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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	Status of Shipbuilding in East Germany	DATE DISTR.	27 August 1954
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This is UNEVALUATED Information

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

1. VEB Warnowwerft Warnemuende

- a. SOVIETSKI SOYUZ (ex HANSA) is 97% complete. The total cost has now reached 130,000,000 eastmarks. Recently it was discovered that 400 m. of high tension lead-covered cable has been broken or damaged by workmen employed on the vessel. VEB Kabelwerk Oberspree will have to replace this cable. Also it was found that there is considerable corrosion in the pinions (Ritzeln), turbine shaft (Turbinenzapfen), and in the main engine bearings. The turbine oil from VEB Mineraloelwerk Luetzkendorf was found to have such an alkaline content that an electrical field (chemische Elementbildung) has been set up in the copper pipes. It will take three months to overcome these new difficulties. The present plan is for trials to begin on 15 June 1954, and the delivery date has been set for 15 September. However, it will be impossible to keep to this schedule.
- b. YURY DOLGORUKI is only about half finished. She is scheduled to be delivered in December 1955. The gear machinery is still in VEB Maschinenfabrik und Eisengiesserei, Dessau, and the turbines are still at VEB Maschinenfabrik Goerlitz.
- c. ADMIRAL NAKHIMOV is being neglected because of a shortage of material including plates, rivets, pump equipment, and power units (Aggregate). The starboard engine was delivered from Magdeburg in December 1953, and up to April 1954, some 60,000 hours of work have been expended on it. The port engine is being installed in the vessel, as are the four main boilers from VEB Dampfkesselbau Hohenthurm.
- d. Of the seven river passenger ships, each 65 m. long, only two have been completed. There is a general shortage of material.
- e. Of the three floating cranes of 50 tons lifting capacity, one pontoon can be floated, the other two are not assembled. They are scheduled for delivery in July 1954. The cranes for these pontoons are to be delivered direct to Russia from Bleichert Transportanlagenfabrik, Leipzig.

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- f. VEB Schiffswerft Rechlin is delivering the parts for the construction of five floating cranes, each with a lifting capacity of 15 tons.
- g. The slipway installation (Kabelkrananlage) should be completed by the end of 1954 at a total cost of 25,000,000 eastmarks.
- h. VEB Warnowwerft Warnemuende is at present producing household metal goods; this will bring in 400,000 eastmarks.

2. VEB Schiffswerft Neptun, Rostock

- a. KUSHKA, a former boom defense vessel, is undergoing repairs to the hull plating, the installation of a new shaft, and an overhaul of the engines. 25X1
- b. KULOI, a former escort vessel, is undergoing extensive overhaul.
- c. CASTOR, an ice breaker, which has a leak, is undergoing extensive overhaul.
- d. B.7, a former supply ship, is undergoing extensive overhaul.
- e. In regard to the contract for fifteen freighters, each of 3,000 BRT (and of which two are earmarked for DEUTRANS); boilers for eight of them have not yet arrived and the steam engines (type L.E.S.) for all fifteen, have not been delivered.  It is planned to convert these vessels to oil firing.
- f. Some five recovery vessels with salvage gear to take 35 tons are to be built here during this year.

- g. Trawlers are being built, and luggers are being repaired. 25X1

3. VEB Mathias-Thesen-Werft, Wismar

- a. LENSOVIET (ex-MARIENBURG), is still awaiting the turbine assembly from VEB Bergmann-Borsig, Berlin-Wilhelmsruh.
- b. KRASIN, an ice breaker, is to go into dock in Leningrad at the end of April.
- c. KALININGRAD is still there, as are also VORONEZH, VOLOGDA, and SESTRORETSK, freighters of 3,000 BRT, which are in dock for repair.
- d. Of the three river passenger ships with a length of 95 m., one has been delivered, No. 2 has been built, and No. 3 was launched on 17 April but fouled the slipway.

In addition, the FRANZ (sic) bureau in Warnemuende has prepared drawings for the construction of passenger/cargo vessels of 4,000 BRT. The project was authorized a year ago, and although the drawings are complete, they have not been put through to the yard.

- 4. A department for shipyards (Hauptabteilung Seewerften) has been set up in the Kurhaus at Rostock-Gehlsdorf. This is subordinate to the HV Schiffbau and is under the direction of Breekwold, who was until recently the chief of VEB Schiffbau und Reparaturwerft, Stralsund. He has a staff of 20 men.
- 5. Personalities at the various shipyards are as follows:

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	<u>Werftleiter</u>	<u>Techn. Leiter</u>	<u>Konstr. Büro</u>
a. VEB Schiffswerft Neptun, Rostock	Herzig	Dunkelmann	Miethe
b. VEB Warnowerft Warnemuende	Druf	Geist	Kienert
c. VEB Mathias-Thesen-Werft, Wismar	Roesse (Arrived early April from SRS <sup>2</sup> )	Guthard	Not known
d. VEB Volkswerft Stralsund	Ziehsenes	Schimke	Klewitz (junior)
e. VEB Elbwerft Boizenburg and Schiffbau und Reparaturwerft Stralsund	Homburg	Mix	Herrfurth 25X1
f. VEB Rosslauer Schiffswerft, Rosslau	Hinrichs	Postl	Kuenzel (at present on leave)

7. Approximately 56,000 people are now employed in the East German shipbuilding industry.

8. A certain Kossack<sup>3</sup> of Kiel has offered M.A.N. marine engines to HV Schiffbau to be delivered [redacted]

25X1

[redacted] Comments:

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1. Probably Spillingwerk, Werftstrasse 5, Hamburg, as listed in the 1950 Telegraphic Directory for the Federal Republic of Germany and Western Berlin.

2. Probably VEB Schiffsbau und Reparaturwerft Stralsund.

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