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1. The Schichau Shipyard in Kaliningrad did not suffer any serious damage during the war. The boiler shop in Department 16 was destroyed but was reconstructed when the yard resumed operation. The shipyard was said to be a naval yard.
2. The shipyard was divided into 18 departments, including the welding department, known as Department 3, and the precision workshop, known as Department 7. The other departments were not identified. The welding department was equipped with 16 or 17 welding sets and 20 oxygen welding devices, and employed 80 workers, half of whom were German. All the workers in the precision workshop were German and most of them were women. The shipyard was also equipped with one floating dock and two dry docks having a total capacity of 20,000 tons, as well as a carpentry shop, an electrical department, a department for interior fitting and assembly, a plant-owned coal-fired power plant, spur tracks and shunting locomotives. Two new cranes were installed in 1945 and two traveling cranes were installed in 1947. On the docks were three 25-ton cranes. There were three old tugs, numerous auxiliary craft and a large assembly barge (Montageprahm).
3. When work was resumed, after the yard had been cleared of debris resulting from war damage, repair work was done on Soviet warships, destroyers and torpedo boats, including the destroyers Uzanevskia and Kranedov. * The bows of both these ships had been damaged by mines. These ships had no tactical markings (taktische Zeichen). Torpedo tubes and light AA guns had been removed. There was always a naval guard detail aboard both ships and one boiler on each ship was in operation. An old cruiser of the German Navy was lying in Harbor Basin 5 and was used to billet crews. Minesweepers and small auxiliary vessels, but no submarines, were repaired in the yard. It was not until 1949 that a cruiser was laid down in this yard and even then slow progress was made on the construction of this vessel. **
4. About 2,000 employees remained in the shipyard during the battle of Koenigsberg and were interned in camps along with other civilians when the city was captured. After being released on 4 June 1945, they were organized into groups of 26 men, working under German foremen, and were billeted in hutsments.

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CENTRAL INTELLIGENCE AGENCY

Starting in 1947, Soviet workers, including women who worked in the precision shop, were brought into the shipyard. If more than two or three Germans were doing welding work aboard a vessel, they were accompanied by Soviet workers to prevent sabotage. However, with groups working on the land, these precautions were not as strict. Employees worked in two shifts of 11½ hours each, including one hour for lunch and half an hour for breakfast. Living conditions for the Germans gradually improved, but were still unsatisfactory in March 1950 when source left the shipyard.

5. German engineers and foremen employed in the yard included Engineer Frank (fnu), of Dresden, who joined the yard in 1947; Engineer Kupschewski (fnu), a technical official of the former German Navy; Chief Foreman Miselwitz (fnu), who, together with Kupschewski, was in charge of the welding shop; Chief Foreman Matschulait (fnu), who returned from Soviet captivity in 1947; Foreman Siebert (fnu), head of the precision workshop; and Foreman Deptula (fnu). Soviet manager of the yard was Kulumuchenko (fnu), who was about 50 years of age. There were also other Soviet engineers and foremen working in the yard. The tube workshop was headed by Brunowski (fnu), a Pole.
6. The shipyard was surrounded by a barbed wire fence, 2½ meters high, guarded by Soviet naval personnel. There was also a Soviet uniformed plant guard detail. The fire service detail, who wore black uniforms, consisted of three fire-fighting units. The air raid shelters of the yard were all destroyed by the Soviets in 1945, except for one shelter which was only partially damaged. The three lower stories of this shelter were intact and the building was locked and guarded. Three guns were mounted on each of the two German AA towers but no air raid drills were held. An underground ammunition depot was built in the shipyard by the Soviets.

25X1 [] Comment. From the names Umazevska and Kranzlov, it would appear that these vessels are torpedo boats or possibly large minesweepers.

25X1 [] Comment. It is not believed that the new ship could be a cruiser since the water depth in front of the yard would not suffice for launching either a cruiser or a modern destroyer.

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