КРОНШТАДТ

Caliber 2409 made in Chistopol, Russia	17 jewels 19800 beats per hour shockproof balance power reserve > 38 hours life time > 10 years
Accuracy	-20 / +60 sec. per day
Case	stainless steel mineral glass waterproof 50 meters

The Kronstadt based on regular model 8190898 and made by the Slava (ex The Second Moscow Watch Factory). Strict case with a „onion" crown, convex glass in a narrow bezel and straight reminiscent of bitts lugs perfectly match the image of historical prototypes — instrument watches and pocket chronographs 28-ChK and 99-ChK, supplied by the Soviet Navy since the 1950s.

Instrumental design and grace of numerals, shape of hands and case are typical for the image of a marine watch, however, the combination of "modern"-style hour and minute hands, the long curved counterweight of the second hand, the light dial, chopped type of arabic numerals, a minute scale with integrated marks are specific for soviet instrumental watches.

Hands and dial are spicifically made and installed to Kronstadt by professional watch restorers from St. Petersburg. The anchor from Gangut-class battleship engraved on case back. Two of these anchors form a memorial in Kronstadt in memory of the sailors-defenders of Leningrad.

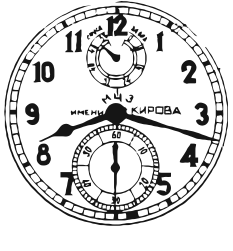
The Kronstadt isn't common limited edition with numbers.

Its a manifest of the soviet marine clocks style.

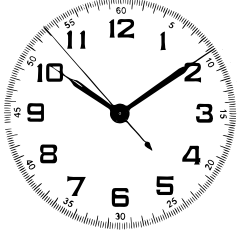
Time and time instruments for Navy

Solving navigation problems and astronomical observations require storage and reproduction of the standard Greenwich time with an accuracy of 0.5–1 sec. Accurate reference time stored by a marine chronometer, which installed into wooden box on a cardan suspension for compensation of pitching. The weight of chronometer with an accessory is about 5 kg, dimensions – 20 x 20 x 20 cm.

Instrument clock is a lightweight portable instrument, wich daily checked by the chronometer and used to reproduce the reference time. This is an accurate watch, reminiscent of a pocket in appearance and device, but a bit larger. The Instrument clock is stored and transferred in a closed wooden case. Watch is taken out only for installation according to the chronometer and winding. The weight of instrument watch with a case is not more than 700 grams. A this watch can replace a chronometer if it fails.



The 6MH chronometer



The ChP instrument watch

For storing approximate local ship time and for counting short time intervals when solving operational and tactical tasks senior officers use watches with stopwatch – chronographs – the „captain's chronograph" 28-ChK and „Molniya" 99-CHK and later the wrist model „Okean" (produced by the 1st MChZ). To perform the crew service in ship time, ship clocks (like 5-ChM) are used. The divers use sealed watches (like NVCh-30 and 191-ChS).

The ship time service is run by a third officer and is supervised by a first officer and captain. The clocks on the ship are synchronized by the time of the chronometer once a day, and in the navigational room and engine room - additionally before departure and arrival, passage of narrownesses, performing maneuvers and entering the fog.

Naval artillery defense of the Northern capital

Gangut-class battleships is a series of the first Russian dreadnoughts with a steam turbine power. The ships was built according to the Small Shipbuilding Program of 1907 and intended for the defense of the Gulf of Finland. It was not inferiored in characteristics, and in some respects even surpassed foreign counterparts. In total, four ships was built: Sevastopol, Poltava, Petropavlovsk, Gangut. Battleships took part in the First World War and the Russian Civil War, by the beginning of the Second World War, three ships remained in service: the Poltava, which was badly damaged in the 1919 fire, was not restored. In 1944 it was sent for scrapping. The Sevastopol (from 1921 to 1943 – „Paris Commune"), which defended Petrograd during the Civil War, during the WWII joined the Black Sea Fleet, participated in the defense of Sevastopol city and the Kerch Strait, was awarded the Order of the Red Banner for the successful completion of combat missions. At 24 july 1954 was reclassified to training ship. In 1956 he was expelled from the USSR Navy and disassembled at the Sevastopol base of Glavvtorchermet for metal.

The Petropavlovsk (from 1921 to 1943 — „Marat") and The Gangut (from 1925 — „October Revolution"), which were part of the 1st brigade of battleships of the Baltic Fleet, start shooting to German positions in September 1941. The ships gunners trying eliminate German tanks and motorized infantry in the Krasnoye Selo area. 2-5 salvo from the main caliber per day was make.

On September 9, 1941, four 120-mm guns was removed from "October Revolution" and with crews (92 men) sended to the land front.

On September 17, 1941, a detachment of 590 crew members of this ship left on the land front.

On September 18, 1941, "October Revolution" eliminated 150 mm and 210 mm enemy batteries. Realizing the enormous role played by naval artillery in the defense of Leningrad, the German command decided to destroy the ships of the Baltic Fleet, in the first of all — "October Revolution" and "Marat".

On the September 21 morning at the anchorage of the Peterhof raid the October Revolution was attacked by 30 Ju-88 aircraft. Two aircraft were shot down by anti-aircraft fire, but three air bombs weighing more than 250 kg almost simultaneously hit the bow of the ship. After breaking through the upper deck, bombs exploded in the middle. The force of the explosion was so great that the upper deck, detached from the sides, together with the spire device turned on a forecastle. An anchor chain, breaking off the stoppers, was etched overboard by 150-200 meters. Without stopping firing from all calibers, dragging an etched chain anchor and fighting the fire on the bow, „October Revolution" began to move to Kronstadt. Thanks to the skillful actions of the emergency parties and other units of the ship, it was possible to quickly put out the fire, stop the supply of sea water and drain the flooded rooms. The battleship could not get rid of the anchor chains, but, nevertheless, managed to move from the Peterhof raid to Kronstadt.

During the same day, „October Revolution", while on the Small Kronstadt raid, was subjected to another five massive raids by German aircraft. However, airstrikes were not so successful for the enemy and did not cause serious damage to the ship.

On September 23, 1941, an air raid on the October Revolution was committed again, two Ju-88 aircraft were shot down. Up to 150 dive bombers took part in subsequent air raids. 145 bombs fell near the ship. Two of all bombs fell into the ship, incapacitating the left gun of the third tower. At the same time, the enemy fired at the battleship from the shore. In this raid, three more Ju-88 bombers were shot down from a battleship with anti-aircraft fire.

On the same day, the Marat, which was in Kronstadt, was badly damaged during an air raid: two bombs, presumably 500 kg each (according to some sources, 1000 kg and 500 kg), hit the bow and stern behind the foremast. The explosion caused the detonation of the ammunition of the first tower of the main caliber. The tower fell into the gap formed by the deck. The nasal superstructure, along with all the fighting posts, instruments, anti-aircraft artillery, the nasal conning tower and the people there, fell on the starboard side, collapsing into the water. The nasal chimney with the casings of the armored grates fell over it. The ship's commander, first officer and 324 crews were killed. The ship received 10,000 tons of water, was completely flooded and lay on the ground near the wall at a depth of 11 meters. All artillery was out of order.

In total, in September raids enemy aircraft dropped about 450 bombs. The flooded „Marat" was raised and partially restored by the workers of the Kronstadt repair plant and the surviving sailors. For a one month they was possible to repair the stern and pump out the water, after which towers № 3 and № 4 were able to fire at the enemy. To enhance protection, granite slabs from the embankment were laid on the deck, which made it possible to withstand shoots of German siege batteries. Restored „Marat" was used as a floating battery until the end of the war. Toward the end of 1942, tower № 2 was put into operation, the firepower of the ship amounted to nine 305-mm guns and anti-aircraft mounts.

The last firing at the advanced units of the enemy was carried out by the „October Revolution" on October 22. On the same day at 8.55 p.m., the battleship under cover of night was escorted by two tugboats and left Kronstadt and headed for Leningrad along the Sea Canal. At 6.30 a.m. October 23, the battleship took up a new firing position at the Mining Institute (according to other sources, it stood at the wall of the Baltic Plant for repair).

The Leningrad blockade began.

The crew of „October Revolution" was tasked to completely restore the ship with their own efforts by spring of 1942. In January 1942, as a result of a hit of a 210 mm shell, the ship received an underwater hole in the region of 52-54th frames, approximately at a depth of 6 meters from the waterline. Rooms on the hole side were flooded. In peacetime, to fix this damage would require docking, but then this was not possible. At the Baltic Plant, ship crew made a wooden caisson, which was installed by ship divers from emergency parties. In early April 1942, the sailors completed the sealing of the hole. In July 1942, the ship began preparations for breaking the blockade — Operation Spark.

Operation Spark began on January 12, 1943. The October Revolution in the period from January 12 to 16 carried out six firing of the main caliber, while using up about 50 shells.

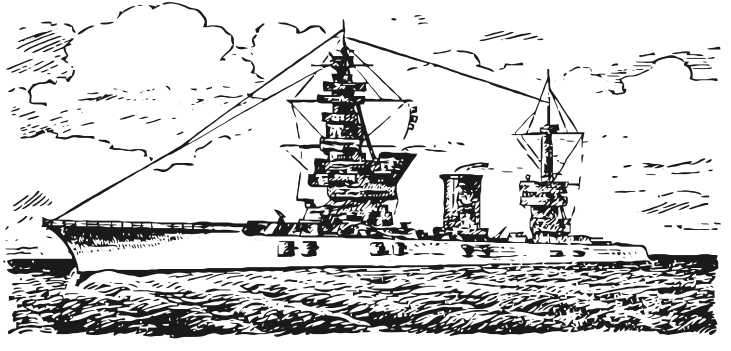
January 18, 1943 the Leningrad blockade was broken.

Last shots „October Revolution" made June 9, 1944 — on the Finnish fortifications on the Karelian Isthmus.

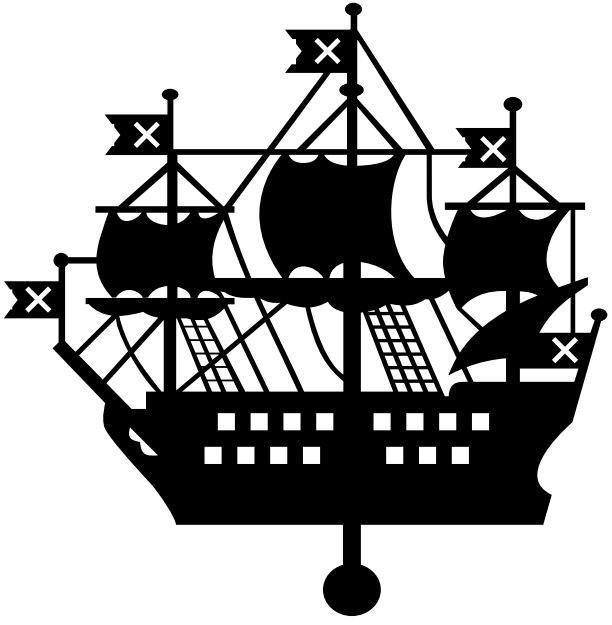
By 1945, a project for the restoration and modernization of the battleship Marat was developed. The torn nasal was supposed to be replaced with the body structures of the Poltava. However, even the restored and modernized battleship completely did not meet the current requirements for speed and maneuverability. The project has not been implemented.

The dreadnoughts era was drawing to a close: after the war, ships were used as training. The Marat was cut into metal in 1953, the October Revolution — in 1956-1957.

The relics of the battleship October Revolution are located on the Kronstadt Anchor Square: these are two anchors, a 76.2 mm twin anti-aircraft artillery mount and cutted from the main-caliber tower a piece of armor. The memorial to the died heroes of the battleship Marat and the died shipbuilders of the Baltic Shipyard is located in the city Russian cemetery of Kronstadt.



Displacement	26 900 t (max.)
Length	185 m
Beam	27 m
Draft	9 m
Power	42 000 hp
Speed	24,6 knots (45,6 km/h)
Range	3 000 nmi (5 500 km)
Crew	1 220 officers and sailors
Main armament	4x3 305-mm 16x1 120-mm
In commission	1914 – 1956



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