

50X1-HUM

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

**S E C R E T**

50X1-HUM

COUNTRY East Germany

REPORT

SUBJECT Illustrated Book on East German Shipbuilding

DATE DISTR. 6 August 1964

NO. PAGES 1

REFERENCES

DATE OF INFO.

50X1-HUM

PLACE & DATE ACQ.

50X1-HUM

THIS IS **UNEVALUATED** INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Attached is an illustrated catalog of German shipbuilding (1 bound book in English).

Distribution of Attachment:

ORR: ~~XXXXXXXXXX~~ LOAN

50X1-HUM

50X1-HUM

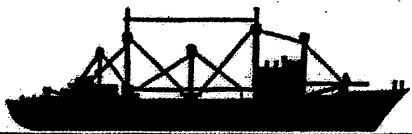
**S E C R E T**

5  
4  
3  
2  
1

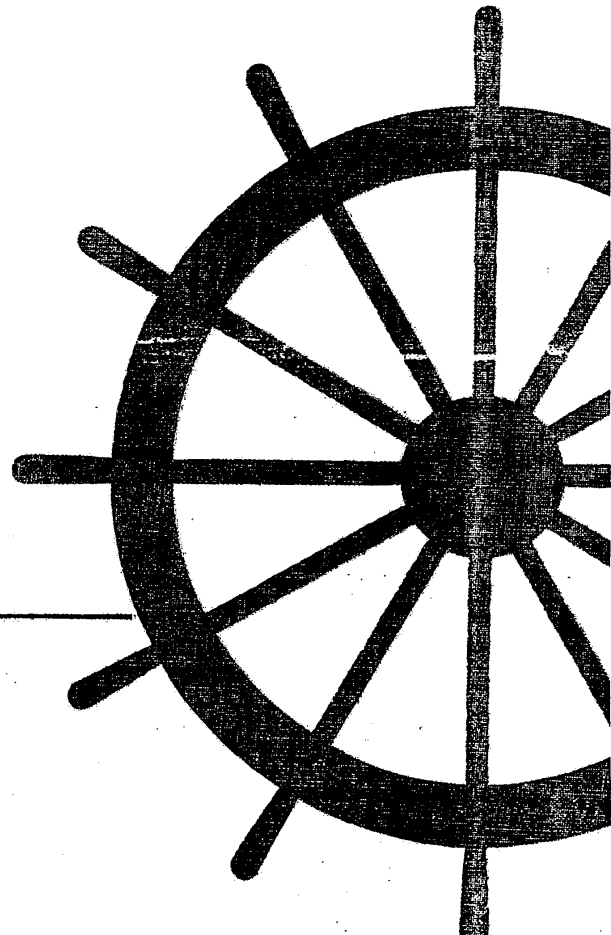
5  
4  
3  
2  
1

GROUP 1  
Excluded from automatic

# SHIP-BUILDING



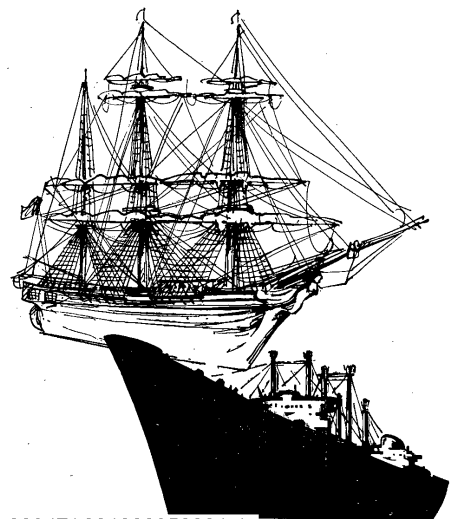
GERMAN DEMOCRATIC REPUBLIC



---

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

**The National Shipbuilding Industry**  
of the German Democratic Republic



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

# Index

**Warnowwerft Warnemünde**

**Schiffswerft "Neptun" Rostock**

**Mathias-Thesen-Werft Wismar**

**Volkswerft Stralsund**

**Elbwerft Boizenburg**

**Schiffswerft "Edgar André" Magdeburg**

**Roßlauer Schiffswerft**

**Ernst-Thälmann-Werft Brandenburg**

**Schiffswerft Oderberg**

**Schiffswerft Fürstenberg**

**Leipzig Trade Fair**



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

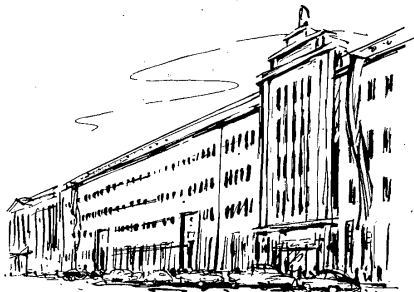
Publisher: Transportmaschinen Export-Import, Deutscher Innen- und Aussenhandel, Berlin, GDR - Editor: Heinz G. Scharnberg, Schiffbau-Kantor Warnemünde - Graphic: Waldemar von Schmidt, Leipzig - Graphik of the binding: Detlef Glinski, Berlin - Photos: Foto Brüggemann, Leipzig; Gerhard Illner, Leipzig; Kurt H. Hartmann, Leipzig; Erhard Schäfer, Warnemünde; Wollhard Eschenburg, Warnemünde; PGH "Fotosudie", Leipzig; DEWAG Werbung, Schwerin; Eva Gathen, Stralsund; Works photos of the various yards - Printers: Meissner Druckhaus, Meissen - Electrotipers: VEB Grafische Werkstätten, Berlin; VEB Mitteldeutsche Druckerei "Freiheit", Halle - Binding: Buchbinderei C. H. Schwabe, Leipzig - Complete production: DEWAG-Werbung, Berlin - Ag 50/10/017/60 2314

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**TRANSPORTMASCHINEN EXPORT-IMPORT**

DEUTSCHER INNEN- UND AUSSENHANDEL · BERLIN WB  
DEUTSCHE DEMOKRATISCHE REPUBLIK



With the present picture-tome, dedicated to the extensive production of the socialistic ship-yards of the German Democratic Republic as well as to the steadily increasing export of these products, we like to call the reader's attention to the fact, that it was possible to erect a shipbuilding industry within a few years, performing an essentially contribution to the mutual exchange of goods and to friendly connexion between all people of the world. Owing to the initiative of our workers as well as to the assistance of friendly countries we were able to attain our successes.

The experiences and the known work of high quality in our shipbuilding industry gave supposition for the foreign trade to meet the high claims in export of ships.

This picture-tome will be a guide for all interested persons in Germany and in foreign countries for our shipbuilding production-programme. Further it will give them an insight into the capacity of our industry.

Also it will bear witness of the quality in manufacturing of different types of vessels.

We have to thank our shipbuilders, building ships in our yards with diligence and ardour, so that these vessels satisfy all claims in relation to reliability in operation, economy, and convenience in consequence of their well-weighed construction and production.

XXII

XXI

XX

XXIX

XXVIII

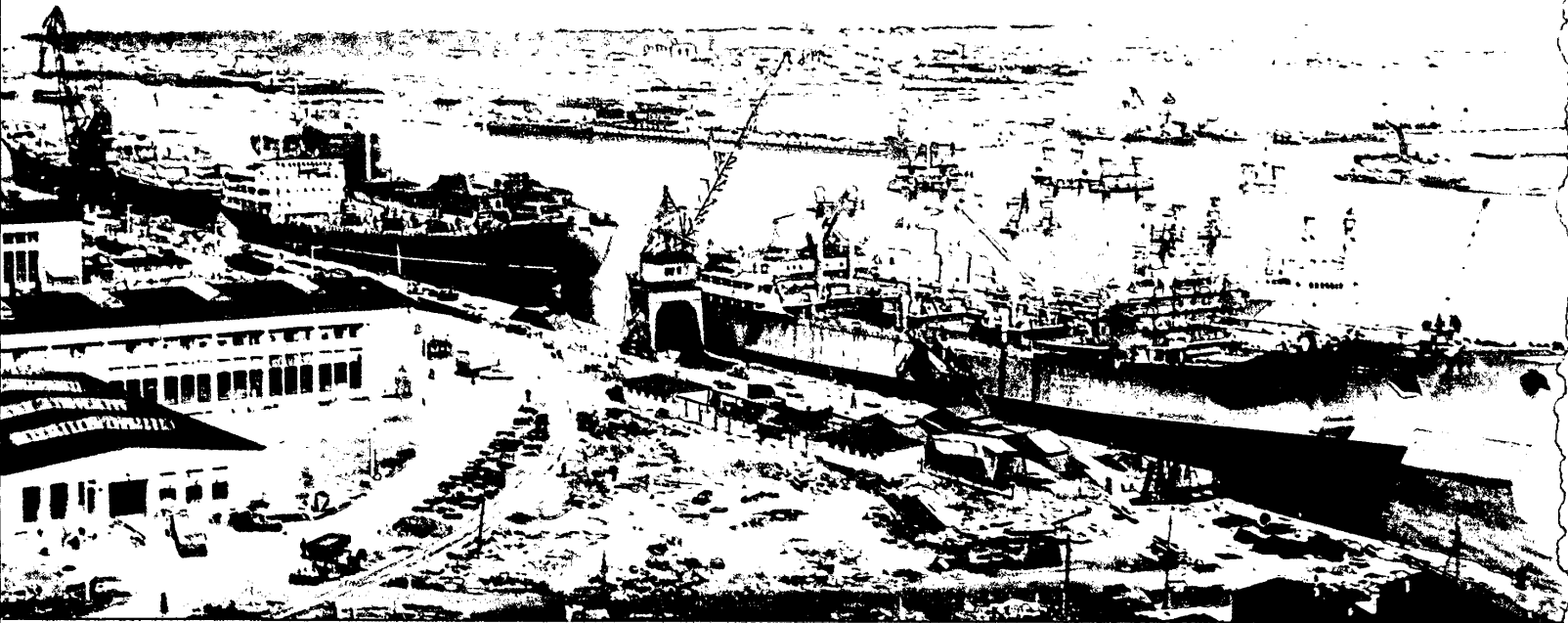
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Warnowwerft Warnemünde**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



In the terrain of a former airplane-building work, destroyed in the second Great War, and round about a small boatbuilding yard in a period of six years at the estuary of the river Warnow the largest sea-yard of the German Democratic Republik, the Warnowwerft Warnemünde arised.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

In course of years of development at this building plot with an enormous labour-enthusiasm were moved masses of soil and worked up bricks. Upon the great plains at the bank of de Warnow, the "Breitling", every year new halls and workshops nearly grew out of the soil.

In 1953 a modern, seven-storied shipbuilding hall with a base of 20,000 square meters was erected. Here above all the mounting of sections is carried out.

Whilst the ship- and engine-builders at the old quay worked at several repair-objects, and made modern passenger vessels up to 23,000 G. R. T. by means of conversion of big ship wrecks, raised before the coast, building brigades began to erect a cableway crane plant of 65 m height and 320 m length with four slipways of 220 m length, which now is a new sign upon the formerly plain land at the shore of the Baltic Sea.

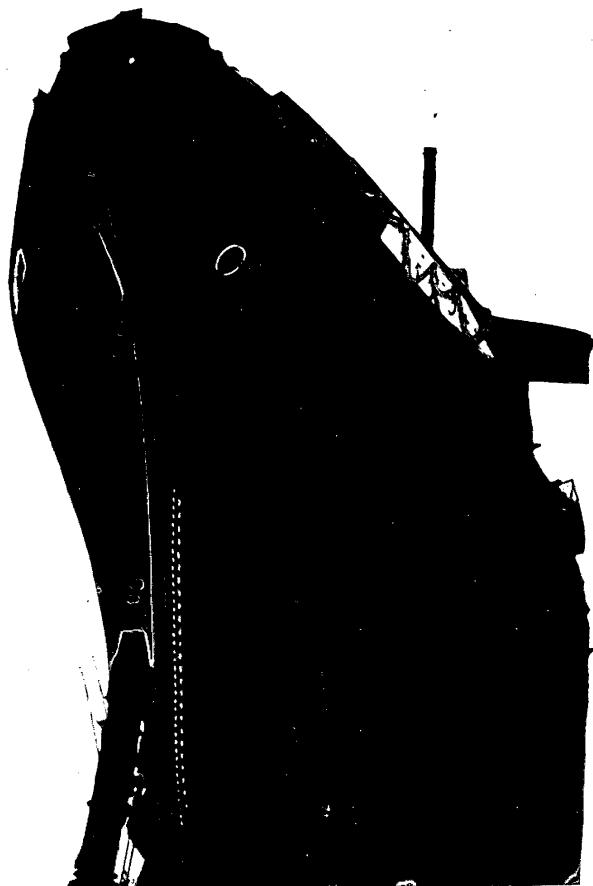
Since the existing basin for equipment by no means gave satisfaction to the present demands, moreover a 450 m long equipment quay was built, where to-day also the 10,000 tons motor-cargo-vessels are equipped, of which the demonstrated photos reproduce a small view.

By long sighted planned economy, by the steadily proceeding mechanizing and modernizing together with the progressive apprehension of the advanced work-technology and well-weighed organization of labour arised a yard, which is building vessels, having found appreciation and commendation on the international market. After removal and conversion of raised wrecks the yard began its export-programme with the building of series of 15 inland passenger vessels, which are very popular on the rivers of the Soviet Union. At the same time had been executed an order about 11 floating crane-pontoons and final mounting of these floating cranes.

Whilst the last inland passenger vessels had been executed, already ensued laying keel of the first motor cargo vessel with 10,000 tons deadweight. Launching of the first ship of these series on the 14th January 1956 was a stately event for all yard labourers of the Warnowwerft. Up to 1961 delivery of 15 vessels of this type is provided. Most of these vessels are trading for the shipping-society of the German Democratic Republic.

Besides there are built series of 9 coal-ore carriers with 7,000 tons deadweight, which contributed as important export engagement to fasten the successful exchange of goods with the trade partners of the German Democratic Republic.

Further ship constructions with similar respectively more tonnage are in projection.

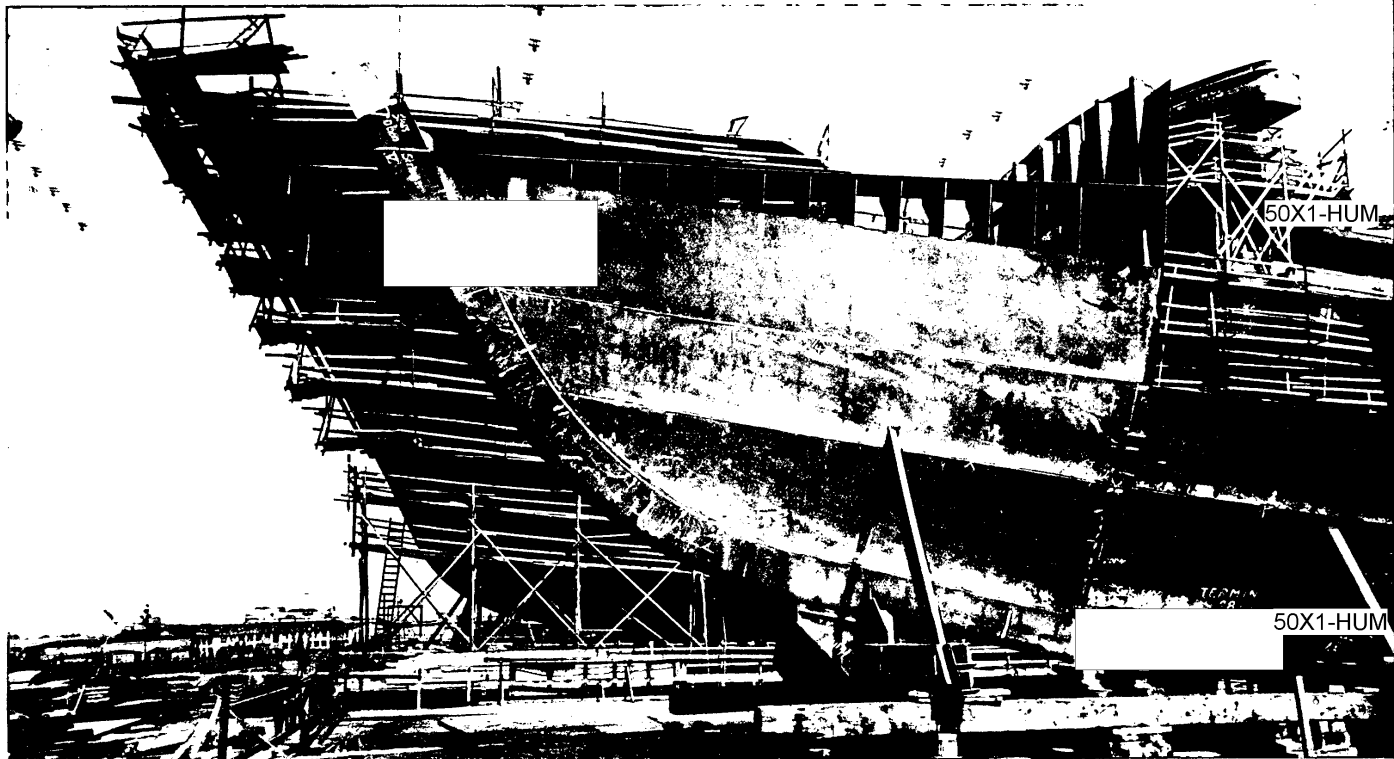




**Cargo-motor-vessel  
10,000 tons deadweight**

Length overall	157.60 m	517 ft 1 in
Length between perpendiculars	142.00 m	465 ft 10 in
Load draught	8.40 m	27 ft 7 in
Breadth moulded	20.00 m	65 ft 7 in
Depth to main-deck	12.80 m	42 ft —
Deadweight	10,000 tons deadweight	
Measurement	6,506 G. R. T.	3,781 N. R. T.
Speed	15 knots	

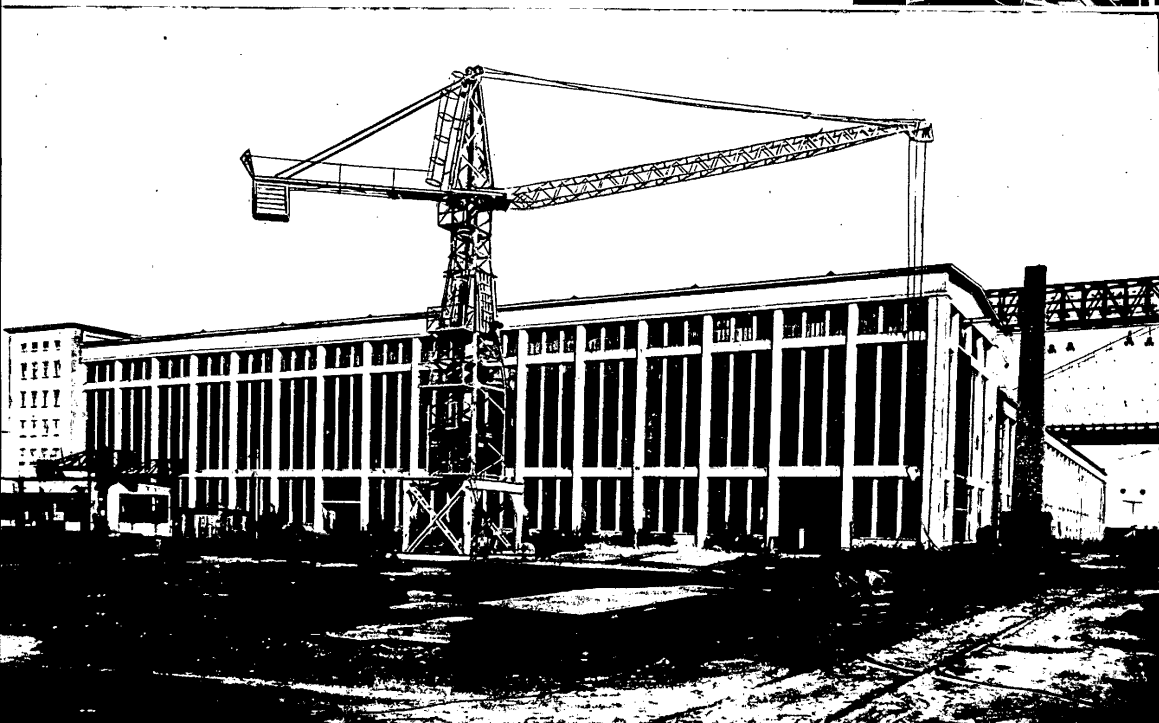
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

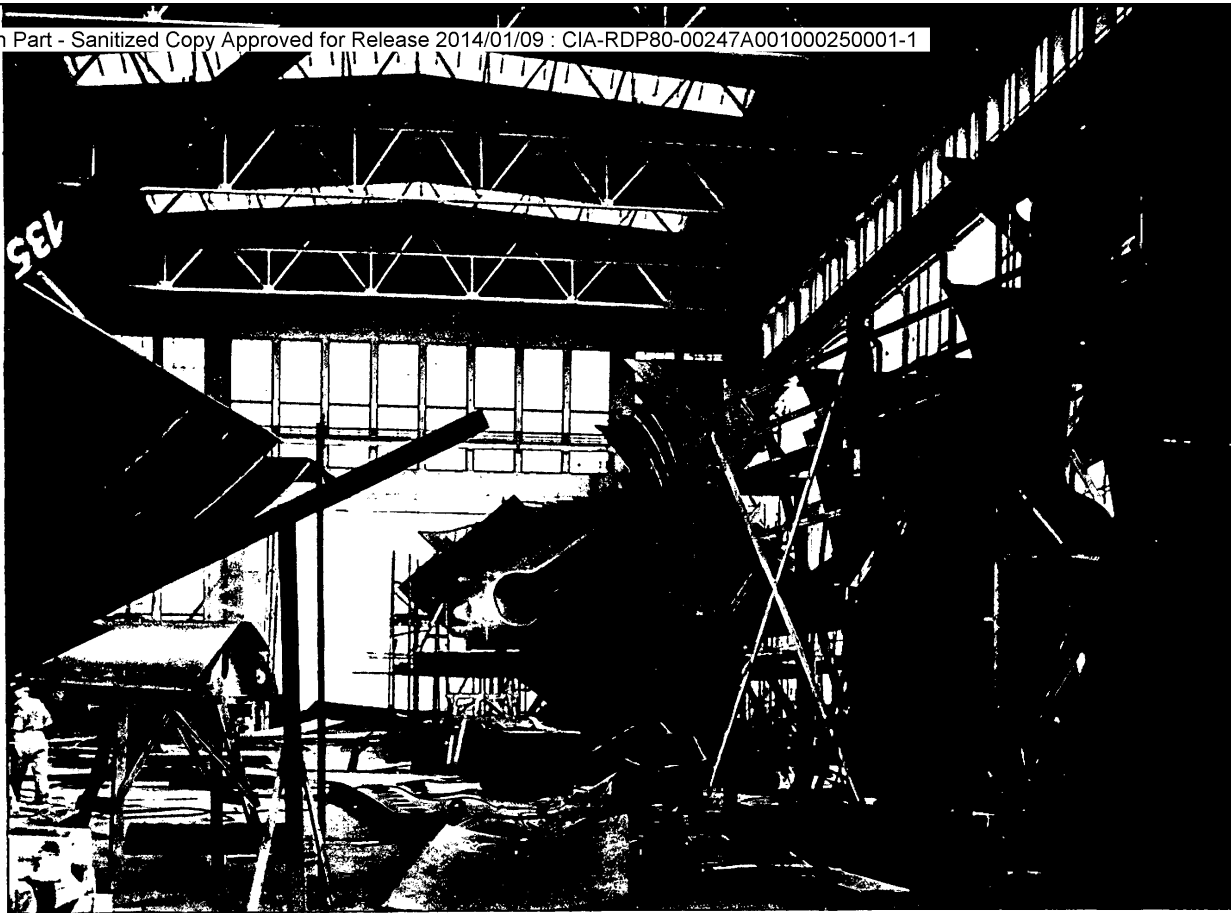


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



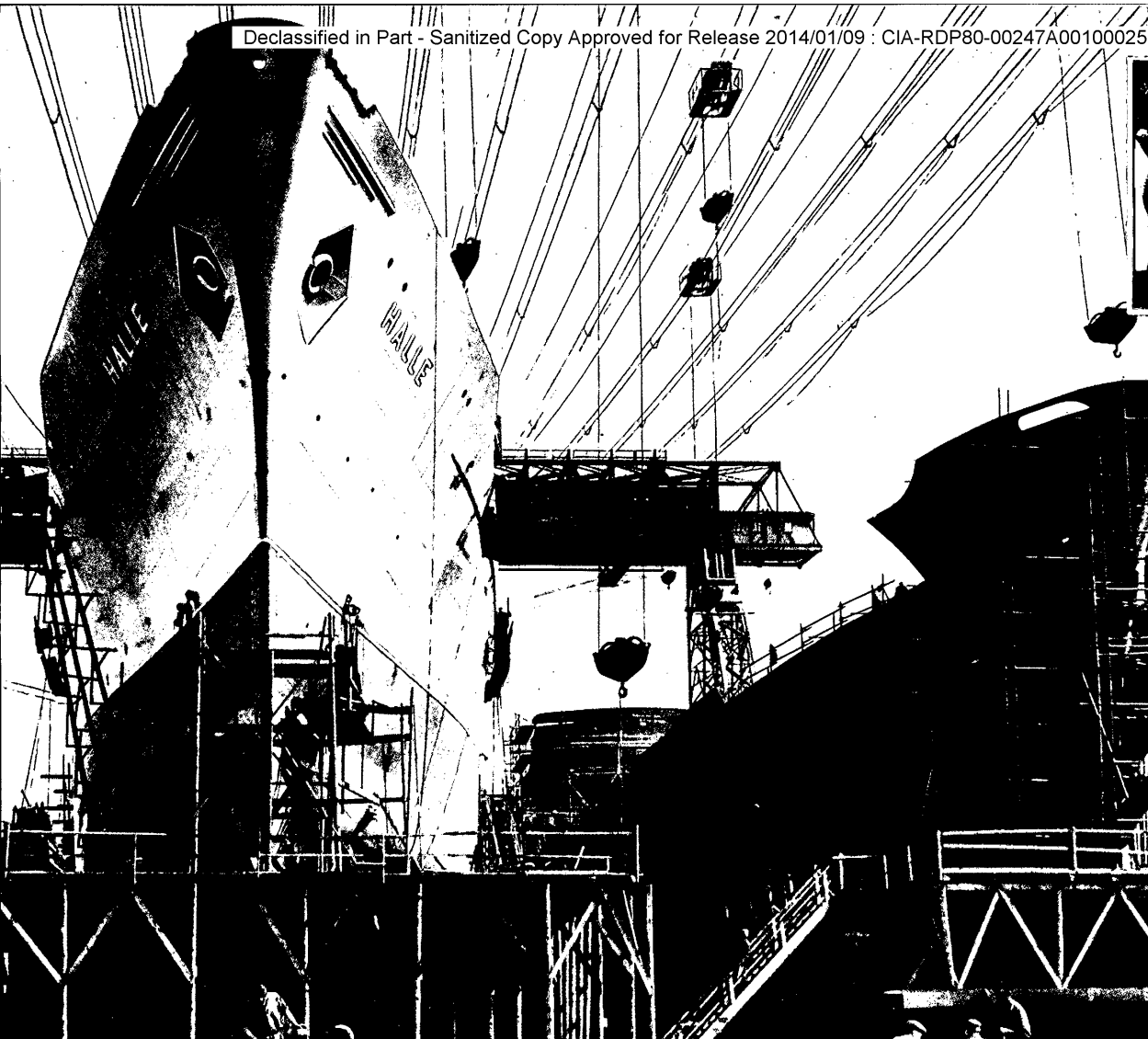
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



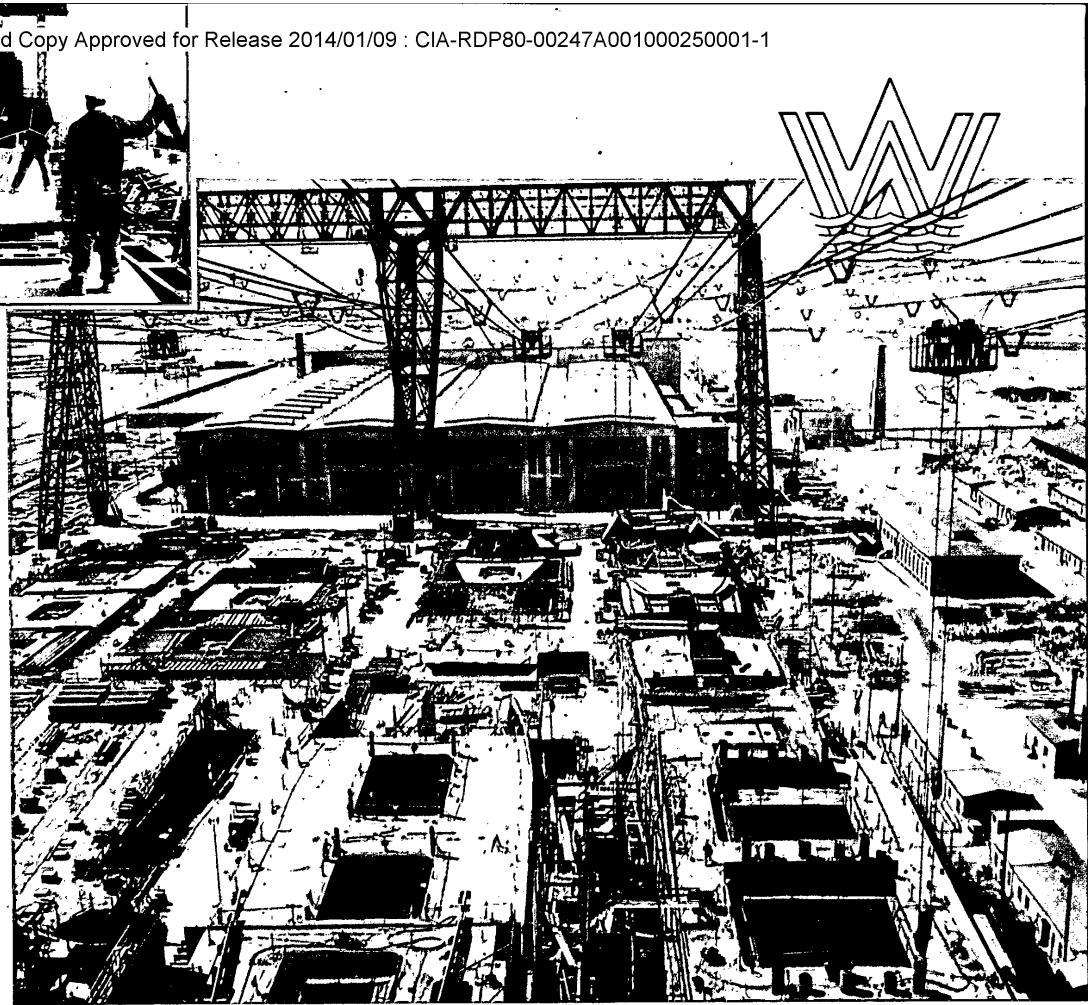
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



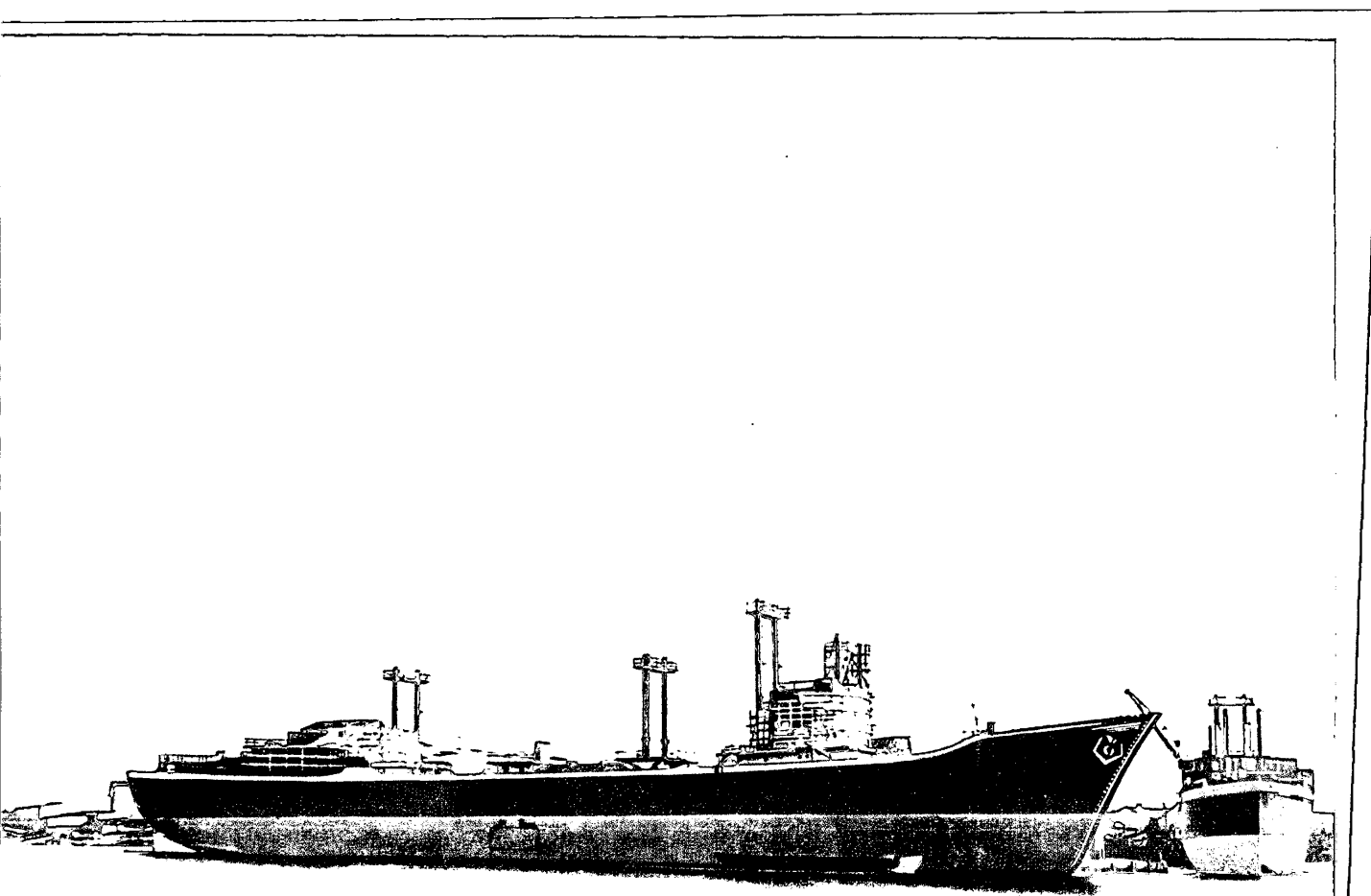
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



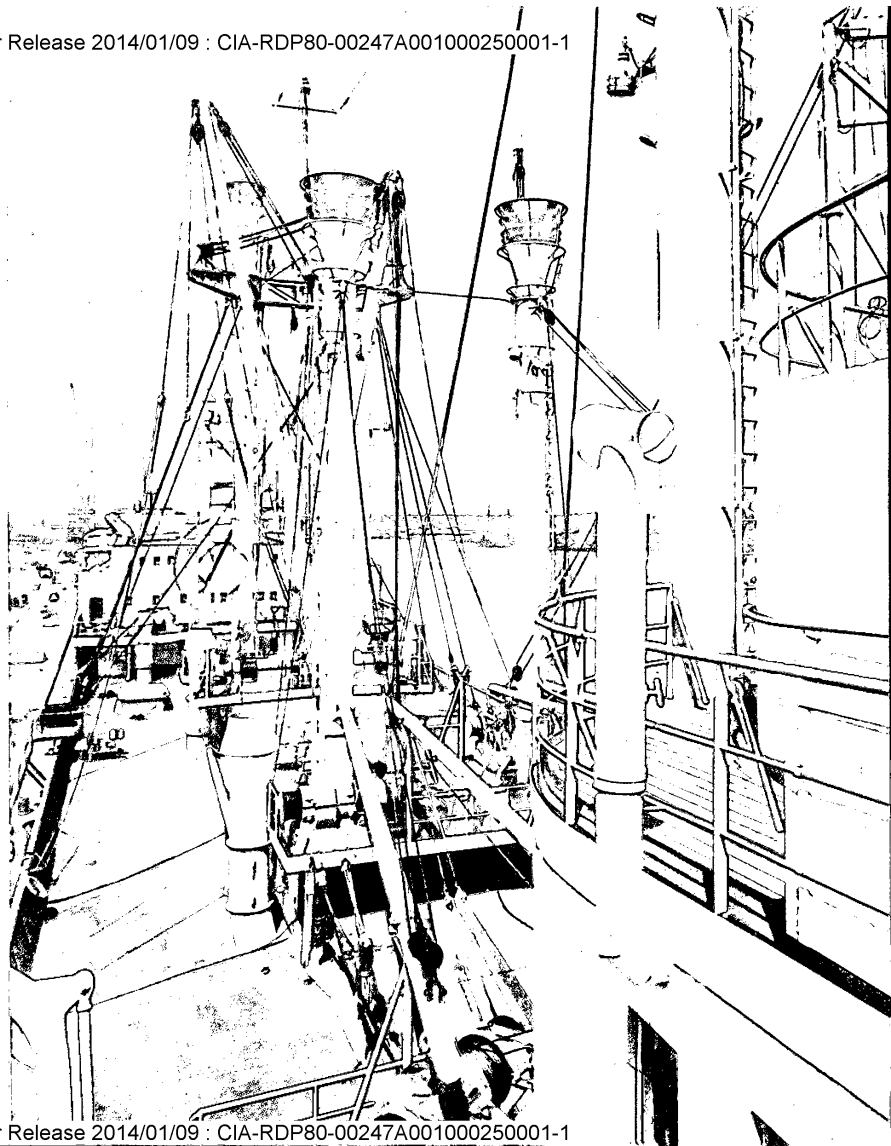
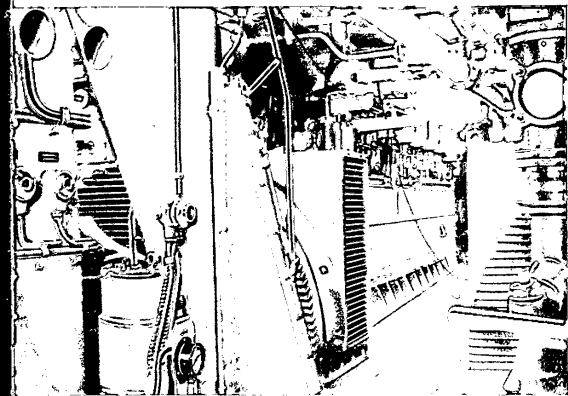
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



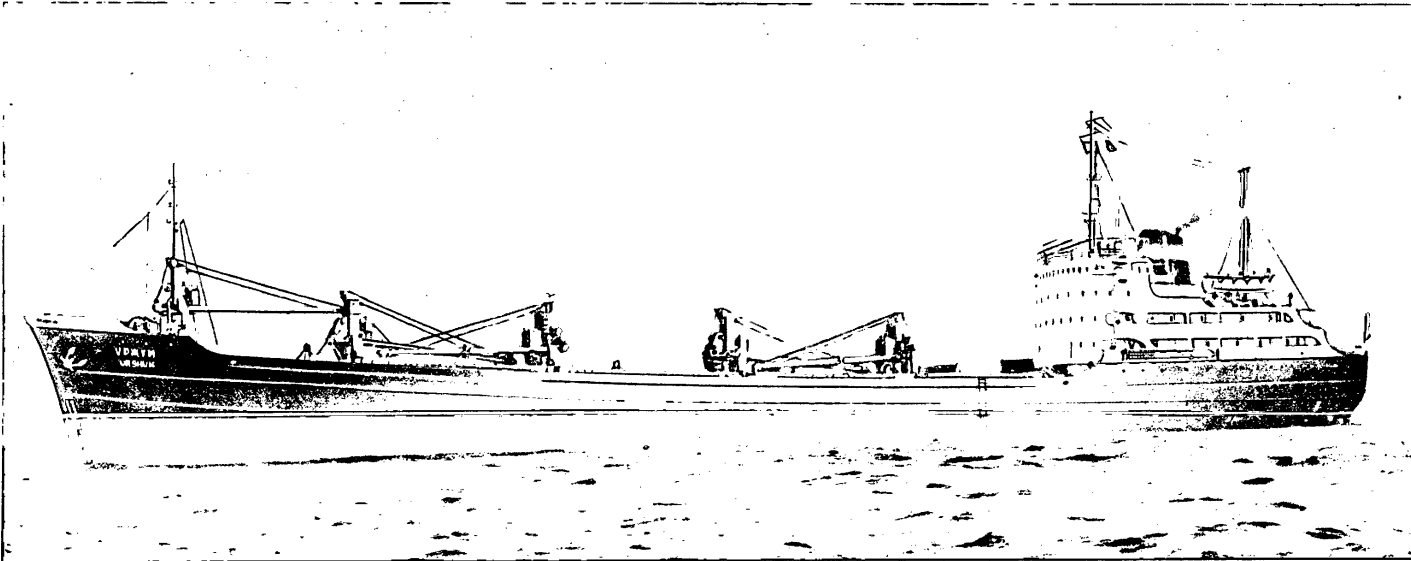
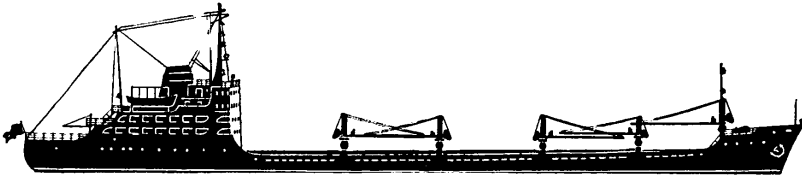
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



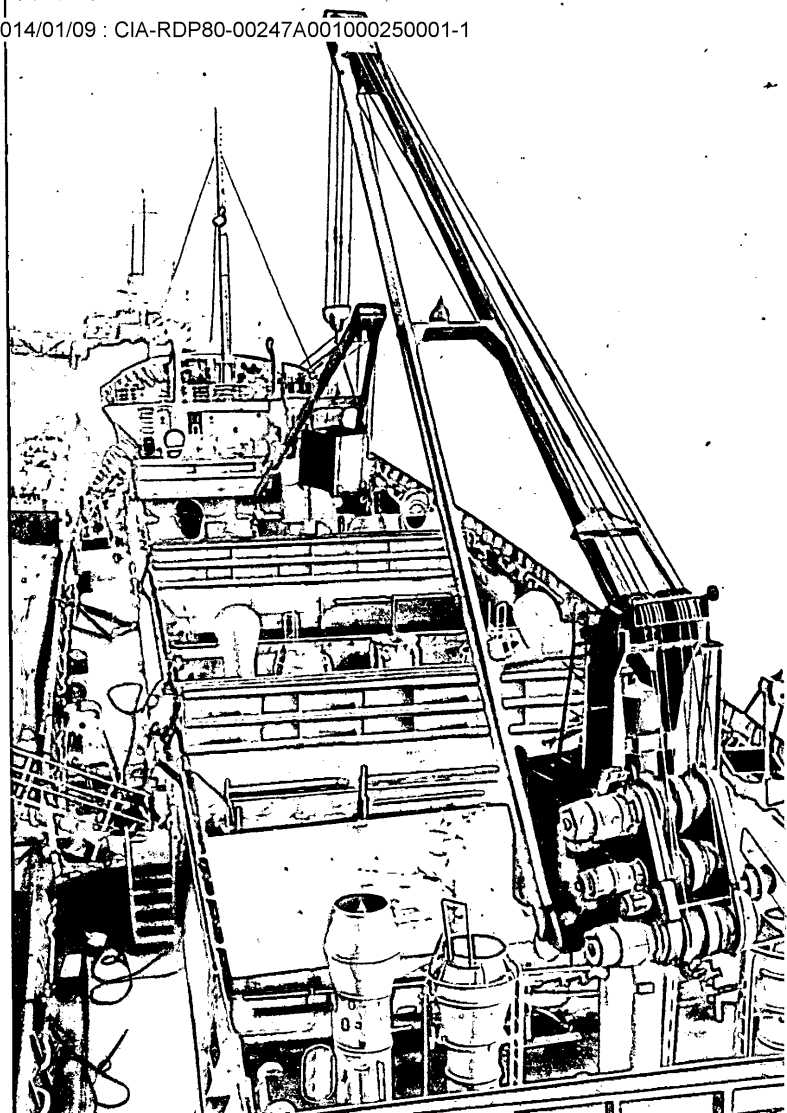
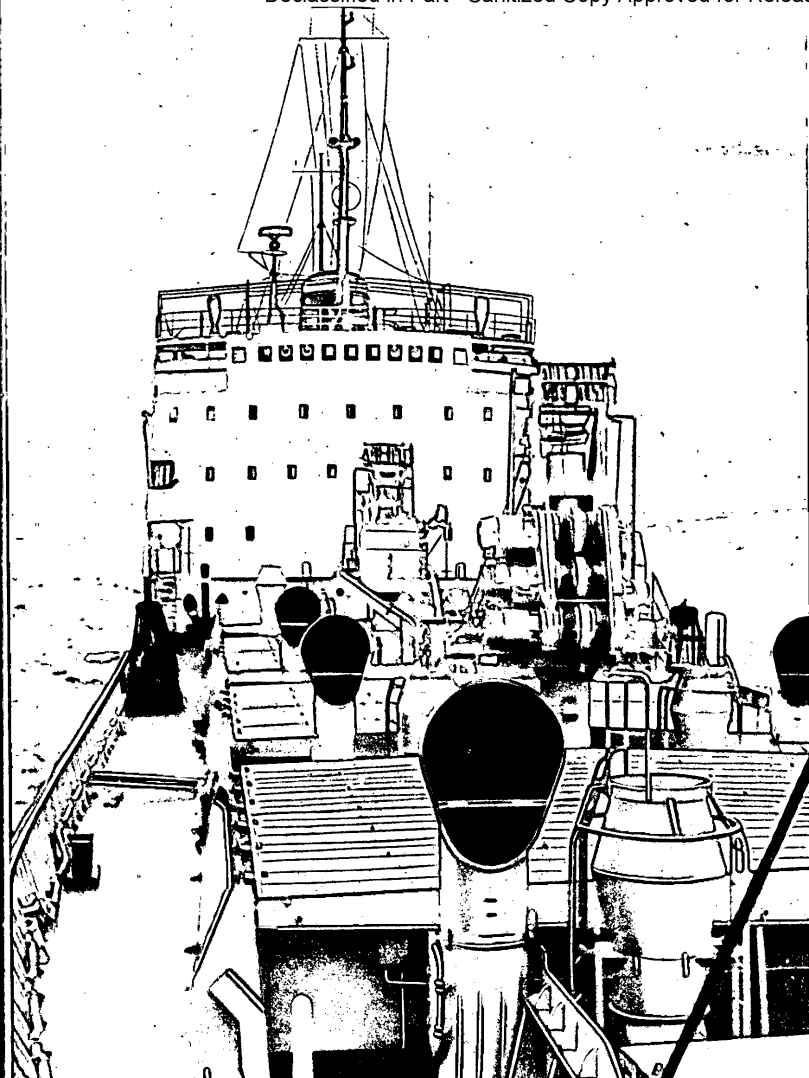
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

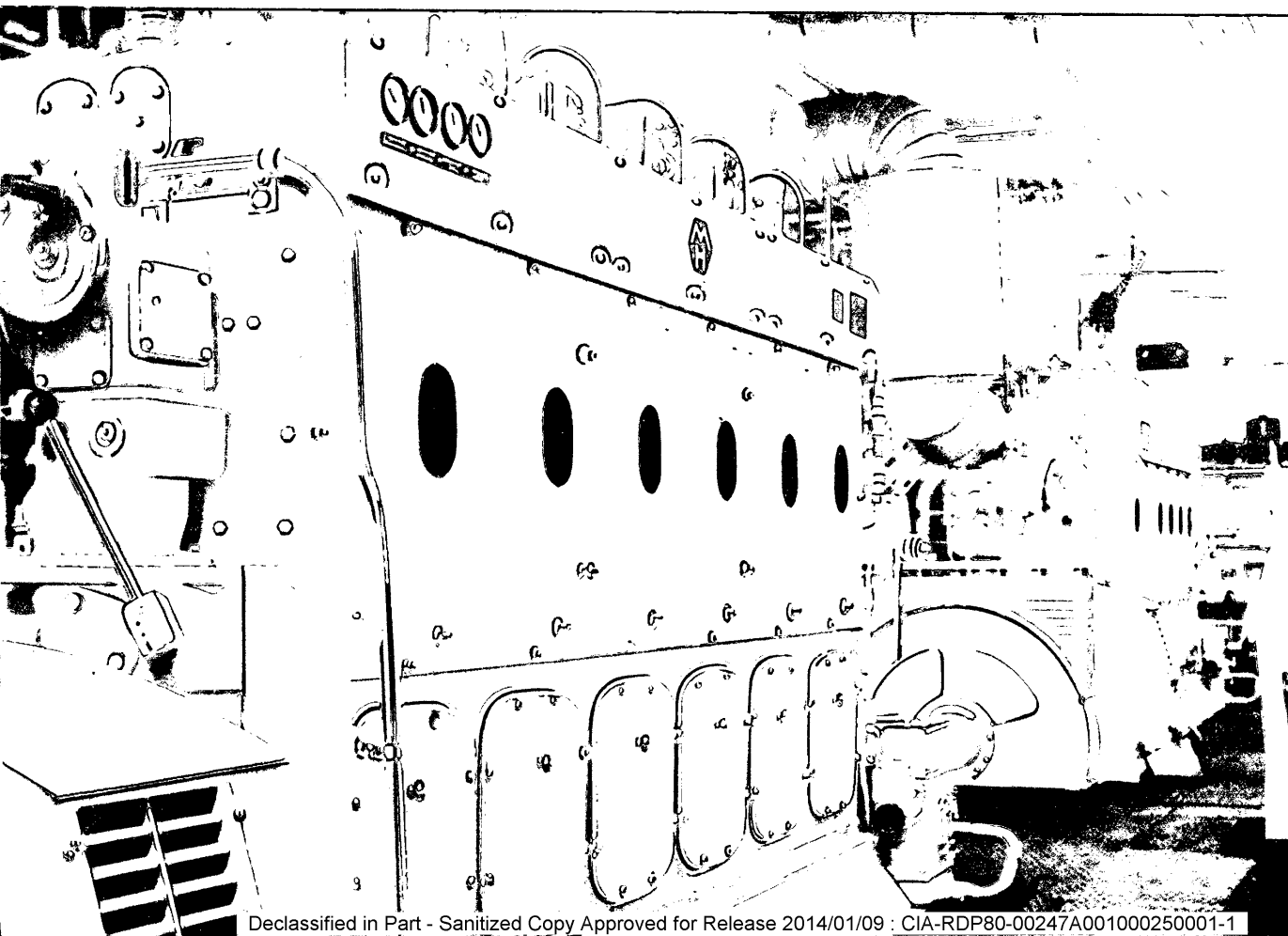
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



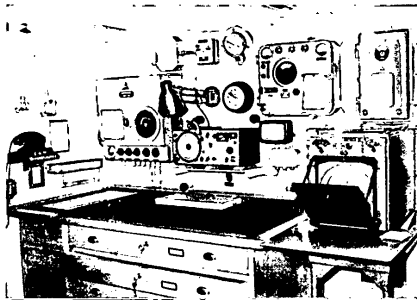
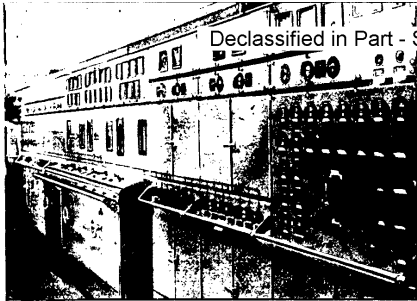
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

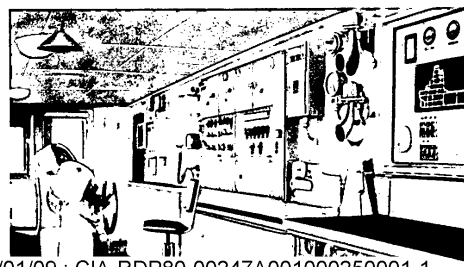


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Coal-ore-carrier**

Length overall	133.70 m	438 ft 8 in
Length between perpendiculars	126.00 m	413 ft 5 in
Load draught	7.37 m	24 ft 2 in
Breadth moulded	17.00 m	55 ft 9 in
Depth to main-deck	9.50 m	31 ft 2 in
Deadweight	7,000 tons deadweight	
Measurement	5,628 G. R. T. 2,825 N. R. T.	
Speed	14.5 knots	



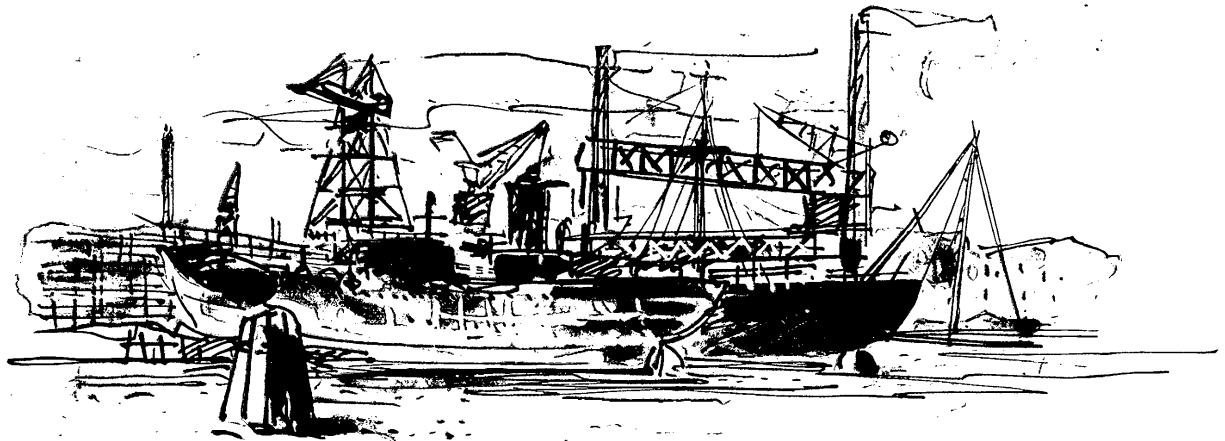
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



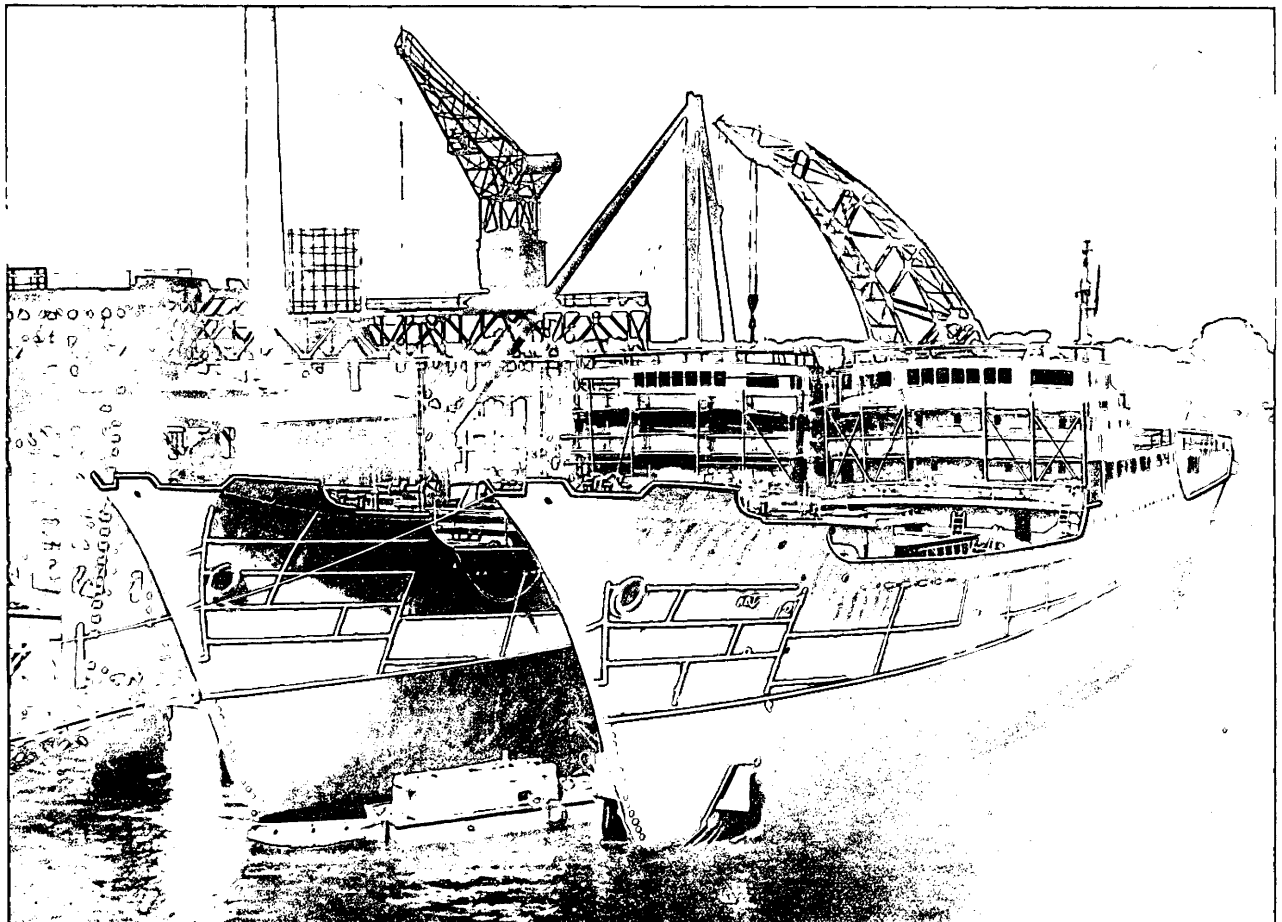
**Schiffswerft "Neptun" Rostock**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

*W*ide above the borders of Germany the Schiffswerft "Neptun" is well-known. The yard had been erected in the old Hanse town Rostock in 1850 as a yard for iron ships. In the same year the yard began with the construction of the first German screw steamer. In 1890 yard was named "Neptun". Since this time there had been built many iron ships, carrying the name "Rostock" and "Neptun" all over the world, and bearing witness of the high quality of the shipbuilding in Rostock. This tradition has preserved up to this day. The shipbuilding-programme of this yard comprehends different types of vessels, having won value and appreciation in the whole world. As sole sea-yard of the German Democratic Republic, existing before the war, it disposes of an approved stock of skilled workers. This stock together with an able, approved, and well schooled rising generation accomplishes every year performances, worthy of appreciation, in export of ships.

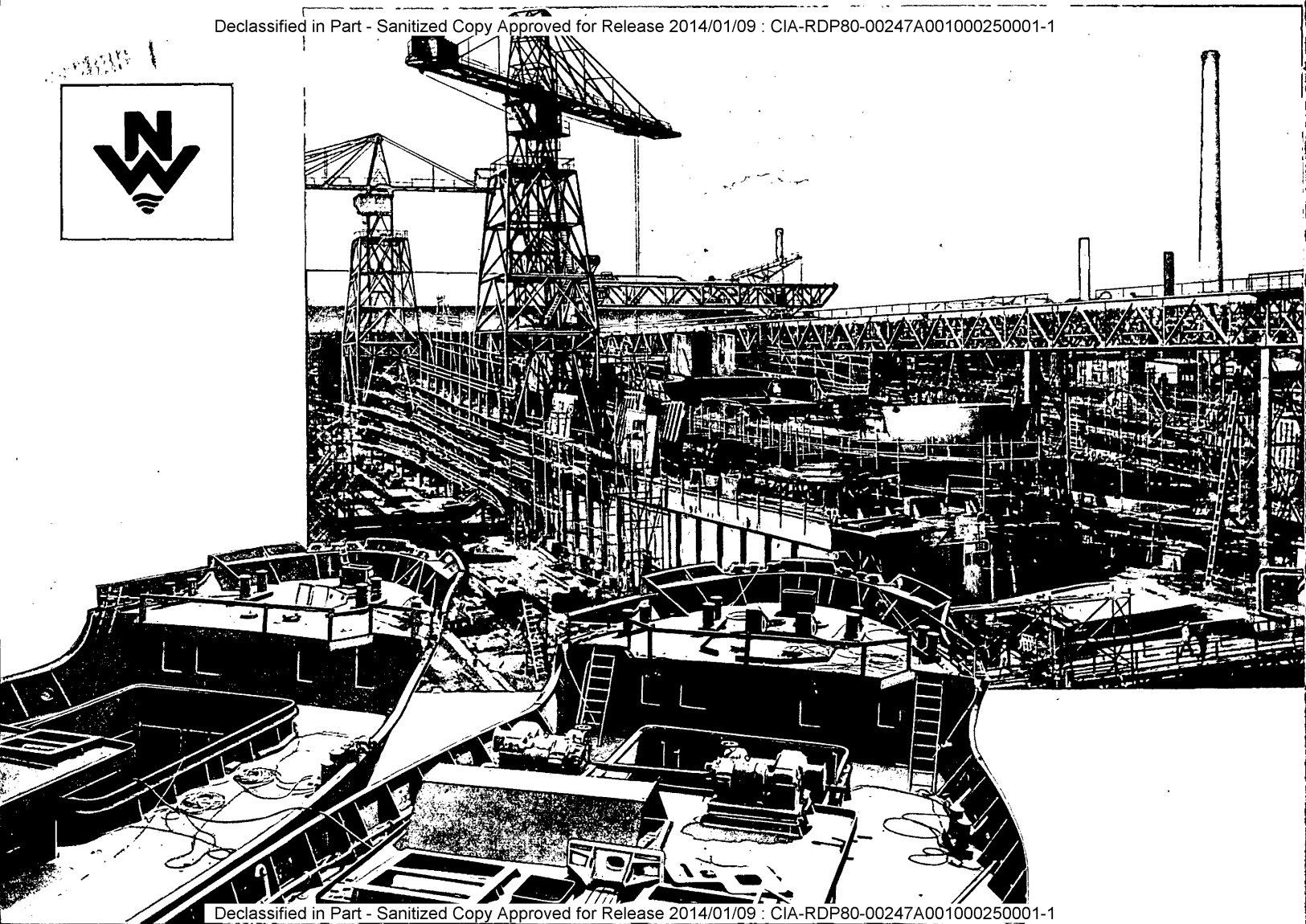


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



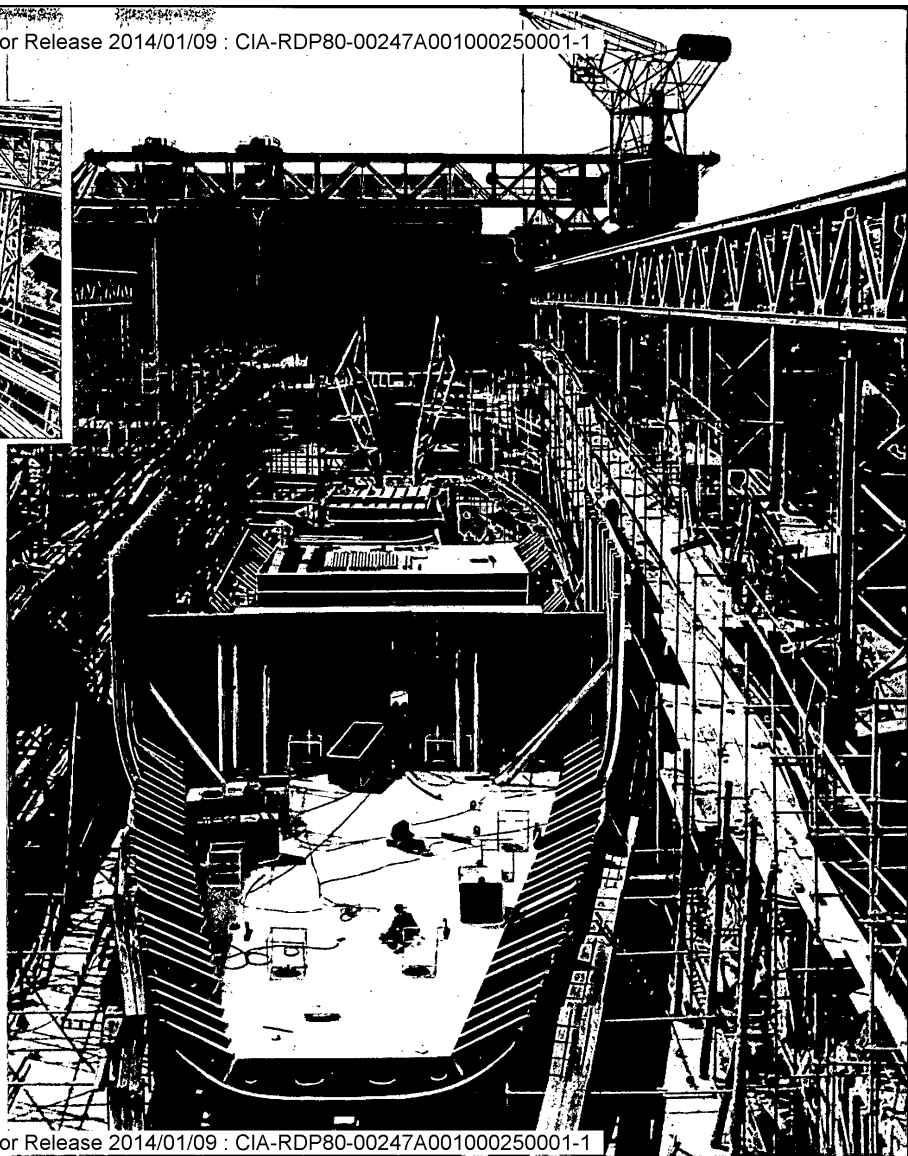
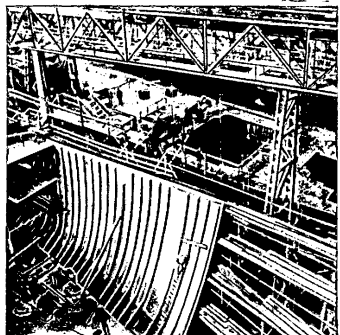
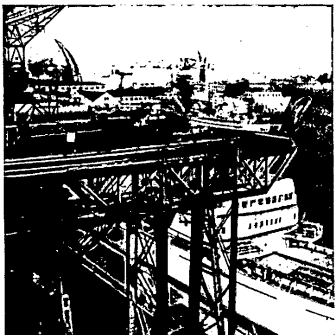
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

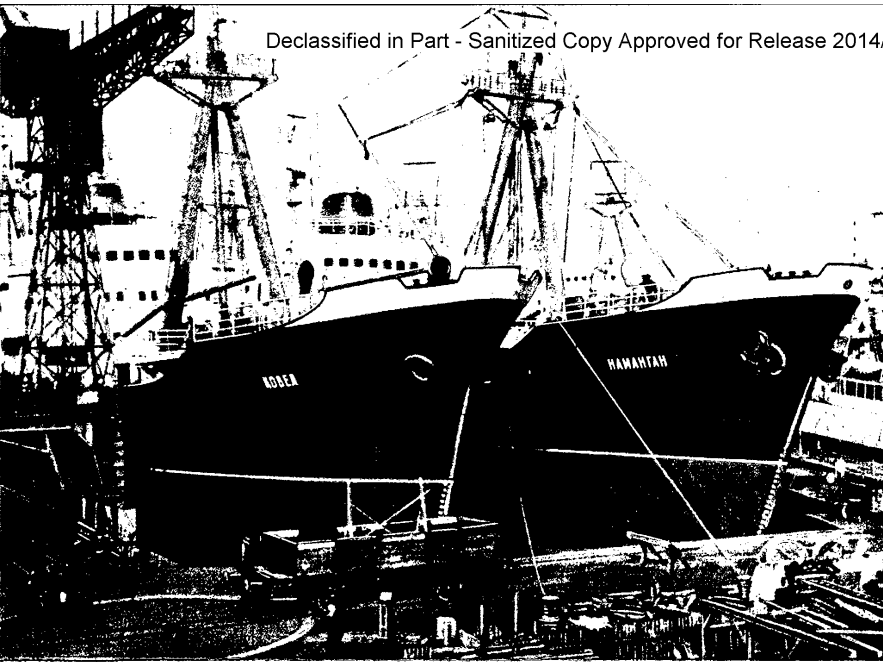
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



After incipient repairing vessels, yard began in 1948 with the new-building of ships. The first larger serial manufacture was the building of 179 fishing drifters. In 1952 production had been concentrated on a dry-cargo-type with 3,260 G. R. T., steam driven with coal-burning. From these series they developed shelterdeckers of 2,600 G. R. T. with oil-firing, and in present there are built series of motor-cargo vessels with 3,360 G. R. T., in each respect according to modernest technique.

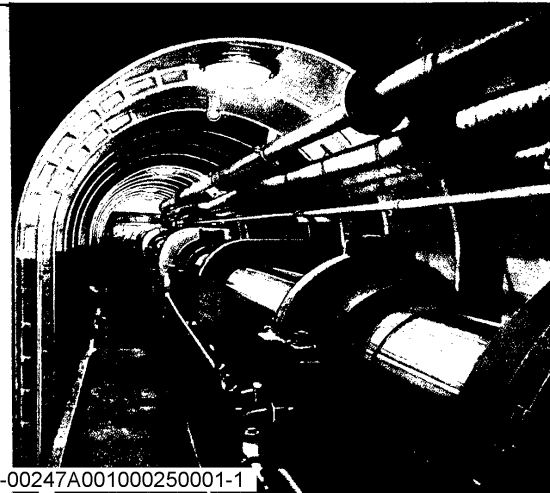
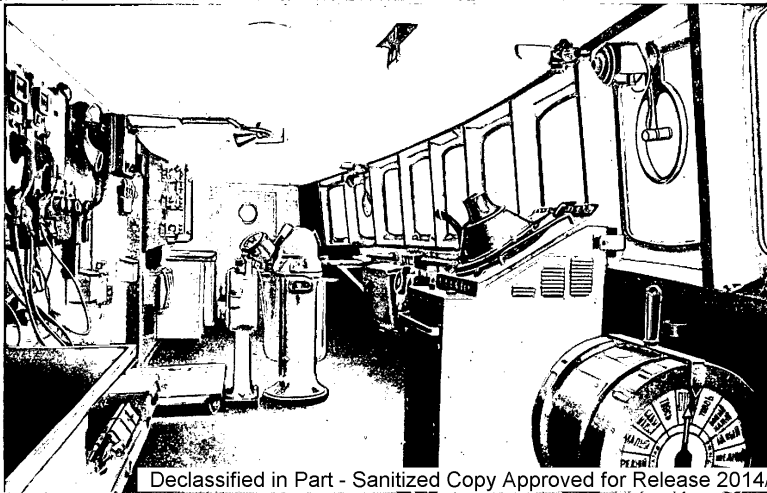
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Diesel-motor cargo vessel**

Length overall	104.20 m	341 ft 11 in
Length between perpendiculars	95.81 m	314 ft 4 in
Load draught	6.58 m	21 ft 7 in
Breadth moulded	14.40 m	47 ft 3 in
Depth to main-deck	7.90 m	25 ft 11 in
Deadweight	4,296 tons deadweight	
Measurement	3,358 G. R. T.	
Speed	13.5 knots	

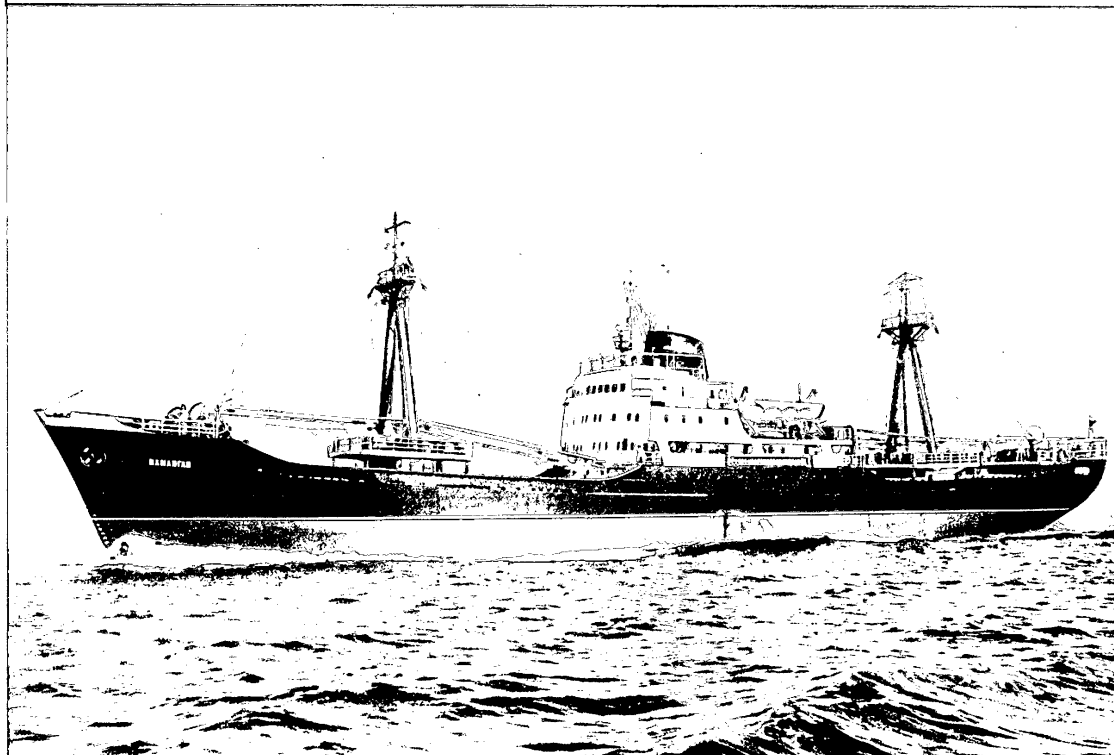


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1





Besides the dry-cargo-vessel-programme the yard had under construction a further export-order, the serial manufacture of lifting vessels with 75 tons lifting capacity. With this the shipbuilding-programme is far from limited. Also harbour-and yard-tugs, fire floats, ferries, fishing-trawlers, and a great number of other bigger and smaller special vessels leaved the yard in the last years.

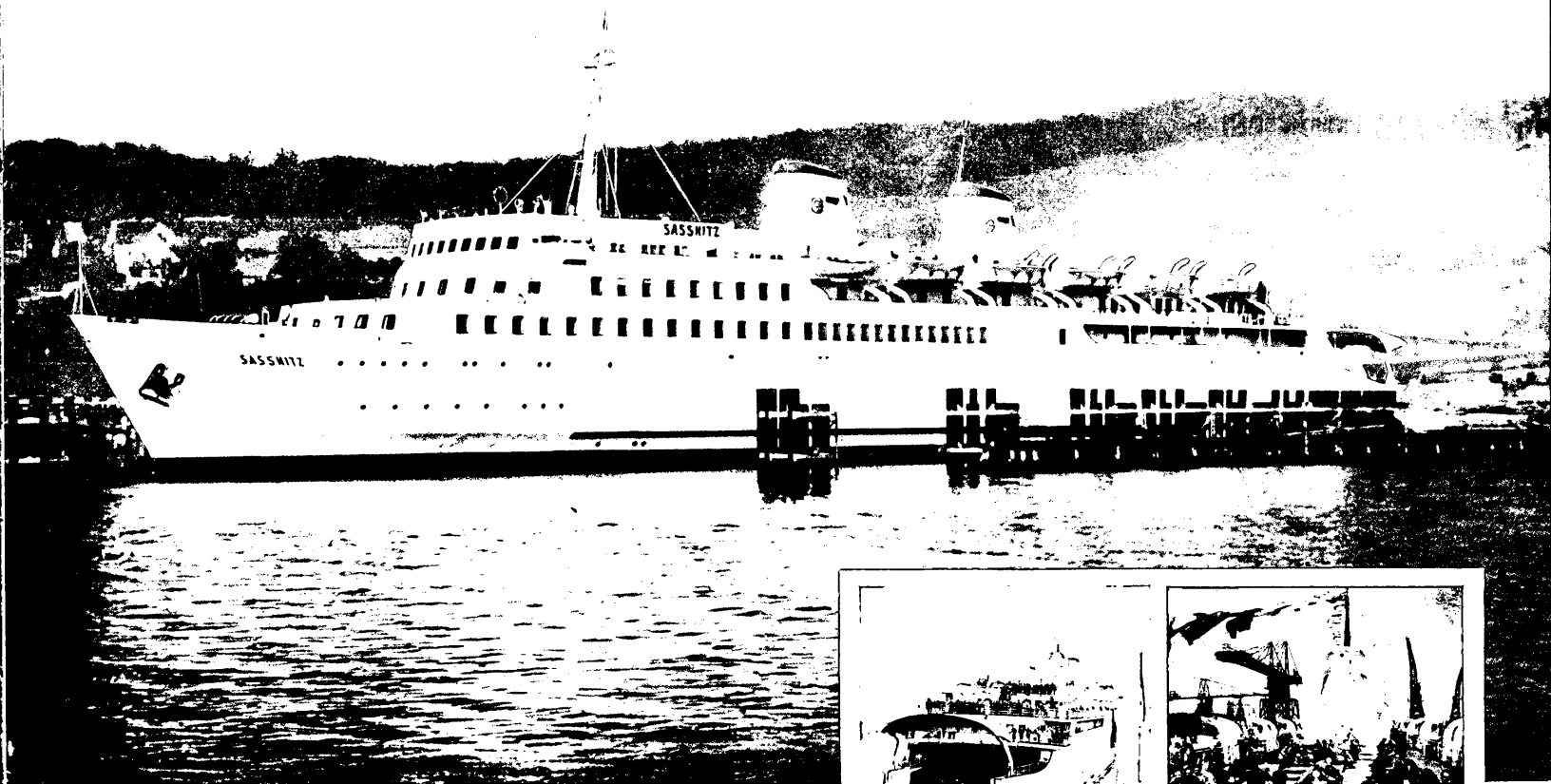




**Traject "Saßnitz"**

Length overall	137.50 m	451 ft 1 in
Length between perpendiculars	125.00 m	410 ft 1 in
Load draught	5.42 m	17 ft 10 in
Breadth moulded	18.20 m	59 ft 9 in
Depth to main-deck	7.50 m	24 ft 7 in
Deadweight	1,842 tons deadweight	
Measurement	6,163 G. R. T.	
Speed	18.2 knots	
Passengers	1017	

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

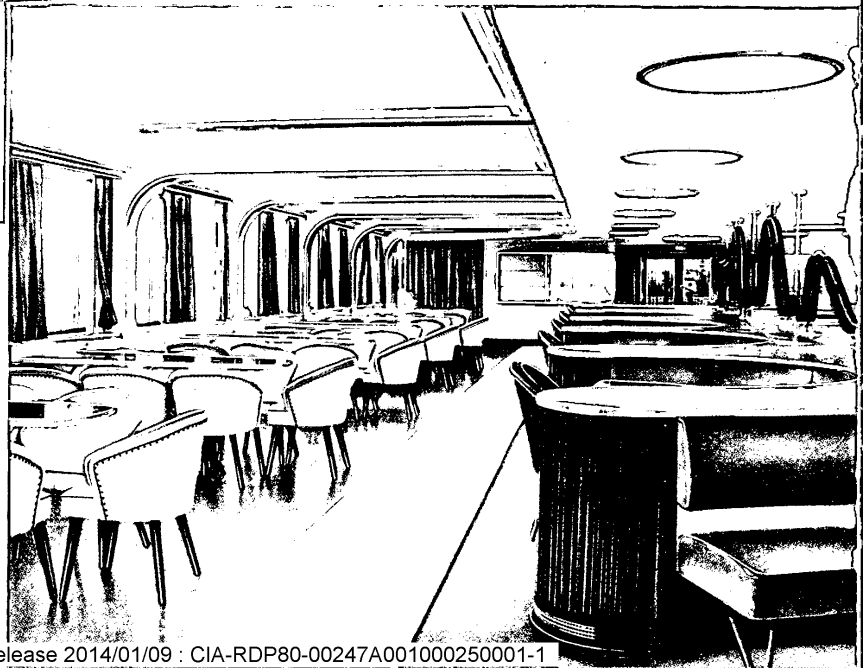


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

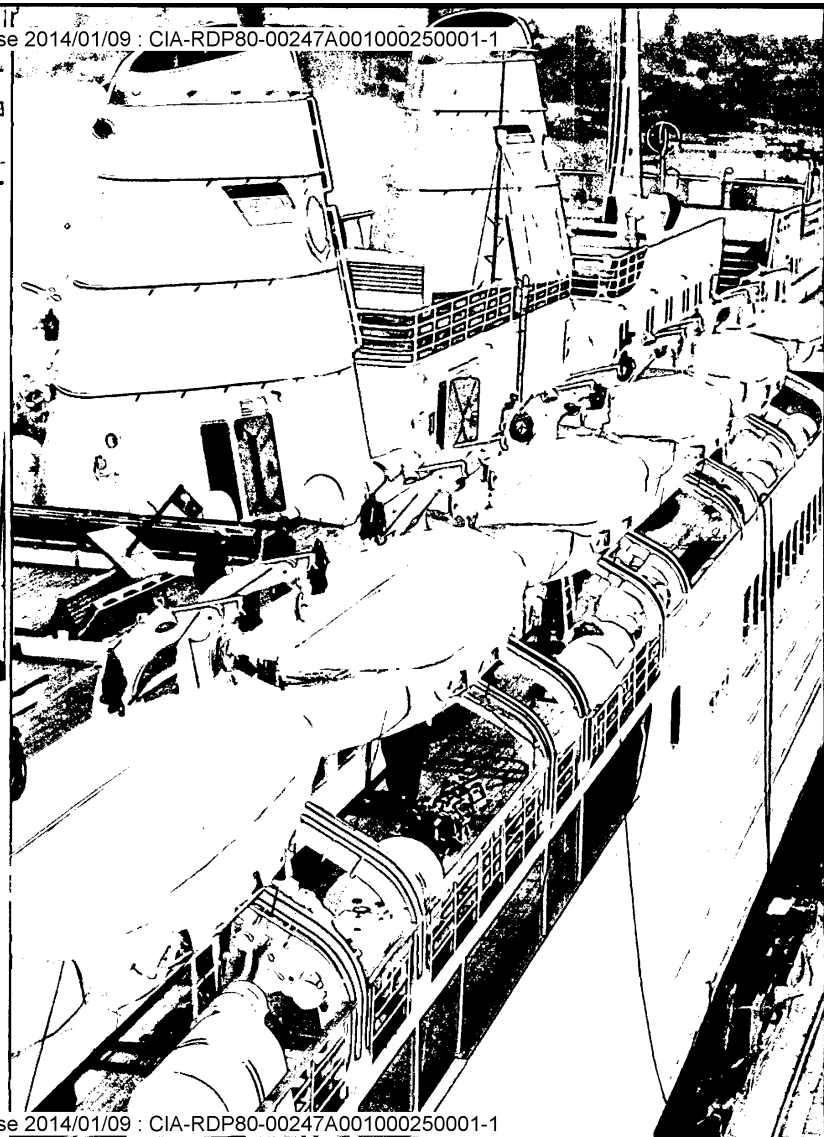


1958 yard began to lay on keel the traject "Saßnitz", planned for enlargement of the Scandinavian ferry-traffic. Traject "Saßnitz" is able to carry 1017 passengers, up to 40 waggons, and 30 motor-cars between Saßnitz and Trelleborg.

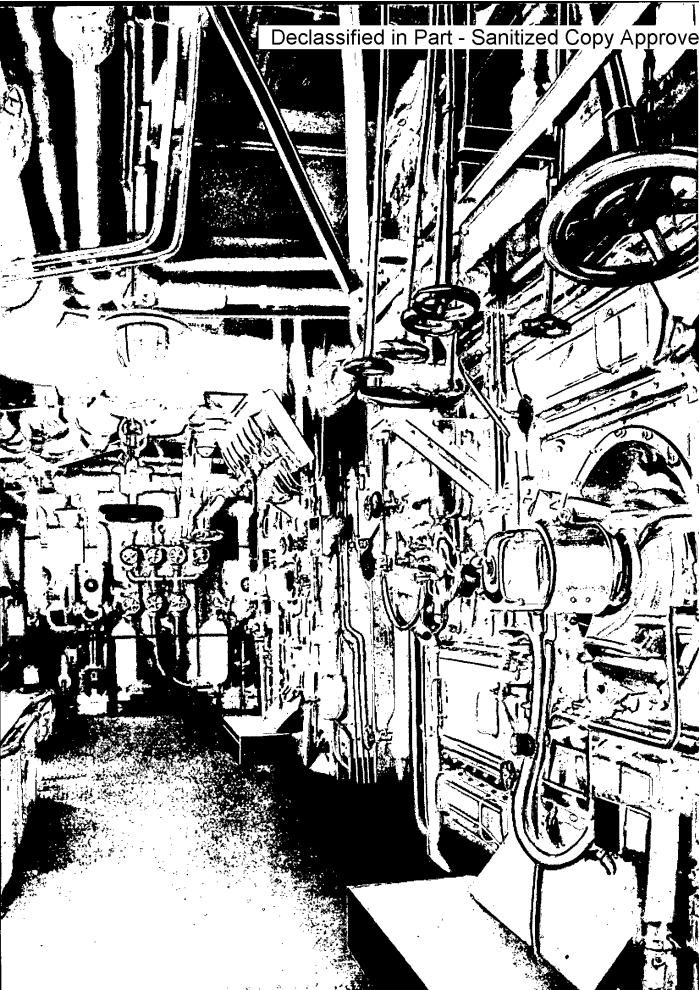


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

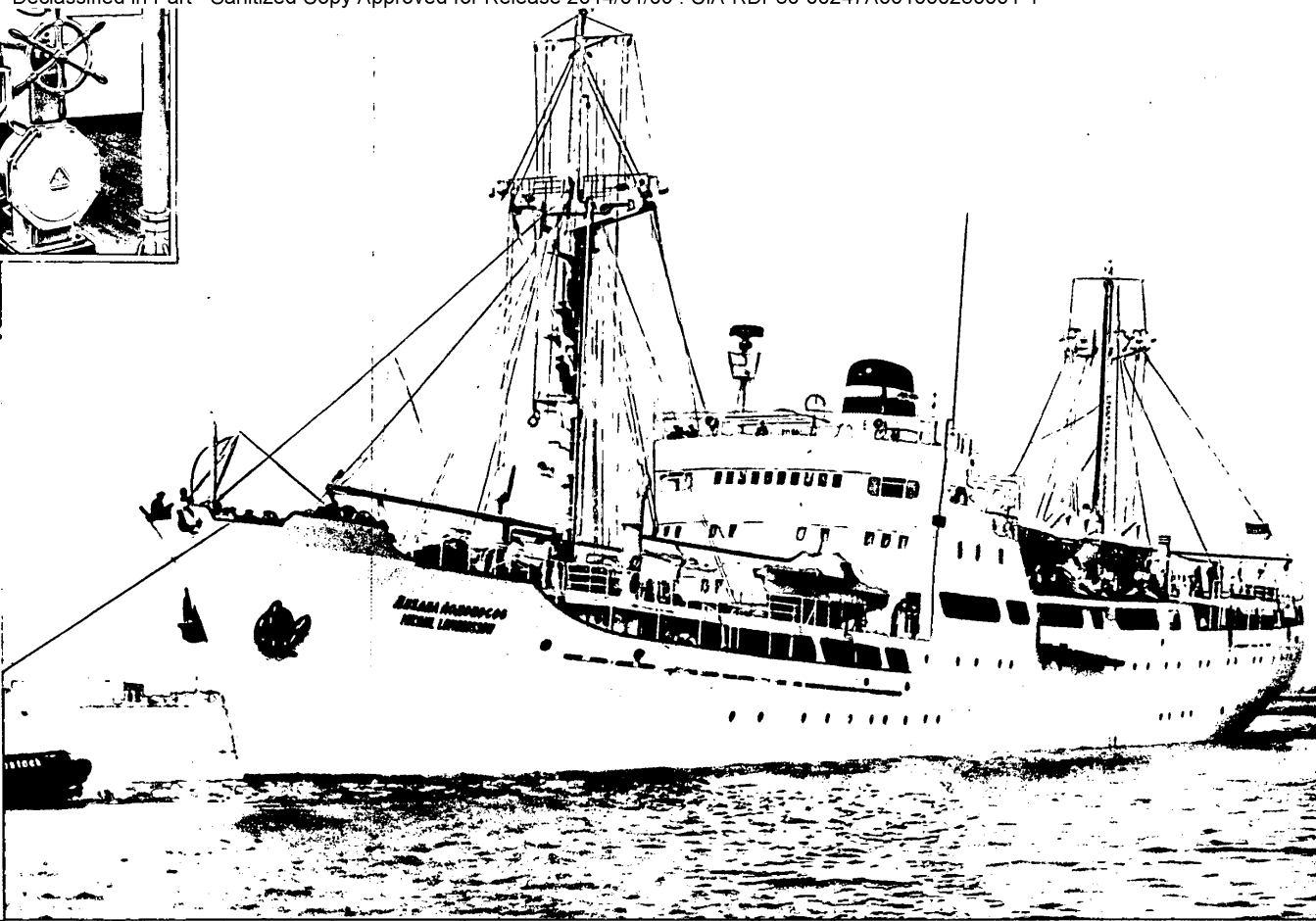
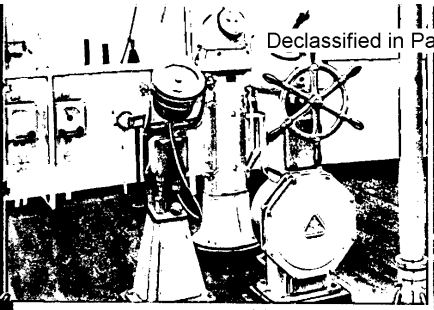


For the peaceful co-operation in the International Geophysical Year followed in 1958 the completion of the exploration vessel "Michail Lomonossov", ordered by the Soviet Union.

**Exploration vessel**

Length overall	102.40 m	336 ft — in	Deadweight	2,452 tons deadweight
Length between perpendiculars	95.52 m	313 ft 5 in	Measurement	3,898 G. R. T.
Load draught	6.00 m	19 ft 9 in	Speed	13.0 knots
Breadth moulded	14.40 m	47 ft 3 in	Passengers	64 persons exploration staff
Depth to main-deck	7.90 m	25 ft 11 in		

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Mathias-Thesen-Werft Wismar**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

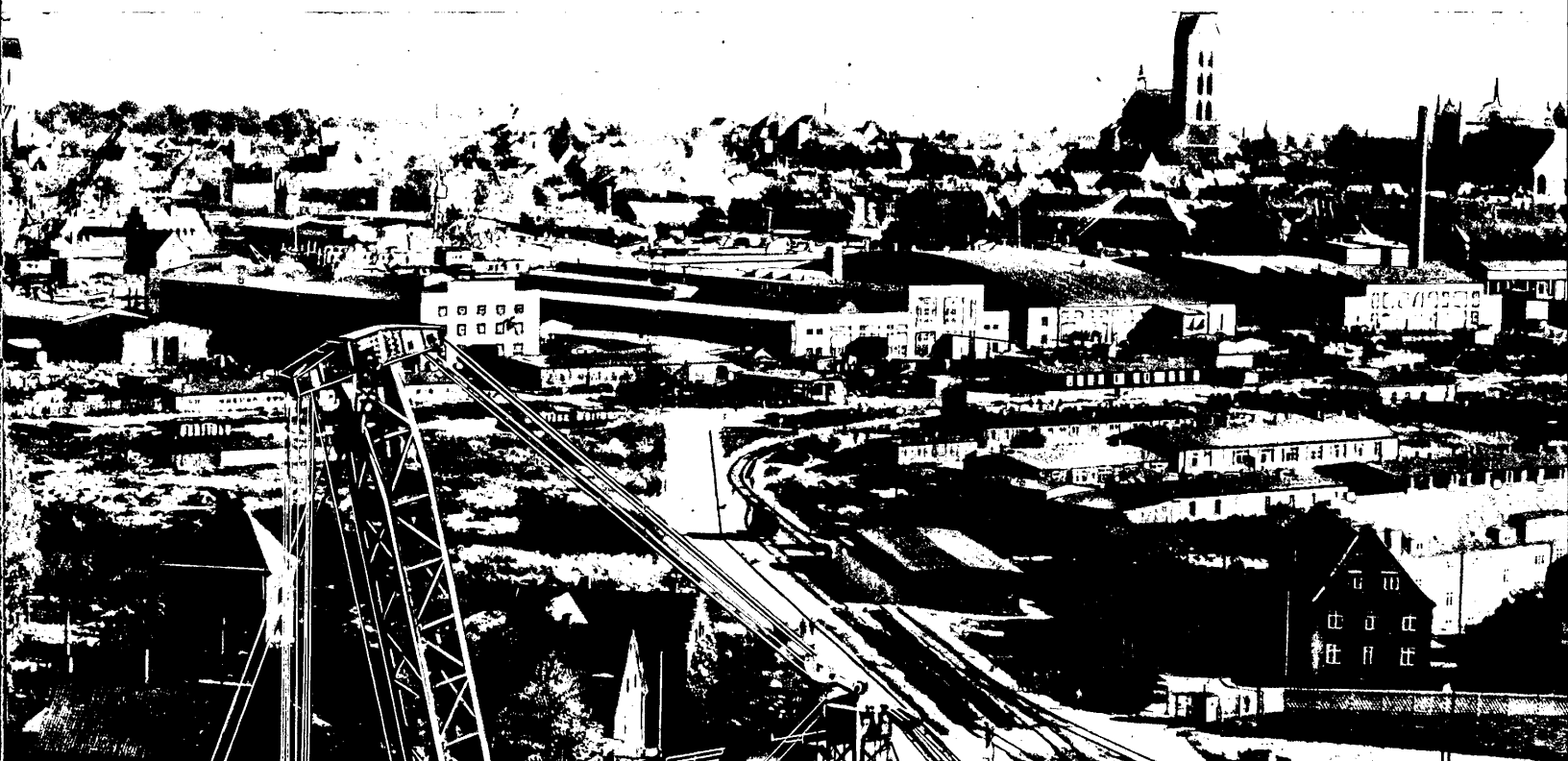


The present "Mathias-Thesen-Werft" had been founded in 1946 as "Repairing Yard Wismar". In 1946 the yard consisted of a collective of 13 yard experts, and to-day there are working more than 7000 yard labourers. Yard had been fitted out et. al with a large shipbuilding hall with a base of 15,000 square meters, and a cableway crane plant, supplying 4 slipways.

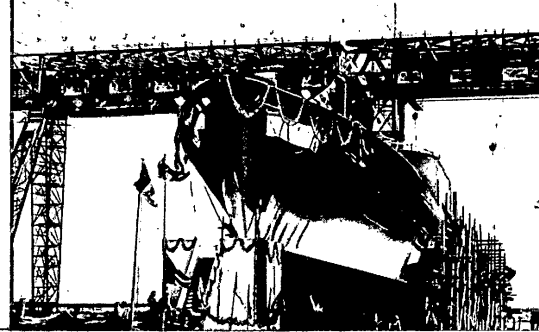
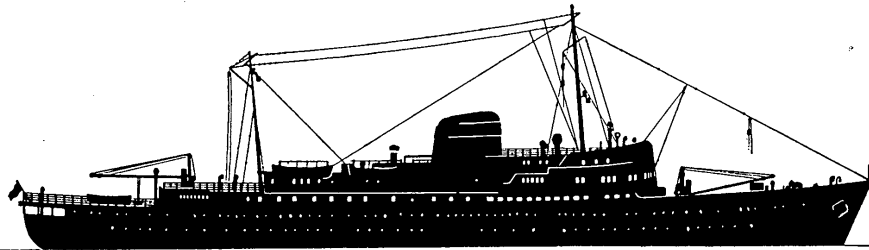


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Up to 1952 the production-programme of the Mathias-Thesen-Werft comprehended repairing and conversion of big objects, especially sea-passenger vessels for the Soviet Union. In the same year began the change from the strongly marked repairing yard to a newbuilding yard.

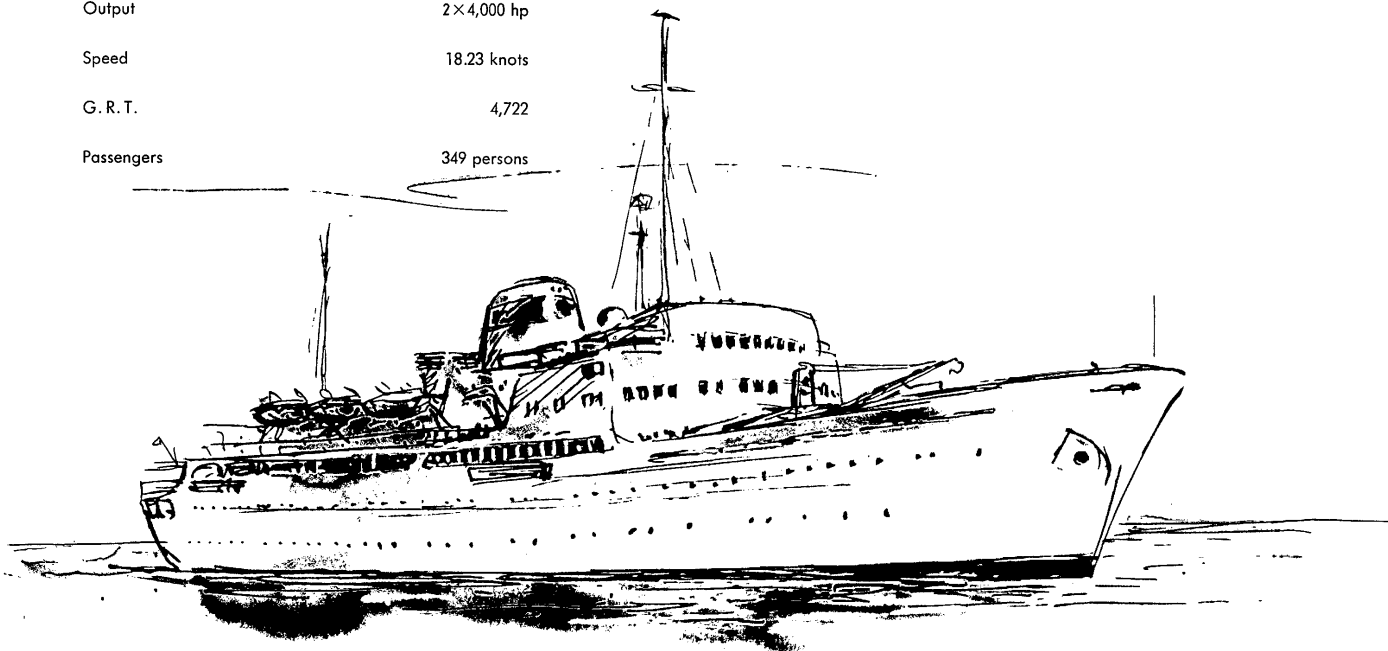
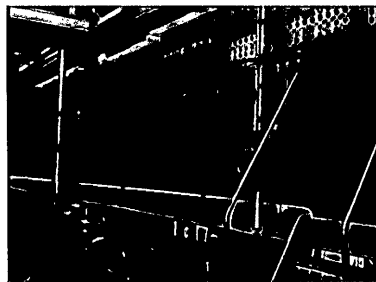
Now the production-programme comprehended besides of the repairing-and conversion-programme the newbuilding of inland passenger vessels of 96 m length, the first vessel of this type launched on the 18th July 1953, and of sea-passenger vessels for 349 passengers.

In 1959 yard began with the newbuilding of combined fishing- and factory vessels, which will evaluate our deep-sea fishing fleet. Until 1965 shall be delivered 10 vessels of this type for the Fischkombinat Rostock. These vessels are provided for fishing in arctical waters, at the coasts of Iceland and Greenland, abounding with fish. For the future furthermore the building of bigger sea-passenger vessels is provided.

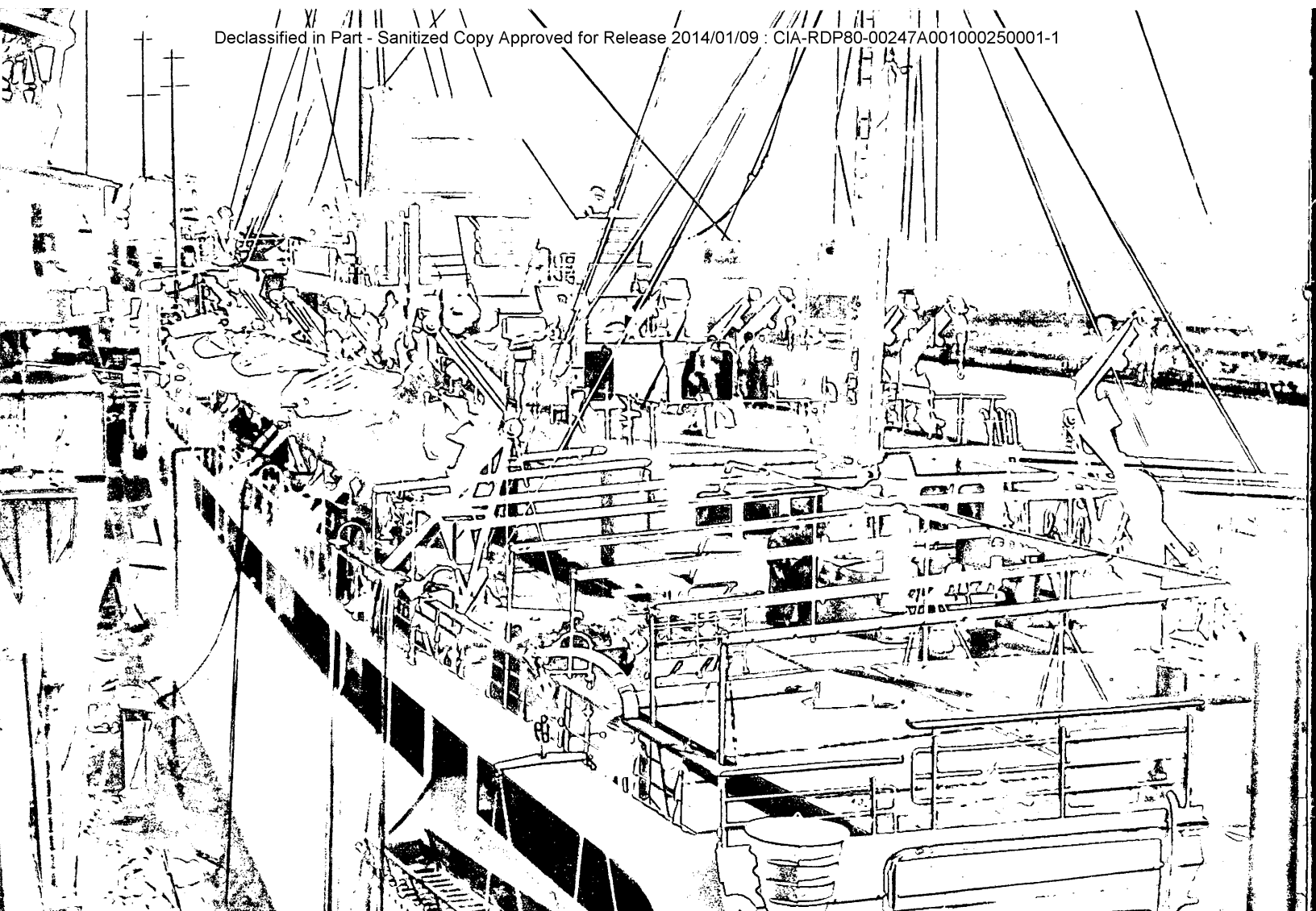


**Sea passenger vessel**

Length overall	122.15 m	400 ft 9 in
Length between perpendiculars	110.00 m	360 ft 11 in
Load draught	5.10 m	16 ft 9 in
Draught without load	4.15 m	13 ft 7 in
Breadth moulded	16.00 m	52 ft 6 in
Depth to main-deck	7.60 m	24 ft 11 in
Output		2×4,000 hp
Speed		18.23 knots
G. R. T.		4,722
Passengers		349 persons

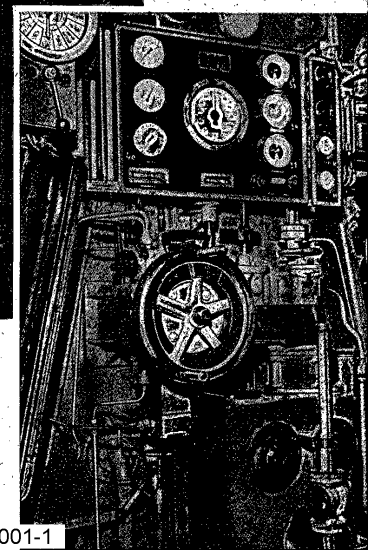
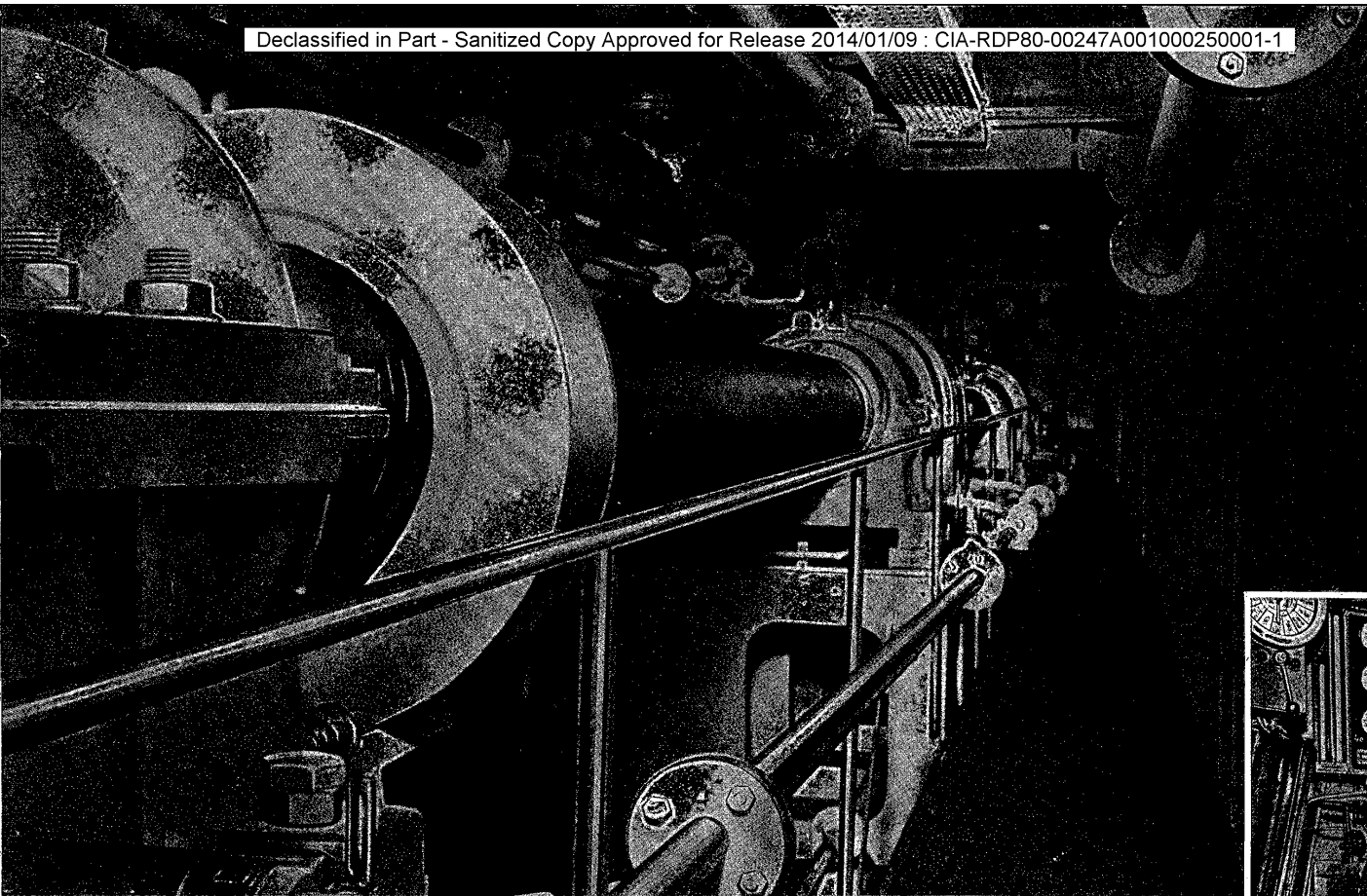


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

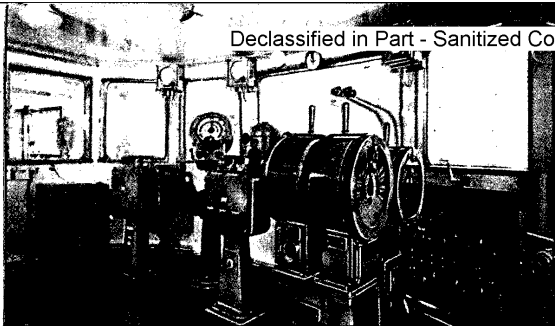


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



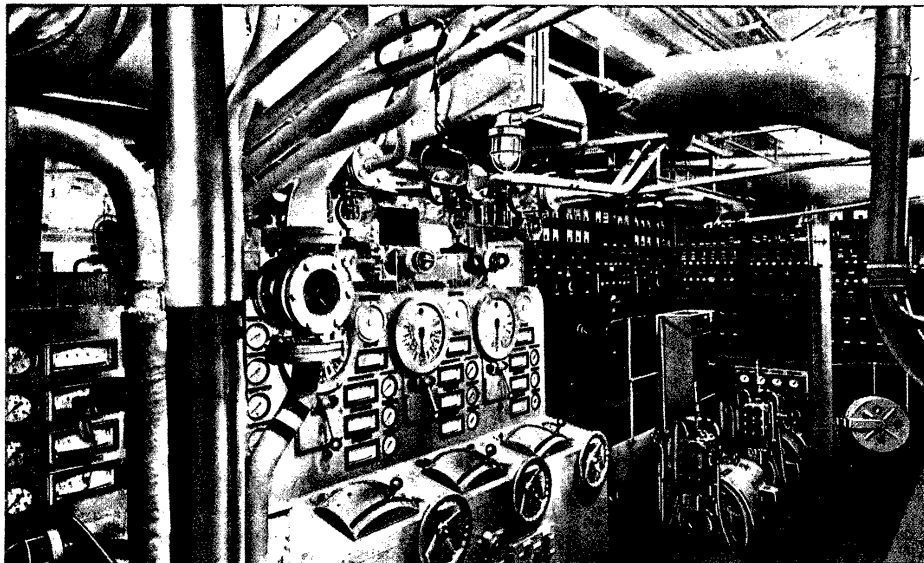
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



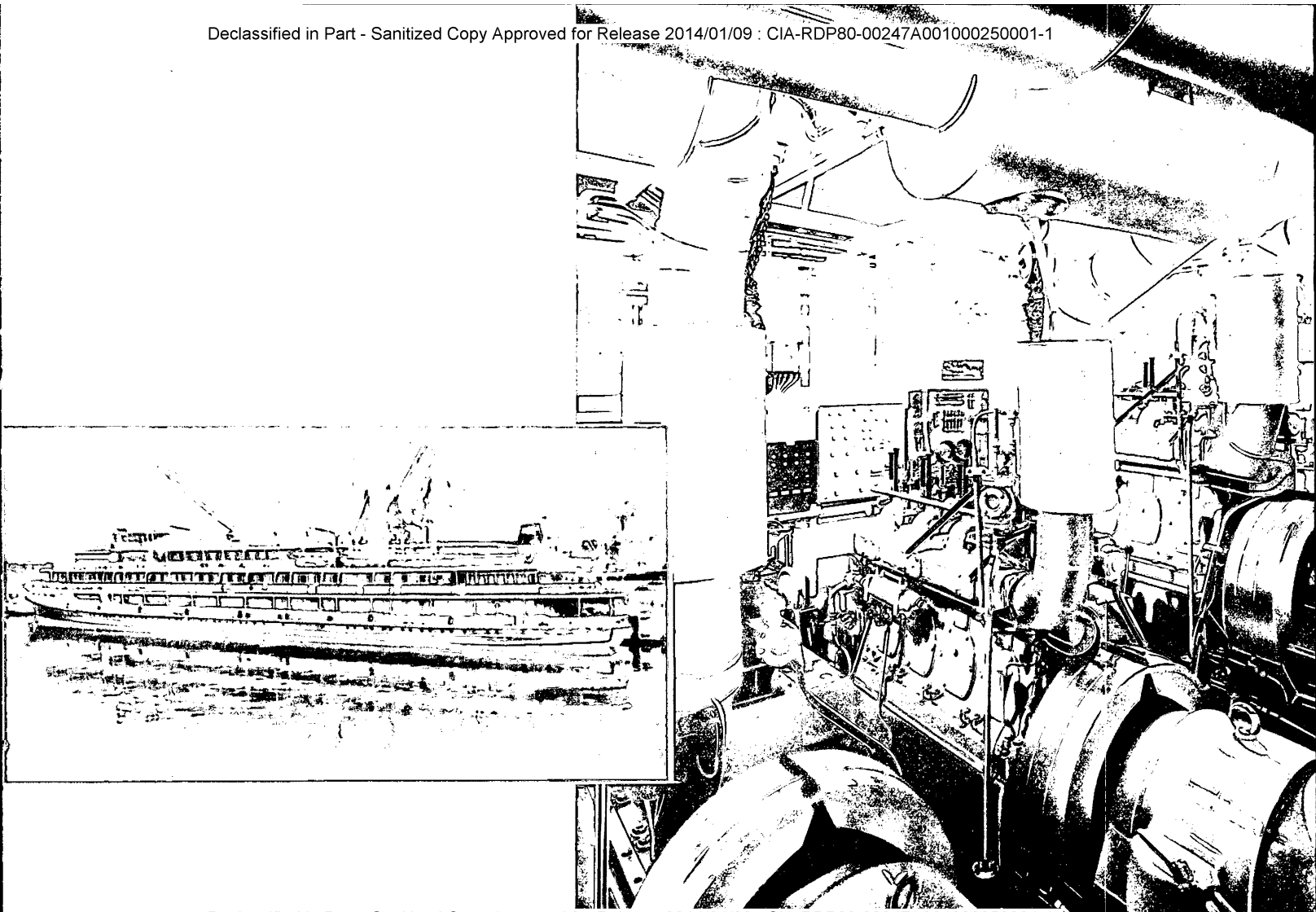
We cannot count down the whole production-programme, however one fact is worth mentioning, filling us with enthusiasm for coming joyful holidays. That is the building of a leave-men-vessel with 140 m length and 17.6 m breadth, where our workers can recover all the year round, and simultaneously they become acquainted with the nature of other countries. The leave-men-vessel shall be delivered for her destination on the 1st May 1961.

### Inland-passenger-vessel

Length overall	95.80 m	314 ft 4 in
Length between perpendiculars	90.00 m	295 ft 3 in
Load draught	2.42 m	7 ft 11 in
Draught without load	2.07 m	6 ft 10 in
Breadth moulded	14.30 m	46 ft 11 in
Depth to main-deck	4.30 m	14 ft 1 in
Output		3×400 hp
Speed		23.70 km/h
G. R. T.		2,470
Passengers	343 lying accommodations	
	495 sitting accommodations	



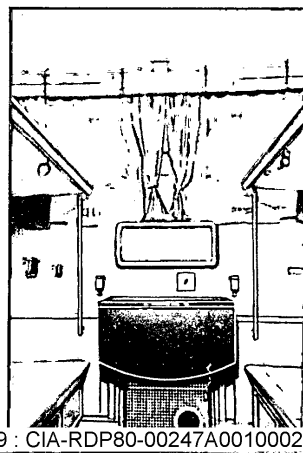
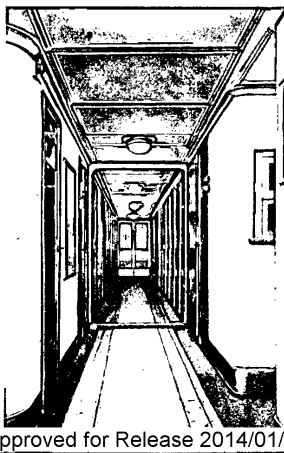
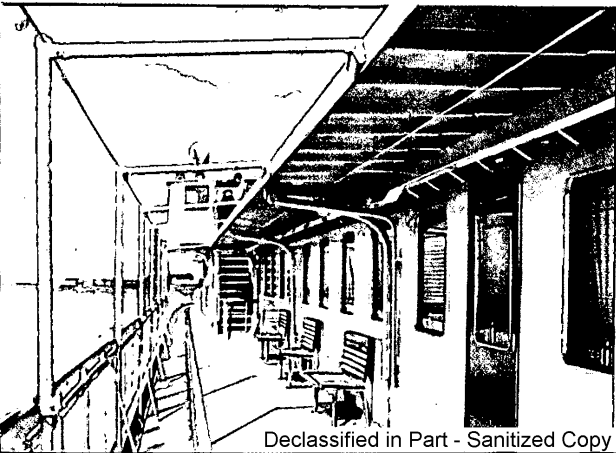
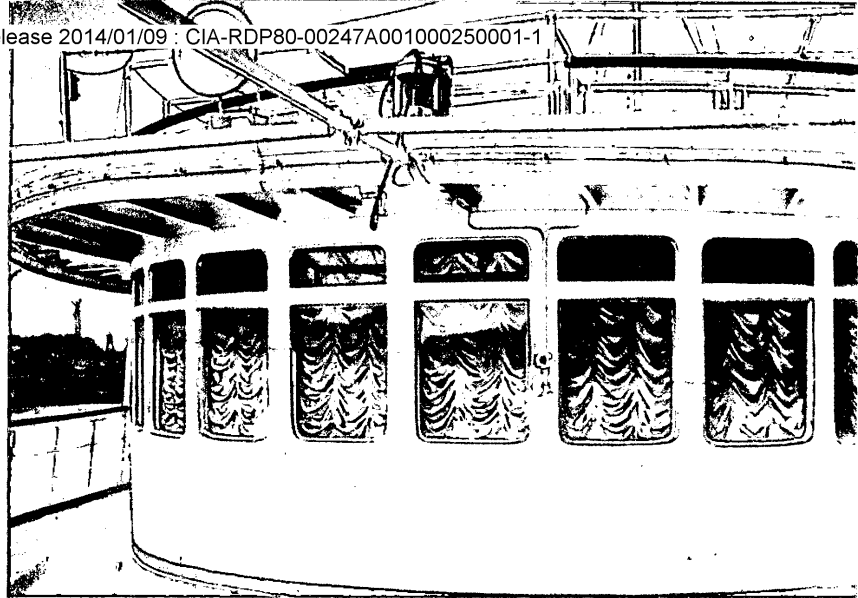
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

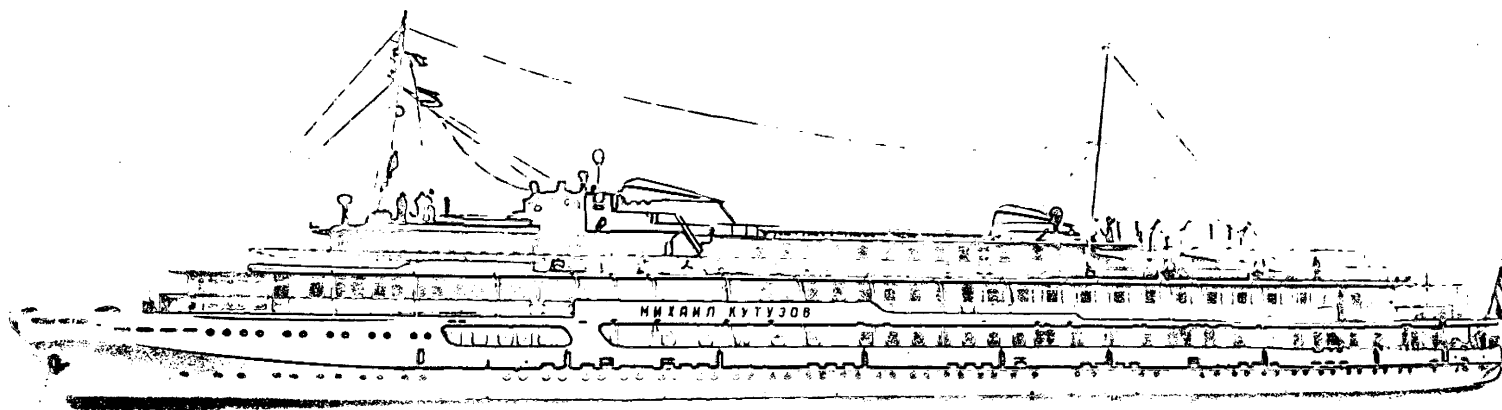


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



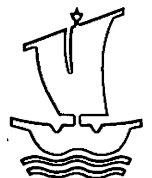
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

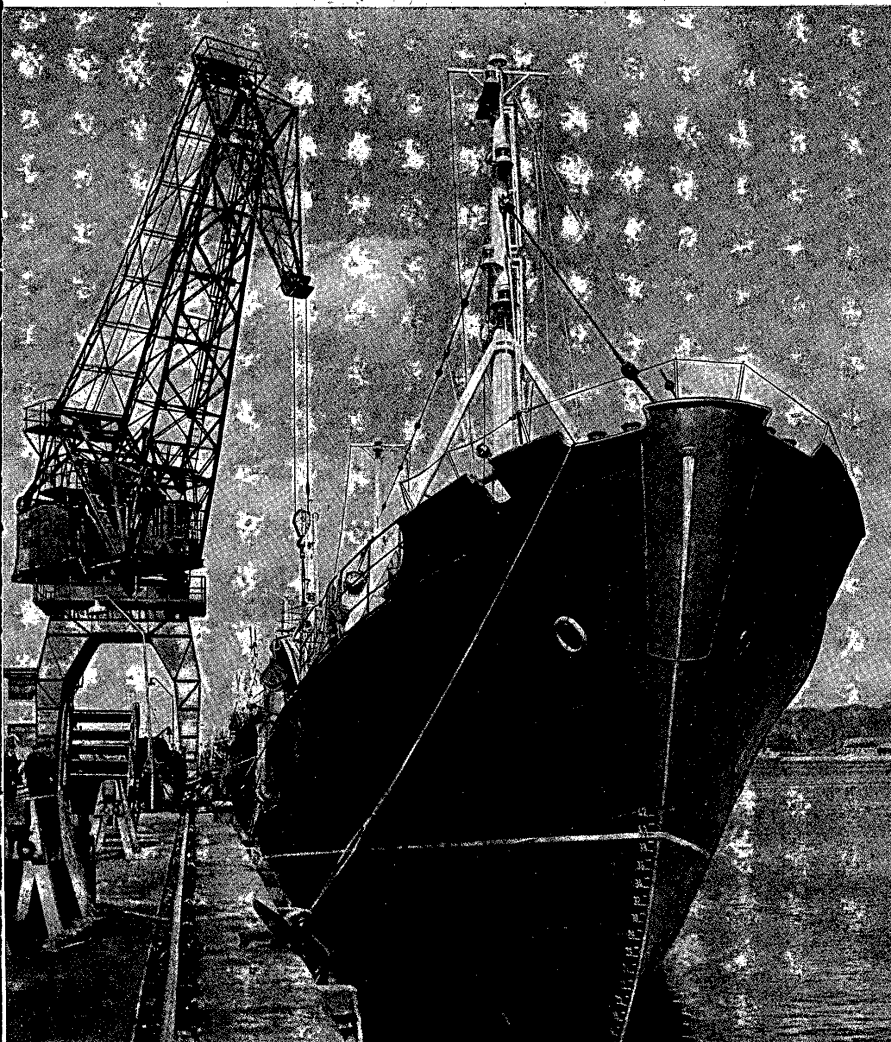


**Volkswerft Stralsund**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



*N*ear the Rügen-dike, connecting the island Rügen with the continent, one of the most remarkable yards of the German Democratic Republic is situated the Volkswerft Stralsund. Also this yard has been developed in a comparatively short time from a small yard. Hereby the workers had to master extensive ramand earthworks in consequence of the marshy ground. The great production-capacity of the yard principally is specialized in the serial completion of fishing vessels of different types. Building of these vessels follows according to rhythmical production. Owing to the efforts of all persons, concerned by this, in this yard the possibility was given to attain a manner of production, which to-day to the largest part is mechanized completely.

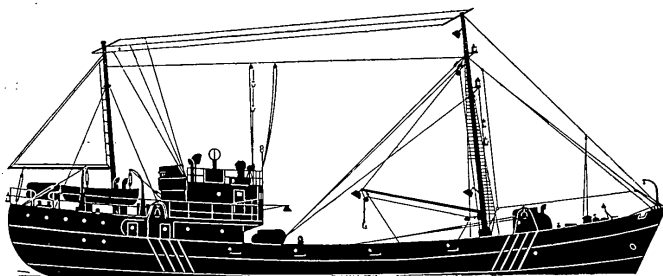
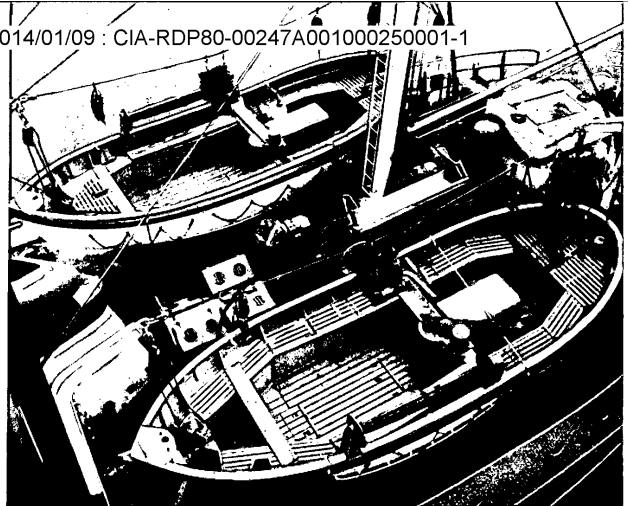
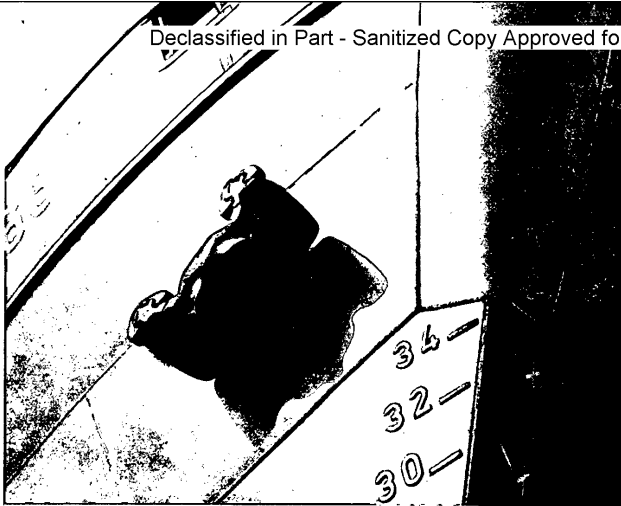


On the 7th October 1949 the first self-built ship launched. Before this time, in the first years after the war, the yard executed many repairing works, and hereby the yard labourers made experiences in building ships. Since this time diverse types of vessels had launched by further modernizing and steadily perfection of construction.

In the beginning the yard built smaller wood- and steel-cutters. Having erected the yard, the workers began with verve to build fishing-drifters. Part of these drifters was fishing in order to supply our people with fishes, and part of this type was exported. In the period from 1949 to 1957 the yard delivered about 600 units of this type.

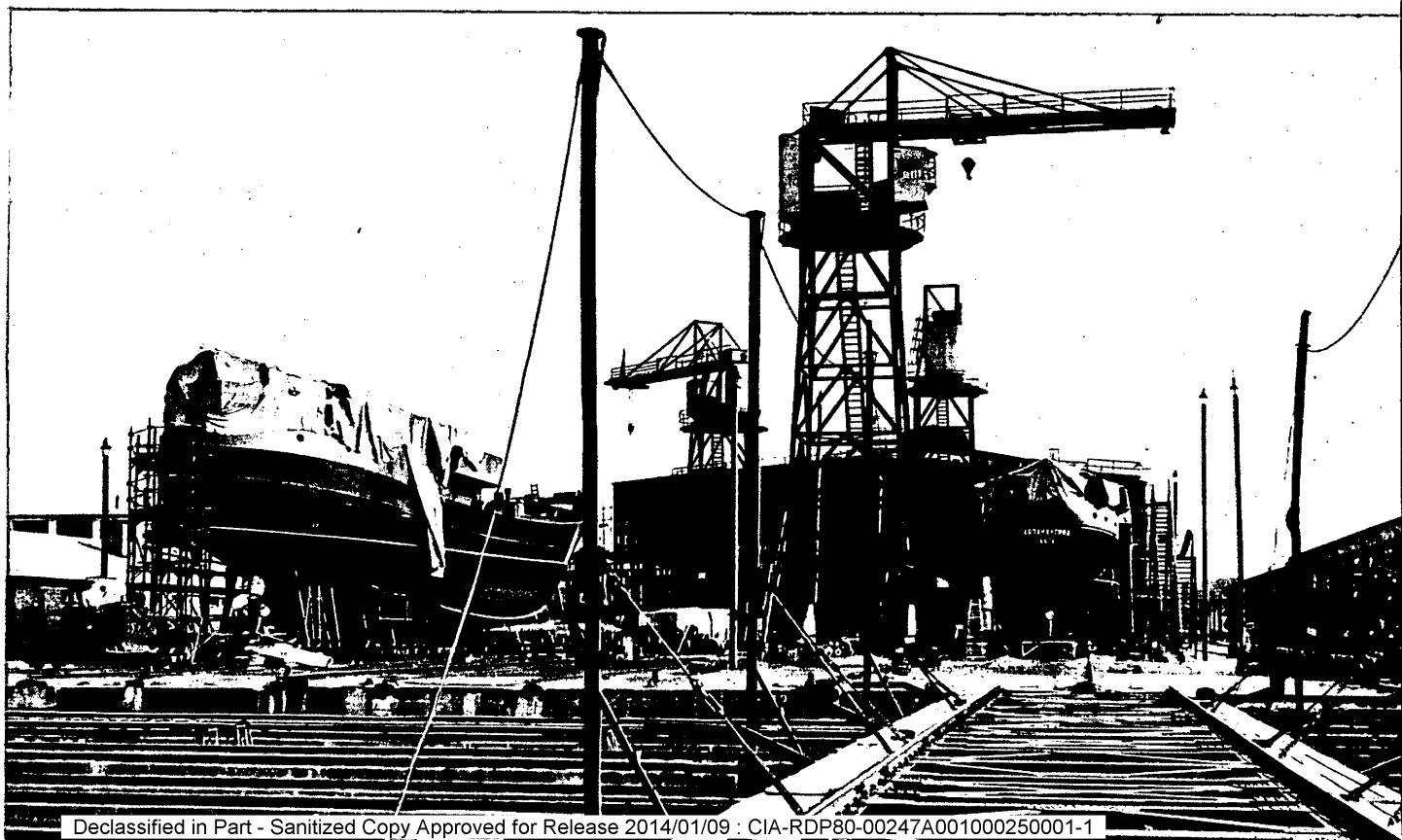
From the production-programme also must be named coastal-protecting boats, yard tugs, sea mark control boats, the survey vessel "Meteor", set in for the hydrographical service of the GDR, and series of other special vessels.

Furthermore this yard carried out the final completing of vessels, built by inland yards.



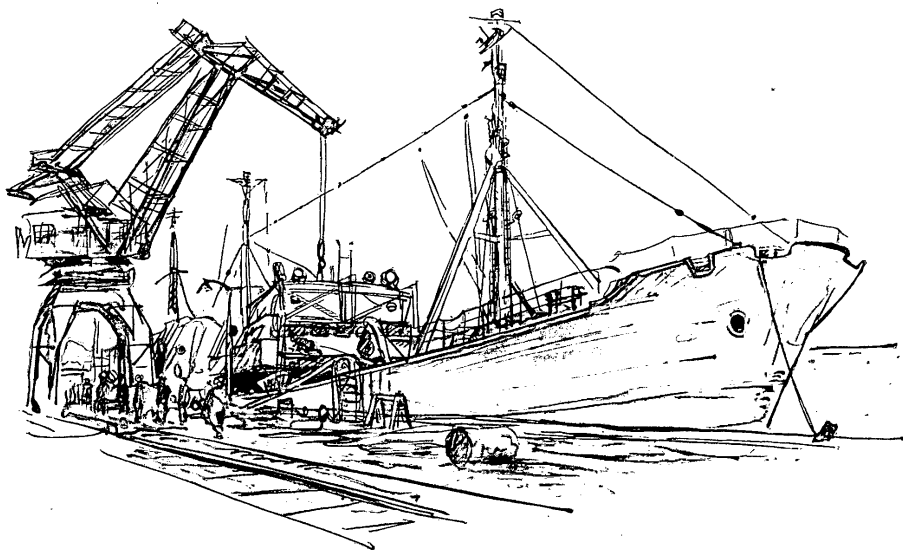
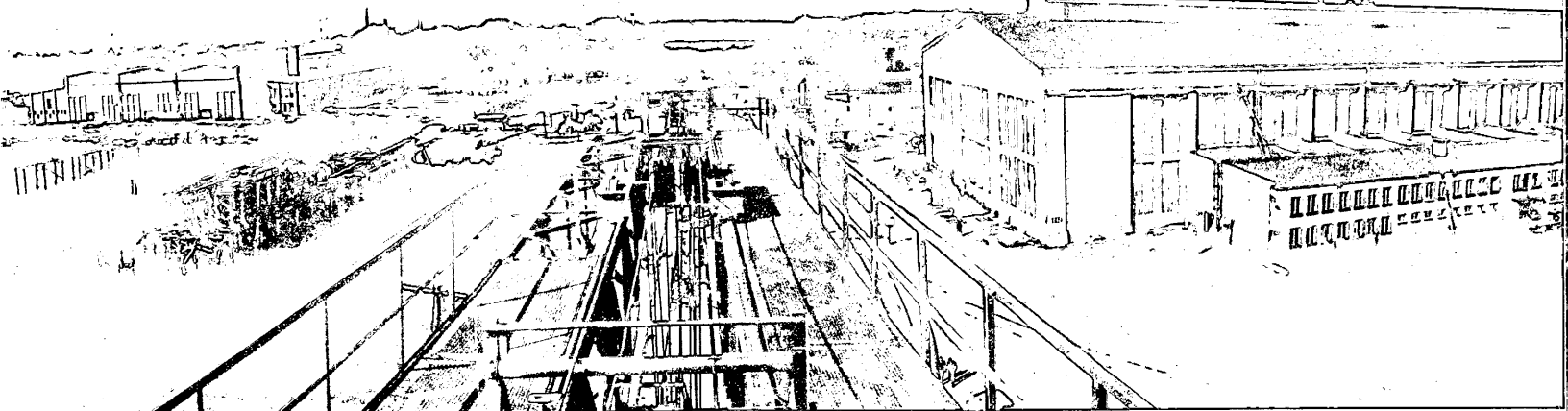
<b>Logger</b>	Length overall	39.15 m	128 ft 5 in
	Length between perpendiculars	34.79 m	114 f 2 in
	Load draught	2.84 m	9 ft 4 in
	Draught without load	2.38 m	7 ft 10 in
	Breadth moulded	7.30 m	23 ft 11 in
	Depth to main-deck	3.48 m	11 ft 5 in
	Speed		10.5 knots
	Deadweight		160 tons deadweight
	Holds		673 barrels each of 130 kg

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



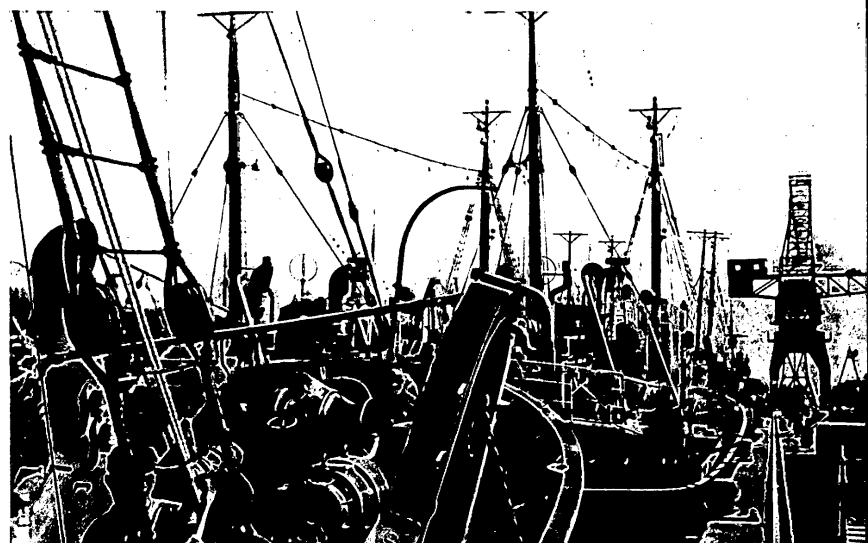
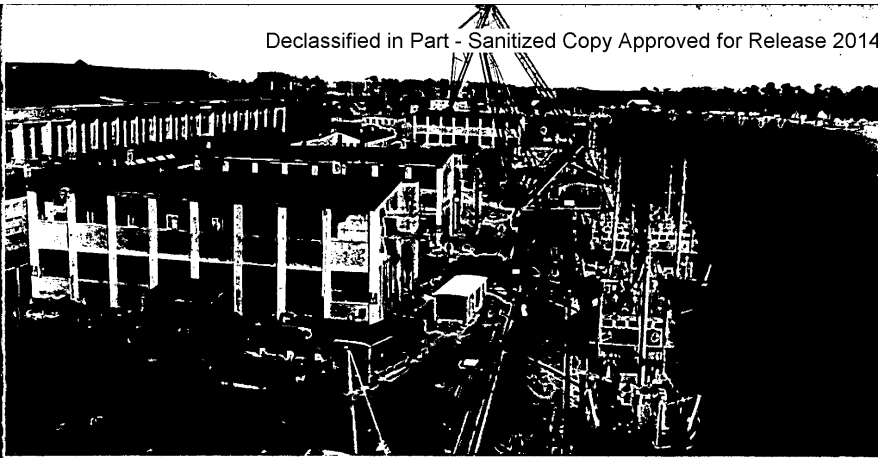
In 1958 the Volkswerft Stralsund began to build a trawler, intended for deep-sea fishing. 171 units of this type are destined for export. On the 30th of April 1960 already the 100th trawler had been handed over to the customer.

Having completed the yard, necessary in order to master the present production-programme, yard has in view the construction of refrigerated ships and tropics. By this we can better supply our people with fish, and on the other side we can extend our export.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

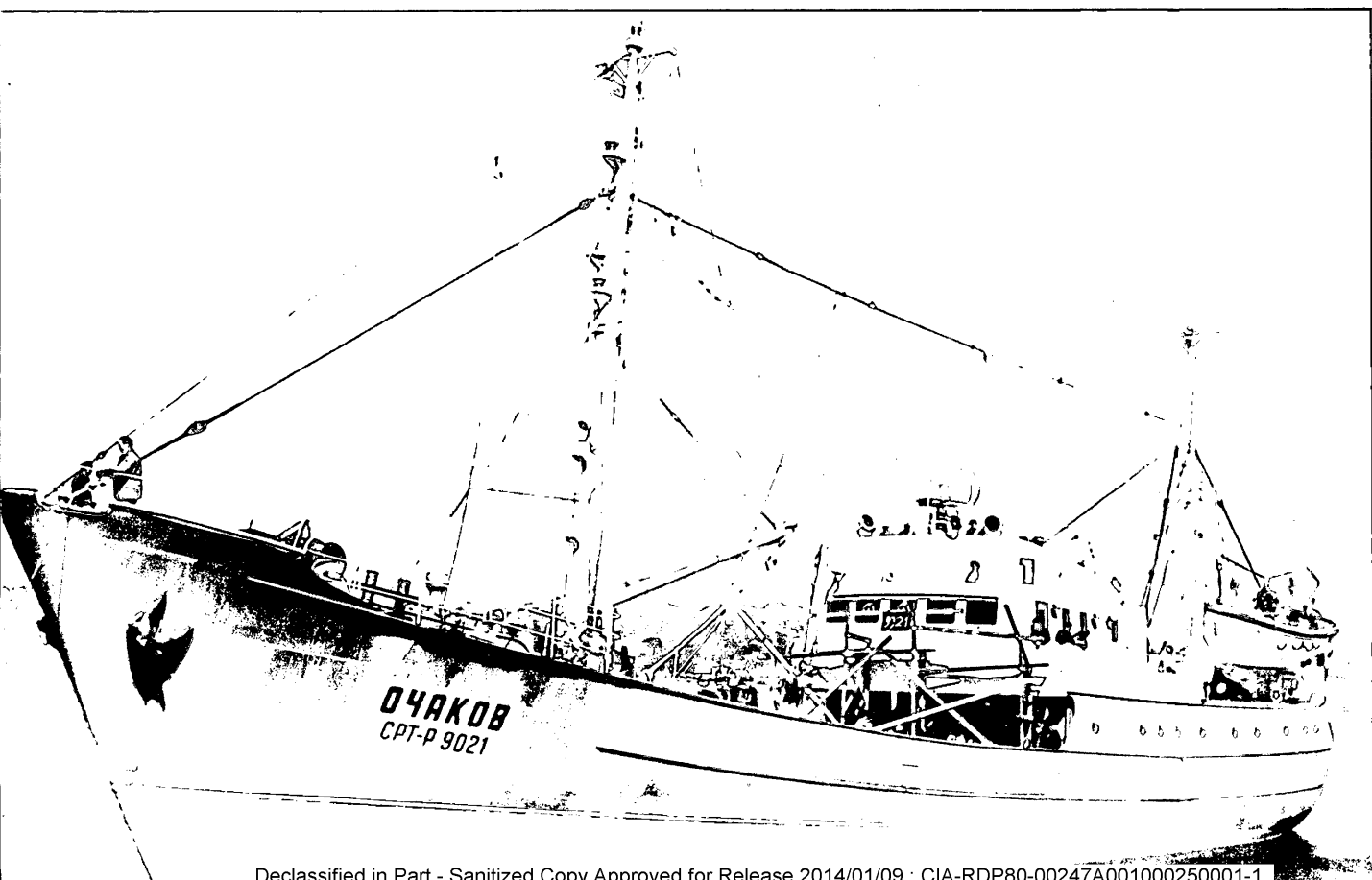


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

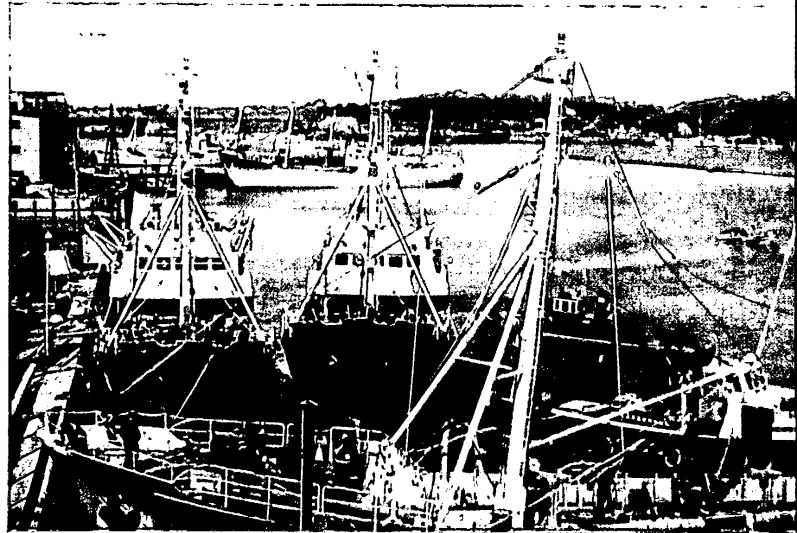
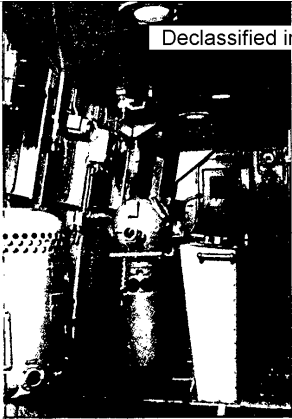


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

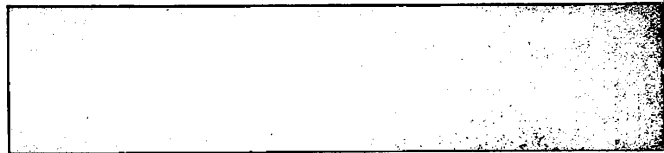


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

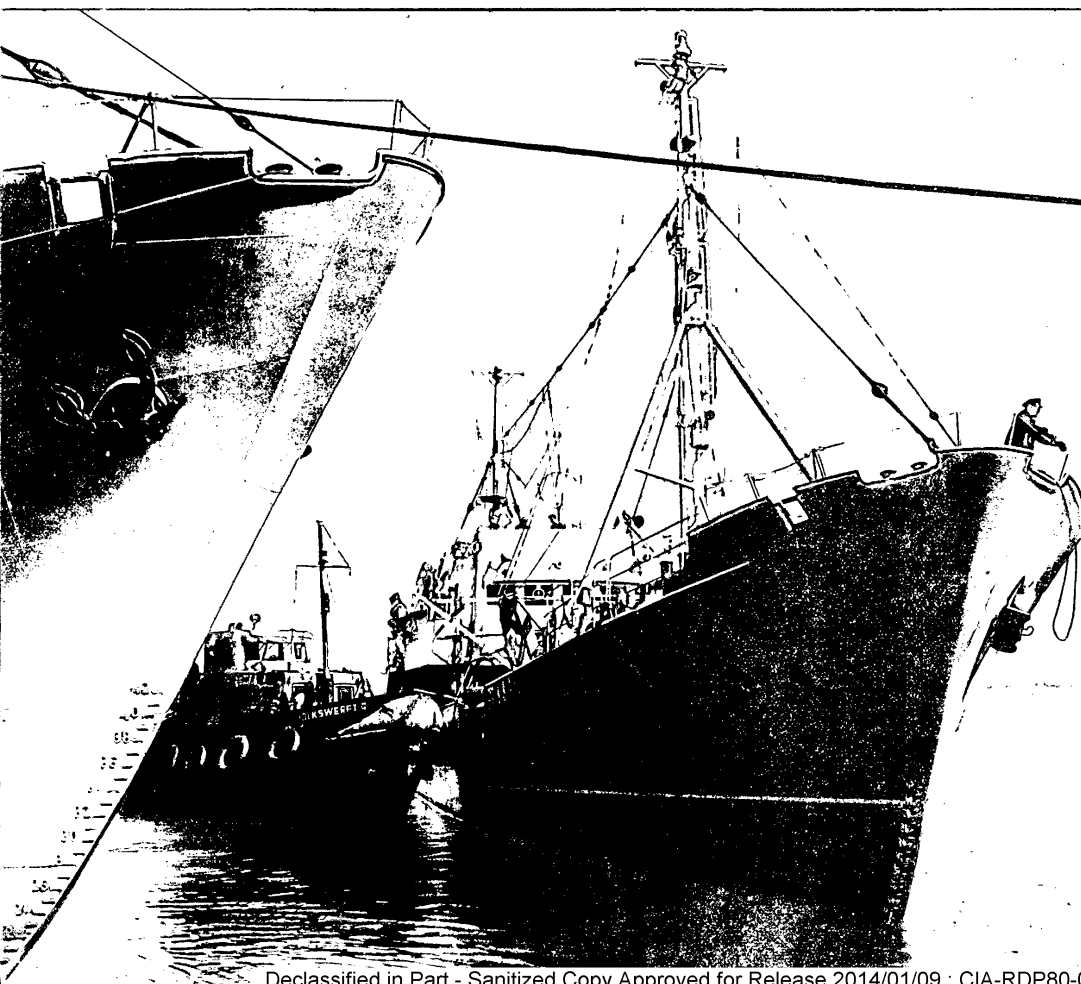


**Trawler**

Length overall	50.80 m	166 ft 8 in
Length between perpendiculars	44.35 m	145 ft 6 in
Draught load	3.56 m	11 ft 8 in
Draught without load	2.62 m	8 ft 7 in
Breadth moulded	8.80 m	28 ft 10 in
Depth to main-deck	4.30 m	14 ft 1 in
Speed		11 knots
Deadweight	258 tons deadweight	
Holds	1,630 barrels each of 130 kg	

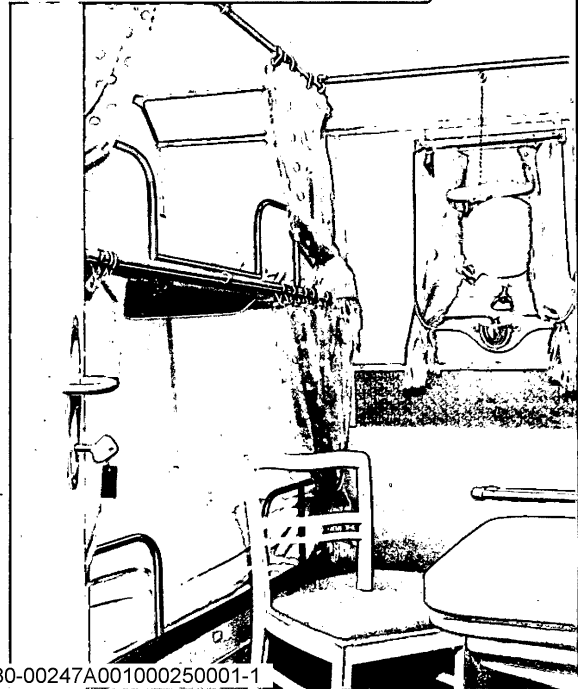
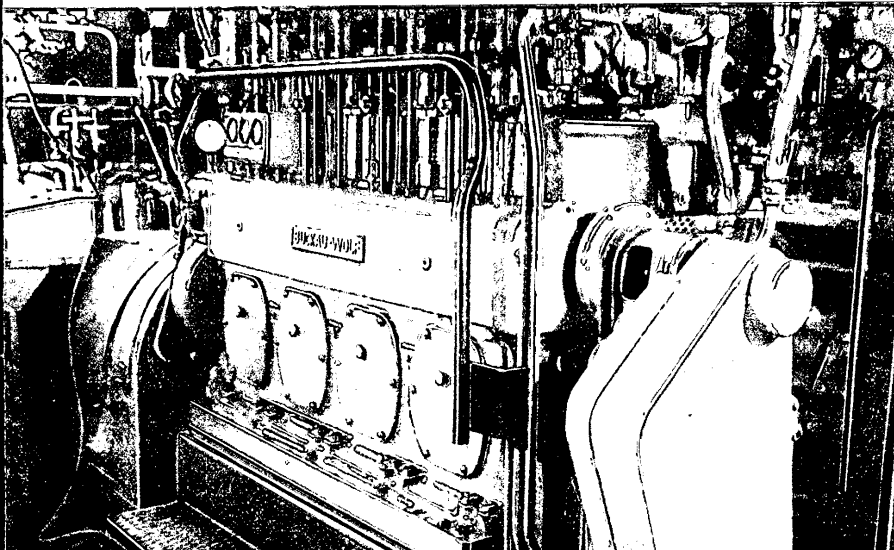
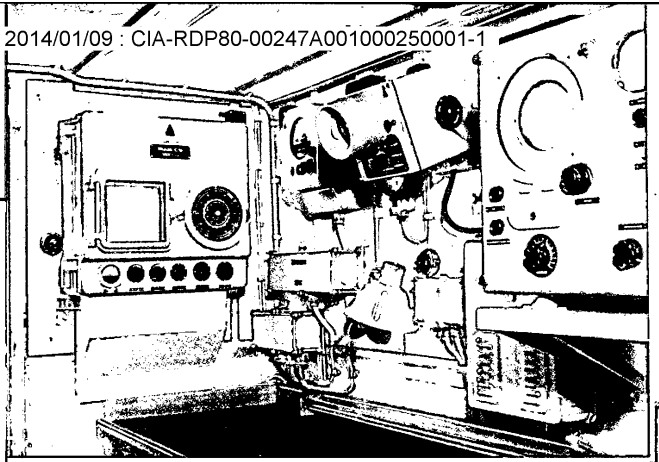


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

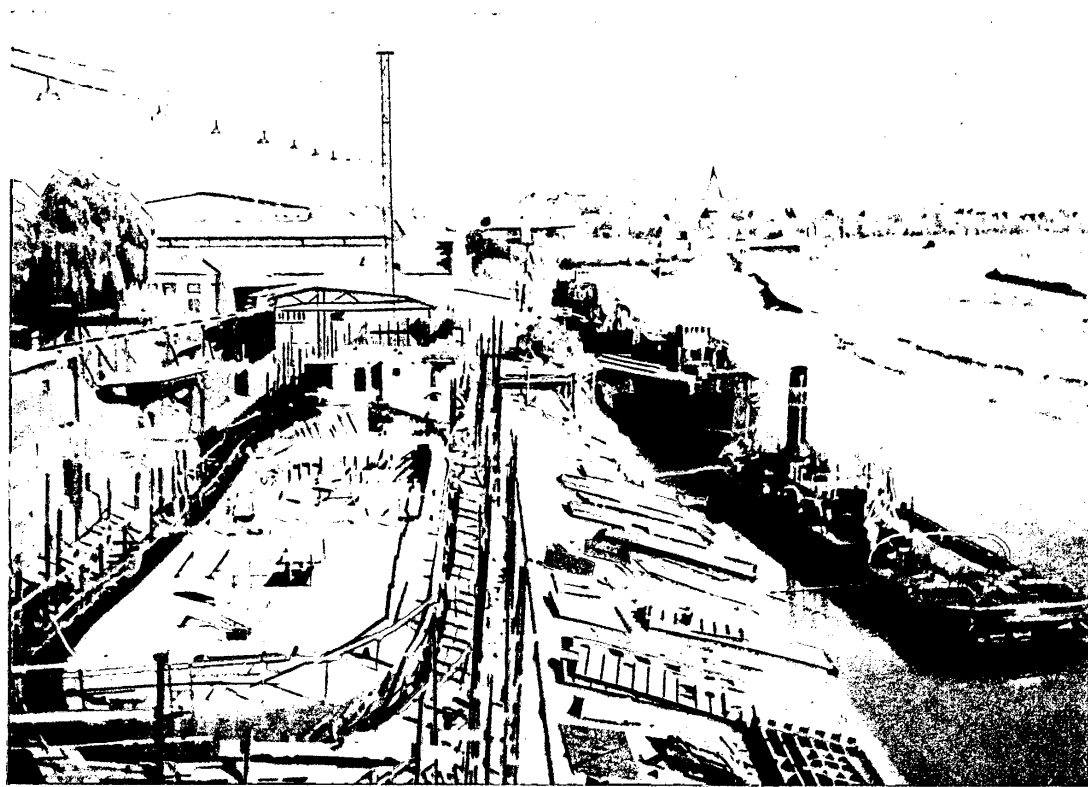
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Elbewerft Boizenburg**

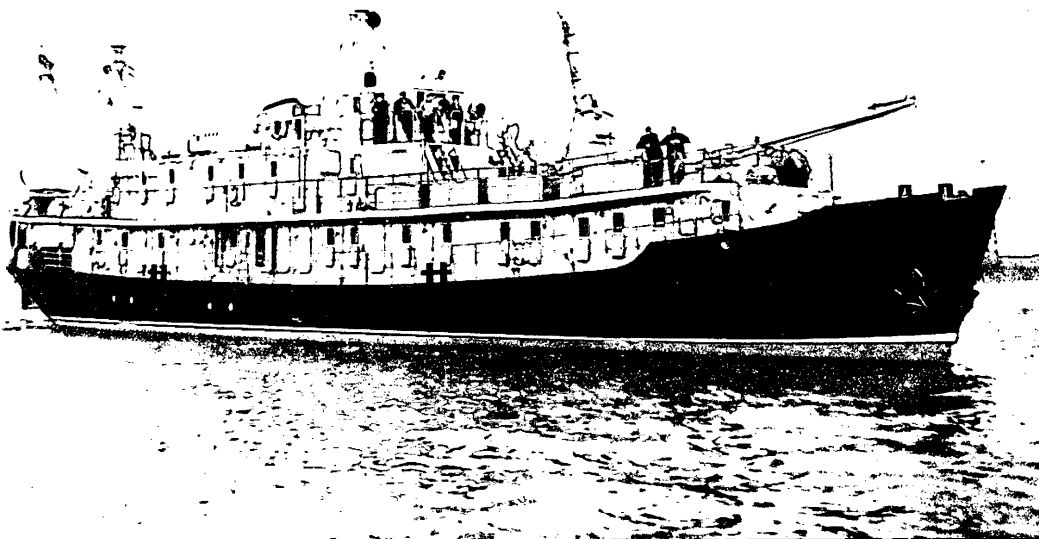
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



On the bank of the river Elbe, connecting both parts of Germany, the Elbewerft in Boizenburg is situated. After its foundation the yard developed up to 1939 by degrees to productive yard- and engine-building works. About 1200 workers were occupied with the building of pontoons, pioneer-boats, and bridge-gears.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

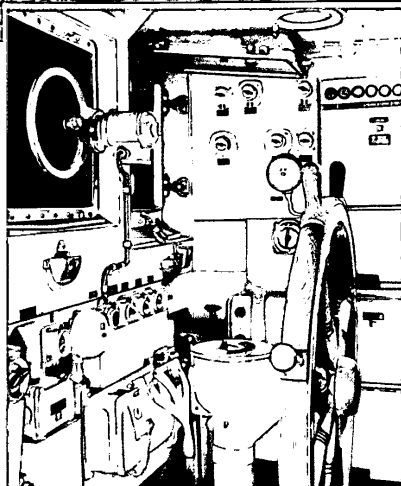
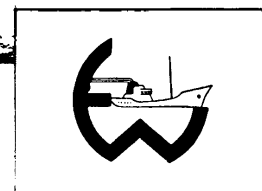
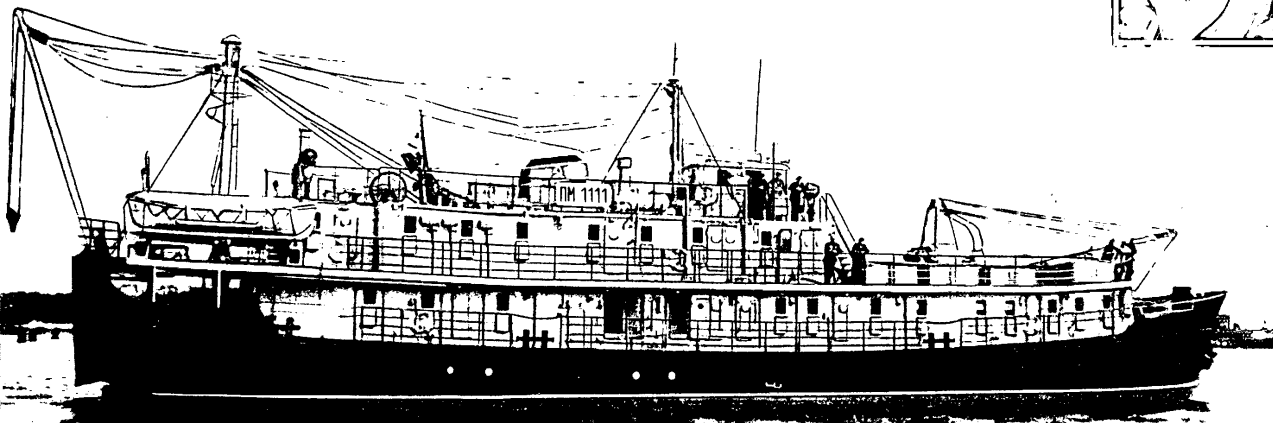
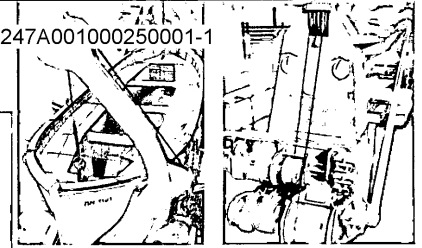


After victory over the Fascism approved shipbuilders with primitive tools and often among large difficulties in 1946 began to operate in this yard. Increasing more and more every year, a socialistic work arised, active participated with its efficient collective of yard labourers at the building of Socialism in the German Democratic Republic.

In order to compensate the hard bodily labour by means of machining, yard had been fitted out with slipway crane bridges, a crane bridge of 7 tons, a hammerhead slewing crane with connecting track, and a machine swing crane.

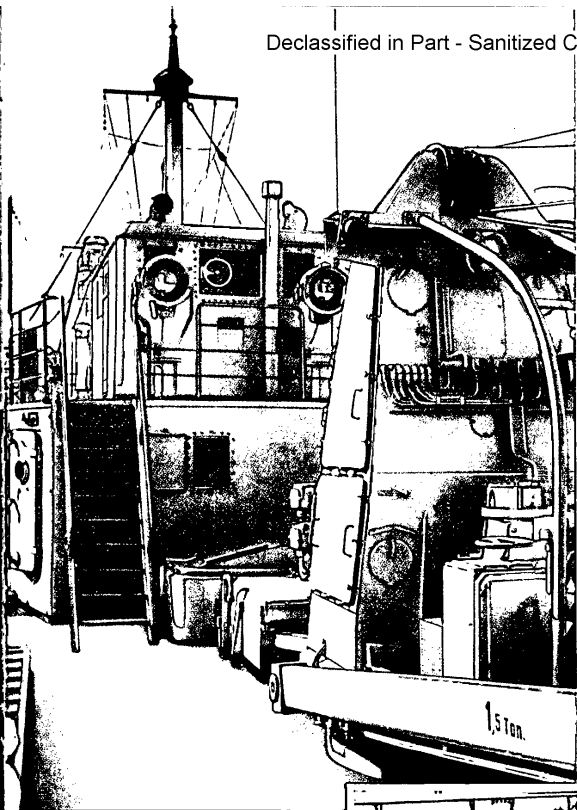
Modernest machines became to help-mates for the workers. A modern mould loft floor was erected. In course of time productivity of labour increased steadily. Significant for the development of this yard was the building of coasting motor vessels with 500 tons deadweight, having found appreciation in measure of world-shipbuilding.



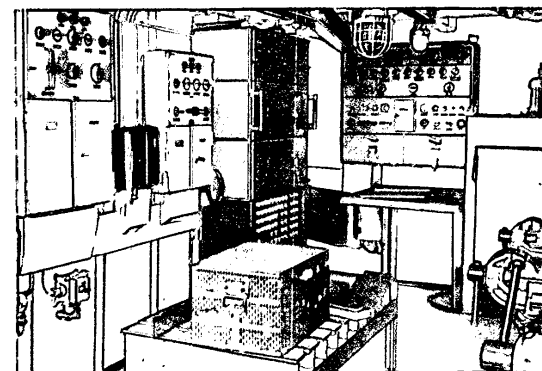
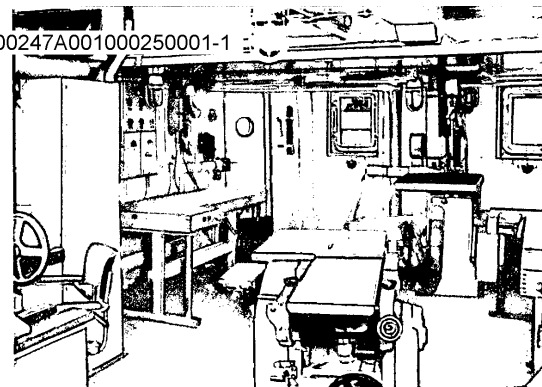


**Workshop vessels**

Length overall	47.20 m	154 ft 10 in	Depth	3.80 m	12 ft 6 in
Length between perpendiculars	40.10 m	131 ft 7 in	Designed draught	2.50 m	8 ft 2 in
Breadth overall	8.918 m	29 ft 3 in	Without propulsion		
Breadth moulded	8.50 m	27 ft 11 in	Accommodations for 24 expert workers		



Further the production-programme comprehends: fishing loggers and steel cutters, refrigerating- and freezing vessels, hopper barges with bottom doors, and motor tank vessels. Most of the shipbuilding production of the Elbwerft Boizenburg had been exported. Momentary the yard is building workshop-vessels, intended for export.



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Schiffswerft "Edgar André" Magdeburg**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

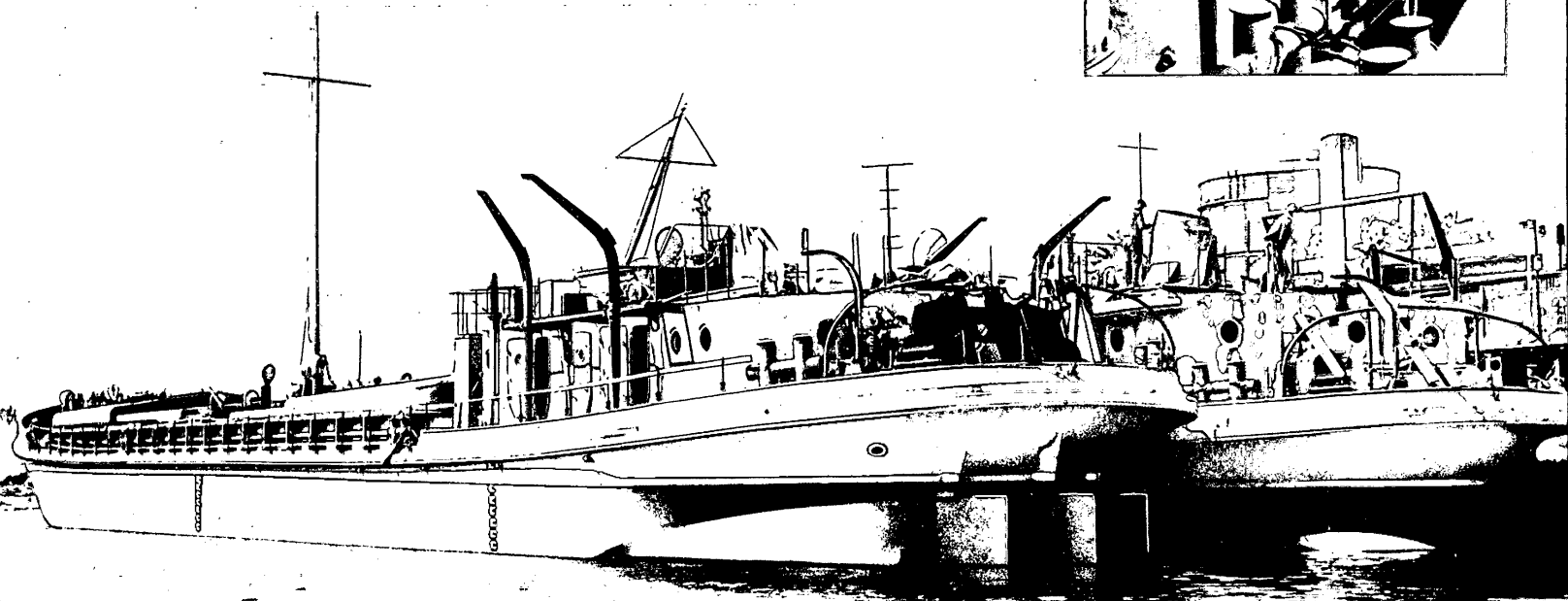
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



*F*rom the former "Königlichen Wasserbau-Inspektion", founded in 1882, and the later "Preussisches Wasserstraßen-Maschinenamt" arised 1924 the "Staatswerft Rothensee", bringing off to that time small reparings at river vessels of the Waterway-Office Magdeburg with less than 200 workers.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

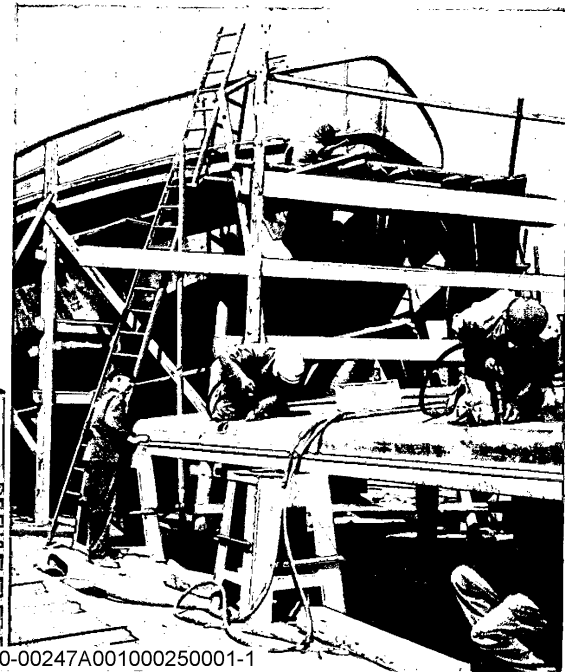
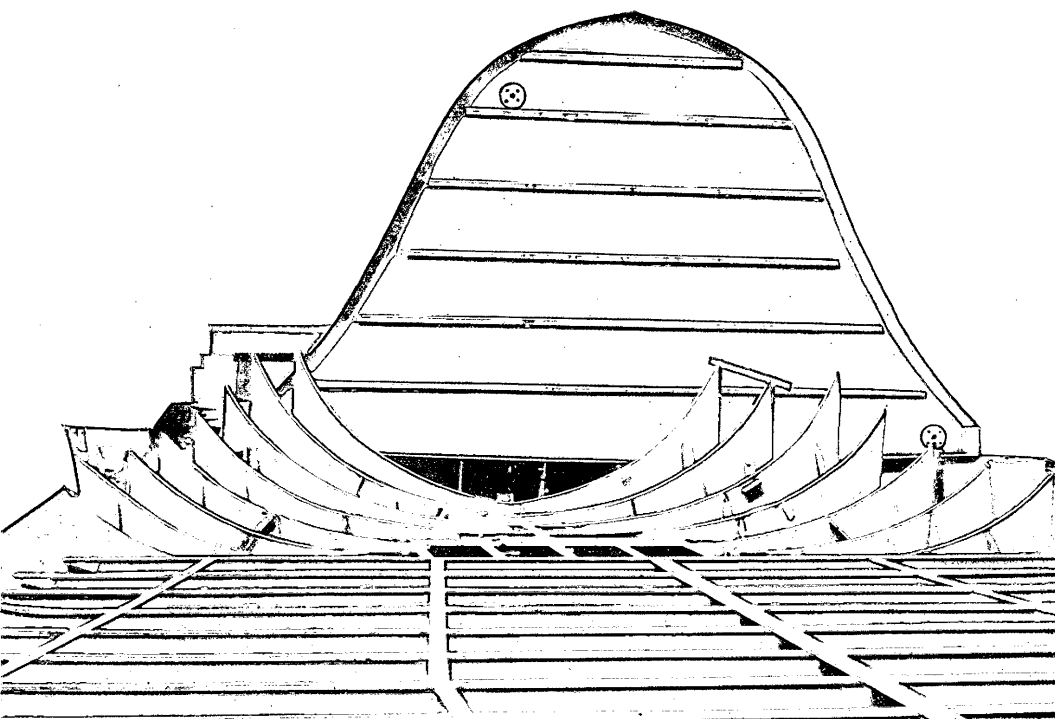
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

After 1945 this yard developed to a newbuilding yard, and repairs only close-by were brought off. In a relative short time this yard has been developed from smallest beginning to the present state, and this process of development probably not yet will have been closed for a long time.

The Schiffswerft "Edgar André" Magdeburg, as it is called now, follows the demand of our foreign trade to speed up the building of further trade vessels, which on the strength of enlargement of the export will contribute to exchange all goods between the countries.

Further the yard follows the demand to build passenger vessels in order to give all working people the possibility to pass their deserved holidays on the rivers and lakes of their native place.

The building-programme of this yard consists of sea-going tugs, motor cargo vessels, inland- and coasting passenger vessels, harbour tugs and inland tankers.



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

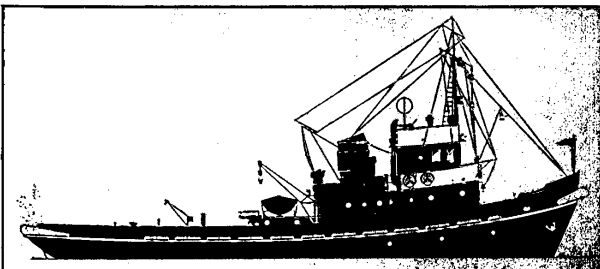
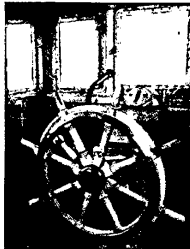
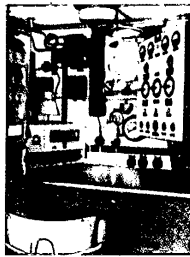
**Motor cargo vessel**

Length overall	67.30 m	220 ft 10 in
Length between perpendiculars	63.80 m	209 ft 4 in
Load draught	2.14 m	7 ft — in
Breadth moulded	8.16 m	26 ft 8 in
Depth to main-deck	2.60 m	8 ft 6 in
Deadweight	700 tons deadweight	
Holds	4 holds with 863 m <sup>3</sup>	
Speed	16.5 km/h	
Driving power	2×300 hp	



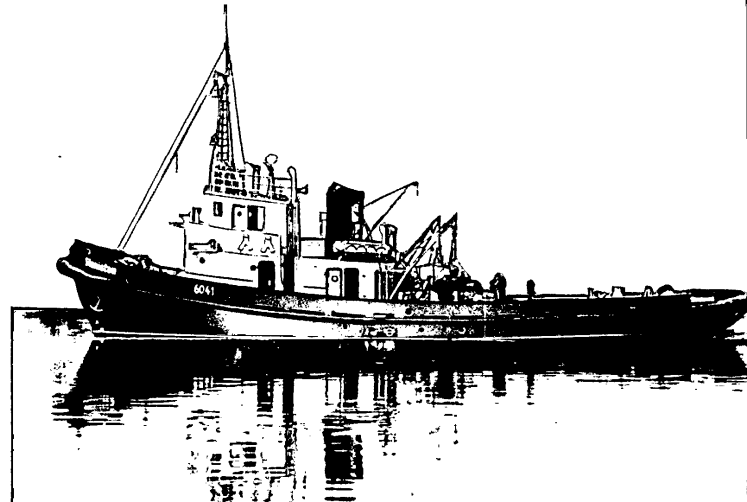
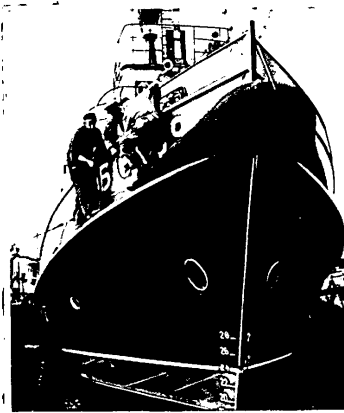
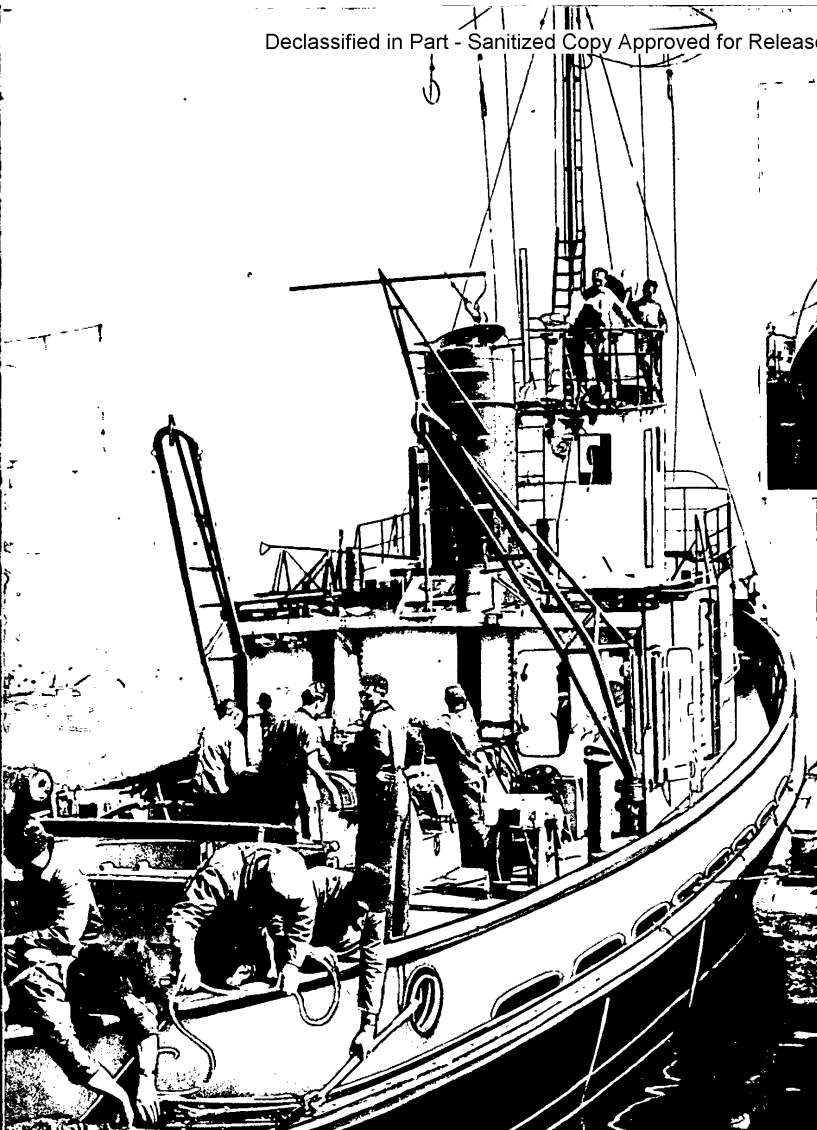
**Sea-going tug**

Length overall	28.87 m	94 ft 9 in
Length between perpendiculars	25.62 m	84 ft 5 in
Load draught	2.40 m	7 ft 10 in
Breadth moulded	6.50 m	20 ft 4 in
Depth to main-deck	3.00 m	9 ft 10 in
Driving power	400 hp automatic towing winch	





Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

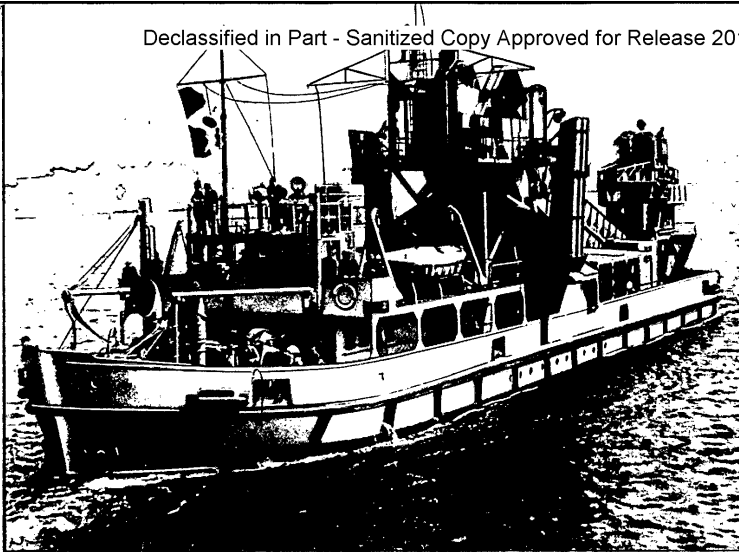
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Rosslauer Schiffswerft**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



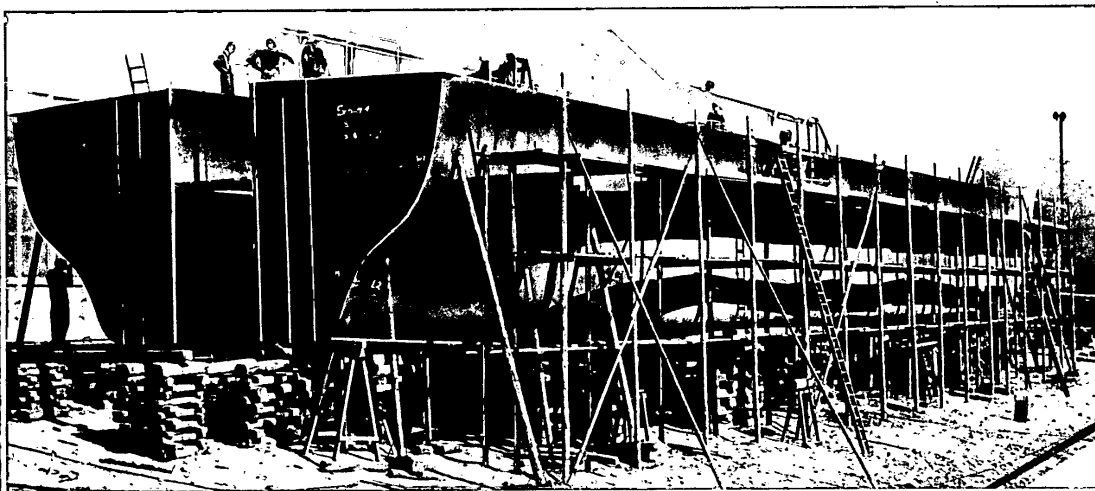
In May 1946 the socialistic yard "Rosslauer Schiffswerft" on one part of the old yard-terrain of the former "Sachsenberg A. G." was founded. To that time there were engaged about 90 workers. A powerful rise of this yard went on in the following time. The number of workers raised rapidly in the next years, and to-day more than 2,000 people are working in the yard.

As in all our yards also in Rosslau new workshops had been erected, new machines had been bought, accommodated to the modernest methods of manufacturing. The extensive newbuildings and the improvement of the technical equipment as well as the new-organization of production made it possible to introduce new methods of shipbuilding, as there are the sectional construction of building and the application of the welding practise by the building of the hulls. The many architectural enlargements changed the yard every year, so that the Rosslauer Schiffswerft can be considered as the productivest and largest inland-yard in the whole Germany.

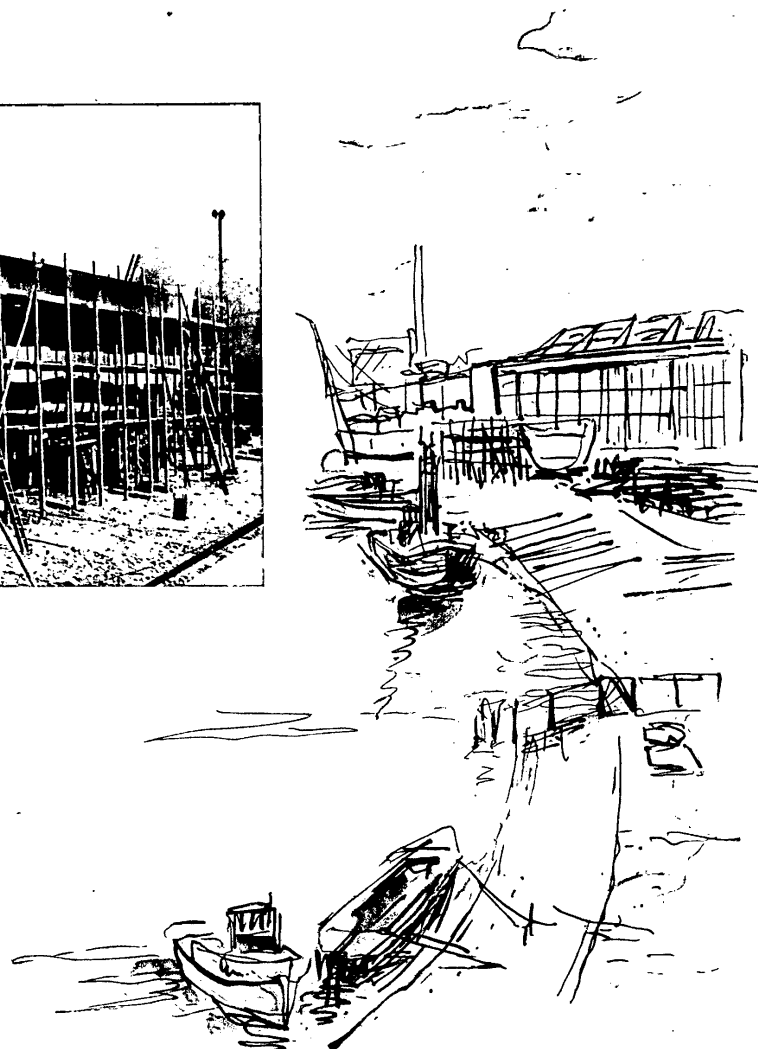
Since 1946 the yard built following vessels: fishing seiners, fishing-refrigerating- and tankloggers, fishing cutters, sea-going tugs, different types of cargo motor vessels and tank motor vessels, and other special vessels.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

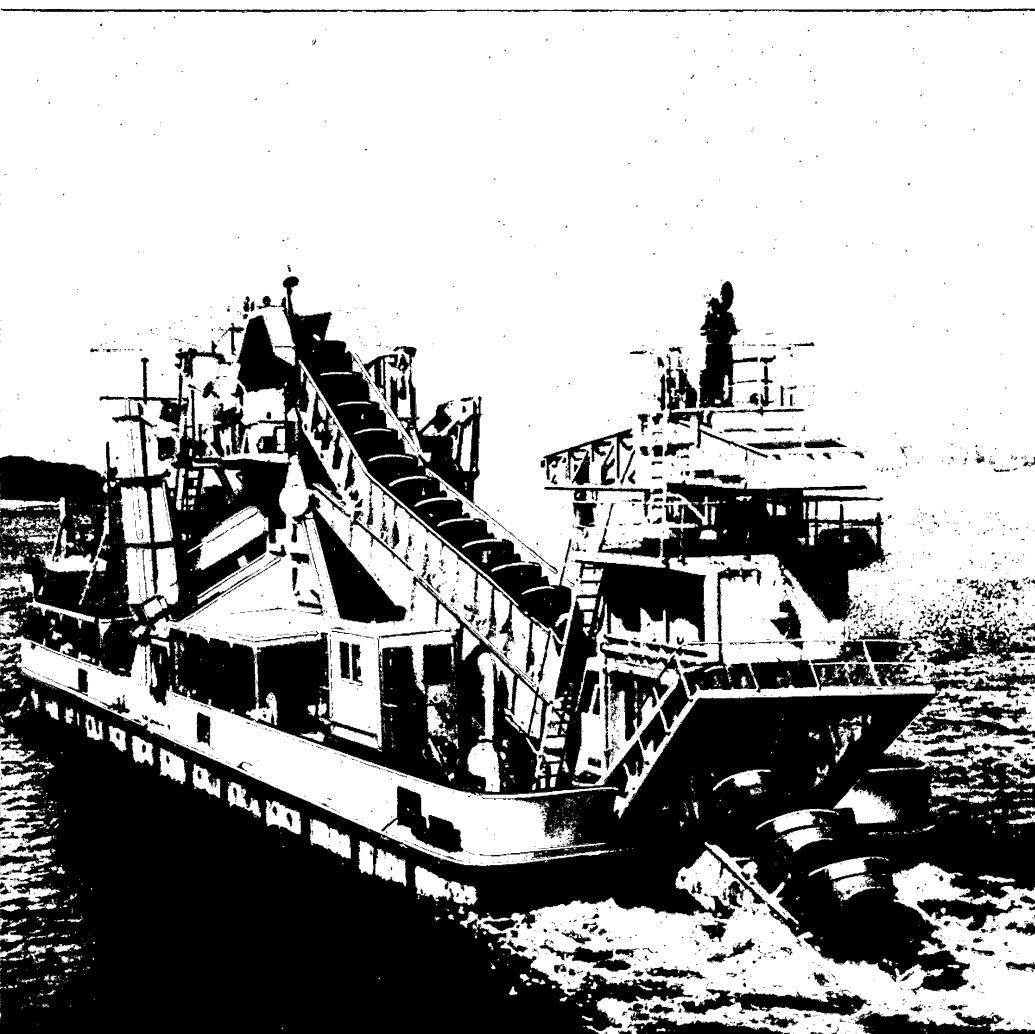
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



As a speciality and characteristic for this yard the development of bucket-chain dredgers and suction dredgers must be regarded. The dredgers also can be built combined for barge elevators. They can be used in sea- and inland waters. The sea-going bucket dredgers "Warnemünde", "Saßnitz", "Anklam", and "Barth", being in inset by the building of the seaport of Rostock, were built by this yard.



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



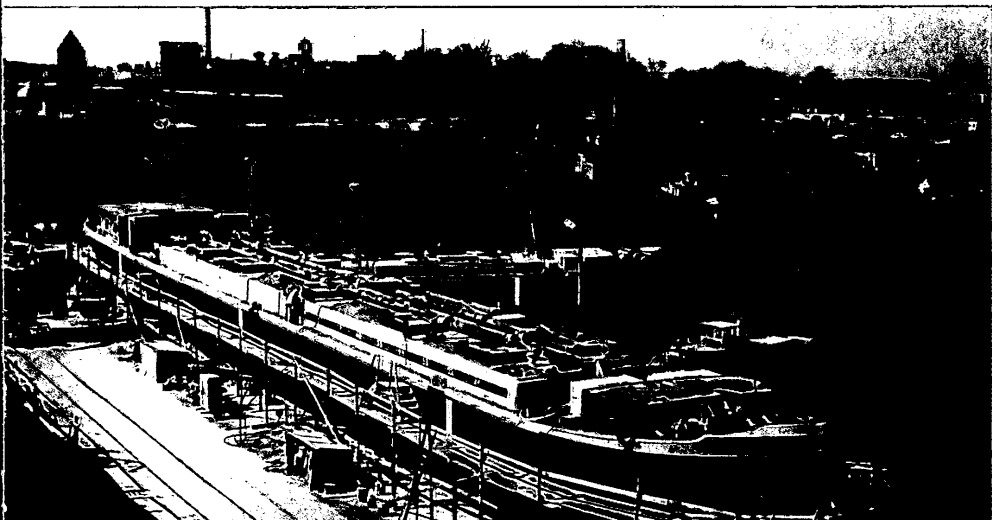
**Sea-bucket dredger 400 m<sup>3</sup>/h**

Length overall	55.63 m	182 ft 6 in
Length between perpendiculars	54.62 m	179 ft 2 in
Breadth moulded	9.50 m	31 ft 2 in
Breadth overall	9.77 m	32 ft —
Depth	4.00 m	13 ft 1 in
Designed draught	2.50 m	8 ft 2 in
Displacement	about 1000 tons	
Dredging capacity by light sandy soil	400 m <sup>3</sup> /h	
Dredging depth	12—14 m	
Speed	9—10 km/h	
Crew for 3 shifts	up to 39 persons	

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



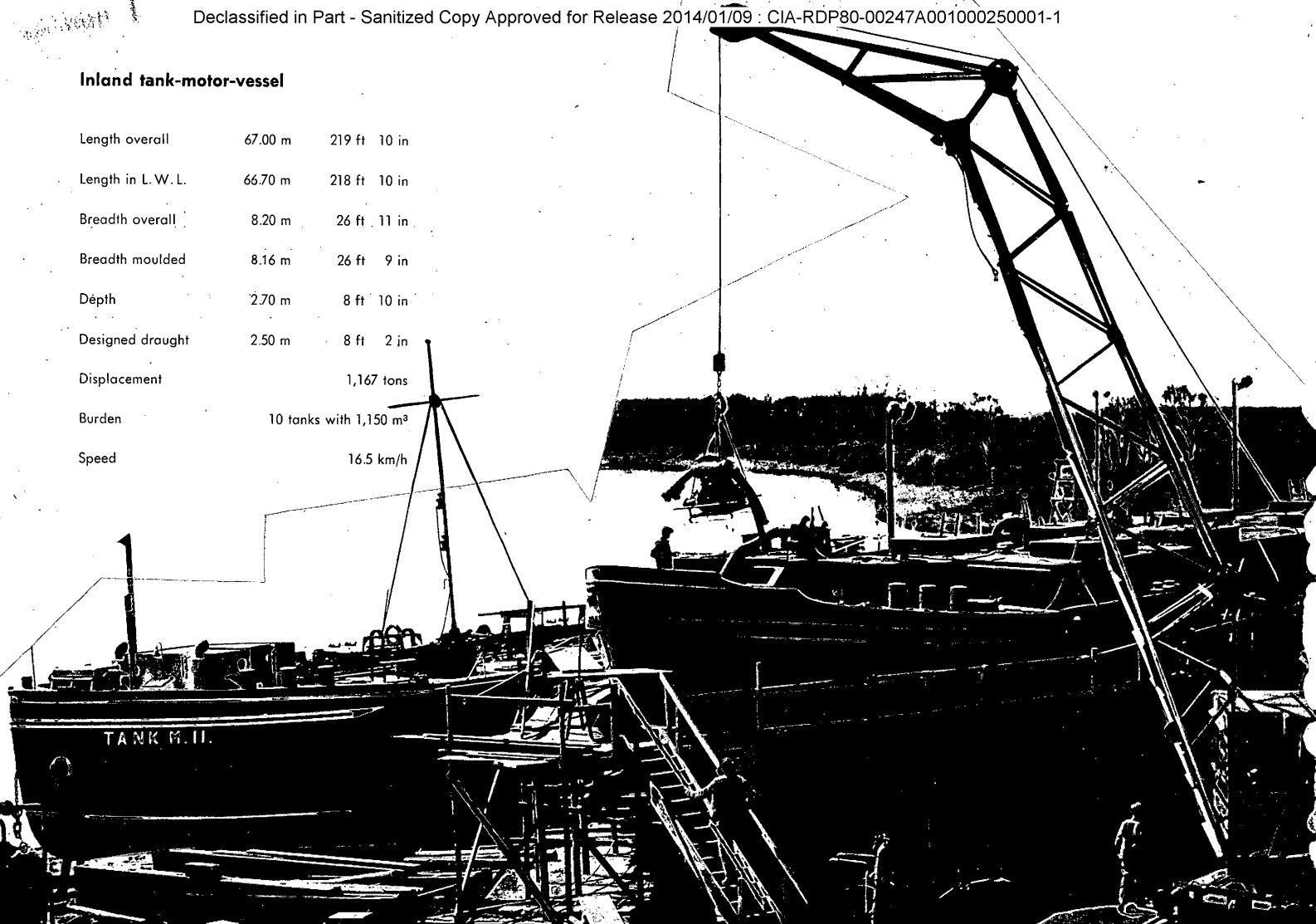
In building dredgers the yard disposed of a long tradition, and is strived to represent this tradition of good quality and reliable work in the whole world. This is an important concern for all yard labourers. They are always strived hard for enlargement of the capacity, and to accommodate their production to the claims of inland and foreign customers, in order also to increase the export of ships.



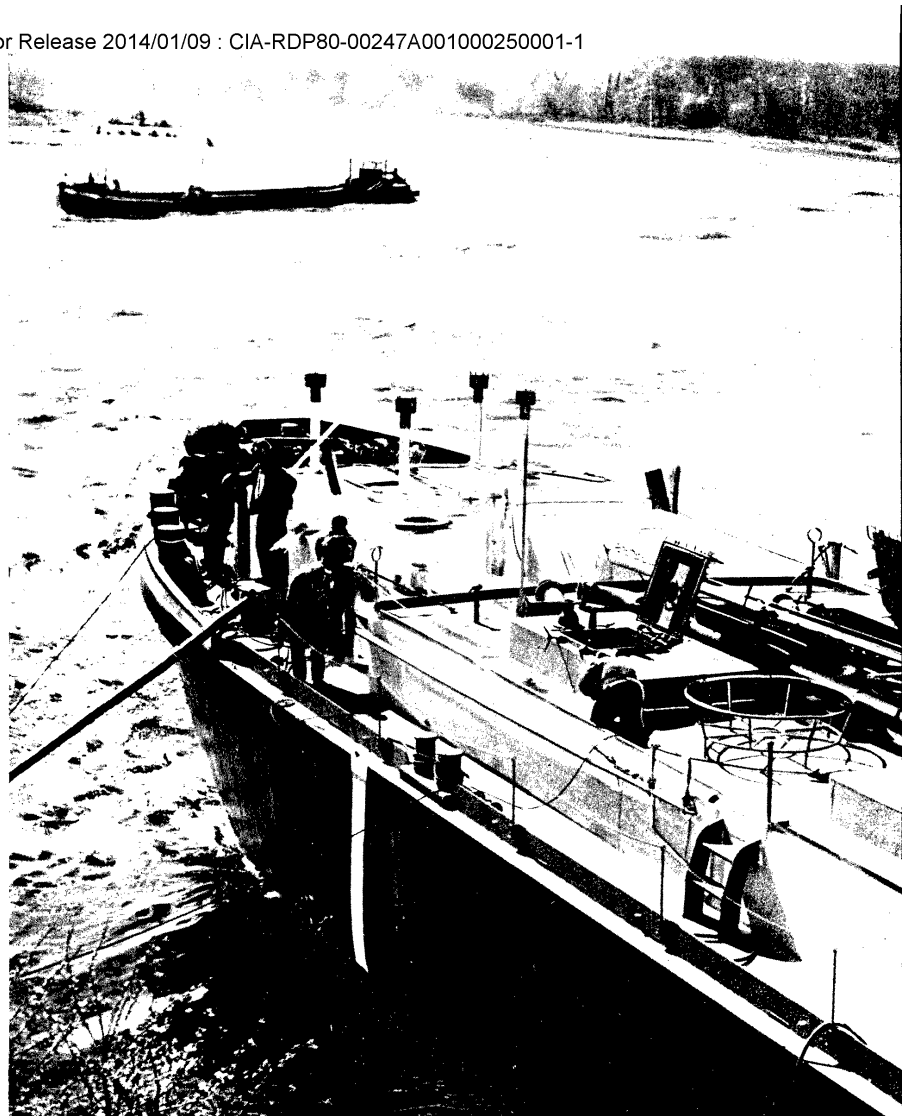
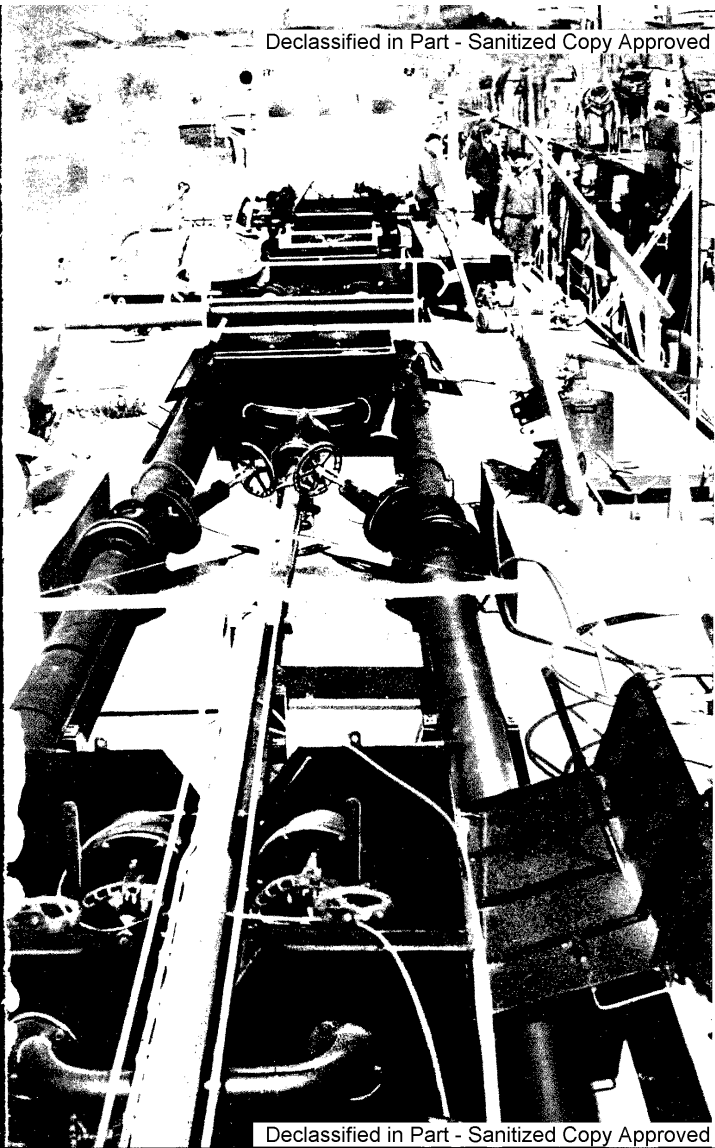
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

**Inland tank-motor-vessel**

Length overall	67.00 m	219 ft 10 in
Length in L. W. L.	66.70 m	218 ft 10 in
Breadth overall	8.20 m	26 ft 11 in
Breadth moulded	8.16 m	26 ft 9 in
Dépth	2.70 m	8 ft 10 in
Designed draught	2.50 m	8 ft 2 in
Displacement	1,167 tons	
Burden	10 tanks with 1,150 m <sup>3</sup>	
Speed	16.5 km/h	



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

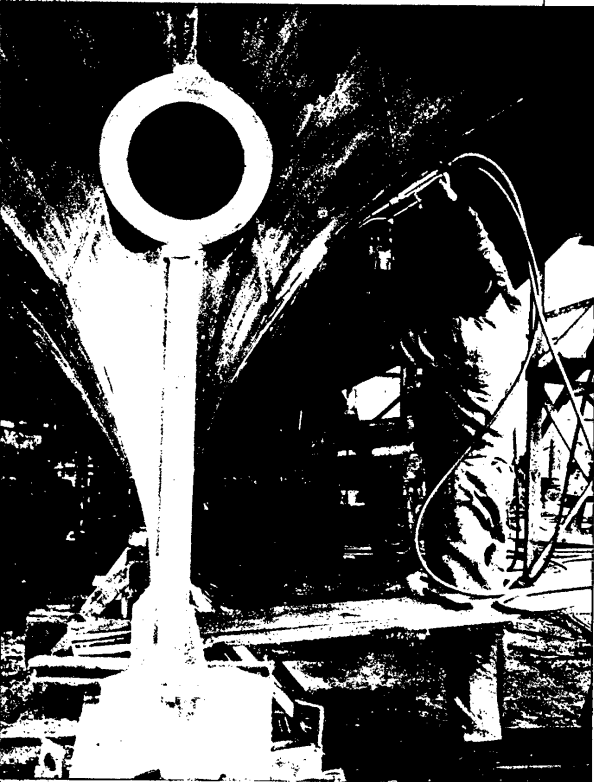


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Ernst-Thälmann-Werft Brandenburg**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



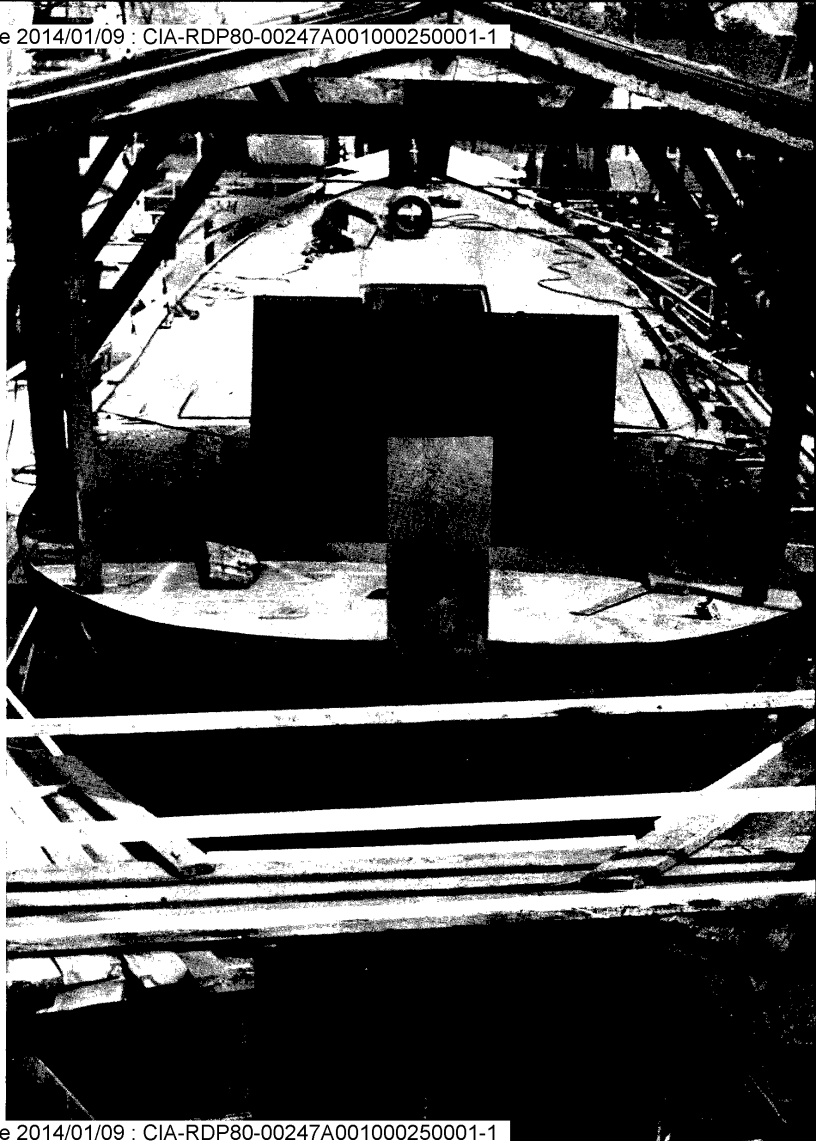
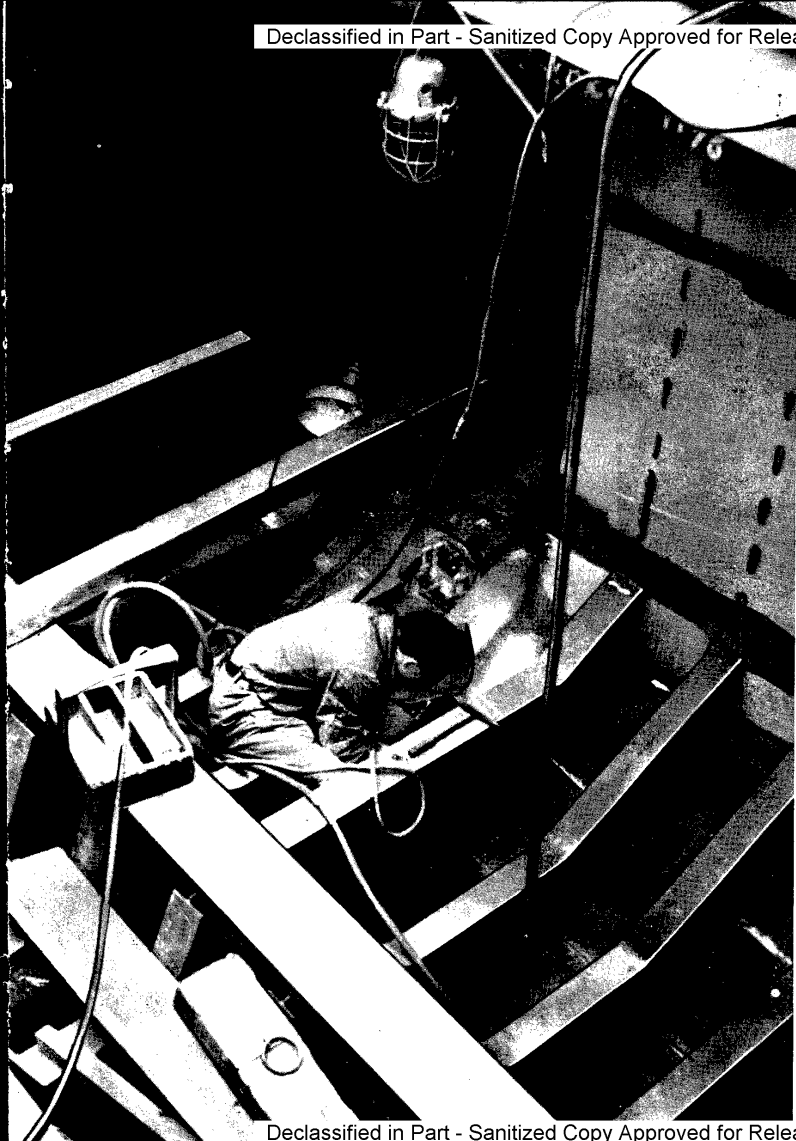
*I*n the midst of the town Brandenburg/Havel the Ernst-Thälmann-Werft is situated, the yard on the territory of the German Democratic Republic, which first began with the building of new ships after the war.

A socialistic yard arised in course of time from an ancient private yard. The yard was given the honourable name "Ernst Thälmann". In the following years new workshops were erected, and the yard labourers raised treble in comparison with 1938. The production raised up to 4½ times in a period of 10 years. In course of time the change from the old rivet-construction to the modern production followed, to build ships in sections in all-welded execution.

In 1948 the yard was able to finish the first 3 deep-sea fishing vessels of the type Seiner. In 1958 the 200th ship of this type had been delivered. In these years the yard also had built fishing cutters, inland- and sea-going tugs, ice-breakers, supply-ships, tank-vessels, and survey-vessels.

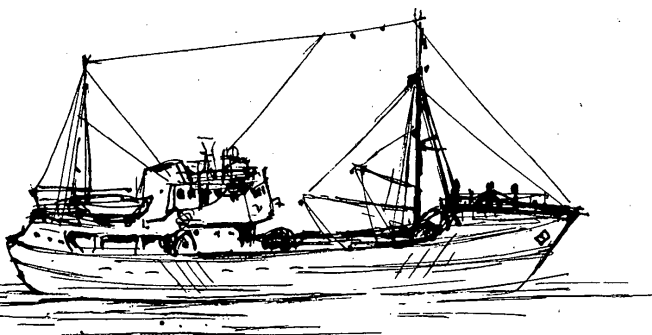
Further the building-programme comprehends technical vessels as there are bucket-chain dredgers, reclamation vessels, combined suction- and reclamation dredgers, and push boats. This demonstrates that the yard disposes of many-sided experiences.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



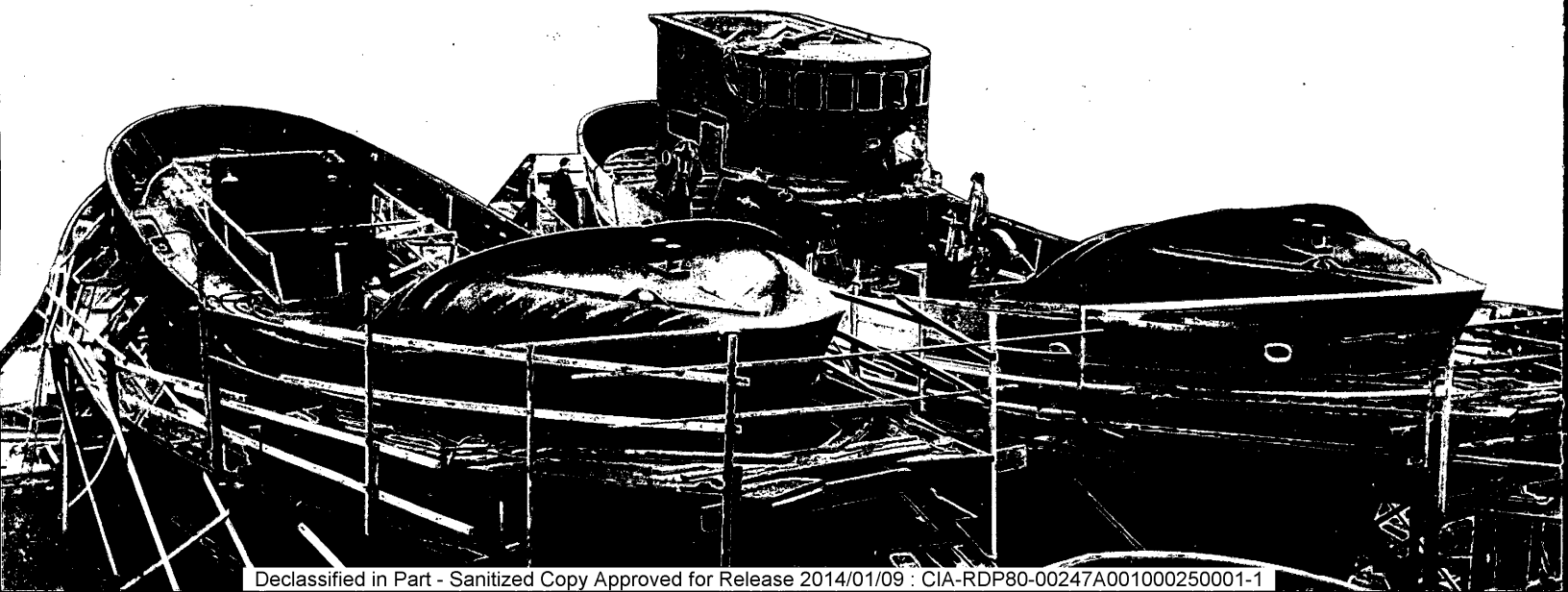
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



According to an export-order the yard began in 1959 with the building of 5 fishing cutters for an Icelandic customer. In 1960 the yard received an order about further 10 cutters of this type.

The yard has projected other fishing vessels, especially for the Scandinavian market. The Ernst-Thälmann-Werft has the task to deliver these vessels to Iceland, Denmark and Sweden in the next years, in order to increase our export into the capitalistic foreign countries.



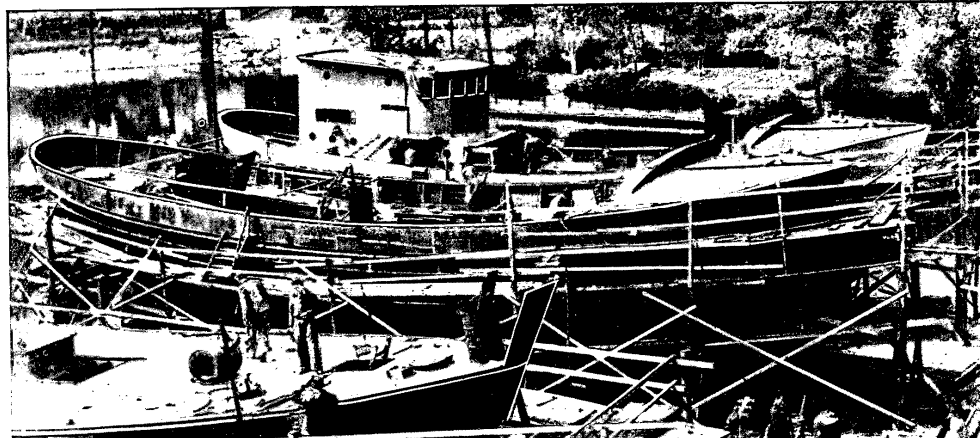
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



### Iceland cutter

Length overall	25.00 m	82 ft — in
Length between perpendiculars	21.60 m	70 ft 10 in
Breadth moulded	6.00 m	19 ft 9 in
Depth	3.00 m	9 ft 10 in
Designed draught	2.40 m	7 ft 10 in
Engine-output		400 hp
Speed		about 10 knots



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

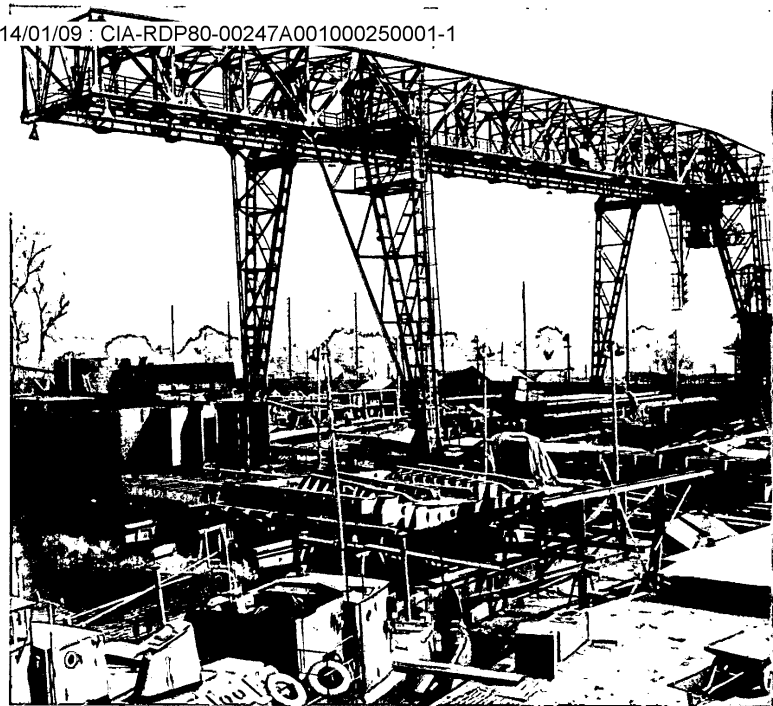
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Schiffswerft Oderberg**

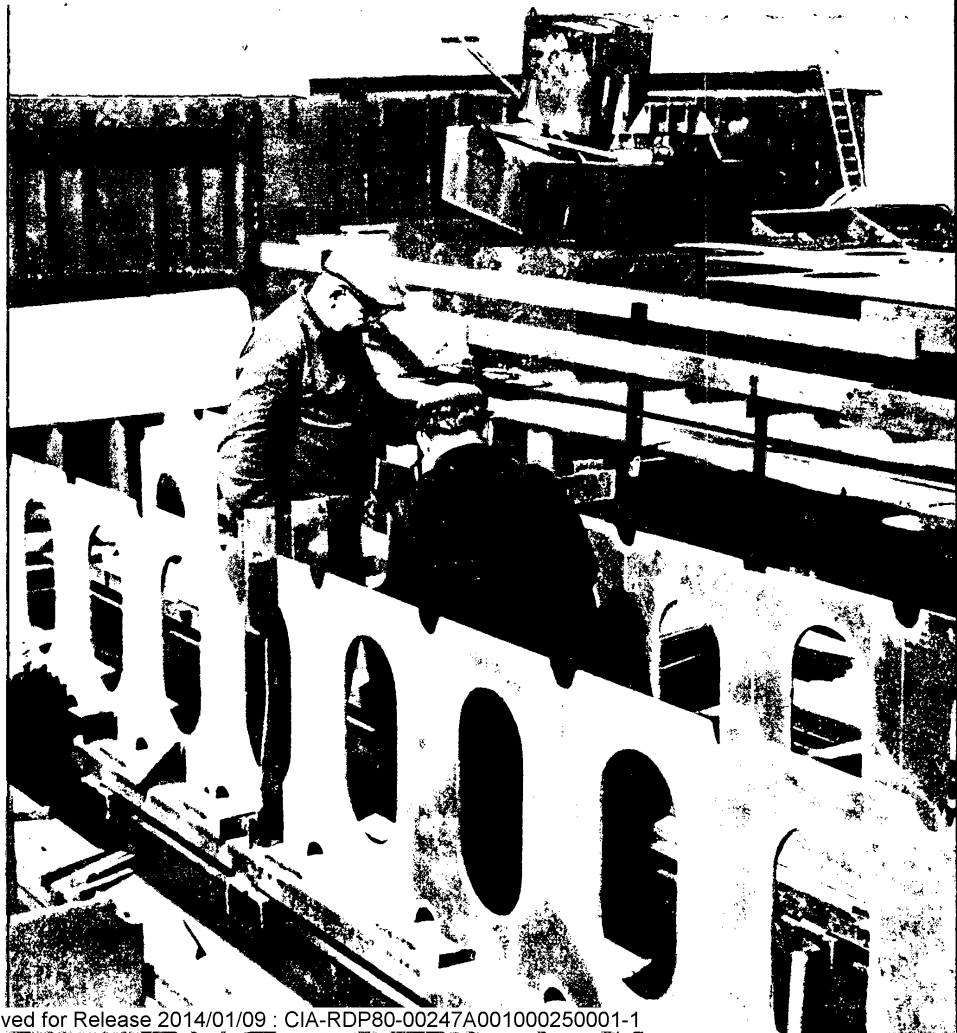
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

The Schiffswerft Oderberg was founded in 1927, and often changed its owners in consequence of economical difficulties until yard became a socialistic factory. In the year of establishment 30 workers were occupied with repairs of barges and newbuildings of wood up to 30 m length. Eleven years later the yard had been used for repairing of transport vessels, and especially for repairing of petrol tankers, serving for war purposes.



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

At the end of the second Great War the yard had been destroyed nearly completely. A group of courageous men began in 1946 to put in order the yard. A short time later already assembled 100 and more yard labourers about this group. They began to work and built — mostly in want of materials — the present shipbuilding hall and further workshops and equipped them with modern mechanizing. In the beginning they only repaired ships, and 1953 they made the first newbuildings. Now 380 labourers endeavour to increase the capacity of the yard essentially by means of a new organization of production and a further mechanizing. The small repairing yard from 1927 now is a productive yard for the building of modern and expedient inland vessels. The production-programme comprehends to-day motor cargo vessels of 700 and 250 tons. In the last years the yard further built steel-cutters with 18 m length, reclamation vessels with 170 and 250 m<sup>3</sup>, dumb barges with 250 tons with Z-propulsion, and different special vessels. All these vessels have found satisfied purchasers.

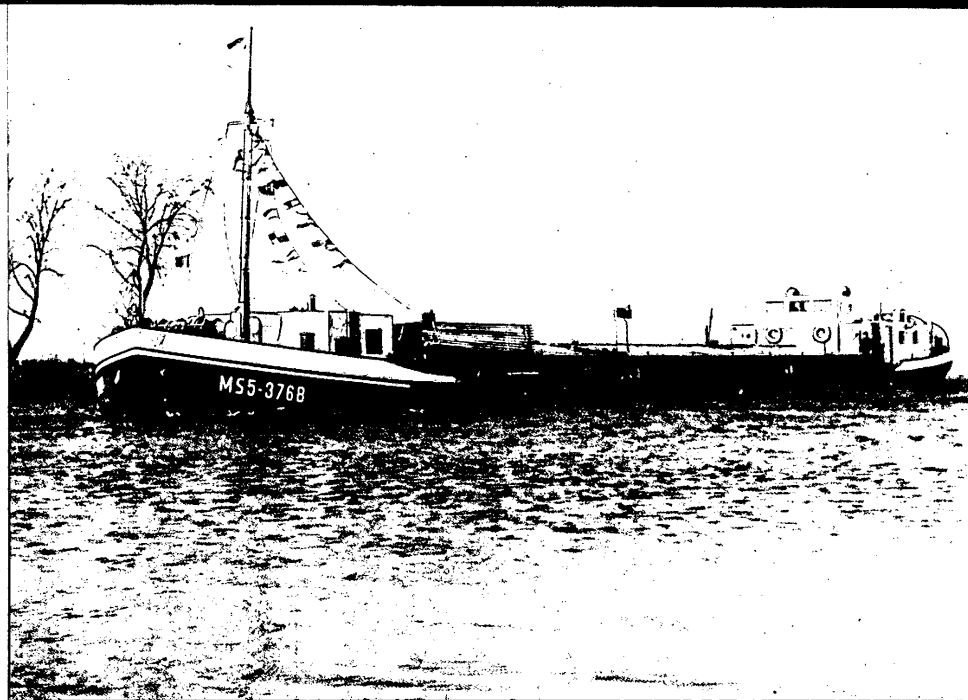


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

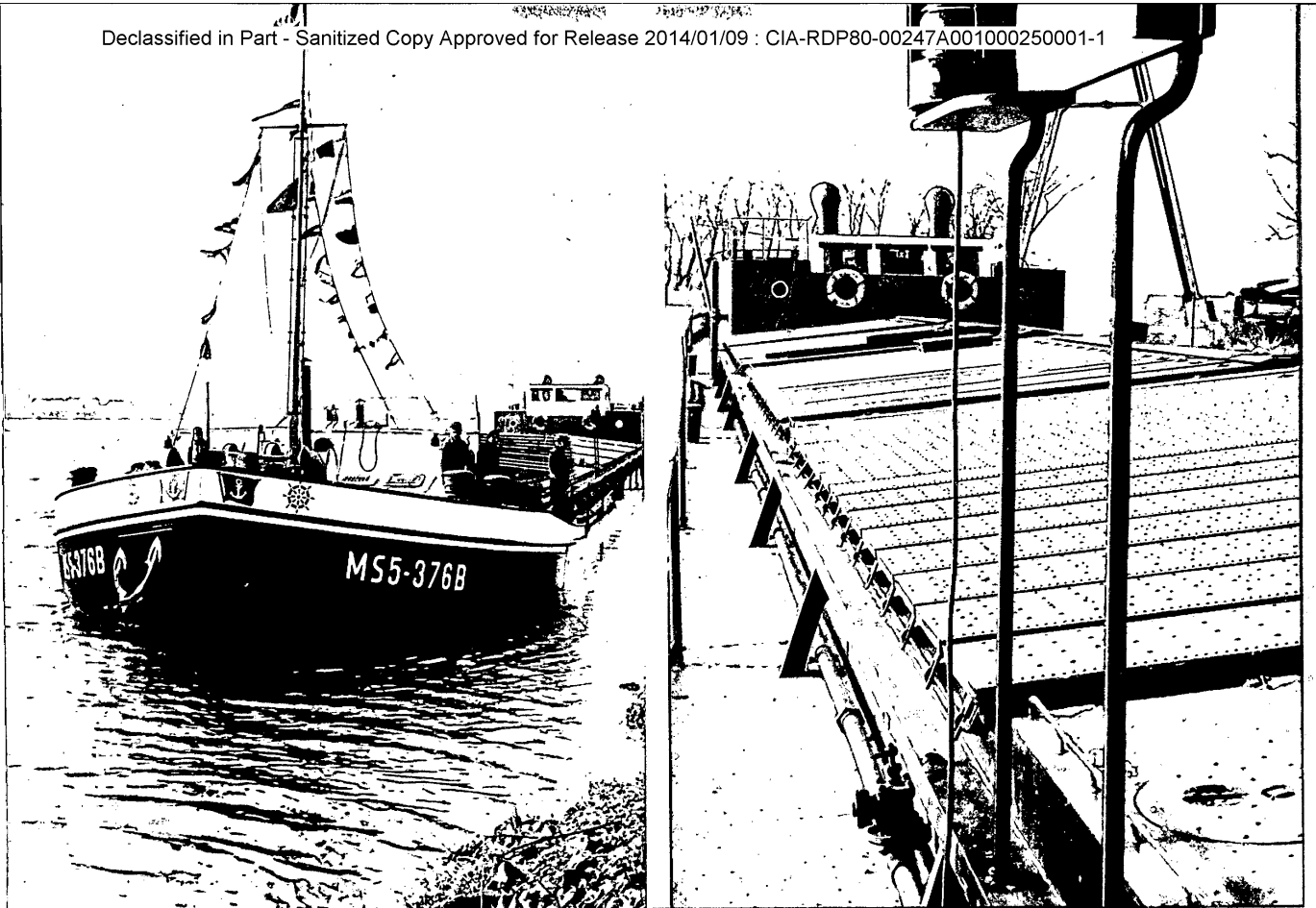


**Motor cargo vessel**

Length overall	66.65 m	218 ft 8 in
Length between perpendiculars	65.00 m	213 ft 3 in
Breadth moulded	8.16 m	26 ft 9 in
Depth	2.30 m	7 ft 7 in
Designed draught	2.00 m	6 ft 7 in
Burden	700 tons deadweight	
Speed		16 km/h
Driving power		400 bhp



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

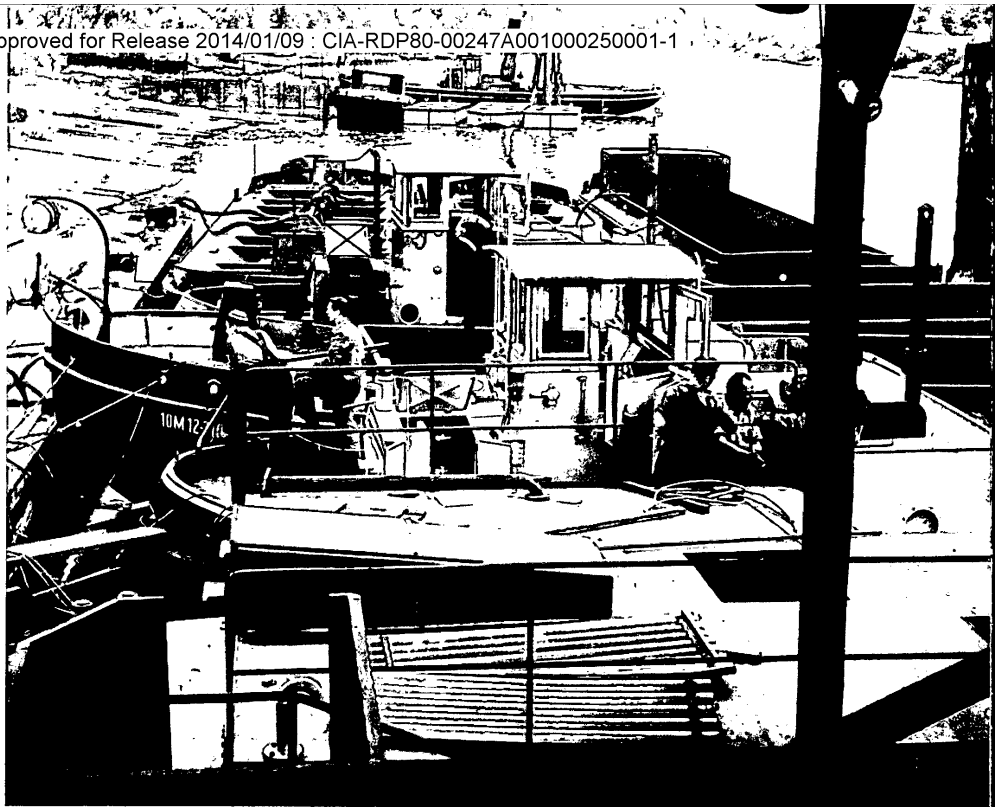
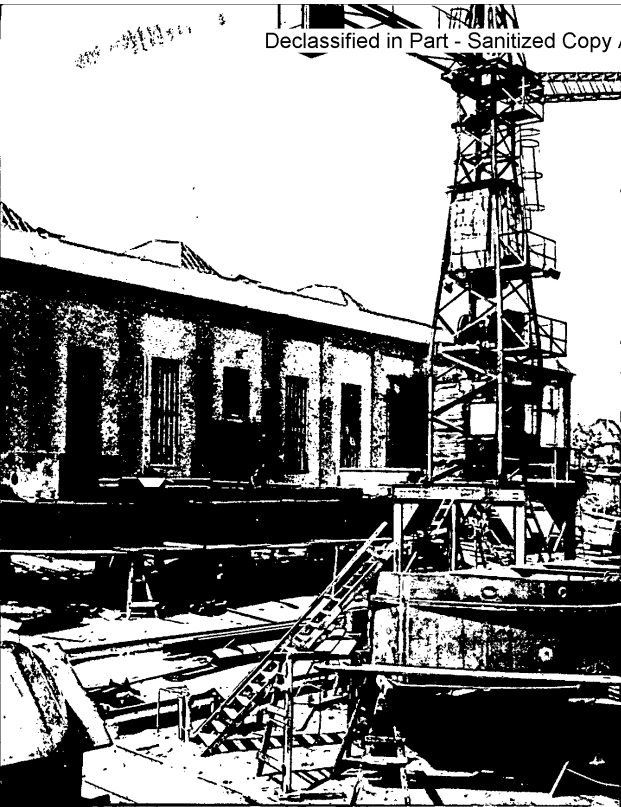
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Schiffswerft Fürstenberg**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

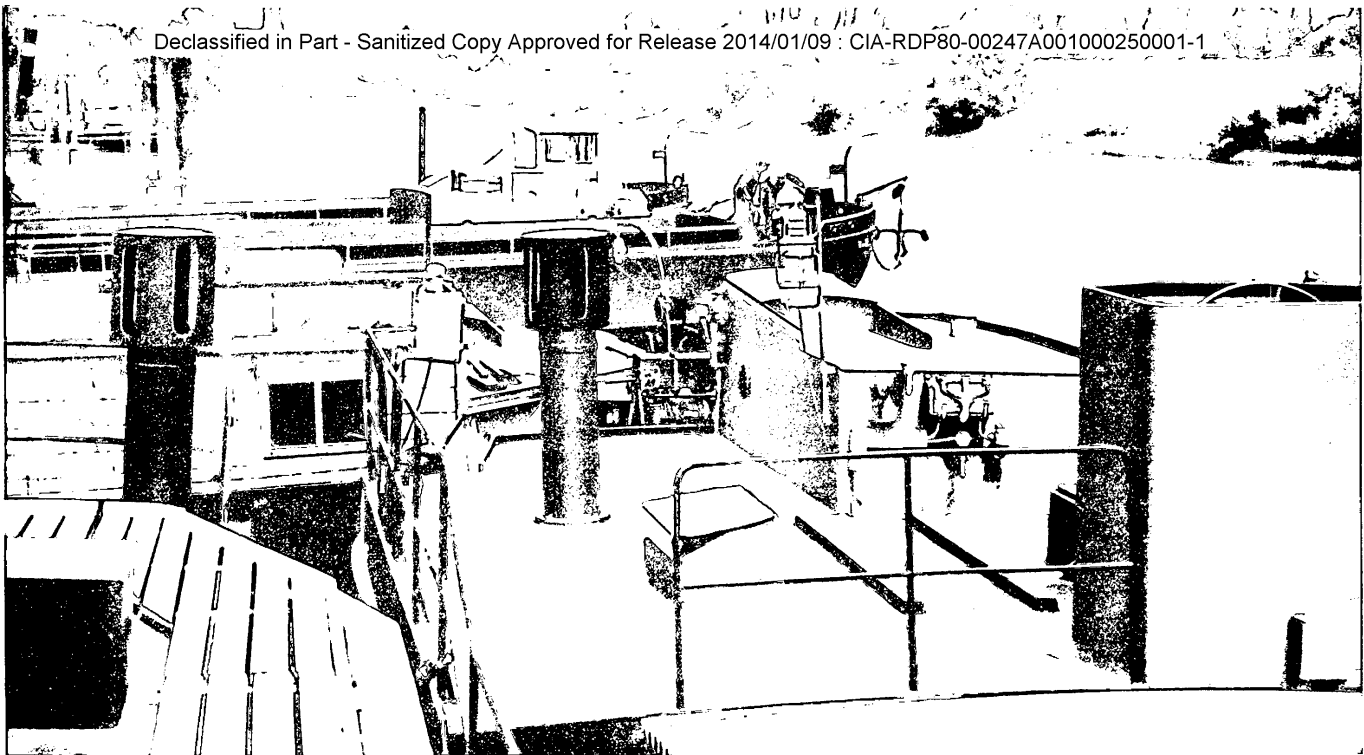
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



In 1946 the "Staatliche Schifffahrts-A. G. auf der Oder" was founded, to which at that time also belonged the present Schiffswerft Fürstenberg, mainly occupied with repairing works for inland vessels, proceeding on the Oder. After changing the yard into a people-own yard, it got orders in newbuildings for the export. The yard places types of vessels at the disposal of our foreign trade, full appreciated by our customers. The yard already has delivered vessels to the Soviet Union, to Albania, Vietnam, Iceland, and Western Germany. Many types of vessels, leaving the yard up to this time, also were intended for our own river navigation.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

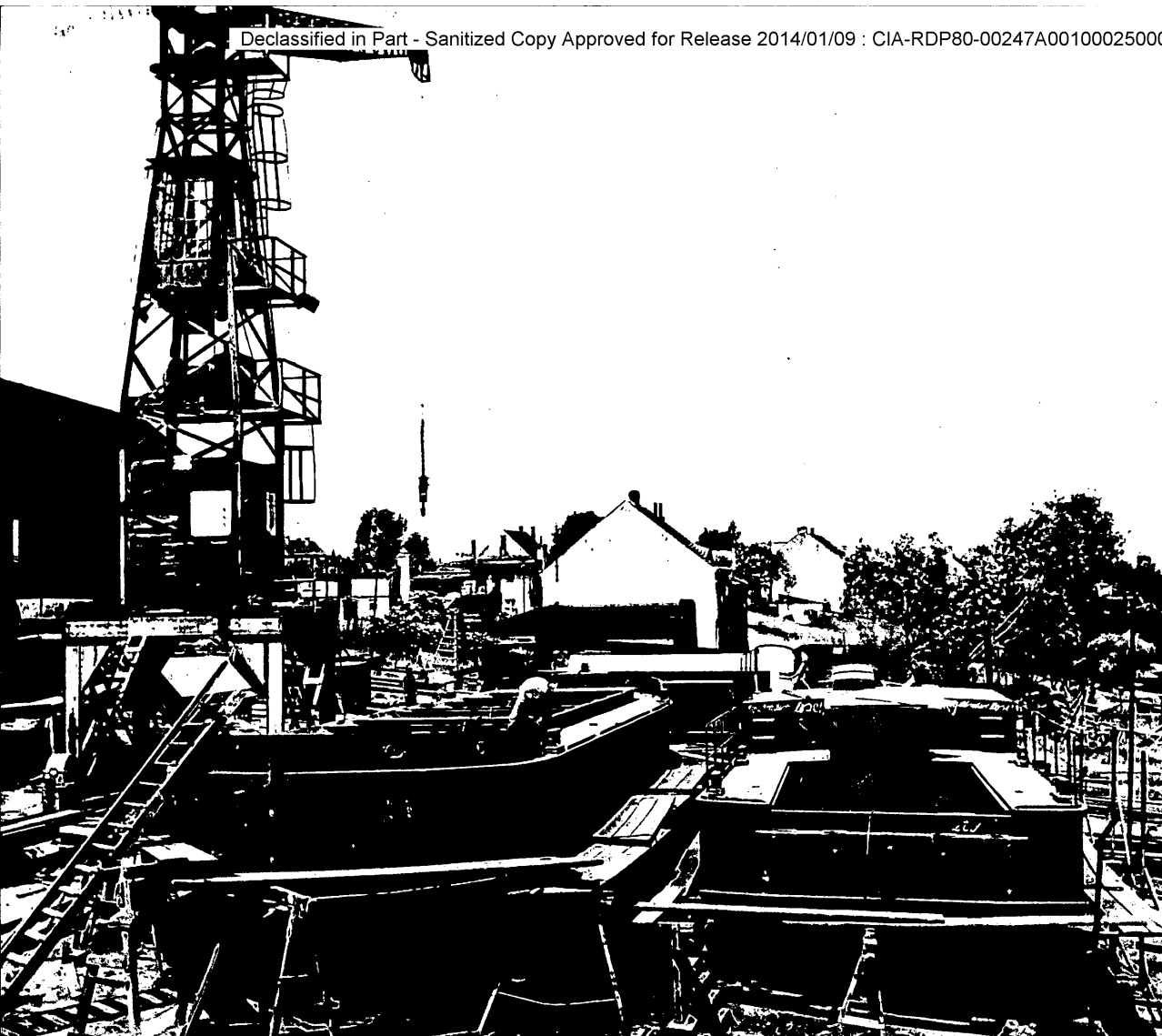
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



By a twelve-years old economical development the yard labourers have known that it is possible to carry out an industrial duplicate production of various types of vessel in conformity with the progressive modern organization of labour and long-sighted planned economy. Therefore they extended the production-programme of the yard considerably.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

**Pram 100 tons**

Length overall	28.108 m	92 ft 2 in
Breadth overall	4.60 m	15 ft 1 in
Depth	1.40 m	4 ft 7 in
Designed draught	1.20 m	3 ft 11 in
Deadweight		100 tons
Engine		28 bhp
Speed		about 5 km/h



Momentary it comprehends hopper barges with bottom- and side doors, reclamation vessels, hopper barges, case- and building barges, and different types of house-boats, river tug-boats, and other special vessels. Yester-year grab prams for grab dredgers of the type UB 75 had been delivered, destined for a reed-work in Roumania.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



**Leipzig Trade Fair**

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

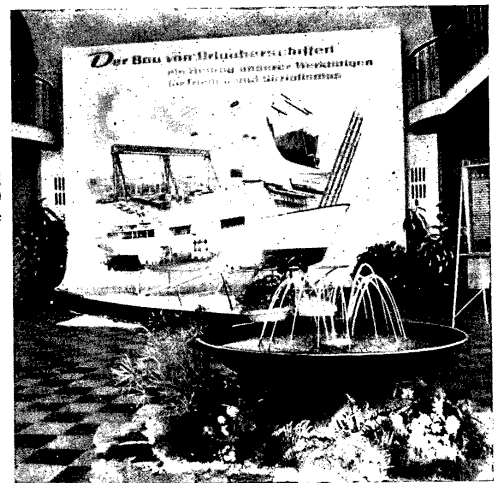
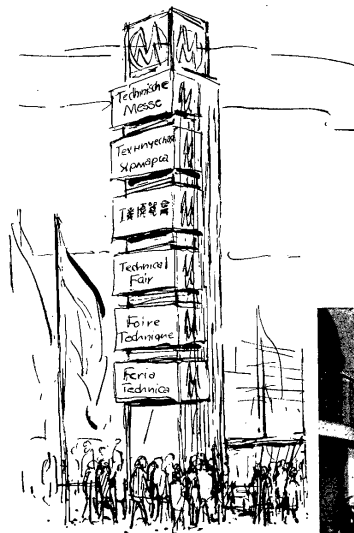


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

On fairs and exhibitions, participating the German Democratic Republic the foreign ex- and importers become acquainted with the economy of our Republic, the possibilities of export, and the demands for foreign goods of each kind. To each time fairs and exhibitions were superior organized meetings of all merchants.

Supposition for a vivacious trade is that the partners are able to have an idea of the goods, offered and desired by the others. Further it is necessary to inform mutually about the different proceedings of foreign trade and the regulations, at times in force.

In connexion with the fairs and exhibitions it is possible for the partners, interested in concluding of business, to negotiate in detail with representatives of industry and foreign trade of the German Democratic Republic. It is matter of fact that fairs and exhibitions considerably advance the international trade and contribute to support for peaceful connexions between all nations of the world.

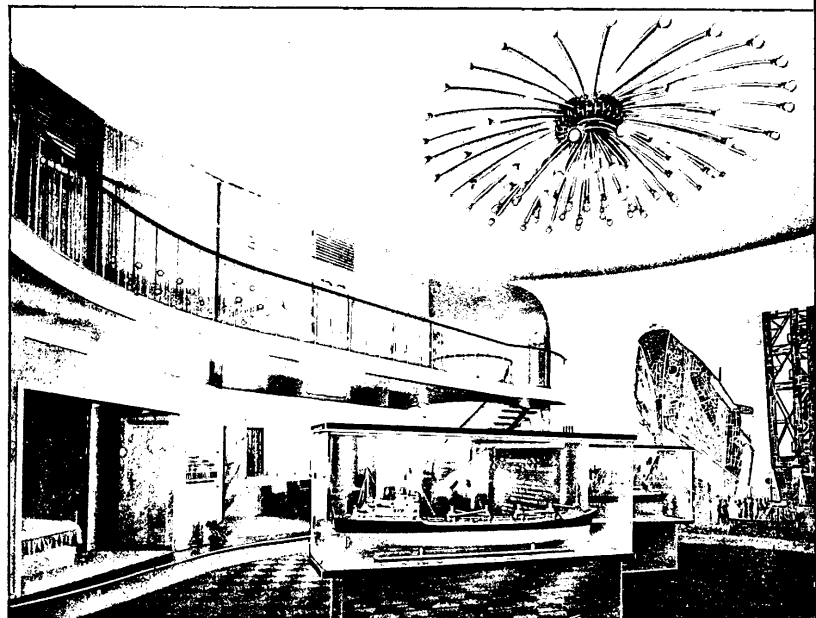
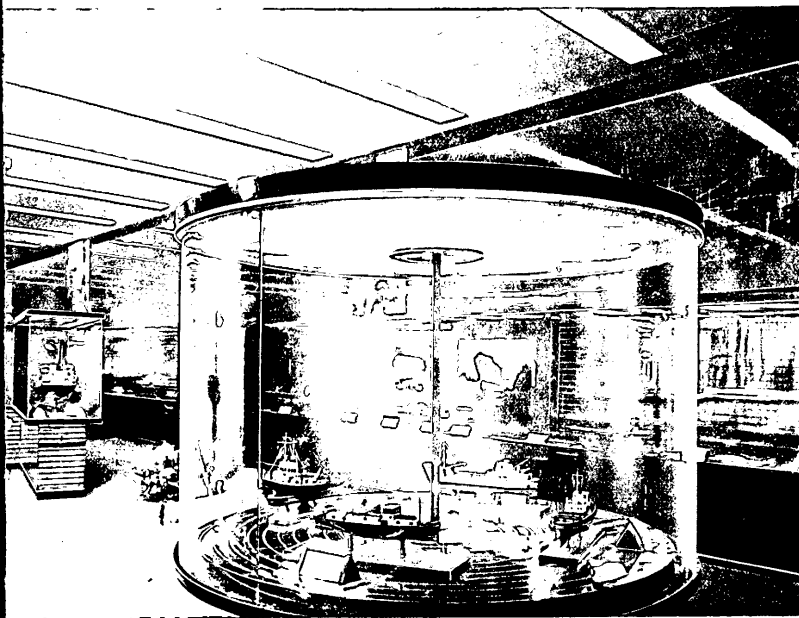


Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Every year the shipbuilding branch is endeavoured to offer a possibility for the interested tradesmen as well as for the multitude of visitors on inland- and foreign fairs to become acquainted with its production. The shipbuilding branch further is interested to form the trade connexions with all countries of the world, if they base on full equality.

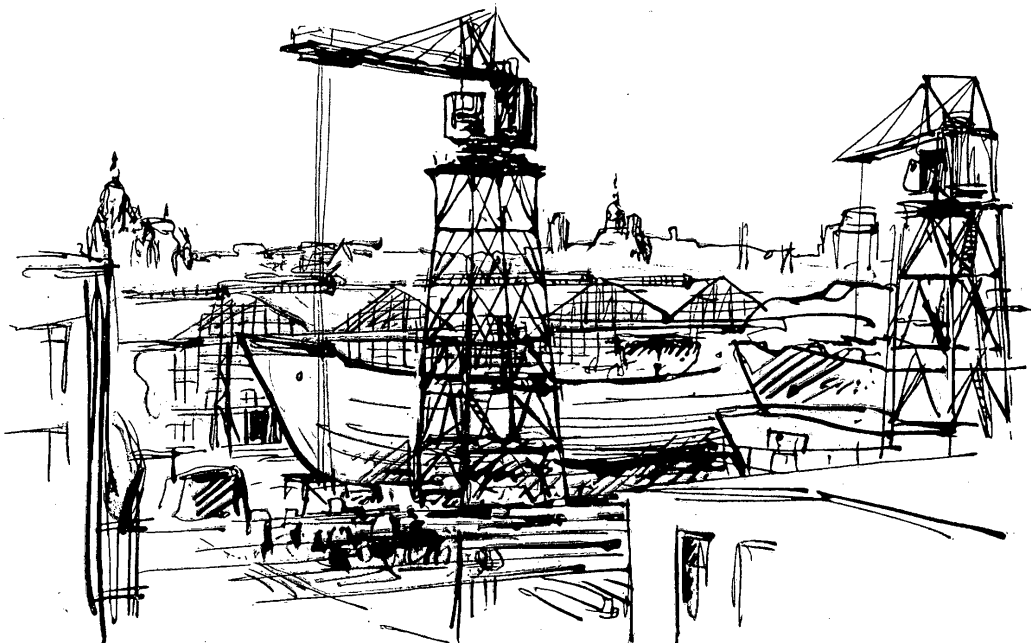
Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1



Apart from the ship-yards described in this publication there are in our German Democratic Republic many other medium and small national ship-yards chiefly engaged in the construction and repair of our river fleet. These yards cannot be described within the narrow limits of this publication.

This development is rapidly continued during the present Seven-years plan in the German Democratic Republic and remains adapted to the latest technical and scientific knowledges.

Ships of our young merchant fleet are now navigating all oceans, bearing witness to the high quality of the products of our ship-yards and to the peaceful development of our country.

Declassified in Part - Sanitized Copy Approved for Release 2014/01/09 : CIA-RDP80-00247A001000250001-1