board

Many special bodies were created due to the grand scale of the evacuation.

Local evacuation councils and other special local evacuation committees were established to carry out evacuation in the frontline districts and some large cities, and in the rear regions where evacuees were received, not only the evacuation council, but also many special committees, commissions and departments were established.

In Georgia, for example, there was a commission for the collection and distribution of evacuated cargo and equipment [2], which was responsible for receiving evacuated enterprises, equipment, various types of cargo and raw materials, and according to the instructions of higher authorities, sending them (via Baku) to the deep areas of the back, and some enterprises To be held in Georgia.

The reception of a significant part of the evacuated enterprises, equipment and population in Georgia was carried out mainly by railway and also by sea transport.

Evacuated enterprises initially entered Poti, Batumi and Sokhumi. In the mentioned port cities, not only cargo intended for Georgia and other republics of Transcaucasia, but also cargo destined for Volga region, Urals, Siberia, Kazakhstan and Central Asia was loaded. The threat of capture of the Black Sea port cities of Odessa, Nikolaev, Kherson, Sevastopol and others by the Germans made it necessary to evacuate the population and industrial enterprises from the mentioned cities, after the successful implementation of which in the shortest possible time, the question of evacuation by vehicles was raised. Soon warships, cruisers and other types of sea transport appeared in Georgian ports. The bases of Poti, Batumi and Sukhumi were forced to receive the entire fleet of the Black and Azov seas and provide services for them. This was a very difficult task, because previously the fleet was served by shipbuilding and ship repair factories equipped with the latest technology. There were no such enterprises in Poti and Batumi. The trade port, as the head of the Poti military-marine base, Lieutenant-General F. Kumanin invents, - he temporarily gave us a small workshop for repairing small ships. And now we were dealing with hundreds and thousands of tons of water warships [3].

The fact that the entire fleet of the Black Sea and the Sea of Azov was mainly received by the Poti and Batumi naval bases made it necessary to transfer and set up a ship repair factory here. For this purpose, in December 1941, by the decision of the Military Council of the Black Sea Fleet, a part of the Sevastopol shipyard was evacuated to Poti, where it was established of this factory

The branch, which was arranged on the basis of shipbuilding workshops and many port facilities in Poti, the total area of which is 8208 sq.m. It was a meter. The second part of the Sevastopol shipyard was evacuated to Tuapse until August 1942, and then the Tuapse branch of the shipyard was transferred to Batumi. Here he was given the port warehouse and other buildings of 10975 sq.m. with a total area of meters [4].

The heroic work of the entire collective of the evacuated factory, the energy and initiative of the management of the enterprise, and the unanimous support of the city's residents paid off, and all difficulties were overcome: the Poti branch of the Sevastopol Shipbuilding Plant was put in order and began to repair the damaged ships. Later, the Batumi branch of the shipbuilding factory was also restored, where the Batumi machine-building factory was transferred to it [5].

The restoration of the factory evacuated from Sevastopol in Poti and Batumi in the shortest possible time on the appropriate material and technical base was of great importance: firstly, this factory was saved from destruction by the enemy as a result of the evacuation, secondly, the Sevastopol Shipyard was at that time the only and largest enterprise that had to provide services to the Black and Azov Seas. for the entire fleet.

It should also be noted that in order to improve the Black Sea Shipbuilding Base, on November 5, 1941, St. The construction of the shipbuilding base began in Sukhumi, with the assumption of completion of the first phase of construction by May 1, 1942. The base was established in Mtsobri and became a visible base for branches of Poti and Batumi shipyards [6].

Many combat and transport ships were repaired in Poti and Batumi branches of the shipyard. Huge cruisers lined up here; For example, in the first quarter of 1945, several ships were repaired, in addition, a squadron minesweeper built at this factory was delivered to the Black Sea Fleet [7]. In this way, the Black Sea Fleet always maintained combat readiness and did not allow the German fascists to dominate the Black Sea and from its eastern coast to fight for the conquest of the Caucasus. It was the survival of the Black Sea Fleet and the preservation of its combat capability that played one of the decisive roles in the defense of the Caucasus, and the victory gained in this operation contributed to military successes on other fronts of the Great Patriotic War.

When we talk about the restoration of the shipyard evacuated from Sevastopol and the importance of its products, we must emphasize the fact that this factory during the Great Patriotic War in accordance with the decree of the State Defense Committee, he also performed special orders.

According to the instructions of the Government of Georgia in September 1942, only the Batumi branch of the shipyard was instructed to produce 11,000 pieces of 50-mm mold mines in September of the same year, and 20,000 in October. For this, the management of the factory had to provide the required number of machine tools and skilled labor [8]. After that, the production of the above-described number of 50-mm mines was successfully completed.

According to the decision of the Military Council of the Black Sea Fleet, the artillery factory was also moved from Sevastopol to Poti [9]. The evacuation of the said factory was due to the fact that, as already mentioned, Poti became the main base of the Black Sea Fleet, and the fleet first needed to be armed, this evacuated factory was supposed to arm the ships of the Black Sea Fleet and repair their weapons. On December 13, 1941, the artillery factory entered the line of active enterprises. This was of great importance, since from the beginning of the Patriotic War to its end, the Poti artillery factory was the only one in the Black Sea Fleet.

Thus, as we can see, shipyards and artillery factories were commissioned and put into operation in Poti and Batumi, which kept the entire fleet of the Black and Azov seas in combat readiness.

Glory to Ukraine!
Glory to Georgia!
Freedom to Crimea!
Peace to the world!

Verified sources and literature:

1. Kupatadze E., Settlement and placement of evacuated industrial enterprises, institutions and population in Georgia during the Great Patriotic War, Tbilisi, 1978, p.16.
2. Central Archive of the Recent History of Georgia (hereinafter referred to as Suitsa) F. 600, record 1, St. N# 6502, sheet. 150.
3. Куманин Ф, Отправляем в поход корабли, М., 1962, стр.36.
4. Suitsa, F. 600, recorded 1, Sat. 6502, sheet. 2013.
5. Asatiani V., The transformation of the public economy of Georgia during the period of the Great Patriotic War of the Soviet Union (1941-1945) in the period of the military rule of Georgia, "Lega", 2002, p.8.
6. Archive of the President of Georgia, F. 14, St. 13513, sheet. 112.
7. Essays on the history of Georgia, Vol. VIII, p. 147.
8. Archive of the President of Georgia, F. 17, no. 3, Sat. 257, page 107.
9. Ibid., p. 38, p. 4, p. 62, p. 178.