

INFORMATION REPORT

CD NO

016886

COUNTRY

East Germany

DATE DISTR. 26 April 1954

SUBJECT

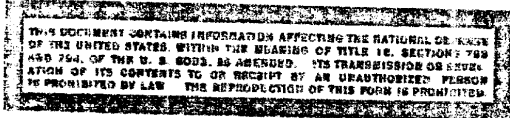
Sea Police Vessels

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THIS IS UNEVALUATED INFORMATION

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1. Boats [] the first two Delphins, were degaussed on 7 December 1953 and adjusted their compasses on 12 December 1953. Their sea tests, which had been scheduled for 17 December 1953, had to be broken off after a few hours because of the heavy sea. Their speed trials on the measured mile in Tromper Wiek were carried out on 21 December 1953 in the presence of Schuman (fmu), constructor of Diesel-motorenwerk Rostock (Rostock Diesel-engine Works), Kapitän zur See Bustzon (fmu) of the shipbuilding section of Sea Police Main Administration (HVS), Kapitänleutnant Schneider (fmu), HVS, Oberleutnant Voigt (fmu), HVS, Kapitänleutnant Turo (fmu) of the HVS engineering section, and Oberleutnant Moebius (fmu) of the HVS radio section. As a speed of only 19.67 knots was attained because of heavy sea and wind abeam, it was planned to reduce the dimensions of the propellers to attain a better speed. The inertia of the regulators also was objected to as the oil for the regulator came from the gear without being preheated, instead of coming from the engine. The oil level in the regulator could not be adjusted because the oil flowed through. Since another two diesels had to be exchanged because of the failure of the regulator, any starting of diesel engines was forbidden after the run over the measured mile on 21 December 1953.

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2. Six Delphins in Wolgast [] were scheduled to be stationed in Peenemünde. The first two Delphins were accepted by the Sea Police despite the objections made. Kapitänleutnant Thomas (fmu) was to be made flotilla commander of the first 6 Delphins and Kapitänleutnant Turo was to be made engineer officer of the flotilla. The smoke screen throwers and accessories for the 12 vessels were packed and shipped to the Peenewerft (shipyard) in Wolgast to be assembled. Each boat was to be fitted with two smoke-screen throwers arranged side by side on the fantail to make possible the dropping of two smoke-bucys at a time.

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3. Habicht-type vessel [] was scheduled to leave Stralsund for the acceptance runs which were scheduled to be carried out on 26 and 27 December 1953. Kapitänleutnant Schneider (fmu) was appointed commander of [] the first six vessels. In 1954 the Peene shipyard was scheduled to build six Habicht-type vessels which were 68 meters long and thus about 9 meters longer than the previous vessels. Their sections were under construction. The boats were to be assembled in Wolgast. The launching platform was being assembled also.

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4. On 23 December 1953, sweeper pinnaces [] which had been built in Brandenburg and been completed in the Peenewerft (shipyard), were lying at the Centrale Versorgungslager (Central Supply Depot), where they were to remain until

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the entire flotilla was complete.

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5. On 7 December 1953, Habicht-type vessels [redacted] and KS boats (coast-guard vessels) [redacted] drifters [redacted] and dry-cargo barges [redacted] were at the sea police base in Peenemuende, ERNST THAELMANN [redacted] observed in Sassnitz on 17 December 1953.

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1. Comment. This is the first report to give data of the improved Habicht-class. 25X1

2. Comment. A large number of these vessels were scheduled to undergo periodical overhaul in the Peenewerft in Wolgast, beginning January 1954.

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