

Object No.	Name of Object	Location	Object No.	Name of Object	Location
39	Post office	E-14	63	Passenger rail station	И -13
40	Post office	3 -8	64	Southampton cargo and passenger rail station	M-10
41	Post office	3 -15	65	Sewage treatment station	Г -17
42	Post office	Л -22	66	Sewage treatment station	Ж -14
43	Post office	M-10	67	Sewage treatment station	M-5
44	Post office	O-21	68	Sewage treatment station	O-4
45	Main post office	O-12	69	Sewage treatment station	П -7
46	Industrial object	3 -13	70	Sewage treatment station	P-14
47	Crowsport pier	Ц -24	71	Central telephone station	Б -4
48	Radio mast	T-13	72	Court	E-6
49	Radio mast	X-14	73	Court	O-11
50	Warehouse	O-13	74	Court	O-11
51	Warehouse	P-15	75	Court and police	M-11
52	Ammunition warehouse	O-6	76	Customs	П -11
53	Warehouses	E-14	77	South Stoneham prison	Ж-22
54	Warehouses	Ж -8	78	University	E-11,E-12
55	Warehouses	P-6	79	Cartography headquarters	Л -11
56	Warehouses	B-3	80	Port headquarters	П -11
57	Military warehouses	Г -24	81	Topography headquarters	Ж-4
58	Gas distributing station	B-8	82	Factory	Л-13
59	Cargo rail station	K-13	83	Television centre	Л-13
60	Cargo and passenger rail station	K-2	84	Power substation	B-2
61	Cargo and passenger rail station	O-12	85	Power substation	M-22
62	Eastleigh cargo and passenger rail station	A-19	86	Power substation	H-10
			87	Marchwood power substation	O-6

MAP KEY

	20	Governmental and administrative buildings and their IDs
	21	Military and communication objects and their IDs
	25	Objects of military industry and their IDs
		Buildings which can be used for orientation and separate buildings
	а б	City neighbourhoods а) densely developed with a majority of massive multi-storey buildings, б) densely developed with a majority of small low-storey buildings, в) spaced development
		Densely developed neighbourhoods of villages with a majority of small low-storey buildings
		Lighthouses which constitute nodes of the geodetic network
	cm. mp.	Trailer parking

REFERENCE

GENERAL INFORMATION. Southampton is a city in the south of Great Britain, in the county of Hampshire. It is an important industrial centre of the country, a hub for 4 railroads and 7 motorways, and a major sea port. It is situated on the banks of the Test and Itchen rivers at their mouth into Southampton-Water bay 45 km from La Manche [English Channel], 25 km north-west from Portsmouth and 115 km south-west from London. The city has a population of 204 thousand (year 1981) and its area is approximately 60 sq km.

THE SURROUNDING COUNTRYSIDE. The terrain in the surroundings of the town is semi-open and hilly (predominant absolute heights range from 20 to 50 m), cut by wide river valleys. The hills' heights range from 5 to 50 m, the peaks are rounded, the slopes are gentle (3–10°) and are often cut by gullies and hollows which make movements of mechanised transport off roads difficult. Clayey and loamy soils predominate; they swell very much during the rainfall which occurs throughout most of the year. On the coast the soils are sandy and are adequately passable when damp. The biggest water obstacles in the town area are rivers Test, Itchen and Hamble. They are 10 to 60 m wide and 1–2 m deep. In the lower reaches the rivers form broadening towards the sea mouths (estuaries). Test estuary is 700–1100 m wide, Itchen 200–500 m, Hamble 100–400 m; the depths in the estuaries reach 2–3 m. The lower reaches of the rivers are navigable. The remaining rivers are small (20–30 m wide, up to 1 m deep); when debouching into the sea they often form mouths-estuaries. The rivers do not freeze and are full-flowing throughout the year. The highest water levels stand in November–February. Small isolated wooded areas are found in the town surroundings; the forests are predominantly mixed (pine, oak, elm, beech), often of park type. The fields, gardens and roads are fringed by hedgerows which obstruct terrain observation. The evergreen meadows cover large areas. The automobile road network in the surroundings of Southampton is dense [with] asphalt concrete and asphalt motorways. Carriageway width is 8–12 m; roadbed is 17–27 m wide. Significant portions of the carriageways are fenced by concrete kerbs; there are purposely fitted exits (10 exits per kilometre). The automobile road Portsmouth-Southampton-Cadnam [Cadnam] is of motorway type. The motorway London-Basingstoke-Southampton is being built. The motorways have 2 carriageways with cement concrete or asphalt concrete surface, 7.2–10.8 m wide each; central reservation is 4.2–4.5 m wide; roadbed is 27–33.6 m wide. The remaining roads have predominantly asphalt or crushed stone/gravel surface. The carriageway width is 3–9 m; roadbed width is 10–12 m. The predominant road gradient is up to 7°. The bridges on the roads are predominantly made of steel or reinforced concrete, with payload ranging from 60 to 80 tons (some up to 180 tons). The majority of rural settlements around Southampton are farms and small (50 to 500, some up to 1500 inhabitants) villages with spaced development. The buildings are 1–2-storey brick-built; the gardens are fringed by hedgerows or stone fences. The villages are provided with electricity, water supply and all modern communication means. Southampton-Water bay is a joint estuary of Test and Itchen rivers. The shores of the bay are low-lying and gentle; a silty 0.2–1 km wide beach stretches among them. The offshore waters are shallow; 5 m depths are located 0.7–1.3 km from the shore. The tides are semidiurnal, average tide height is 2 m. The bay does not freeze. From the air Southampton can be recognised by its location on the tip of Southampton-Water bay, 35 km from La Manche [English Channel] and by [the] big Isle of Wight which is located 20 km to the south from the city. There are many clay mines and rock quarries in the surroundings of the city which can be used as a shelter. In the city itself a 500 m long rail tunnel (M-11) can be used as an underground shelter.

URBAN TERRITORY. Itchen river splits the city into 2 parts: larger western and smaller eastern, which are connected by 6 bridges (including one rail bridge). The city does not have a uniform design. The development of the individual neighbourhoods in the city centre is of almost rectangular pattern; landscape-type development predominates in the outskirts. The streets in the city are relatively wide, main roads are straight; road surface is

predominantly asphalt. The administrative and business centre of the city is situated to the north of the port (obj. 38). The development in the centre is dense. Apart from old brick-built 2–6 storey houses (often with basements) there are many modern multi-storey buildings. Local government, main post office (obj. 45), courts (obj.72–74), court and police (obj.75), offices of trade, industries and insurance companies, banks, big stores, hotels, restaurants and entertainment companies are situated in the city centre. Outside the city centre the more spaced development predominates; the houses are 2–4-storey brick-built. Newtown, Bedford Place and other neighbourhoods northwards from the city centre are densely developed; the buildings are modern multi-storey ones. The outskirts are developed by 1–2-storey cottages which are surrounded by gardens. Most of the industries are situated in the outskirts among the Test and Itchen rivers and on the banks of Southampton-Water bay, as well as in Hamble, Hythe, Fawley suburbs. A number of architectural monuments is preserved in the city and its surroundings: the remaining of ancient fortifications with towers and gates, royal palace (XII century), several churches, an abbey. Southampton is very green: there are many parks, gardens, trees and bush plantations within the neighbourhoods. The biggest park – Southampton Common (area more than 100 ha) is situated in the northern part of the town. Southampton has a university (obj.78), several secondary professional education establishments, including a technical college (obj.32). Cartography (obj.79) and topography (obj.81) headquarters, experimental aero- and hydrodynamics and radio-electronics laboratories work in the city. There are major warehouses, including a military (obj.87) and an ammunition (obj.52) one.

INDUSTRIAL AND TRANSPORT OBJECTS. Main industry branches in Southampton are engineering (especially naval engineering, aviation, electrotechnical and radio-electronic industries), oil processing and petrochemistry. Ship-building companies (objs.3–9,12,27,30) build ships up to fleet destroyer class and vessels with up to 6500 tons deadweight, repair ships of all classes and vessels with up to 100 000 tons deadweight. Aircraft plant (obj.21) produces aircraft parts and components. Automobile factories (including objs.22,23) produce heavy goods vehicles, including special (fire fighting) vehicles, automobile engine parts and blocks. Electrotechnical plants (including obj.25) produce all types of electric cables and home electrical appliances. Radio-electronic plants produce radio-, radio-navigational and measuring and control instruments, radio-electronic components, integrated circuits, telephone and telegraph equipment. Oil processing and petrochemical industries are represented by a big plant with oil straight-run capacity of 19.5 million tons, and by several petrochemical plants (producing synthetic rubber, ethylene, polyethylene, benzene, toluene, solvents, resins etc.) which are situated in Southampton's suburb Fawley. There is an iron foundry (obj.31) and a mechanical plant (obj.26) as well as light (including leather and footwear) and food industries. The most important objects of military industry are ship-building plants and docks (objs.6,27,30), King George repair dock (obj.12), aircraft factory (obj.21), automobile plant (obj.23), cable plant (obj.25), radio-electronic and electrotechnical plants (incorporated into a group of industries – obj.10), oil processing plant in Fawley suburb. Southampton rail hub consists of more than 10 stations; the biggest of which are cargo and passenger (objs.61,62), cargo (obj.59) and Southampton passenger (obj.64) stations which have well-developed track facilities, high freight platforms and multi-purpose warehouses. Port of Southampton (obj.38) is a main passenger and third-largest (after London and Milford Haven) cargo trade port of Great Britain. Its cargo turnover is 26.3 million tons (year 1979). Main port constructions are located in the tip of Southampton-Water bay which is a well-sheltered natural harbour, accessible for ocean-going vessels with up to 10 m draft. The total area of the port and the harbour waters is 28 sq km. A 10.2 m deep fairway leads into the port. Total berth length (67 berths, including open dock basins) is 10.6 km, of which 5.4 km have berth depth of 10 to 12.8 m, 3.5 km – 6–9.9 m, 1.7 km – 2–5.9 m. The port has 4 dry docks, 6 boatslides, 113 port cranes with carrying load ranging from 1.5 to 51 tons, a floating crane with carrying load 152 tons, a grain unloader, a refrigerator, a container storage field and 17 warehouses. Each berth is served by a rail road. On the western shore of

the Southampton-Water bay, in Fawley, 9 oil berths with the total berth length of 1.9 km and berth depths ranging from 5.6 to 14.9 m are located, which are used for tanker harbouring. The port is linked to the Isle of Wight by a car ferry. Southampton airport (obj.1) is situated in the northern outskirts of the city. The length of its concrete runway is 1723 m. The airport has navigation equipment which permits daytime flights under normal weather conditions, some service and repair facilities, hangars and fuel storage. It is used by civil aviation. A double pipeline (pipe diameter 205 and 254 mm) heads off to London. Another pipeline heads off to Avonmouth (Bristol area, pipe diameter is 152 mm).

PUBLIC UTILITIES, COMMUNICATION AND HEALTHCARE FACILITIES. Southampton is supplied by electricity by local power plants (including objs.84–87) with total power exceeding 2.5 million kW, which are connected into the integrated national energy grid. The city is provided with gas supply. The gas is supplied by a local power plant (obj.24) and by gas pipeline from London area. Water supply and sanitation facilities are in place. Water is supplied from Test, Itchen and Hamble rivers, as well as from small lakes and wells. Sewage treatment is performed at dedicated facilities (objs.65–70). Urban transport is provided by buses. The city is provided with all modern technical communication means. Direct telephone and telegraph lines link Southampton with London and other major towns of the country. Intercity telephone and telegraph communication is conducted through radio-relay and underground communication cable lines. There operates a television centre (obj.83), a radio broadcast and an automatic central telephone (obj.71) stations. The city has several clinics, hospitals and other healthcare facilities.

Translation by Oles Kit

LIST OF IMPORTANT OBJECTS

Object No.	Name of Object	Location	Object No.	Name of Object	Location
1	Southampton Airport	B-17	22	Automobile assembly	M-7
2	Job centre	M-9		AC-Delco Division of	
3	Shipyards	И-13		General Motors	
4	Dell shipyard	И -15	23	Automobile Ford Motors	Г -16
5	Drivers docks	Л -14	24	Gas	M-13
6	Northam shipyard	Л -15	25	Cable	H-10
7	Ship-building shipyard	M -15	26	Mechanical	П-12
8	Ship-building shipyard	O -14	27	Ship-building	H -14
9	Ship-building shipyard	K -14	28	Ship-building	П -8
10	Group of industries	Л -4	29	Ship-building	П -13
11	Group of industries	H -9	30	Ship-building Vosper	П -14
12	King George repair dock	M-5, H -5		Thornycroft Limited	
13	Factory	K-15		Wonston (Woolston) Yard	
14	Factory	Л -1	31	Iron foundry	Л -14
15	Factory	M-21	32	Technical college	M-12
16	Factory	H -13	33	Police	З -13
17	Factory	П -20	34	Police	Л -8
18	Factory	Ц -21	35	Police	Л -18
19	Factories	X -13	36	Police	X -12
20	Factories	Ц -23	37	Police	Ф -12
21	Aircraft	Ц -23	38	Port of Southampton	C -12