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DATA ON SATELLITE SHIPYARDS AND MERCHANT FLEETS

ORBIT SHIPPING TONNAGE -- Paris, Journal de la Marine Marchande, 22 Oct 53

In a lecture before the Hamburg section of the German Association for Commerce with Eastern Europe, Dr Theel, Bremen maritime expert, reported the results of an inquiry on shipping and port activities in the Soviet Union and its satellites.

According to Dr Theel, the Soviet merchant fleet now comprises 2,200,000 gross tons. Although the fleet includes vessels which were given to the Soviet Union under lend-lease agreements during the war, its average age is high, since more than half of the vessels are 30 years old or over. The total sea transport capacity of the Communist bloc, however, is relatively small even when the Polish fleet (about 200,000 gross tons) and the Hungarian, Rumanian, Czech, and Chinese fleets are counted. The Soviet Union and China intend to raise their merchant tonnage to 4 million gross tons each. The USSR will attain this figure in 1955 but China can accomplish this only in 10 or 15 years.

The construction capacity of Soviet shipyards is small, and the USSR is now seeking to place shipbuilding orders in Western countries. An order for 10 million pounds sterling's worth of vessels and marine engines has been placed in Great Britain through a private commercial mission, and has been submitted to the Board of Trade for authorization. Export of ships was also provided for in the last French-Soviet commercial agreement.

ORBIT SHIPPING POOL -- Paris, Journal de la Marine Marchande, 26 Mar 53

A shipping pool for countries of the Eastern bloc has been established, with headquarters at Riga. The orbit countries will contribute the following tonnage percentages to the pool: Poland, 37 percent; UESR, 30 percent; Rumania, 10 percent; the GDR, 10 percent; Bulgaria, 5 percent; China, 5 percent; Albania, 2 percent; and Czechoslovakia, 1 percent.

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RIVER STEAMERS AND DREDGES FOR THE USSR CONSTRUCTED IN CZECH SHIPYARDS --
Paris, Journal de la Marine Marchande, 27 Aug 53

Czechoslovakia has received important orders from Moscow for a series of river boats. They will be constructed in the shipyards at Komarno on the Danube, where facilities have been enlarged, and at the new Vltava River yards near Prague. The Komarno Shipyards have already turned over to Soviet crews six modern passenger steamers for Soviet inland waterways. The steamers sailed down the Danube to the Black Sea, where their final trials took place. The Vltava yards are building suction dredges, under Soviet supervision, for the upkeep of navigation channels in Soviet rivers. The first of these dredges was tested last May. The hull of this dredge is entirely welded. It can dredge 250 cubic meters of mud and gravel per hour, but has no means of propulsion and has to be towed to the work site. Other dredges of the same type are under construction.

SOVIET EXPLOITATION OF SHIPBUILDING IN THE GDR -- Paris, Journal de la Marine Marchande, 23 Jul 53

According to Wirtschafts Korrespondenz /Economic Correspondent, West German publication/, 70 percent of all ship construction in the GDR is intended for the USSR as reparations, 25 percent is intended for the naval forces of the GDR People's Police, and the remaining 5 percent is reserved for export. So far, there are no ships under construction in the GDR which are intended for the East German merchant marine. The GDR government has ordered 38 patrol boats to be built in 1953 for the People's Police. These boats will be built for the most part in the Peene Shipyard at Wolgast.

SHIPBUILDING AT THE WARNOW, MATHIAS-THESEN, NEPTUN AND OTHER GDR SHIPYARDS --
Paris, Journal de la Marine Marchande, 25 Jun 53

At present, GDR shipyards employ about 52,000 workers, of whom 28,000 are in the Mathias-Thesen Shipyard at Wismar, the Warnow Shipyard at Warnemuende, and the Neptun Shipyard at Rostock. The Mathias-Thesen Shipyard will receive 25 million Deutsche marks (East), the Warnow Shipyard 24,500,000 Deutsche marks (East), and the Neptun Shipyard 9 million Deutsche marks (East) in investment credits /time of grants now mentioned/ for furthering their production. The five less important shipyards in the GDR will be able to count on only relatively modest help from the state.

The Warnow Shipyard, which will soon be the largest in Europe, will include seven large yards, big warehouses for the storage of materiel, a new building berth, and a quay for repairs, approximately 450 meters long, as well as a fitting-out quay 130 meters in length. Two 9,000-ton freighters, the first of a series to be built, will soon be completed at the Warnow Shipyard.

At the Neptun Shipyard, a fourth cargo ship of 3,000 tons was recently launched. It is expected that before the end of the year three other ships of the same type will be launched.

Journal de la Marine Marchande, 23 Jul 53

A floating dock of 2,500 gross tons is being constructed at the Warnow Shipyard. In addition, seven vessels are now on the ways, intended for passenger transport on the Volga. Also, important repair work is under way on four Soviet steamers of 2,000 to 7,000 gross tons.

The Mathias-Thesen Shipyard is building seven steamers (intended for reparations), which will be completed in 1954. Each steamer, of 3,000 gross tons, is 100 meters long.

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Nine freighters and four salvage ships are on the building slips at the Neptun Shipyard. This shipyard, which employs 9,000 workers, is also performing important repair work for the Soviet fleet, especially on mine layers and mine sweepers.

In addition, 27 armored coast guard cutters of 200-400 gross tons are under construction in the Peene Shipyard at Wolgast and in the People's Shipyard at Stralsund. The People's Shipyard is also building 40 luggers, while the Elbe Shipyard at Boitzenburg is constructing 26 refrigerator ships for transporting fish. A grave shortage of raw materials, however, has slowed down construction in these yards during the last 2 months.

Hamburg, Hamburger Abendblatt, 28 Oct 53

The People's Shipyard at Stralsund is engaged in the construction of luggers and trawlers for the Soviet Union.

A large shipbuilding program is under way at the Neptun Shipyard at Rostock. Construction of a series of motor freighters of about 3,000 gross registered tons is planned. Five ships for the Soviet Union and, more recently, two ships for the GDR Deutsche Seereederei (German Ocean Shipping Line) have been launched; the latter ships are named Rostock and Wismar. Sectional construction is used to a large extent so that ships can be launched after 94 days. It is reported that the time spent on the slipway in constructing the Wismar was only 66 days; the ship was launched on 28 August. Outfitting, however, is being hampered by shortages of material, so the final completion date is being badly delayed. The Rostock and the Wismar are to be used in the Mediterranean service, establishing communication with the Soviet Black Sea ports. Each is 102 meters long and 14 meters wide, has a draft of 6.2 meters, and is equipped with a piston engine (not further specified, probably steam engine) which gives it a top speed of 15 knots.

The Mathias-Thesen Shipyard has recently completed a new ship assembly slip which is 150 meters long and 100 meters wide. Four new berths and one slip are under construction. A cable crane installation is also being built. The new administration building houses a large lofting shop. The Mathias-Thesen Shipyard is producing a series of river ships for the Soviet Union; these ships are to be used on the Volga and Don Rivers. The first of this type, the Chkalov, was launched on 18 July. Each ship of this type is 76 meters long and 11 meters wide, and has a 2.9-meter draft. It carries a crew of 70, and 520 passengers in cabins with 1, 2, and 4 beds. It is air-conditioned, and is powered with three Buckau-Wolf diesels, each developing 400 horsepower; it has a top speed of 24 kilometers per hour. Similar ships, but of different dimensions, are being built at the Rothensee and Warnemuende shipyards. On 13 October, the Mathias-Thesen Shipyard launched a crane pontoon. The 15-ton pontoon will be fitted with a crane of 15 tons capacity and will be equipped with two Buckau-Wolf self-propelled diesels.

The Warnow Shipyard will complete its construction program within the near future and will then start construction of a number of ships all of the same type. The shipyard has an assembly shop with an area of 200 by 100 meters. The administration building also houses the lofting shop and the designing offices. A cable crane installation, 62 meters high and 300 meters long, is near completion. A drydock is planned. The Warnow Shipyard has repaired the former German KdF (a Nazi recreation and welfare organization) ship Der Deutsche, and has turned it over to the Soviets as a reparations shipment under the new name, Sovetskily Soyuz. At present, three more large former German passenger ships are tied up at Warnow. They are being completely renovated for the Soviets.

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SHIPBUILDING IN POLAND -- Paris, Journal de la Marine Marchande, 8 Jan 53

The first ocean-going ship from the reconstructed shipyards at Szczecin was launched on 16 December 1952. The shipbuilding slip has been enlarged and fitted out with modern equipment.

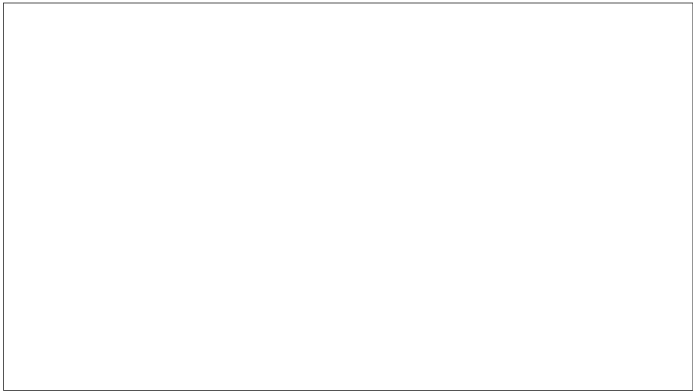
DUTCH FREIGHTER LOADS CARGO AT DANZIG -- Hamburg, Hamburger Abendblatt, 23 Oct 53

The Dutch freighter Parkhaven, a 4,917-ton vessel which was purchased by the Luebeck shipping firm of Egon Oldendorff some time ago, has been re-named Christoffer Oldendorff. Its first trip for its new owner will be to Gdansk, where it will load cargo for Greece and Turkey.

DREDGING PLAN TO LINK BUCHAREST TO THE SEA -- Paris, Journal de la Marine Marchande, 6 Aug 53

Rumanian authorities have drawn up a plan to link Bucharest to the sea. Dredging operations are to be undertaken on the Danube to make the river navigable for ocean-going vessels.

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