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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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(FOR KEY SEE REVERSE)

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I. Fulfilment of the Gross Production Plan:

<u>Statutory Plan:</u>	<u>Actual value</u> (000 DM)	<u>Target</u> (000 DM)	<u>Achieve-</u> <u>ment</u> (000 DM)	<u>% of target</u> <u>achieved</u>
(a) 1 - 28 February 1953	54,181	43,078	25,691	59.6
(b) Since the beginning of the year	106,503	86,156	49,025	56.9
(c) First quarter 1953	170,045	129,234	49,025	57.9
(d) 1953	823,146		59,738	56.1

VEB Plan:

(a) February 1953		40,212	25,691	63.9
(b) Since the beginning of the year		80,754	49,025	60.7
(c) First quarter 1953		126,060	49,025	38.9

Fulfilment by types: Since the beginning of the year.Fishing vessels:

	Number:			
Steel cutters	3	0	0	
Luggers	16	4	25	
Trawlers	-	-	-	

25 YEAR  
RE-REVIEW

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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<u>Merchant ships:</u>	<u>Unit</u>	<u>Target</u>	<u>Achieve- ment</u>	<u>% of target achieved</u>
Around 1,000 BRT	000 DM	334	71	21.3
Over 3,000 BRT		3,276	1,453	43.7
Over 5,000 BRT		-	-	-
<u>Passenger ships:</u>				
Tankers	Number	6	-	-
Special ships	000 DM	19,425	9,432	48.5
IWT passenger ships	Number	-	-	-

**B Reasons for not reaching certain targets (by types of ships):**

**1) Steel cutters:**

There were inadequate deliveries of plates at the beginning of the month. There was a labor shortage, including senior and supervisory staffs in the whole dockyard. Measures introduced by the HV implementation of a substantial recovery plan, prevailing conditions in the supply of materials and the introduction of new foremen and technical supervisors. All were contributing reasons for the targets not being reached.

**2) Luggers**

The backlog consists of 12 ships: 6 at Volkswerft Stralsund and 6 at Elbwerft Boizenburg.

**(a) At Stralsund:**

Luggers [ ] were unacceptable because of defects in the capstan; [ ] because the main engines did not arrive on schedule. To overcome this impasse, engines of 300 hp will be installed in [ ] is lacking 7 mm medium plates and [ ] lacks signal equipment.

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**(b) At Boizenburg:**

Refrigerator ships [ ] were transferred in February 1953 to the fitting out basin; the delay in work on [ ] was caused by high tides, and [ ] is lacking 7 and 8 mm plates.

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**3) Merchant ships around 1,000 BRT : The target was not reached because of lack of plates.**

**4) Merchant ships over 3,000 BRT:**

The targets were not reached because of the delay in the delivery of main engines for ships 2 and 3. Ship 3 also lacks the complete deck, the rudder installation, winch and capstan. The stern post of ship 5 was delivered too late; it was damaged and requires welding before installation. A further cause of delay is the lack of organization of labor for the merchant ship program.

**5) Tankers:**

[ ] and [ ] are in the fitting out basin. [ ] is being transferred. [ ] will be transferred on 4 March 1953. The transfer of [ ] is planned for 15 March and [ ] on 25 March 1953. The stern post for [ ] was rejected and a new one is being built, to be ready by 13 March in Hennigsdorf. Delay in the completion of tankers [ ] was caused by a period of bad weather and high tides; in addition, 9 caulkers were absent on sick leave. The following parts are lacking:

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Engines for loading winches; 5.2 KW from VEM;  
 Engine for the screw ventilator, VEM;  
 Flow meter (import from the West);  
 30 tons of 5 mm steel;  
 Engine

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6) Special ships:a) HABICHT

The slow progress at the Volkswerft can be attributed to constant changes and lack of materials. lacks rotating cranes, cable drums and various parts from VEM. lacks, among other things, the gears, master switchboard, position and lever switchboards. lacks the main engines and various pipes.

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Wolgast lacks installations and cranes. The dockyard extension not having been completed in 1952 causes additional delays. There is a lack of 3 - 6 mm steel.

b) SCHWALBE

Ernst Thaelmann Werft: The main causes of delay are the customers' constant changes of mind, the lack of materials, the technical details of wiring for the W/T installation, and the lack of the following:

6 kw and 16.8 kw engines;  
 1, 1/1, 4 kw generators;  
 Starter 2.2 kw;  
 Variable charging resistance 12 V 1-10 amp;  
 2 tons of 2 mm and 4 tons of 4 mm steel.

c) DOLPHIN

Delay caused by late delivery of plates.

d) DRACHE

Delay caused by lack of manpower.

e) SPERLING

Delay caused by a lack of constructive plans and a lack of 6 mm steel.

All ships not yet completed have been given a later completion date (the second or third quarters of 1953).

2. Fulfilment of the Reparations Plan:

A. <u>Completion by tons:</u>	<u>Target</u>	<u>Actual</u>	<u>Percentage</u>
(a) February 1953	43,984	28,354	64.3
(b) Since the beginning of the year	97,562	44,073	45

B. Progress by individual ships:1) Reparations

<u>Work by percentage</u>	<u>Target of Work</u>	<u>Actual Work Completed</u>	<u>Percentage of Target</u>
<u>Warnowwerft Warnemuende</u>			
SOVETSKY SOYUZ	7.0	3.54	50.6
ADMIRAL NAKHIMOV	7.5	3.24	43.2
YURI DOLGORUKI	6.5	2.2	33.8

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<u>Thesenwerft Wismar</u>	<u>Target</u>	<u>Actual</u>	<u>Percentage</u>
KALININGRAD	1.0	2.1	210.4
MOZHAIISKI	8.5	4.0	47.1
LENINSKI	7.0	5.5	78.5
VORONEZH	8.0	5.0	62.5
VOLOGDA	10.0	4.5	45.0
SESTROREK	8.0	3.6	45.0

Neptunwerft Rostock

B-7 <sup>2</sup>	10.0	5.2	52.0
FEOLINT	10.0	4.6	46.0
RB-45	33.0	19.6	59.0
VENTA	17.0	10.5	62.0
D-11	26.0	39.0	150.0
D-13	22.0	36.0	163.0
D-12	18.0	18.0	100.0
KULOI	20.0	7.8	39.0
D-10	47.0	47.0	100.0
D-14	42.0	51.0	121.0
D-15	43.0	32.4	75.0
TR-17	45.0	31.0	69.0
RB-55	35.0	10.0	29.0
REFRIGERATOR	16.0	7.0	44.0

2) New Construction:

Steel cutters	3	0	0
Juggers	18	4	25.0
Fuel lighters	6	0	0
Ocean-going tugs	11	2	18.2

0. Analysis of the noncompleted ships:SOVETSKI SOYUZ

- 1) There has been a delay in the plans because the necessary seamless pipes were not available. Further difficulties appeared in the production of the DILCO couplings, and the late arrival of 3.4 and 6 mm medium steel. The late arrival of the boiler tubes delayed the assembly of the boilers. The delivery of turbines and gears was also delayed.

ADMIRAL NAKHIMOV

- 2) Lack of 3 mm shipbuilding steel, gas pipes in sizes 3/8 - 6 mm as well as all sizes of seamless pipes has delayed work in the living quarters. The question of boilers is not cleared up. The shafts cannot be aligned because no decision has yet been made. No 50-ton floating crane is available.

YURI DOLOGORUKI

- 3) The delay is caused by the necessity of clarifying obscurities in the design. The plans were partially approved during March. As a result, orders for drawings and materials could not be made soon enough. There is a lack of 4 outer main plates and 3-5 mm ship steel. There are production troubles at VVB KKM Maschinenbau Goerlitz.

MOZHAIISKI

- 4) The port gearing was lifted from the base plate because the reinforcement plate between the gears and base plate had to be welded.

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The new couplings on the 4 turbines, as well as the gears, had been forced apart. The HB high pressure turbine is being reinstalled at the present time.

LENSOVIET

- 5) The super-heater pipes made of chromium-molybdenum are still lacking. The HV Schiffbau, as well as the Amt fuer Reparationen have been asked to help obtain this item. The question of packing material for the steam and oil heating systems has not yet been clarified. An alternative is being obtained for the unobtainable aluminum packing. It remains to be seen whether it meets requirements, as final tests have not yet been made. For the steam heating system, chromium-vanadium or manganese vanadium pipes are lacking.

VORONESH

- 6) Lack of 7, 8, 9, 9.5 and 10.5 mm steel and plates is holding up work between decks and between frames 32 and 77. The production of constructors' designs for the basic changes, such as the building of bulkheads, changes in the iron inner bulkheads, deck structures, etc. has started.

VOLOGDA

- 7) The furnishing plans have not yet been approved so that the construction work, already planned but dependant on it, cannot be completed. Near the water line, plate must be doubled for ice protection. Approximately 32 plates of 11 - 16.5 mm thickness are lacking. For the extension of the forecastle and poopdecks 7.8 and 9 mm steel is lacking. No firm has yet been found to make the crankshaft, main bearing and crank pins.

SESTROREBSK

- 8) The construction work is delayed because of lack of material. In particular, 6 and 7 mm steel and the side sections UNP 14 in size 42 (?) are not available. Work cannot proceed on the main engines as the design is not clear in all details (a new steam engine will eventually be incorporated).

B-72

- 9) The crankshaft of engine 220 has a flaw which is to be welded. The delivery of the remaining parts, such as cases of piston rods, etc., has not yet been made. The following parts are missing:

Completion of the auxiliary diesel is delayed because of a lack of imports from the West; 10.5 tons of 40 x 3 x 4500 boiler pipes; electrical parts are also short because of the lack of imports from the West. "SAAKE" burners for the boilers likewise. A 200 HP diesel is awaiting from Buckau-Wolf and a 125 kw generator from Elmo-Dessau. For the above reasons, the ship could not be completed during February as planned.

FEOLENT

- 10) A 200 HP diesel, a 125 kw generator, and "SAAKE" burners are lacking. As all tests of the ship depend on these parts, the work is at a standstill.

RD-45

- 11) Steel and bronze for repairs to the drum end of the boilers are missing.

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VENTA

- 12) The additional covering in January and the consequent additional work, as for example, the re-aligning of the shafts, the building of ceilings, wooden platforms and (line missing from the original) have made it impossible for the ship to be delivered in February.

KULOT

- 13) - The backlog of work from the previous month has not been made good because of the lack of skilled labor (shipbuilders, engine builders and pipe fitters).

DS-15

- 14) There is a shortage of boiler pipes and electrical parts.

TB-17

- 15) The backlog of work from the previous month has not been made good because of the lack of boiler and condenser tubes.

RB-55

- 16) Chiefly lacking is yellow brass. Engines will not be needed before March 1953. For the auxiliary engines, 4 to 5 months has been granted for delivery, which time cannot be shortened.

REFRIGERATOR

- 17) Auxiliary motors from Aschersleben and capstans from Elbwerk Resselau are awaited. In order to complete the ship on schedule, approximately 20 shipbuilders and 30 pipe fitters are absolutely necessary.

Ocean-going tug

Delay is caused by the tardy delivery of rolled material and imported steel pipes, insufficient manpower on the fitting out basin, and inadequate ballast.

1. Comment: The first two digits apply to the type of ship and the last two to the individual ship.

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2. Comment: The B-7 has been reported as the former WALDEMAR KOPFMEIER.

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3. Comment: All figures reported as received.

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