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Legendary submariner Vladimir (Wulf) Konovalov

1. Pre-war years. 1911-1941

Vladimir Konstantinovich Konovalov was born on December 5, 1911 in the Jewish agricultural colony Nadezhnaya (colony №13) of the Mariupol district of Yekaterinoslav province, now it is the village of Nadezhnoye (Ukr. Reliable) Rozovsky district of Zaporizhzhia region of Ukraine. In the 1850s, the government of Emperor Nicholas I continued to pursue the policy of resettlement and attracting Jews living in the western provinces of the Russian Empire to agriculture, which began in 1807. This is how the empire solved the Jewish question, reducing the concentration of Jews on its western outskirts and developing new territories of the Northern Black Sea (now the South of Ukraine). To attract Jews to agricultural colonies, they were provided with great benefits. They were exempted for 10 years from "payment of taxes and in-kind duties". They said goodbye to all tax debts. In addition, Jewish farmers were exempted from conscription for 25 years. Loans (with installments for 10 years, without interest) were issued for each family to build a house and for the purchase of livestock and food, the purchase of agricultural tools and seeds. The new colony, which received an arbitrary name Reliable with a positive meaning, was founded in 1855 by Jewish settlers from the Vilnius province, the center of which was the city of Vilna (now Vilnius). When the colony was founded, about 360 Jews settled in it. [1]

Among the first settlers was Kaufman's family of Zalmanov Chervin, who arrived from the town of Svir, Vilenskaya province. This family included Kaufman's maternal nephew, orphan Arye (Ari) Konoval, born in 1842. [2] Probably, his father, being a cantonist (Jewish boy-recruit), studied at the cantonist school of horsemen, who were engaged in the maintenance and treatment of domestic cattle. After graduating from school, he was "assigned to army horses". That's where he got the surname Konoval.

Together with all the settlers, Arye experienced great difficulties of the beginning of colonization. Overcoming a 1,400-kilometer heavy, long road on carts, Jewish settlers found themselves in a deplorable situation. On the way, some died, others arrived sick, exhausted and poor. The situation of the displaced persons was aggravated by the fact that they did not have knowledge and experience in farming. The Reliable Colony experienced many troubles and adversities during the first few decades. The situation began to change for the better by the end of the century, when many colonists of Nadezhnaya became skilled farmers. Among them was Arye, who had become a strong master by that time. His whole big family worked on their own farm. Hard work has borne fruit. By 1890, the family of Ari-Leib Kofmanovich Konovalov (the surname Konoval was transformed into this species) was exemplary farmers. The united family consisted of 24 people (father's family and four sons). There were 16 horses, 11 cows and 10 calves on the farm. The family cultivated 20 tithes of its land and about 200 tithes of leased land. [3] One of Ari-Leyb's grandchildren, Kalman, had a son in 1911, who was named Wolf, which means "wolf" in Yiddish. In everyday life he was called Velvl.

Like all Jewish boys in the colony, Wolf went to the Heder (private religious primary school), where he studied the basics of Jewish literacy and religion. Yiddish was his native language, he didn't know Russian well. Since childhood, like all children of the colony, Wolf was accustomed to help adults around the house. His childhood fell on the difficult years of the Civil War, which covered Ukraine. Daily difficulties hardened him physically and mentally.

At the beginning of 1918, the colony had 750 inhabitants, including 720 Jews (96%). During the Civil War, the colony was subjected to several attacks. Self-defense was created in it. However, it was not possible to fully protect the residents. As a result of the pogroms committed by the Makhnovists, the White Guards and the peasants of the surrounding villages, 20 people were killed, 10 people were injured, 25 women were raped. A large number of private and public buildings were destroyed. Life in the colony has become unbearable. About a third of the population left the colony during the war. [4]

Kalman Konovalov's family also had to leave Nadezhnaya and move to Donbass, in the city of Yuzovka (since 1924 - Stalin, since 1929 - Stalino, since 1961 - Donetsk). In 1923-1932, the city became the administrative center of the Yuzovsky, and then Stalinsky districts. In 1932, it became the center of the Donetsk region. In this city, Kalman went to work for the state mill, and arranged for the children to work in factories: the elder as a locksmith, the second as a tinsmith. My daughter went to work at a coal mine on a Komsomol voucher. [5] The youngest son, Wolf, grew up there, mastered the Russian language, graduated from seven-year school, from where he went straight to the factory. Like many other representatives of Jewish youth, he sought to get a higher education. In the evenings, he gave his free time to the labor faculty (working faculty), which prepared young people for studying at the Donetsk Mining Institute. V. Konovalov joined the Komsomol and actively participated in Komsomol life. [6] In 1932, he graduated from three courses of evening labor faculty. [7]

Here, in Stalino, he met his future wife Tsilya Moiseevna (Lilia Mikhailovna) Markhasina (1912-1972) [8]. He was an exemplary family man. Beautiful and presentable. V.K. Konovalov lived with Lilia Mikhailovna for decades. [9]

The absence of state anti-Semitism until the end of the 1930s contributed to the education of Jewish youth in the spirit of internationalism and patriotism. Therefore, at the call of the Komsomol: "Youth - to the navy!" many young Jews responded, including Wolf Konovalov. The prospect of becoming a naval officer seduced him. In tsarist Russia, Jews not only could not be officers, they were not even taken for military service as ordinary sailors.

In 1932 V. Konovalov was sent to study in Leningrad (now St. Petersburg), to the Naval School named after M.V. Frunze. In order not to stand out among future cadets and be like everyone else, Wolf changed his name and patronymic. It was a common phenomenon for young Jews. They changed not only names and patronymics, they also changed surnames (there were no problems with Wolf's surname). So General Goldfarb became Zlatotsvetov, Admiral Weisman - Belyaev, General Shister - Borisov. [10] After the replacement, Wolf Kalmanovich became Vladimir Konstantinovich. As a result, Russian name and patronymic were added to his Russian surname. He lived with them all his adult life and went down in history. Having lost the name Wolf (wolf), he will soon acquire the name "sea wolf" (the name of an experienced,

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experienced sailor).

After four years of study, in 1936, Konovalov graduated from the school. [11] So a Jew from the land hinterland became a sailor.

During the distribution, Vladimir Konovalov in July 1936 got to the Black Sea Fleet as a navigator of the M-51 submarine of the "Malyutka" type. A short, strong guy was perfect for a submarine fleet. But soon he was transferred to aviation, where from August 1936 to June 1938 he was a junior pilot-observer, then a navigator of the detachment of the 11th aviation squadron of the Black Sea Fleet Air Force. Vladimir passionately wanted to be a submariner. There were many Jews who wanted to become submariners. They were attracted to service in the most modern branches of the army. This is exactly what the Soviet submarine fleet was considered at that time. The attractiveness of the submariner profession did not decrease, despite the difficulties of being in a closed space under a huge column of water for a long time, as well as the great risks of this profession even in peacetime, when submarines died without opposition from enemy forces. Konovalov sought to return to the submarine for a long time. In the end, I got my way. In June 1938, he returned as a navigator on the larger boat D-4 ("Revolutionary"), which later died during the war. After retraining at the Higher Special Courses of the Command Staff at the S.M. Diving Training Detachment. Kirov, in October 1940, he held the position of senior assistant commander of the diesel-electric mine-torpedo submarine L-3 ("Frunzevets") of the Red Banner Baltic Fleet. The boat's armament consisted of six bow torpedo tubes, two stern mine tubes (24 mines) and one 45 mm artillery gun. The crew is 54 people. The maximum depth of the boat's immersion of 90 meters allowed to dodge enemy attacks using a vertical maneuver and diving on the ground, which repeatedly saved the lives of submariners. The commander of this boat was P.D. Grishchenko (1908-1991), one of the best submarine commanders of that time. At first, their relationship was not easy, but over time they not only worked out, but also became friends. In his military memoirs, Grishchenko spoke highly of the professional, combat and human qualities not only of Konovalov, but also of many other Jewish submariners, including Isaac Cabo (1909-1981), a native of the neighboring Reliable Jewish agricultural colony Novozlatopol. [12], [13], [14], [15]

Just before the war, the submarine L-3 was in Libava (now Liepaja is a city in the south-west of Latvia, on the Baltic Sea coast). [16]

2. War. Deputy submarine commander

On June 22, on the first day of the war, the L-3 submarine went on its first combat voyage. In Libava, the Jewish family of Konovalov was in mortal danger: his wife, two sons, Mark (1934-2023) and Evgeny (1937-2015), as well as their father-in-law, who was paralyzed on the day of the war began. They could have been in the territory occupied by the Nazis. Fortunately, shortly before the encirclement of Liepai, the command of the naval base managed to send an echelon with the families of servicemen by rail. The path to the Konovalovs' evacuation was long and difficult. But fate kept the family, as it kept the submariner himself. [17], [18]

In the period from the beginning of the war to March 1943, as part of the crew of the submarine L-3 V.K. Konovalov made five combat campaigns for the guard duty, covering the flank of the ground forces from the sea, setting up mine barriers, violating enemy sea communications. During this time, according to the reports of the submarine commander, more than 10 enemy ships and vessels were sunk with torpedo and mine weapons. The Swedish steamer "K.F." was sunk by torpedoes. Liljevalsch", with a displacement of 5513 gross registered tons (brt), transporting iron ore, and German transport "Hindenburg" (displacement 7888 brt). The Finnish steamship "Sisil" (1847 gr, 23.08.1941), German transport "Henny" (764 GRT, 19.11.1941), German motor ship "Engerau" (1142 GRT, 26.11.1941) were detocked on the exhibited L-3 mines.

Under the leadership of an experienced submarine commander P.D. Grishchenko, his assistant V.K. Konovalov ensured a good organization of service and preparation of the submarine for combat campaigns. During minelaying, he competently and accurately made calculations, which contributed to the successful implementation of combat tasks, and when pursuing enemy anti-submarine defense forces, he clearly organized the interaction of the command post and the submarine's combat posts to quickly evade enemy weapons and ships. At the end of the 1942 campaign, the command recognized Konovalov worthy of being nominated for the position of submarine commander. [19], [20]

3. Appointment as a submarine commander

February 25, 1943 P.D. Grishchenko was transferred to another position in the Diving Department of the Baltic Fleet. Grishchenko, handing over the ship to V.K. Konovalov, handed him a Bible, published back in 1904, with a gift inscription. The Bible was on a submarine the whole war. Except for the commanders, no crew member knew about its existence. It has been believed that the presence of the Holy Scriptures on board the ship is a guarantee of successful navigation and God's help. The commanders of the L-3, P.D. boat also observed this old tradition. Grishchenko and V.K. Konovalov, members of the Communist Party since 1929 and 1941, respectively. The L-3 boat was considered lucky. However, there were a lot of tests. The boat was repeatedly detonated during combat trips on mines. But the crew, thanks to their teach, constant combat readiness and courage, managed to save the submarine.

Once the boat was saved from trouble personally by the senior assistant commander Konovalov. When the steering wheel got jammed at night, he volunteered to solve the problem despite his high status in the crew. He managed to fix the problem, but he got stuck in the steering gear. It was dawn, I had to leave urgently. Two Red Fleet soldiers pulled out the senior assistant with a powerful jerk, bloody, with the skin of his face and hands torn off. The submarine was rescued. Konovalov walked all in the "green" for a long time, but he kept the watch without fail.

After the end of the war, the Bible, as a relic, was kept in the Konovalov family. [21], [22], [23]

On March 1, 1943, "for courage in the battles for the Fatherland with the German invaders, for steadfastness and courage, for high military discipline and organization, for the unprecedented heroism of personnel" the submarine L-3 was awarded the rank of Guards. [24] On March 9 of the same year, Captain-Lieutenant V.K. was appointed new commander of the boat. Konovalov [25], who was soon given the military rank of captain of the 3rd rank. The position of submarine commander was a long-standing dream of V.K. Konovalova. In all fleets of the world, submarine commanders are rightfully recognized as a military elite. The submarine commander had a special responsibility. He was the only one who fully mastered the situation, only he had access to the periscope, the only eye in the surface world, he made decisions almost alone, the life of the entire crew depended on his actions. [26] The personality of the commander could also to some extent compensate for the technical backlog of Soviet submarines during the war. [27] On March 22, 1943, the commander of the Baltic Fleet V.F. Tributs presented the crew of the L-3 Guards Navy flag. Before the crew on the upper deck, the new boat commander V.K. Konovalov, accepting the banner, knelt down and kissed the Guards flag and swore an oath. [28]

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Having become a commander, Konovalov increased the number of Jews who were submarine commanders during the war to 27. In the active fleets of the Soviet Union during the Great Patriotic War, 358 officers acted as submarine commanders. [29] Of these, Jews accounted for 7.54%. This percentage refutes the widespread opinion in the country that Jews and military battles at sea, especially underwater, are completely incompatible concepts. [30]

4. Submarine commander

Since 1941, Soviet submarines have been active in the Baltic Sea. The fascist command was seriously disturbed primarily by the attacks of transports transporting Swedish ore on the military plants of the Third Reich and Europe captured by it. Not counting the enormous costs, the Nazis took unprecedented measures. The Gulf of Finland was stuffed with mines. Tens of thousands of them were installed in a relatively short time. But when this did not help, the Germans and their Finn allies cut off the exit to the Baltic with barriers made of steel nets, which were guarded day and night by anti-submarine warships and aviation. Soviet boats could not overcome such an obstacle. To avoid unnecessary losses, the fleet command decided to temporarily stop combat campaigns on the open seas. Almost all of 1943, Soviet submarines, locked by the enemy in the Gulf of Finland, practically did not participate in the fighting. [31] All year long, the submarine L-3 was under repair due to severe damage received in the last campaign. At that time, the crew was preparing the material part to go to sea and conducting combat training. Captain-Lieutenant V.K. himself Konovalov was sent on a business trip to the Pacific Fleet at the end of March 1943. On the way to Vladivostok, he managed to get to the city Chistopol of the Tatar ASSR, where his family was in evacuation. After the liberation of Leningrad from the blockade, in April 1944, the family of V.K. Konovalova moved to Kronstadt. After the war, they had another daughter Vladislav.

In the Pacific Fleet, Konovalov underwent retraining on submarines of the "Leninets" type (XII series). Only in October 1944 he returned to Leningrad, on his L-3, again as a commander. [32], [33], [34]

In the fall of 1944 Finland withdrew from the war and opened its mine-free mines and mine-breakers for Soviet ships. This allowed the Baltic Fleet to break through the enemy barriers and eventually reach the German communications. [35]

In October 1944, after repair, the Guards submarine was among the first to go to operate in the southern part of the Baltic Sea, and under the command of the Guards Captain of the 3rd rank V.K. Konovalova made three military campaigns lasting 92 days in the campaigns of 1944-1945. 52 mines were set up on the approaches to enemy bases and on its naval communications. The boat made 11 torpedo attacks (31 torpedoes were fired). As a result of these actions, the combat score of the L-3 guard boat increased by 10 units. [36], [37]

On its next sixth combat trip, the L-3 left Kronstadt on October 1, 1944, almost two years after the previous campaign. Having passed the Finnish scherna fairway to the Baltic Sea, on the morning of October 9, it arrived at a position northeast of the island of Bornholm, located in the southwestern part of the Baltic Sea.

On the evening of October 11, the boat set up a minefield (20 minutes in one can) on the approaches to the German port of Sasnitz, located on the island of Rügen. It took more than a month until they found their victims. On November 14, the training vessel "Albert Leo Schlagetter" (1634 grt) was damaged, on which 15 people died in the explosion. Following him, on the morning of November 20, an explosion occurred near the side of the squadron destroyer T-34, which had just entered service. The ship lost its stern end, overturned and sank, taking with it 55 crew members, 24 officers and cadets of the artillery school.

On October 12, the L-3 boat shifted to the Swedish port of Ystad, where on the night of October 15 it attacked a detachment of enemy transport vessels. The torpedo hit and the death of one vessel were observed from the submarine.

On October 21, the submarine received an order to operate in the Libava area. On the morning of October 25, she was at the German port of Memel (now Klaipeda, Lithuania). The next day, the L-3 boat attacked the guard from the convoy. A minute after the torpedoes were released, the submarine heard an explosion, and when observing the convoy, the attacked ship was not found, which gave reason to consider it sunk. The torpedo track was noticed by the enemy, after which enemy patrol boats rushed to the submarine. The boat quickly sank. Depth bombs began to explode near it. The persecution lasted about three hours, but Konovalov successfully broke away from the persecution.

After a new change of position, the submarine collided with enemy anti-submarine defense forces on the night of November 2, after which the right diesel on the L-3 boat was damaged. The diesel was repaired in the afternoon.

On the night of November 5, an enemy submarine was discovered guarding two guard ships, from which the L-3 boat dived by diving. In the afternoon of November 7, west of Palanga (a city in the west of Lithuania), Konovalov's boat hit the nets or mines four times, after which it heard weak explosions overboard.

On November 11, Konovalov said that the boat was returning to the base. On November 16, it arrived at Hanko. The next day, L-3 moved to Turku, where it was repaired. [38], [39], [40]

The L-3 submarine began the 1945 campaign on January 23, leaving the Lum skelef raid (Lumparland, Finland). Two days later, the submarine arrived at the position, where on January 26 it fired 10 mines 4-4.5 miles from the outport of Vindava (now Ventspils, Latvia). The remaining 10 minutes could not be delivered due to a malfunction of the mine device motor and the formation of ice in the left mine pipe. In all likelihood, on the mines put up by L-3, on January 29, 1945, the German transport "Henry Lutgens" (1141 brt) blew up and sank, on which 9 people died. Soviet literature mentions as mine successes of the submarines L-3 icebreaker "Pollux" (4191 grt), minesweeper M-3138 (112 grt) and transport "Yersbek" (2804 brt), which died on mines in the Libava area on February 7, March 23 and 28, 1945, respectively.

On the morning of January 31, the L-3 launched a torpedo attack on the transport from the convoy. An explosion was observed on a submarine in the bow of one of the ships. The enemy did not pursue the attacking submarine and did not comment on the result of this attack.

On the same day in the evening, the submarine L-3 goes to combat course twice more, but all the torpedoes fired did not hit the target.

On the night of February 2, the L-3 boat moved to the Brewsterort lighthouse, where German ships supported the defense of the coastal flank of the German army with their fire. The submarine could not attack them because of the shallow depths, but put up two mines on the departure paths of the ships. Since the mine-discarding device was faulty, the remaining eight mines could not be delivered.

On February 4, the L-3 boat carried out a torpedo attack by two squadron destroyers. Two explosions were heard on the boat. For three hours, the boat was chased by the destroyer T-36, which dropped 28 depth charges on it. The next day, the boat left the position and headed for the base. Three days later, she was in Turku, where she underwent an inter-hike repair. [41], [42]

On its last, eighth, combat campaign, which brought fame and glory to the commander of L-3 Konovalov, the submarine set off on March 23, 1945. On March 28, in the area of the Hel Spit, separating the western part of the Danzig (now Gdansk) Bay from the Baltic Sea, the submarine laid a mine (two banks of 10 minutes each).

After leaving the base, the L-3 had no data on its own location for more than three days, so on the evening of March 28, the boat moved to the Hoberg lighthouse, located at the southern tip of the island of Gotland, but due to the fog, it could not determine its location. In addition, the

Rayon

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· Novozlatopol Jewish national district

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· Fraydorf and Larindorf Jewish national districts

hydroacoustic station on the submarine failed, and then the gyrocompass, which took some time to repair them.

On April 5, having determined its place, the submarine began to move to the specified position and the next day was already in the desired place of the Danzig Bay. The submarine did not experience a shortage of objects of attack. At that time, the authorities of Nazi Germany carried out Operation Hannibal to mass evacuate military personnel and civilians from East Prussia and Courland surrounded by Soviet troops. The situation for the attack was unfavorable due to fog, unprofitable course angle or high speed of the target. It changed on the night of April 16-17 north of the Riksgaft lighthouse, located at the base of the Hel Spit. A convoy consisting of three transports and two security ships was found there.

The L-3 attacked the largest transport from the convoy. To catch up with the transport, the Soviet submarine had to go in the surface position on diesel engines (in the underwater position, the electric motors could not reach the required speed). Being in a surface position was associated with a great risk, but Konovalov took this step. The distance of the volley was eight cables (about one and a half kilometers). At 23:52, the boat launched a torpedo attack, firing three torpedoes. 70 seconds after the launch of the torpedoes, two strong explosions were recorded on the submarine. Seven minutes later, the ship sank. It turned out to be the German transport "Goya" (5230 grt.). This ship was built in 1940 in Norway and named after the Spanish artist Francisco de Goya. After the occupation of Norway in the same year, it was captured by Germany and involved in the German navy. Such a rapid sinking of the "Goya" under water is explained by the fact that the ship was not a passenger ship and did not have bulks between the compartments, as prescribed for passenger ships. At the end of the war, the ship was used to evacuate military personnel and civilians. During four campaigns, the transport transported more than 19 thousand people who escaped from the Red Army's offensive. On average, there were about 5 thousand passengers on board per trip. But in the fateful fifth campaign from the Danzig Bay to the city of The ship was without exaggeration, the ship was clogged with people in Swinemünd (now Świnoujście, Poland). There were so many of them on board that they occupied literally every meter of free space. This was practically the last opportunity to evacuate from East Prussia. On board the Goya, according to the German admiral and historian F. Ruga, there were more than seven thousand people. Only 185 people in distress managed to escape.

There were practically no disputes around the number of dead. The controversy was about the number of servicemen on board the Goya. Over the decades, it has decreased from several thousand to 200 soldiers of the 35th Tank Regiment of the 4th Wehrmacht Division. This reduction was used to accuse Soviet submariners of a war crime. However, the sunken "Goya" cannot be considered a civil ship. It was part of a military convoy and had soldiers on board. Anti-aircraft weapons were installed on the ship, it had a camouflage color and had no red cross either on board or on the deck. And, therefore, "Goya" was a legitimate target for submariners of any country of the anti-Hitler coalition. The death of a large number of civilians in this case was the retribution of the people of Germany for unconditional support of the criminal Hitler regime.

The death of the Goya transport in terms of the number of victims is in first place among sea disasters in the history of navigation, ahead of the famous Titanic, which sank on April 15, 1912 after a collision with an iceberg, and Wilhelm Gustlov, sunk on January 30, 1945 as a result of a torpedo attack by the Soviet submarine C-13 under the command of A.I. Marinesco. The sinking of "Goya" was the main feat of V.K. Konovalova.

While rescuing people, the German convoy security ships were able to drop only five depth charges. Konovalov skillfully brought the boat out of the impact.

The submarine L-3 continued to remain in this area. According to some reports, on April 18, it sank the motorboat (50 grt). On April 19, the boat carried out two torpedo attacks on the convoy. There was a hit of two torpedoes and the death of the ship. On April 21, the boat made a torpedo attack of another convoy. A minute later, a powerful explosion was heard. Anti-submarine defense ships, chasing a submarine, dropped 31 depth charges, but could not destroy it. On April 22, the boat began to return to the base. On this day, she touched the nets or mines four times, after which she heard a lot of explosions each time.

On April 25, 1945, two weeks before the end of the war, the L-3 submarine returned from its last trip to the base in Turku. [43], [44], [45], [46], [47]

Konovalov showed his best qualities in military campaigns. He fully mastered the art of fighting. In addition, he had an excellent intuition, i.e. the ability to anticipate the enemy's action. He could not help but know about the Holocaust in the occupied territories, especially in the places of his childhood and youth. This further mobilized his will to battle. He, like most Jewish front-line soldiers, took revenge on the Nazis for the Holocaust. Konovalov was constantly looking for and tracking down the enemy. Having discovered the target, he sought one thing in this hunt - to let the enemy ship go down. The great success of the campaigns is not only the combat skills of the boat commander, but also the clear, coordinated, confident, hard work of the entire crew, brought up and trained by V.K. Konovalov.

When summing up the results of combat operations, it turned out that the L-3 took the first place among submarines in terms of the number and tonnage of sunk enemy ships: 25 fascist warships with a total displacement of about 52 thousand gross tones. Later, as a result of comparison with German data, the victory rates of Soviet submariners began to decrease. The reasons for this were, firstly, the fact that many vessels that were considered sunk managed to stay afloat and get to the port, and, secondly, the distortion ("abnotes") in the reporting documents of the real state of affairs. According to modern data, the L-3 submarine has seven sunken enemy ships and transports on its combat account. [48], [49] However, the revision of Soviet indicators did not change the leadership of the L-3 submarine.

By the decree of the Presidium of the Supreme Soviet of the USSR of July 8, 1945, for exemplary performance of combat missions of the command, personal courage and heroism shown in battles with the German-fascist invaders, Guards, Captain of the 3rd rank Konovalov Vladimir Konstantinovich was awarded the title of Hero of the Soviet Union with the award of the Order of Lenin and the Gold Star Medal. The name of the captain of the 3rd rank Konovalov V.K. was noted in the order of the Supreme Commander-in-Chief I.V. Stalin. V.K. Konovalov was awarded three Orders of Lenin, two Orders of the Red Banner, the Order of the Patriotic War of the 1st degree, the Order of Ushakov II degree, the Order of the Red Star, the Medal "For Military Merit", the Medal "For the Defense of Leningrad", the medal "For the Capture of Königsberg", the medal "For the Victory over Germany". Five crew members of the L-3 submarine took part in the Victory Parade in June 1945. [50], [51]



Hero of the Soviet Union V.K. Konovalov at his submarine L-3. Summer 1945

For the exploits committed during the war of 1941-1945, the title of Hero of the Soviet Union was awarded to 22 submariners. [52] Three of them: Israel Fisanovich, Samuel Bogorad, and Vladimir Konovalov are Jews (13.64%). A very high indicator for a relatively small people in the country, but it could also be higher if it were not for the manifestation of anti-Semitism.

5. After the war

After serving for some time on the legendary L-3, V.K. Konovalov parted with his submarine. It remained in service until 1953, in 1971 it was disposed of, but the logging, out of respect for the former military merits, together with a 45-mm gun and a memorial plaque attached to it with the names of all crew members was installed as a monument in Liepaja, and after the collapse of the USSR it was transported to Moscow and in 1995 it was installed on Poklonnaya Hill, where it entered the exposition of the Central Museum of the Great Patriotic War. [53] People who served on the boat received a total of 423 orders and medals of various dignity, including 15 orders of Lenin, the highest state award of the USSR. [54]

From October 1946 to November 1947. V.K. Konovalov commanded the submarine N-27 (former German U-3515 type XXI). In 1947, he entered the Naval Academy named after K.E. Voroshilov and three years later, in 1950, successfully graduated from it. Already a captain of the 1st rank, Konovalov served in the 2nd Baltic Higher Naval School as the head of the Department of Tactics for five years. He was a brilliant teacher and a talented, erudite lecturer who enjoyed impeccable authority among cadets and officers of the school. Then he takes a number of prominent command positions, using his combat experience and knowledge gained during his studies. From January to November 1955 - Chief of Staff, from November 1955 to March 1958 - Commander of the Submarine Brigade of the Red Banner Baltic Fleet. From March 1958 to May 1961 - Deputy Chief of the 1st Department of the Office of the Chief of Naval Training Institutions and subsequently to August 1966 - Deputy Chief of Staff for Combat Control of the Red Banner Northern Fleet. May 7, 1966, after a 15-year stay in the rank of Captain of the 1st Rank, V.K. Konovalov was awarded the rank of rear admiral. He became one of the few Jews to receive the rank of rear admiral after the war. Since August 1966. Konovalov serves as the deputy head of the Higher Naval School of Diving named after Lenin Komsomol. [55]



Hero of the Soviet Union Rear Admiral V.K. Konovalov

The legendary submariner died of a heart attack on November 29, 1967 in Leningrad. The funeral took place at the Krasnenkoy cemetery of the city. [56] So, the Hero of the Soviet Union, Rear Admiral Vladimir Konstantinovich Konovalov, a worthy son and pride of the Jewish people, passed away very young!

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