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COUNTRY East Germany DATE DISTR 15 March 1954  
 SUBJECT Miscellaneous Information from the Neptun Shipyards, Rostock NO. OF PAGES 3

PLACE  
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INFO

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1. The following is a tabulation of vessels under repair at the Neptun shipyard in Rostock

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Ship's Name	Percentage of Completion	Remarks
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3,000-ton freighters

KOLOMNA	100	finished	made shakedown runs Returned to harbor only partially accepted	25X1 25X1
KALUGA	100	finished	lying under steam, ready for shakedown runs	
SMELA	90	refitted	lying alongside quay. Mail port's name on stern ODESSA	
NESHIN	85	refitted	Mail port's name on stern ODESSA	
KASHIFA	65	refitted; some parts of superstructures lacking	Mail port's name on stern MURMANSK	25X1
ROSTOCK	60	refitted; all superstructures lacking		
WISMAR	55	refitted; prime mover not yet built in		
KRASHNOARMSK (sic)	50	refitted	Launched	25X1
	40	refitted (still on stocks)		
	30	refitted (still on stocks)		

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Ship's Name	Percentage of Completion	Remarks
	Not known	being assembled in sections
		being assembled in sections
Vessels		are not priority constructions.
	Percentage of Completion	Remarks

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Salvage ships of 75-ton lift capacity

H 1	100	completed except for minor outfit items, e.g. tax-tiles	carrying out shakedown runs	25X1
	80	refitted; some parts of superstructures lacking		
	55	refitted; work on superstructures started	date of launching	25X1
	40	hull and appurtenances completed	launching expected in the nearest future.	25X1

2.

the vessel was reconditioned as a submarine tender, but doubted that she could be completed 90 percent as scheduled. Her forward section was completed and accommodated a naval detail in the crew quarters. A large room amidships which had no portholes and extended from side to side was used as a torpedo store. The room was equipped with torpedo racks and an elevator to the upper deck. its sides were not armored and in case of a hit, the torpedoes could not explode as, while being stored, they contained no explosive charges. the adjoining room aft of the torpedo storage room, which did not extend from side to side, stored explosive charges. the racks and shelves consisted of U-shaped and T-shaped girders and had been refitted. The ship had four main propulsion engines, two on the port side and two on the starboard side, and two propeller shafts with two screw propellers. one main engine on each side was installed and the third engine was scheduled to be built soon. one engine which was canvas-covered and was not yet connected. the old engines of the ship, which underwent a general overhaul at the Buckau-Wolf firm, would be used again. the shipyard would probably get into trouble with these engines, which could not be tested by Buckau-Wolf and had to be tested on ship-board. mine defense equipment would be fitted forward of the bow below the waterline. the galley, the bakery and other installations were above the engine room. The ceilings and walls of the ship were insulated with aluminum foil and the cabins and mess rooms for the captain and the officers had wood-colored light-metal furniture. an admiral had inspected the ship.

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3. [redacted] the icebreaker KASTOR was in the floating dock for priority repair. Material still needed for the reconditioning of the ship included 6 tons of Siceromal 2 sheets, 6 tons of Siceromal steels, 500 kg of Siceromal pipes, all of 9, 10 and 12 type.

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[redacted] the KASTOR would be given a Russian name.. Siceromal sheets of 8 type and 1 ton of Siceromal steel of 8 type were received for the repair of SU 6 [redacted] ME 24 underwent general overhaul including the laying of some new pipelines, and the replacement and repair of damaged parts. KUSCHKA looked like a mixed cargo and passenger ship and might be used as a troopship. When she put in [redacted] she had a fresh naval-gray hull paint. She had a rumb stem and a coat of arms under the paint at her bows. [redacted]

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she was a German ship. [redacted] she would get a new interior arrangement. In late October 1953 [redacted] a piston, between 600 and 700 millimeters in diameter and between 1,500 and 1,750 millimeters high, was lifted out of the ship REFRIGERATOR which had not yet made shakedown runs and lay alongside the quay, listing alternately to port and to starboard. Vessel [redacted] was a special ship, put in for repair [redacted] large liquid containers [redacted] likened to those used on tank cars, were on the forward and after ends of the upper deck.

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4. The Neptun shipyard received requested documents for the construction of trawlers from the Stralsund Volkswerft. Eight trawlers [redacted] were scheduled to be built. Lists indicating the materials required for their construction were submitted by the design office to the material supply section. [redacted] target schedule for the procurement of material for trawlers, [redacted]

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## second Dekade

second " "  
second " "  
first " "  
first " "  
third " "  
second " "  
second " "

## third Dekade

second " "  
first " "  
third " "  
second " "  
first " "  
first " "  
third " "

5. The supply section had to prepare lists indicating the material needed per unit for each 3,000-ton freighter, 75-ton lift ship and trawler, and per 100,000 eastmarks for repairs and giving the standard consumption of each item. A committee responsible for continual improvement of the consumption lists was formed.

6. Hydronalium sheets for repair of vessel [redacted] and Siceromal sheets, Siceromal steel and Siceromal tubes of 9, 10 and 12 type for repair of KASTOR were bottlenecks. The only Siceromal sheets and Siceromal steels available in East Germany were 8 type sheets manufactured by the Auerhammer rolling mill [redacted]

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[redacted] a previous attempt to produce Siceromal tubes in East Germany had proved a failure.

1. [redacted]  
2. [redacted] Comment: Possibly silicon chromium steel.  
3. [redacted] Comment: Ten-day period.

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