

VIA: COURIER
(SPECIFY AIR OR SEA POUCH)

DISPATCH NO. EGMA-37170

SECRET
CLASSIFICATION

TO : Chief, EE

DATE: 15 September 1958

FROM : Chief of Base, Munich *DM*

INFO: COS

SUBJECT: GENERAL— UPSWING/TPHYENA/Operations

SPECIFIC— UJLENTIL Amphibian Exercise

ACTION REQUIRED: See Paragraph 10

1. An amphibian exercise was conducted at Todendorf Firing Range for UJLENTIL Staff and Case Officer personnel during the period 9-11 September 1958.

2. The following personnel participated:

a. KUBARK:

b. UPSWING/UJLENTIL:

@GRIMM, Commo Officer, Area E/STORCH, acting as personal representative for @LAUBMANN.

✓ @MUENZ, CO Northern FOX.

✓ @WOERMANN, Commo Officer, Northern FOX.

@HORN, Assistant Case Officer, Northern FOX, or Helper on FOX Team O-7.

@BETZEL, development engineer for communications, UJLENTIL Staff.

✓ @NUSSER, burial technician (assistant to @GERHARDT), UJLENTIL Staff.

3. Facilities: Equipment was stored and all work ashore was done in an igloo in the guarded ammunition dump about 200 yards from the beach. The gravel beach averaged about 25 feet in width, and was fronted by a mud-clay cliff about 18-25 feet in height, which made access to the beach possible in only two difficult points on the reservation front. The Post Commander and the Commander of the German battalion which was firing were most cooperative in assigning us the left sector of the firing front, and permitting us to operate in the sector from

NAZI WAR CRIMES DISCLOSURE ACT

Attachment:

- 1 - Sketches of beacon (Sketch 1 general - Sketch 1A technical)
- 2 - Sketches of receiver (Sketch 2 general - Sketch 2A technical)
- 3 - Concept of future receiver

Distribution:

- ✓ 5 - EE, w/3 cys ea att
- 2 - COS, w/2 cys ea att

EXEMPTIONS Section 3(b)

- (2)(A) Privacy
- (2)(B) Methods/Sources
- (2)(G) Foreign Relations

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magnetic North of the shore along the western coast. The small fishing village of Todendorf which lies on the right (East) side of the reservation has a good beach, but it could not be reached under fire before 1900, and should not have been used at all for security reasons. Personnel were housed in Gasthaus Ole Liese, Panker.

4. Purpose of the exercise:

- a. To test the beacon and receiver which had been developed by @BETZEL for the purpose of guiding small boats to rendezvous at sea and on the beach.
- b. To test the RB-12 and 35 HP Evinrude twin motor for seaworthiness and beach landings.
- c. To give participants experience on which to base future instruction.

5. Equipment:

- a. The boat was the KUBARK RB-12, with a wooden thwart added for the installation of the compass and receiver. A canvas spray shield about 2 feet high was lashed over the bow to keep the boat drier at high speeds.
- b. The recommended 18 HP engine had been tested on Chiamsee and turned over to UJLENTIL in 1957. However, @MUENZ was not content with the power, procured an Evinrude twin 35 HP engine, and returned the 18 HP to KUBARK. The 35 HP was used in the tests. Shielded spark plugs had been procured from Evinrude, but were found to be too long for installation, and unshielded plugs were used.
- c. The compass was a locally manufactured alcohol steadied, illuminated yachting compass, manufactured by C. PLATH, Kiel, Germany. It was preferred to the KUBARK, White and Sons "Corsair" compass because it had an opaque light-proof plastic cover, with a small opening for viewing the compass card, which the KUBARK compass lacked.
- d. The beacon emitted a single tone, non-directional, powered by 6 volt battery. A key was used to give an alphabetical recognition signal from time to time. See sketch #1 and #1A.
- e. The receiver was mounted on the thwart. A loop antenna and pole antenna were provided, with a switch which controlled the activation of the pole antenna. See sketch #2 and #2A. The location of the beacon could be determined by switching on the pole antenna and turning the receiver until the "maximum" tone to the right side of the receiver was heard. The loop antenna was then switched on, and the boat steered toward the "minimum" tone in the direction of the beacon.

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f. The URC-4 was used for ship to shore communication.

g. Navy signal lamps were furnished for ship to shore communication in case of emergency, and signal pistols and flares were carried.

h. Yoke type "Mae West" life preservers were worn.

6. Program:

9 September	1100 - 1700	Was spent in preparing the boat, installing the thwart and equipment, and making tests of equipment on land.
	1700 - 1830	A daylight test was made, running North about 2000 yards, and homing on the beacon.
	1930 - 2130	A night run was made about $7\frac{1}{2}$ miles to the North West, then a course of 110 was steered until the beacon was directly on the starboard beam, last, direction was changed toward the beacon and the landing made. This was a particularly valid test, since the beacon had been moved to the Todendorf village beach by direction of @GRIMM and @BETZEL, (unknown to the boat crew) in recognition of the impracticability of getting the equipment back up the mud-clay cliff.
10 September	1000 - 1200	Rechecking compass and equipment, and photographing all materiel.
	1300 - 1830	Practicing launchings and landings with 3-4 man crews.
	1930 - 2130	A night run was made about 8 miles along the coast to the West, then the reverse course was steered about 500 yards from shore until opposite the beacon, and a landing again made on Todendorf village beach.
11 September	0800 - 1030	Dismantling equipment, packing, and clearing the post.

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7. Results:

a. General:

(1) @MUENZ, from reading about amphibian work and from some experience with a kayak, has a good theoretical knowledge of how such operations should be conducted.

(2) In general, the party was **most** unhandy about both launchings and beachings, even under conditions of extremely light surf and a 10 mile on-shore wind.

(3) It was agreed that, when a boat came from an offshore craft to pick up clandestine personnel or cargo, it should approach the shore stern first, and not beach, but should be held out, if possible, until the shipment was aboard. An effort to throw a heaving line out to the boat, with the idea of using it to tow out a "shipment" of a bag of 100# of stones and then heaving it aboard, mercifully failed since, lacking a winch or snubbing device, the only probable result would have been the immediate loss of one or more crew members.

b. Equipment:

(1) RB-12. The boat performed perfectly under all conditions. The improvised spray shield added considerably to the comfort of the crew under conditions of high speed into the wind. The wooden thwart which was substituted for the standard rubber thwart was essential for the installation of the equipment, and seemed to add to the lateral stiffness of the boat.

(2) The 35 HP engine was:

(a) Too powerful. The boat had to be loaded heavily forward to prevent "looping" at high speed into the wind. So loaded, at full throttle, the propeller only caused "cavitation".

(b) Harder to start than the recommended 18 HP engine.

(c) Too loud, and even when throttled down could be heard 500 to 800 yards offshore under conditions of a 10 mile on-shore wind and very light surf.

(d) Too heavy. The night landings were removed to the Todendorf village beach primarily in recognition of the impossibility of manhandling the engine up the cliff without damage to engine or personnel.

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(e) Not capable of being shielded. The shielded spark plugs were not useable, and the unshielded plugs (allegedly) caused some disturbance in the beacon receiver. The signal appeared to be perfectly clear to the undersigned, but an effort will be made by @MUENZ to obtain shielded spark plugs which will fit in an outboard engine.

(f) Thoroughly unsatisfactory. @MUENZ stated that he will recommend that the engine be traded to KUBARK for the return of the 18 HP engine originally procured for them.

(3) The compass had a deviation of 3 degrees North on a West-East course, and smaller deviations on other courses. However, considering the small distances (10 miles maximum) involved, plus the exact direction given by the beacon, no correction was felt necessary.

(4) The beacon and receiver functioned perfectly on every occasion. @BETZEL, prior to every landing, moved the beacon varying distances of 200 yards to $1\frac{1}{2}$ miles from the launching point, and the boat homed precisely on every occasion, in spite of the surprise and doubt on the part of the crew. The apparent maximum ranges were $7\frac{1}{2}$ miles at sea, but only 5 miles when the boat was close along the shore line. The above distances are crude guesses, since @MUENZ did not use chart or bearings, stated that he knew those waters well, and would plot the points precisely for his formal report.

(5) The URC-4 functioned well at close range, but completely failed at 500 yards.

(6) The Navy signal lamps and signal pistols were not used.

8. Future Planning.

a. @MUENZ requested that two similar exercises of 2-3 days each be conducted in 1959 for two reception-exfiltration teams which he intends to recruit and train theoretically in the meantime.

b. @BETZEL feels that, since the boat will always be equipped with a compass of some sort, the pole antenna which is used for indicating the direction to the beacon is not necessary. He intends, therefore, to simplify the receiver by eliminating the pole antenna, and by building the loop antenna around the receiver body proper. See sketch #3.

9. A full UPSWING report, covering operations, technical aspects, and photographs was promised by @BETZEL and @MUENZ within a month.

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10. In anticipation of future requirements for information and instructional material, it is requested that this office be furnished publications of KUBARK and the Armed Forces which pertain to such operations, i.e.;

2 copies of material which can be released to UPSWING.

1 copy of material which can not be so released.

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APPROVED:

[*DW*]

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