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COUNTRY Germany/Russian Zone

DATE: 25X1X6

SUBJECT Activity in Baltic Ports

DIST. 20 January 1947

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SUPPLEMENT

ORIGIN

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1. The Neptun Shipyard in Rostock passed into Russian ownership 1 November 1946. It now employs 2000 workers, which figure is expected to continue to increase. ([redacted] says 4000 in early November.) The Russian Director-General is Captain Pfeiffer. The German directors are: Commercial - Franz; Technical - Ing. Schnappauf. Two German submarines are under repair there at present, as well as several minesweepers. SMA plans to lay down 40 fishing cutters; the exact date will depend on the hiring of more skilled workers. Plans are ready for building minesweepers, many for which are to be delivered by sub-contractors in the interior. Modern machinery for this purpose is being received from Central Germany, especially from Halle.

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2. It is claimed that the only shipyard in the Soviet Zone equipped to build medium sized ships is at Boltzenburg/Hibe. At the present time some fishing schooners have been laid down there on SMA reparations orders. Sufficient raw materials have been released for this purpose.

3. Cumberstone freight (large boilers, pipes, etc.) and sugar are exported via Stettin. Machines of all sorts go by way of Rostock. Most of the material comes from the Province of Saxony and Thuringia; during late October and early November, an average of 240 carloads per day sent to Stettin and 160 to Rostock. In mid-November, more and more Russian motor trains were being routed to the port of Warnemunde, where their cargo is transferred to ships. The latter are mainly former German freighters of 3000-5000 tons and Finnish ships of 1000-3000 tons. Some 800-1000 workmen are used in three shifts to unload and reload. Sugar, coal, potatoes, and coffee were being loaded at Wismar in October. Thirteen ships of coal and sugar left Rostock in mid-October for Denmark and Sweden. One motor ship left for Murmansk.

4. The harbor of Anklam handles only fishing boats, ferry traffic, and small grain ships. The docks are in working condition and one small crane is available; however, the harbor will not take large

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ADSO	x	A DEP.	x	FBY	SPDE	WIG				
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EXEC.		FBL		FBY	SPDT		CFCB			
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ships. The same is true of Greifswald. The harbor at Stralsund is full of sand; the channel is only 10 to 13 feet deep. At the present time it can take only small ships. The docks are usable, and three small cranes and one large one are available. The grain elevators are in full operation storing grain. There are 20,000 tons of coal in the harbor, allegedly awaiting shipment to Russia.

5. The Arado works in Warnemünde have been dismantled and the machines and other equipment have been shipped by water from Rostock to Leningrad. The Heinkel aircraft plant in Rostock-Marienehe is still being dismantled and the equipment shipped to Russia via Warnemünde. The Russians have set the middle of December as the date for completion of dismantling.
6. The Russian torpedo boats formerly stationed in the harbor at Warnemünde have left. The former German "mother-ship" Saar is still at the dock. At present, a speed boat flotilla is stationed in Warnemünde and conducting maneuvers along the coast.

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