



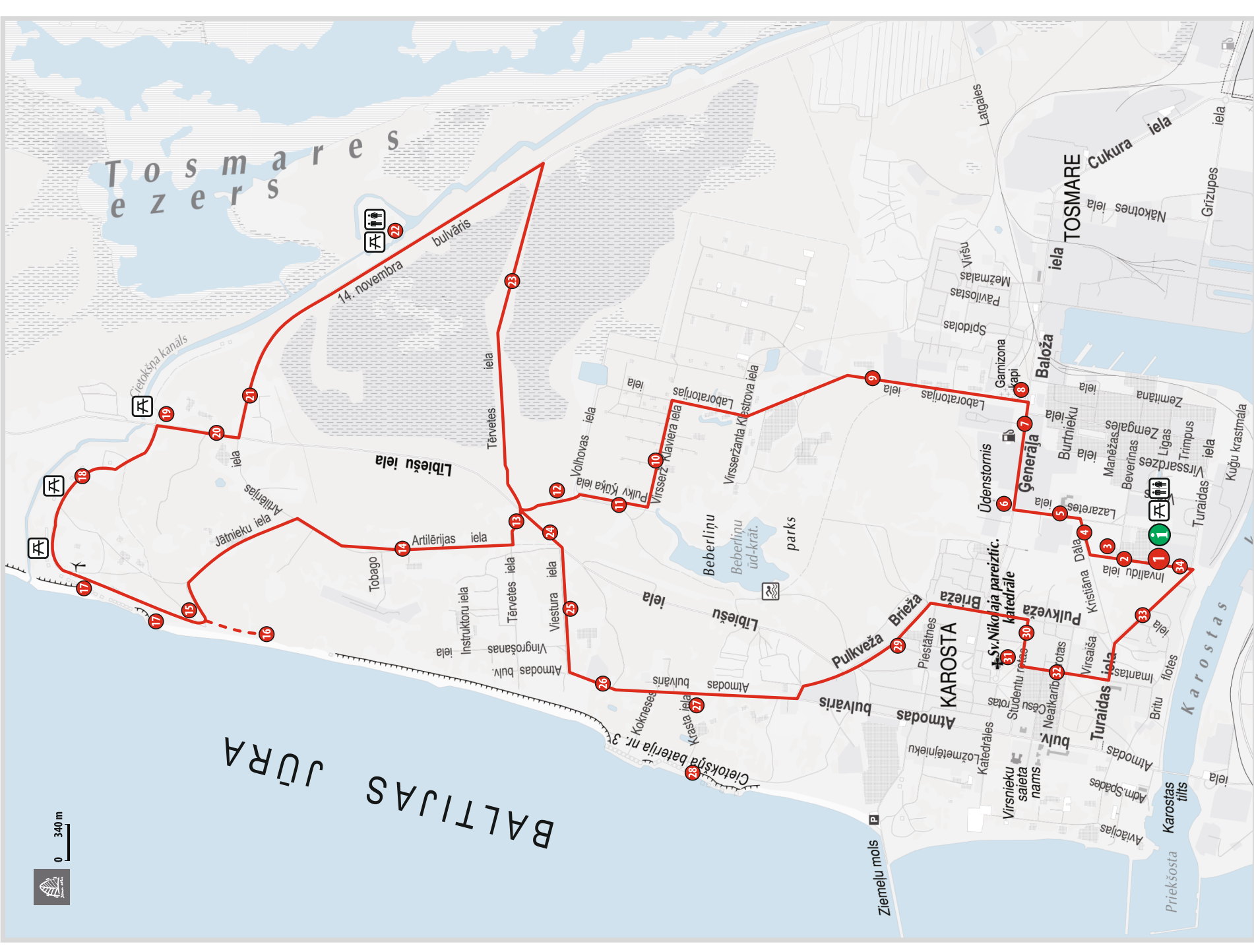
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CYCLING ROUTE. MYSTERIOUS FOREST TRAILS OF KAROSTA



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18 km long cycling route. Road surface – asphalt, gravel, forest road, sand (~300 m).

This cycling route could be called an urban one, because it takes you through the streets, each named in honor of an important event or person. These streets used to be full with life, and important events took place here. Thirty thousand military personnel used to live here with their families. Now it looks totally different and we offer you to explore today's Karosta by cycling through its mysterious forest trails. The streets still have their noble names on the map, but no one lives here anymore, because it is no longer a base for an army, but a place where people live in harmony with the history and diversity of nature.

- 1 **Karosta Prison.** This building was originally intended for the needs of the Navy Hospital. Now it is the only military prison in Europe open to tourists.
- 2 **Invalīdu Street.** The street that separated the Military Hospital district from the rest of Karosta.
- 3 **Hospital Morgue.** At its time very modern, with freezers in the basement and an added chapel for the funeral services.
- 4 **Kristiāna Dāļa Street.** Named in honor of the man who founded the first Latvian naval college in 1864, led arctic expeditions, opened the Northern Trade Sea route from Western Europe to Siberia, and was the head of the Liepāja Maritime College.
- 5 **Lazaretis Street.** The central street of the Navy Hospital. All the parade facades of the hospital buildings faced this street.
- 6 **Karosta water tower.** The main function of the water tower was to supply Karosta with drinking water. The water was pumped from four boreholes with steam pumps into a reservoir on the fifth floor of the tower, and then delivered to surrounding houses. The water tower has been operating since the early 20th century. The tower has not been used for water supply since 1989.
- 7 **Generāļa J. Baloža Street.** J. Balodis was Commander-in-Chief of the Armed Forces of Latvia during the Latvian War of Independence, and later the General of the Latvian army.
- 8 **Garrison cemetery.** The cemetery was planned at the beginning of Karosta's construction, but was consecrated only in 1928. Those associated with Karosta were buried here – officers, soldiers and their family members.
- 9 **Laboratorijas Street.** This street connected the military town with mines and explosives depots. During the First Republic of Latvia, here was a laboratory, where projectiles from World War I were processed.
- 10 **Virsrēzanta Klaviera Street.** Jēkabs Klaviers was a Chief Sergeant, he is the hero of the Liepāja defense battles (November 14, 1919).
- 11 **Pulkveža Kūļa Street.** Kristaps Kūļiķis was the first commander of the Karosta garrison.
- 12 **Central powder warehouses of the Naval Fortress.** They were used until World War I.
- 13 **Tērvetes Street and 14 Artīlierijas Street.** Streets of the fortress garrison town. There were wooden barracks in these streets, inhabited by soldiers of coastal artillery batteries.
- 15 **Telemetry towers.** The towers were built in Soviet times to coordinate coastal artillery fire. The range of shore artillery cannons was 25 km.
- 16 **1939 cannon positions.** In 1939, Soviet troops entered Karosta and established their naval base here. In 1940, Soviet troops built 4 concrete cannon positions and a command post by the sea. After World War II, this coastal artillery battery was not renovated.
- 17 **Battery 1, Northern Forts.** The northern fortified area, where both the shore artillery positions and the land defense line were combined. Here you can see paintings on the walls of the forts.
- 18 **Jātnieku Street.** The street along the Northern Forts served as a delivery route.
- 19 **Narkēvičs Trench.** There was a trench in this place, from which Corporal Vilis Narkēvičs of the Latvian Army guarded the Šķēde Bridge during the War of Independence in 1919. The trench was restored in 2017.
- 20 **Libiešu Street.** The street connected the fortress artillery barracks with the main supply road of the fortress (now 14. novembra boulevard).
- 21 **14. novembra boulevard.** The street was named in honor of the Latvian army's victory over the Bermonaitis army on November 14, 1919.
- 22 **Redan.** Part of the Liepāja fortification complex. It is built on a peninsula where the distance to the opposite bank is the shortest. Redan's main function was to prevent the enemy from crossing the lake and protect the fortress's supply route (now 14. Novembra boulevard). Here you can see paintings on the walls of the forts.
- 23 **Tērvetes Street.** See no. 13.
- 24 **Libiešu Street.** See no. 20.
- 25 **Viestura Street.** Artillery and infantry units were located in the garrison of the fortress. On this street there were Infantry Regiment barracks and a fortress garrison church. Not preserved.
- 26 **Atmodas Boulevard.** The main street in Karosta.
- 27 **Krasta Street.**
- 28 **Battery 3 and Kurelians Memorial.** The Kurelians were a military group at the end of World War II. The leadership of General J. Kurelis group set as its goal the restoration of Latvia's independence at the moment when the German army would have left, and the USSR army would not have occupied the territory of Latvia yet.
- 29 **Pulkveža Briēža Street.** Fridrihs Briēdis was a hero of Latvian riflemen, shot in Moscow in 1918.
- 30 **Studentu rotas Street.** The Student company was the first unit of the independent Latvian army to be stationed in Karosta. It was formed in Riga from university students and arrived in Karosta on January 6, 1919.
- 31 **Karosta Cathedral.** Construction began in June 1900 and the cathedral was built in three years. Built according to a completely new method at that time - the center of gravity of the domes was directed to the outer walls. Thanks to the unusual construction of the arches, the cathedral could be built without columns, which makes its entire interior spacious and open.
- 32 **Imantas Street.** The main street of the officers' residential area.
- 33 **Turaidas Street.** Asphalt concrete pavement was created in the late 1930s.
- 34 **Invalīdu Street.** See no. 2.

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