FEB 1952 CENTRAL INTELLIGENCE AGENCY SECRET/CONTROL - U.S. OFFICIALS ONLY CLASSIFICATION 50X1-HUM SECURITY INFORMATION INFORMATION REPORT REPORT CD NO. COUNTRY East Germany DATE DISTR. 2.3 October 1952 NO. OF PAGES 3 SUBJECT The Cylinder Liners of the SS PORTLA DATE OF NO. OF ENCLS. (LISTED BELOW) INFO. 50X1-HUM SUPPLEMENT TO PLACE ACQUIRED REPORT NO. THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEMNING OF TITLE 18, SECTIONS 793 THIS IS UNEVALUATED INFORMATION AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVE-LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS 50X1-HUM PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED 1. Compromise Solution on Cylinder Liners 50X1-HUM a compromise solution with the Russian naval authorities had been reached in the case of the cylinder liners of the SS PORMIA, the delayed fittings of which had provented the delivery of the vessel for the last four months. 2. Results of Cylinder Liner Casting

> constant casting operations by the firms of 50X1-HUM Krautheim and Hambold of Chemnitz, of Metallwerke Finew (VAB GUS), and two others had resulted in the production of five cylinder liners which the Russiaus had accepted as "nathle" and of fifteen others which had been designated as "conditionally usable".

50X1-HUM

3. Depletion of Charcoel Pig Iron in Ment Germany

In the meantime the 85 percent waste which Mast German easting techniques 50X1-HUM had involved had resulted, for a second time, in exhausting the supply of charcoal pig iron which had only recently been obtained

Second Conference at the State Secretariat for Shipbuilding

As it became clear that the production of these cylinder liners was reaching another impasse, a second conference was called at the Bast German State Secretariat for Shipbuilding on 16 April 1952. This conference was attended by two Bussian representatives, a Russian maval captain and an official in mufti.

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to the specific Reparations Agreement which stipulated that the POBEDA be delivered, complete with engines, and, therefore, with cylinder liners. Moreover, even if the agreement could be modified, the decision would have to be reached in Moscow and would take a considerable time to be implemented. However, since it was agreed that the vessel should be delivered as soon as possible, the Soviet naval authorities were prepared, as an interim measure, to sanction the installation of the five usable and the fifteen conditionally usable cylinder liners and, if they proved serviceable under running conditions, to accept the POBEDA with them, provided the East Germans gave a written agreement to deliver, later, at the earliest possible date, fifteen cylinder liners with a testing certificate by Germanischer Lloyd. This suggestion was accepted by the conferees with a sense of relief.

10. Test of the POSEDA Engines

Accordingly, the cylinder liners were fitted in the Diesel engines of the POBEDA and on 23 April 1952 underwent a "standing" test. The vessel was fastened as securely as possible to the quay and the engines were run, for two hours, at 57 revolutions per minute (maximum revolutions 125). Originally, the test was to have been carried out for eight hours but after two hours "running it was feared that the foundations of the quay were being undermined by the wash set up by the ship and the Russians agreed to shorten the trial. The cylinder liners proved to be serviceable under these conditions.

11. Delivery of the POBEDA

The POREDA was expected to be delivered to the Bussians after one short sea-going trial during which it was hoped that the engines would not have to be run at full speed; otherwise the final word concerning the cylinder liners may not have been spoken.

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