CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X1 GLUECKAUF SUBMARINE DEVELOPMENT GROUP

History

1. In 1943, a submarine development group was formed at Blankenburg/Harz and was given the name Glueckauf. This group was headed administratively by a Dr. FISCHER, who was a naval architect. The first project assigned to the group was the design of the type No. 26 submarine, and, when the war came to an end, the main emphasis fell on the design of the Walter closed cycle motor. The head of the machine structure design section, [redacted] was a Mr. KLAUSEN. The section deputy head was a Dr. Friedrich STATESNY, who had been a thermodynamicist with MAN (Maschinenfabrik Augsburg-Nuernberg) before the war, and had come to the Glueckauf group from the Walter firm in Kiel, where he had specialized in diesel design as an extension of his work with MAN.

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2. Eight days before the occupation of Blankenburg by the Americans, on about 20 April 1945, the Glueckauf group started a systematic paper and design burning program. Theoretically, all plans and papers were destroyed, but [redacted] two persons [redacted] saved some
25X1 of the operation instructions for the type No. 26 motor. These persons were a Dipl. Ing. Gustav SCHROETER and Ing. WATZE. The Americans occupied Blankenburg until about the end of May 1945.
25X1 During this time, they put to work a few of the Glueckauf technicians and designers in reconstructing certain of the wartime designs. From the end of May 1945 until the middle of July 1945, the British occupied Blankenburg, but did not continue the policy of employing technicians.

REORGANIZATIONS OF THE GLUECKAUF GROUP BY THE SOVIETS

3. About the middle of July 1945, the Soviets occupied Blankenburg. After about 14 days, the Soviets ordered the local police to round up all the remaining members of the wartime Glueckauf group. The Soviets then requested the members to go to the USSR and work for them. No one volunteered. The Soviets then made everyone an offer, who would work for them at Blankenburg. No one volunteered. They were then escorted to the Glueckauf plant, the door was forced, the place inspected. Many papers and designs which had not been burned were found. The Soviets interrogated the remaining personnel as to the identity of the remaining plans and diagrams. This occurred early in August of 1945.

4. It was later learned that some time in the early fall of 1945, [redacted] the Soviets
25X1 [redacted] reorganized the old Glueckauf group. From now on, this re-
25X1 organized Gluekauf group will be referred to as the Blankenburg group. STATESNY was the scientific and technical director, while WITT was the administrative director. STATESNY got in touch with his old superior KLAUSEN, who had gone to Hamburg after the end of the war, and persuaded him to join the group. STATESNY and
25X1 KLAUSEN had now changed places, and STATESNY was now KLAUSEN's superior. This shift was probably due to the fact that STATESNY had been on the scene and, after helping to reorganize the group,
25X1 was made the technical and scientific director as a sort of reward.
25X1 [redacted] KLAUSEN, because of his former position, had a much better overall knowledge of the
25X1 various operations of the group, as well as of the capabilities of the members. KLAUSEN was deputy scientific and technical director
25X1 under STATESNY and [redacted] fell naturally into his old position as immediate overall supervisor of the project. [redacted]
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PROJECTS OF BLANKENBURG GROUP

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(a) a H_2O filter for solid particle contamination.

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At the end of this time, two Soviet naval officers were attached to the Blankenburg group. Their names were SLOTOPOLSKI and BRAHMANN. They served as the official adminstrative head of the group till the arrival of Col. ANTIPIN some time later.

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(b) the design of the type No. 26 periscope housing, including the raising and lowering mechanism. When this project was about 20 per cent completed, it was stopped and the entire group was ordered by the Soviets on the Walter closed cycle motor reconstruction. About this time, Col. ANTIPIN arrived and became the administrative head of the Blankenburg group. He always wore civilian clothing. Later, in the USSR, it was discovered he was a naval officer, as some of the group saw him in a uniform at some social or state function..

(c) The Blankenburg group was now given the floor diagrams and dimensions of a certain building in Leningrad, where we were told, the prototype Walter motor would be assembled. All work of the group now involved the reconstruction of the old wartime Glueckauf group plans of the type No. 26 Walter motor. No changes in the design were ever made by the Soviets either at this time or later, with the exception of a "heat trap",

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mounting and support for the dissociation and combustion chambers. These had to be designed to allow for thermal expansion and contraction.

(d) Assembly design of the dissociation and combustion chambers.

(e) Thermal insulation of the dissociation and combustion chambers. The original design called for the use of aluminum foil, crumpled and packed into a surrounding jacket. Later the final designs utilized an asbestos blanket. The Soviets were always taking things apart and putting them together, and the asbestos blanket insulation was much easier to assemble and take down than the aluminum foil insulation.

(f) Design and location of the auxiliary machinery to be located outside the pressure hull engine room mock-up.

(1) Pumps for lubrication, fuel, etc., which normally would be installed in a diesel auxiliary engine room inside the pressure hull. In the Leningrad installation, they were placed outside for convenience.

(2) Condenser water, cooler, etc., which must be placed outside the pressure hull in an operating submarine. /See Enclosure (A), which is a schematic diagram with legend of this assembly./

(g) Design of location of all pipe lines outside the pressure hull for eventual operational use. The Soviets made no attempt to simplify the maze of German piping.

(h) Design of overall assembly of prototype motor, including all pipe lines to fuel oil, water, H_2O_2, etc.

(i) Development of dissociation chamber types. They experimented with the design of various shapes, etc., for dissociation chambers. This was simply a "keep busy" project.

(j) A brief attempt to design an indirect Walter system. This was worked on over a period of only ten days, when the Soviets ordered all work to be dropped on this project, and gave directions to work on only the parts immediately connected with the development.

(k) Design of various locations for the various dissociation and combustion chamber types developed in item (i).

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PARTIAL TRANSFER OF GROUP TO LENINGRAD

6. All work at the Blankenburg group was stopped in January of 1948. [redacted]

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25X1 7. KLAUSEN did not go to the USSR with the selected members of the group. [redacted]

25X1 [redacted] Only 12 members of about 40 members of the Blankenburg group accepted contracts with the Soviets. One member,

25X1 Gustav SCHROETER went to work for the Soviets in 1948 in a ship building office in Karlshorst/Berlin. In 1949 he was sent to Siberia, USSR, for an unknown reason. [redacted]

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Annex ( ) - Diagram of Assembly Hall Layout

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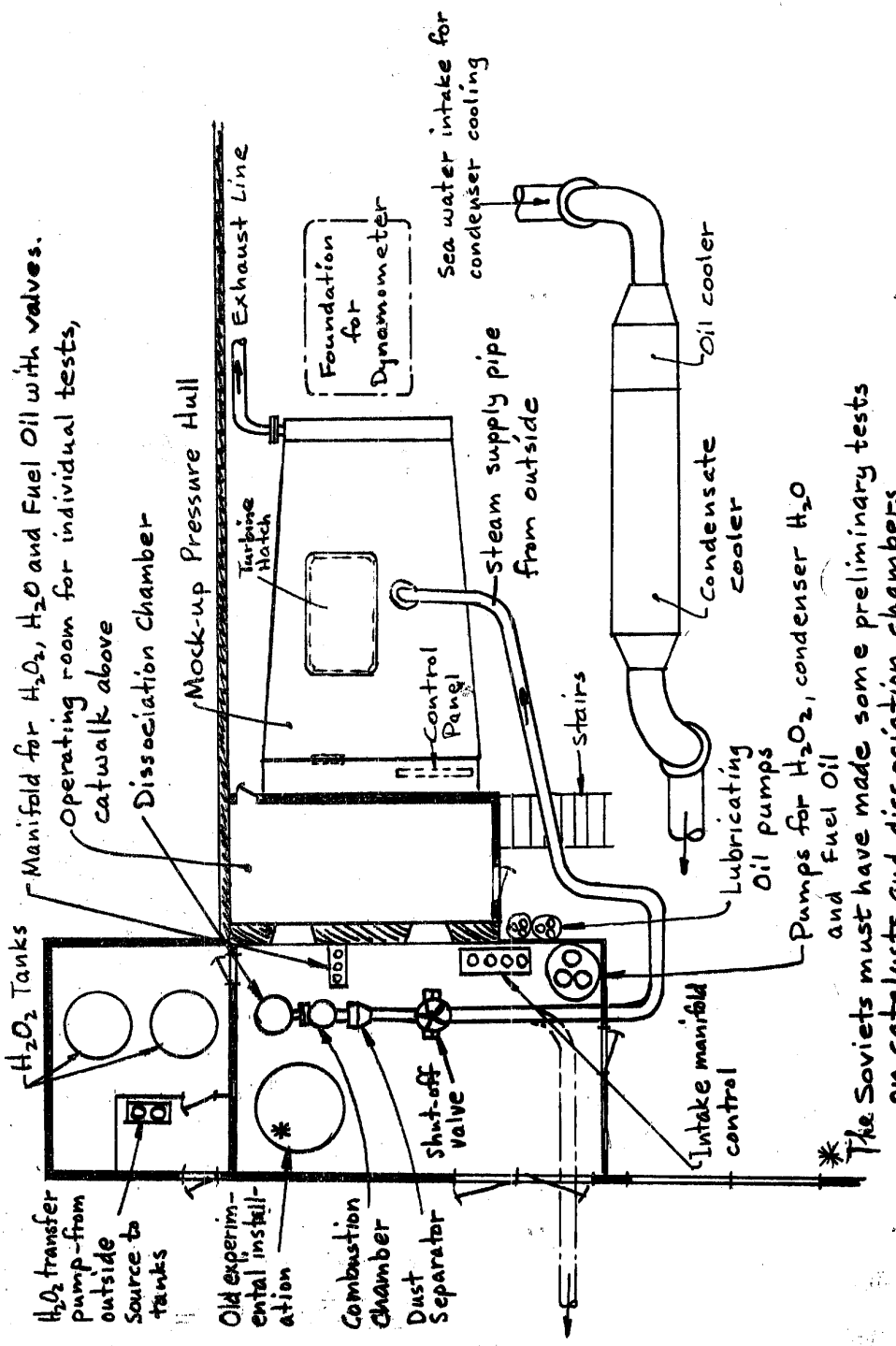

DIAGRAM of ASSEMBLY HALL LAYOUT

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ANNEX (A)

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