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German Democratic Republic

25X1 NOTES ON GDR SHIPBUILDING

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The Neptun shipyard in Rostock, a Soviet corporation, is laying off 2,000 men of its labor force of 8,000. It is building seiners and luggers for the USSR. Plates are still riveted here, in contrast to the people-owned shipyards, where plates are welded.

The people-owned ship repair yard in Wismar is reconstructing two old-type passenger ships, of about 18,000 gross register tons each, for the USSR. The ships are said to be of Dutch origin.

At the people-owned Warnow shipyard in Warnemuende four passenger ships, of about 22,000 gross register tons each, are under repair for the USSR. These ships had been sent to Danzig by the Germans to protect them from air attacks during World War II. Before the Soviets marched in, the Germans scuttled the ships. The Soviets subsequently salvaged them.

The People's Shipyard in Stralsund is filling reparations orders for luggers, which are being completed right on the slipways. The Soviet inspectors occasionally turn over a lugger to the GDR, but only defective ones. The shipyard has laid off 1,500 men because of lack of suitable steel and sheet metal. It is believed that the Soviets encounter more difficulties than before in illegally importing this material from the West.

Despite the fact that enterprises in the GDR are restricted in their use of copper alloys, the Soviets insist on lavish use of bronze on the passenger ships which the shipyards in Wismar and Warnemuende reconstruct for them.

Four different types of ocean-going vessels for the GDR are at present under consideration. They range from 4,500 to 6,000 gross register tons. No decision has as yet been made as to the type of propulsion. Launching of the first vessel is planned for 1952.

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