

COMMUNAL INTELLIGENCE UNIT (C.I.U.)

LONDON

1st December 1945

BY/600/270

REPORT ON CAPTAIN HEINRICH WEDRICH SCHUCHMANN

Capt. Lt. SCHUCHMANN was arrested by British Naval Authorities in Hamburg on 5th July 1945 and was brought to the U.K. for interrogation.

This report has been compiled from notes on the interrogation of SCHUCHMANN at C.S.D.I.C.(U.K.), where he was detained between August and October 1945. The War Room undertook this compilation on behalf of C.S.D.I.C.(U.K.), who were unable to issue a report themselves owing to the closing down of their establishment.

INTRODUCTION

SCHUCHMANN, now 39 years of age, was a partner in the family firm REEDEREI SCHUCHMANN, Hamburg.

From 1919 onwards, SCHUCHMANN was closely associated with the sea and shipping. In 1939, he was posted to the U-boat and he served as an I.M. official throughout the war.

During the initial stages of interrogation, SCHUCHMANN adopted the attitude of a bluff seaman and tried to create the impression that he knew little of the activities of the U-boat proper, and during the course of further interrogation, he talked more freely and he is not believed to have withheld any vital information. His story is considered reliable.

Details of the three voyages of the U.S. PASSIR, known as MENTOR, undertaken I, II and III, which were organised by SCHUCHMANN, have been omitted from this report, since they have already been given fully in C.S.D.I.C.(U.K.) reports SIR 1595 and SIR 1798 on Guenther STRADLE, circulated in May 1945.

An account of the movements of U-BOAT 60 was also given by STRADLE and this and other information provided in the STRADLE reports has been withheld from this report.

Personal Details

- Born : 12.6.08, in Goetschenau, Bremerhaven.
- Father : Wilhelm SCHUCHMANN (died 1944).
- Mother : nee Marie ALDING (died July 1945).
- Brothers :
 - Johann, Director of Bugzier Nr. 2 and partner in REEDEREI SCHUCHMANN.
 - Hermann, aged 57, partner in REEDEREI SCHUCHMANN.
 - Heinrich,
 - Johann, killed 1914-1918 war.
 - Gerhard, living in Sweden for last 22 years.
 - Willy, Inspector in Bugzier Nr. 2 and REEDEREI SCHUCHMANN.
- Sisters : 5, all married, the eldest of whom died in about 1939.

/Chronology....

Schulz of SCHULZ's date and other up to the national of ...

- 1935 - 1936. Attended Realgymnasium up to and including Obersekunda.
- 1936 - 1939. Unteroffizier i. R. Bl. Pruzer - Elbinger.
- 1938. To Doctortruppen Officer - assistant.
- 1939 - 1922. Volunteer with Norddeutsche Lloyd and Schiffswerft, Tecklenburg, Wesermünde.
- 1923 - 1924. Served at sea as ship's engineer for SIEBERT SCHULZ, making voyages in North Sea and Baltic, back to Clyde River.
- 1925 - 1926. Obtained Engineer's ticket (Vordienst am Ober Elbe).
- 1926 - Sep. 1939. Joined SIEBERT SCHULZ as Technical Director, Inspector am Bremerhaven, with the ship Bremen.

SCHULZ's Alwehr Career

1. Nest Bremen

In September 1939, SCHULZ was recruited in the Alwehr and posted to Nest Bremen under Captain R. ... (name obscured) and remained with this Stelle until June 1940.

Visit to Genoa, Nov. 1939

In about November 1939, SCHULZ made his first journey to Italy, accompanying WIEFFER and Dr. BENSCHMANN to Genoa where they contacted EITEL, a Nest Bremen agent. EITEL was in touch with individuals whose names SCHULZ did not know, who were employed on the U.S. Steamships WASHINGTON and MANHATTAN, and who acted as couriers for reports on shipping, cargoes and assembly points in N. American waters furnished by agents or parents in America. Dr. BENSCHMANN visited EITEL on board that time. SCHULZ himself was in Italy for 5 days. According to SCHULZ, he accompanied WIEFFER and BENSCHMANN only in his "company", and claims to have taken no active part in the conversations. In addition to those mentioned above, SCHULZ stated that Nest Bremen had couriers on board the following liners:

- PRESIDENT HANING (U.S.A. Line)
- INGAMBION (American Export Lines Inc. New York)
- WIEFFER (" " " " ")

These couriers worked for Nest Bremen through EITEL, bringing documentary reports, etc. from unknown sources in the U.S.A. and handing them over either in Bremen or in Genoa to Dr. BENSCHMANN or K. Lt. WIEFFER.

In connection with the above courier service, SCHULZ had heard the following names:-

- Dr. GRIEBEL.
- Mrs. MOGG.
- Herr LONKOWSKY.
- Frau HOFFMANN (Stewardess on the "BREITEN").

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It is believed all these persons were tracked down by the U.S.G. authorities and sentenced to varying terms of imprisonment.

II. Establishment of Hussenstelle Le Havre

In June 1940 SCHUCHMANN joined LEFFLER's Marinacircus at Le Havre in its travels across the Low Countries into France, passing through Rotterdam, Dunkirk, Calais and Nantes to Le Havre. In September he was posted to Seel. commandt Le Havre (K. Z. S. 211507) as "Lehrer Beauftragter" and formed the Marine Hussenstelle Le Havre, under the tactical command of Oberst RUDOLPH, Leiter 1st Paris.

III. Activities while Leiter 1st Le Havre.

In September 1940, SCHUCHMANN was appointed Leiter 1st Le Havre, commencing with a staff comprising a Clerk and a Ferry Driver. Since SCHUCHMANN had no knowledge of foreign languages, one KAULEN who spoke fluent English and French, was posted to the Stelle to report on salvage work and in the repair and acquisition of vessels. SCHUCHMANN was given the following tasks:

- (1) Dispatch of yacht to Belgian Congo
The equipment of a sixteen-ton sailing yacht with auxiliary motor for a voyage to BOMA, Belgian Congo was planned and carried out by SCHUCHMANN for 1st Cologne under orders from 1st Paris. He took the yacht from Le Havre to St. Jean de Luz, where Dr. FARMER of 1st Cologne took it over. The agent WILHELM WILHELM (name unknown to SCHUCHMANN) was in St. Jean de Luz on this occasion.

- (2) The ship "FREDERIC SAUVAGE"

In the same year (1940) SCHUCHMANN undertook the equipping of a meteorological ship for a voyage to Newfoundland on behalf of the Marine Gruppe West. The ship selected, the "Frederic Sauvage" 320 GRT lay in Lorient, and was cleared there for sea. She was manned by a Belgian crew under Kpt. MAHERANT. However, the voyage to Newfoundland was postponed and the ship and its crew were used for about 3 months in the Bay of Biscay for meteorological purposes. At the end of that time the Belgian crew was paid off and a French crew engaged. The "Frederic Sauvage" then went on fishing voyages and for a time was equipped with a W/T transmitter. The operator Bernard HASLE, sending weather reports; (neither the grant nor the French owner knew of the presence of the W/T set on board.) Towards the end of 1942 the vessel was released to "Inscription Maritime" to be used for fishing on behalf of the French population.

- (3) Agents dispatched to Casablanca and Marseilles

(a) COBERT (real name) This man was a cotton-merchant of French nationality, married to an Austrian, and lived on a farm in the vicinity of St. Romain. He was well known in Le Havre. COBERT was recruited in mid-1941 by KAULEN, SCHUCHMANN's assistant, and sent on a mission to Casablanca to report from there on movements of shipping to and from the U.S.A. However, while in Marseilles en route, he was arrested by the French police for some misdemeanour and sentenced to 18 months imprisonment.

- (4) DEGREMONT or D'EGREMONT

In peacetime DEGREMONT was an employee of the Cie Generale Transatlantique in Le Havre, where he lived. He first came into contact with KAULEN in 1941 and was instructed by the latter to purchase a fishing cutter in Marseilles or Soto, in order to be in a position to obtain shipping reports covering the Eastern approaches to the Gibraltar Straits. In 1942 he also was arrested in Marseilles

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...and thus prevented from carrying out KAULEN's instructions. He was not re-employed by Luftflotte III after his release from prison in 1943. His last known address was Hillbomms, near Le Havre.

(4) Iceberg Undertaking

In March for April 1942, SCHUCHEMANN went under orders from Luft Paris to Vigo, accompanied by KAULEN. There he contacted ERICKSEN & JONSSON captain and W/T operator respectively of an Icelandic schooner which plied between Vigo and Reykjavik. A radio-lose net was installed and the Captain agreed to transmit meteorological reports for I.M. with the stipulation that SCHUCHEMANN should provide kerosene for the return journey. Five or six weather reports were received, after which nothing was heard of the vessel. While in Vigo, SCHUCHEMANN and KAULEN met a German, Albert KREDELING, who agreed to transmit weather reports from Vigo to Le Havre. He was given the cover name 'HERBERT' for this purpose. W/T stations were established on the German tank steamers 'JUNWARTIS' and 'ATLANTIK', which had been lying in Vigo harbour since the outbreak of war. These stations were given the cover name 'WILLINGE'.

SCHUCHEMANN stayed at the Continental Hotel in Vigo during this visit which was of about a week's duration.

He and KAULEN travelled from Le Havre to Hendaye, when they were taken by a Baron von BUEGL, to his HQ in San Sebastian. They were housed over to one FRIEDT, whose real name was probably KERN and who lived in the Villa Blanca, San Sebastian, on the road between San Sebastian and Irujo. FRIEDT was representative in San Sebastian of K.O. Madrid. He was responsible for arranging SCHUCHEMANN's further journey to Madrid, where SCHUCHEMANN and KAULEN reported to the German Embassy before proceeding to Vigo.

(5) Two Voyages to E. coast of England

Later in 1942 SCHUCHEMANN carried out two missions to the English coast, with orders to install a W/T net on a wreck which lay off Solsey Hill, and from there to observe and report on convoys. Luftflotte III, Paris furnished aerial photographs and pinpoint positions of the wreck. These photographs, however, were of no help from the point of view of tides, and no further sorties to the wreck were undertaken. The W/T station was to have been operated by three naval signalmen.

(6) Reconnaissance vessel in Bay of Biscay

Under orders from Marine Gruppe West, a Tunny fishing vessel, 38 GRT, named 'MOUETTE' was taken over for about a year as reconnaissance in the Bay of Biscay. The ship was equipped in Le Havre and manned by Naval personnel. A W/T net and operator were installed, and a Belgian Pilot BROCKE, who was an experienced fisherman, was put in command, to cloak the vessel's real function which was to report on anti-U-boat activities in the Bay. Reports were received from the 'Mouette' until the end of 1944. For her fourth voyage the ship was equipped with Radar and DF apparatus.

(7) Visits to San Sebastian, May 1943

SCHUCHEMANN made two journeys to San Sebastian for the purpose of purchasing equipment and clothes for the crew of the 'BRASSER', in preparation for her second voyage (Mercator II undertaking to Caracas). Each journey was by the same route as on the previous visit, and of three or four days duration.

(8) Visit to Kavalla, May or June 1943

In May or June 1943, SCHUCHEMANN went to Berlin, where he received orders from Prog. Kpt. GARTMANN of I.M. to fly to Kavalla, there to inspect and contact MEK 20, which was led by K.Lt. OELDEN. SCHUCHEMANN remained in Kavalla for 5 days. The Kommando consisted approximately of two officers and 60 men. SCHUCHEMANN states he was not able to ascertain the duties carried out by the Kommando; some troops were employed on Harbour Control in small places in the Aegean.

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(B) Attempts to organize W/T contacts in Spain

In June 1943, SCHUCHMANN was ordered to Spain by Marine Gruppe West to establish W/T contacts through the cooperation of Spanish fishing fleets in the Grand Jolo area, in order to obtain further reports on the presence of British naval vessels engaged in anti-U-boat warfare in the Bay of Biscay. In Vigo SCHUCHMANN discussed this project with Kpt. DOMESTIC and Lt. SCHEMELT (who were in two tank steamers lying there) in the presence of the former German Consul, KROHNKE (father of "LIBERTO") who was manager of a small Spanish fishing company. The two German captains refused to cooperate on the grounds that they were in touch with neither the command nor the masters of the Spanish fishing fleets. KROHNKE told SCHUCHMANN that these fleets were in a sorry plight, being laid up for the lack of coal, and that moreover the British Government had placed an embargo on all fishing in the Grand Jolo area. It was out of the question to install W/T sets on the small fishing tracks; the installation, and maintenance of security, would have been impossible with Spanish crews on board in view of the prohibition of all W/T traffic. SCHUCHMANN left Vigo after two days.

The SWILLING set-up on the two tankers was abandoned on their departure from Vigo; the "Atlantik" set sail for the West coast of France, and the "Atlantik" ran aground off Ferrol. "LIBERTO" was instructed to contact a Spaniard who took over the W/T station, but nothing came of this, and for a short time the SWILLING set-up was transferred to the steamer "Bonal" in Vigo. At the end of 1943 W/T traffic was discontinued.

Visit to Paris

Some time in 1943 SCHUCHMANN went to Paris, where he met Kurt BECKER, real name believed to be W. T. WILSON, and Ralph CLAYTON, whom SCHUCHMANN described as a Bretonian, an artist by profession, and who worked for Lt. PHILIPPER in an Abwehr III capacity. Another person mentioned by SCHUCHMANN was Frau "TIBI" who was "cleared for" by Lt. PHILIPPER.

Visit to GIVERT

In July 1943, while in St. Jean de Luz, SCHUCHMANN contacted the agent GIVERT.

Visit to Hollinghofen, end of 1943

SCHUCHMANN, accompanied by Gunther STRACK, went to Hollinghofen for 3 days to visit Kory. Kpt. F. RUTHS and Kory-Lt. FRUENTZ of the K.d.d. organization there. These two officers acquainted him with the internal organization of the Kommando, with a view to planning close liaison between the Hollinghofen Kommando and Just de Brevre. It was intended that part of the Kommando should be taken over by SCHUCHMANN as part of the Abwehr's mobilization plans in the event of an Allied invasion, and that when this occurred, STRACK should establish W/T contact with the Kommando. However, these plans never reached fruition.

SCHUCHMANN supervised the salvaging of British vessels sunk after the landing operations at St. Nazaire and Dieppe.

He made a journey to Cap d'Antifer in connection with the landing of British paratroops.

IV. M. F.K. 60

(These notes should be read in conjunction with the CSBIC/W reports on Gunther STRACK, previously quoted, which give details of the formation, personnel and early movements of the Kommando, and with War Room liquidation report No. 41, which gives a digest of information on M.F.K. 60 from all available sources.)

In May 1944, after the formation in direction of M.F.K. 60 from personnel of Just de Brevre, under the leadership of SCHUCHMANN, the unit was moved via Ste. Menchaulde, Brussels and Antwerp to Beer. All the Marines in Breachon (who had taken part in the Tigrator expedition) were embodied in Kampfgruppe BULLER which belonged to a Division lying at Breachon at that time.

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Under the command of SCHUCHMAN from Holland.

At the outbreak, K.L. GERMACH took over the unit on orders from Dietzelle I West. SCHUCHMAN was ordered to continue preparations for the winter voyage. In this connection, SCHUCHMAN went with K. J. HUBERT to Jordan and thence to Dronningvaag. There, under the order of O.K. I, SCHUCHMAN took over the pilot schooner "Prinz Adalbert" (120 tons) and sailed her to Flensburg. After sundry discussions and journeys, the necessary alterations were taken in hand by the Flensburg Schiffbauwerkstatt. The ship was destined to sail during the winter through the Danish Straits, across the Arctic Ocean to the mouth of the Orinoco river.

SCHUCHMAN ordered equipment of the vessel in Kiel and Hamburg, then returned to Geor, where H.M. 60 H.C. had been established. STRUCH was then transferred to Berlin, where he was appointed to a position in the Reichsamt. Sonderführer (2) K. J. HUBERT was transferred to Berlin on orders from Dietzelle I West, in order to deal with the problem of the "Prinz Adalbert" under Oberst Lt. H. RITZ. The cargo W/T traffic was handed over to Dietzelle I West.

The Dietzelle in Gronlyon was ordered by Dietzelle I West to send a message to the British in the Taurus for training the operational work. Under the Dietzelle's orders, the machine COPIER was sent to Hildon, where it received further training. COPIER was to be dropped by parachute over Broek, Holland. After this operation had taken place, the plane and its crew were reported missing.

Under orders from the Naval Commander v/c Espionage Fortresses, Admiral K. J. HUBERT, preparations were made for the dispatch of "Prinz Adalbert" in January.

Meanwhile, SCHUCHMAN again visited Hamburg to complete preparations for the sailing of "Prinz Adalbert". This operation was handled by Hauptmann J. J. HUBERT of Flensburg. The ship was taken to Kiel in order to be prepared for the sailing at the beginning of January; however, after the outbreak the plan was cancelled in mid-January by Berlin O.K. I, since the reactor IV preparations were known to have failed. According to reports, SCHUCHMAN's station, the "Prinz Adalbert" in Berlin in November 1944 had been captured by the British and had revealed the identity of the three agents for whose transport to America the expedition had been planned. After the capture of the "Prinz Adalbert", had been suspended the vessel was taken to Hamburg and left in dock.

At the beginning of February 1945 preparations for the Danish north had been completed. The vessel to be used lay at Schevnington and was loaded with 14 tons of butter in baskets. It had an auxiliary motor, and carried the number Sch. 71; the crew was formed by naval personnel under the command of Sturmann Hans OLSEN. At 1300 hrs. on 11th February the ship put to sea. While SCHUCHMAN was travelling from Schevnington to Rotterdam in heavy ice, storm met him and the ship failed to return. According to British wireless reports, the ship was captured off Ontario.

About this time, SCHUCHMAN received orders from Dietzelle I West to organize an operation for the furnishing of funds to an agent, cover name HILKY, in Ontario. The money packet was to be deposited east of Ontario in the vicinity of an abandoned German pill-box, some 3000 yds. from the shore. The task was to be carried out by the Kapitänleutnant in Rotterdam. For this purpose, Capt. HUBERT was placed at Schuchman's disposal on explosive T.N.T. with a supply of 30 lbs, armed by a crew of 4. The undertaking was not carried out, since the weather conditions were too severe for the small boat.

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Under the orders of Admiral KLEBE, a recent Dutch undertaking was to be carried out without fail. It consisted of the loading of 160 tons of cargo ready and loading of a 160-ton lighter was carried out in Amsterdam. The crew was composed of naval personnel and the cargo of approximately 110 tons included weapons, landmines, fuel, coffee and cigarettes. Owing to the deterioration in the military situation, the project was abandoned, the crew discharged, and the vessel returned to her owners.

At the end of March or beginning of April 1945, the H.M.L. headquarters were transferred from Geer to Groningen; it was maintained there only for 12 days, after which SCUCHELI was obliged to depart the Stille. On about 16th April he set up "provisional H.M.L." at Rensburg on board the "Prinz Adalbert" and shortly after this the allies arrived in the region and activities ceased. The members of the command who accompanied SCUCHELI to Rensburg were the following:-

- Capt. B. WITTE (SCUCHELI's vice-commander)
- Capt. SCHEFFNER
- O/CofR B. WITTE
- O/CofR B. WITTE
- O/CofR POISSON
- O/CofR POISSON
- O/CofR POISSON (W/T Operator)
- Mr. B. WITTE
- Mr. B. WITTE

The porters of the Royal Navy, Schuchmann's firm, DOUGLAS-ROBINSON and B. WITTE, of Geer, undertook salvage work on sunken U-boats, wreckage and search and mine in the harbor and Canal, and according to SCUCHELI it was largely through his personal efforts that the work was successfully and speedily carried out. He and an Inspector B. WITTE exercised the supervision of these operations at the beginning of May 1945.

SCUCHELI reported to the Commander in H.M.L. and received an English permit for the H.M.L. also permits from the British authorities authorizing him to circulate in Rensburg and Sellen's district, and to drive a car. These permits were later surrendered in D.D.

SCUCHELI stated that between 1920 and 1944 he inspected and searched for stranded or sunken vessels (steamer, motor, sailing, torpedo-boats and aircraft). He executed this work by means of the German Group "Wasser- und Luftverkehr" and frequently made journeys to national conferences and to other countries for his salvage work.

Additional information regarding H.M.L. Co. from 1942 - April 1945
Groningen Stille

The H.M.L. had an out-station in Groningen, cover name "PHILIP" which was run jointly by Lt. (Lt) WITTE and Wm. ROEHL, W/T operators at this Stille and Gfrs. WITTE and B. WITTE.

Agents of Groningen Stille

(i) A Dutchman named Van der OEFER, who lived in Hogeveen near Groningen, and who until October 1944 had lived in Rotterdam, where SCUCHELI and ROEHL met and recruited him.

(ii) In his turn Van der OEFER recruited an agent with cover-name "PIET" in Rotterdam (real name unknown to SCUCHELI). PIET was said to have been employed as a navigation instructor, probably in a navigation school in Rotterdam.

(iii) Van der OEFER also recruited the agent with cover-name "PHILIP" who lived in Rotterdam and was a flier of military pilot.

These agents were controlled by WITTE and trained by Gfr. WITTE, whose cover-name was WIGGERS.

The following members of the German-Dutch police were also recruited as agents for the Groningen Stille:-

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Name	Location
POSTER (Cover name CLASS)	Loosdrecht
V. LITRUP	Zwolle
Van LILLER	Amersfoort - Doetinchem
KROONBERG	
BOES	
LANKREIJT	Leitstalle I West
CAMP (cover name OTTO)	Groningen - Dollardijl
"E.B.Y." (cover name)	Amsterdam
COPLER	Groningen - Broek
BOULDIN	Amsterdam

CAMP was intended to be installed as a stay-behind agent in Dollardijl, and received a certain amount of training, but since there was no available W/T set, this plan was abandoned.

"E.B.Y." was to have operated in Amsterdam. He was trained by WURST for this purpose, under WHISLIT's directions, but SCHECHTER said that since no W/T station had been installed for "E.B.Y." no reports were received from him.

BOULDIN was a further agent of WHISLIT trained by WURST for a stay-behind mission in Amsterdam. SCHECHTER believed BOULDIN became proprietor of a small bookshop in Amsterdam at the end of 1944. Previously he had been living in a Groningen suburb.

BOULDIN was sent to Loosdrecht from Groningen three days after the Dinslaken was abandoned. However, since it was found impossible to equip him with a W/T set he was probably unable to fulfill his mission.

KROONBERG and van LILLER. These two agents were dispatched to Doetinchem to function as line-crossers for traffic from Hoofddorp. They were for GORAN's report to the Ortskommandantur in Doetinchem. SCHECHTER was later told by the IC of Hoofddorp that the two men had been killed during an air raid on Doetinchem.

Nordancy Stolle

Under the orders of Admiral WILER, (Sub-Commandant Ost-Friesland, Oblt. WOHLER, the radioer WOLTER (W/T operator) and a marine DR. from Soeko, Holland, were dispatched from Goor to Nordancy in January 1945. Their mission was to organize German officials or air-bounded stay-behind agents to furnish reports on Allied troop movements in the Ost-Friesland area. It was found impossible to carry out the plan, since contact with Leitstalle I West could not be maintained after the evacuation of Holland by the German forces.

In the light of traffic advanced by British troops, substitute plans were made to utilize HITLER Jugend and SA members as line-crossers, but these also fell through.

Apparently the original plan was to establish a chain of post-occupational agents throughout the length of the Western Front, and Oblt. WOHLER's duties represented a small portion of the original scheme prepared by Oblt. FRIEDLAND at Leitstalle I West.

It was intended that WOHLER should maintain contact with the Goor Headquarters by means of a series of W/T stations operating at various points in the Holland-Ost-Friesland area, but it was not found possible to provide the necessary W/T equipment for the envisaged network. WOHLER equipped a W/T station on Nordancy for training purposes, but apart from isolated experimental contacts with Goor this station did not operate. The cover name used for the Nordancy W/T station was "FRIEDLAND".

The area allotted to WOHLER comprised Ost-Friesland, between the Goor and the line, north of a line between Bronck and Goor. The town and area of Bronck were not included in this zone.

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