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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

21 November 1980

MEMORANDUM FOR: The Director of Central Intelligence
FROM : John N. McMahon
Deputy Director for Operations
SUBJECT : USSR GENERAL STAFF ACADEMY LESSONS : Planning the
Engineer Support for an Offensive Operation of the
Coastal Front

1. The enclosed Intelligence Information Special Report is part of a series now in preparation based on a collection of 29 lessons, classified TOP SECRET, prepared in 1977 for use in the Soviet General Staff Academy. The lessons are broken down into two parts: the first 19 lessons deal with the staff preparation of a front offensive operation with conventional and nuclear weapons, the remaining 10 lessons deal with the conduct of an offensive employing conventional weapons at first with a transition to the use of nuclear weapons. This report is a translation of the lesson setting forth the various tasks to be accomplished by front engineer troops, such as the preparation of routes, river crossings, troop and firing positions, obstacles, and radar deception and camouflage measures, in a front offensive operation across the northern area of West Germany.

2. Because the source of this report is extremely sensitive, this document should be handled on a strict need-to-know basis within recipient agencies.

John N. McMahon

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Intelligence Information Special Report

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COUNTRY USSR

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SUBJECT

GENERAL STAFF ACADEMY LESSON No. 14 : Planning the Engineer Support for an Offensive Operation of the Coastal Front

SOURCE Documentary

Summary:

The following report is a translation from Russian of a lesson, classified TOP SECRET, prepared for use at the General Staff Academy of the Armed Forces of the USSR. This lesson is for the instruction of students acting as a front commander and his chief of engineer troops in organizing engineer support for an offensive operation in the northern area of West Germany. The lesson details the typical engineer order of battle of a front and the main engineer tasks to be fulfilled, which include support for river crossings and an amphibious landing operation, the preparation of troop departure areas and routes of advance, the emplacement and clearing of obstacles, and camouflage and radar deception measures. It should be noted that the nuclear aspects of combat are not discussed.

End of Summary

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Lesson No. 14

I. Lesson subject: Planning the engineer support for the offensive operation of the Coastal Front.

II. Time for completing the subject:

Group lesson	Individual study by the students	Total
4 hours	4 hours	8 hours

III. Training objectives:

-- to teach the students to correctly determine the tasks of engineer support and, in the role of the front commander, to give precise orders on the engineer support for the offensive operation;

-- to teach the students to report concisely the organization of the fulfillment of the engineer support tasks during the preparation and conduct of the operation;

--to provide practice in developing instructions on engineer support for an offensive operation;

-- to test and reinforce the students' knowledge on the organization, capabilities, and combat employment of the engineer troops in the front complement, and on the tactical-technical features of the main engineer equipment means.

IV. Method of conducting the lesson -- group lesson on maps.

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V. Methodological recommendations regarding the students' preparation for the lesson.

During the individual study period, the instructor gives the students orders on the procedure for preparing for the lesson, gives orders on the development of instructions on engineer support, and appoints students to develop instructions for the 4th, 7th, and 9th armies.

Students' order of work:

-- study of the initial data for planning and organizing the fulfillment of the engineer support tasks for the front offensive operation, with independent development of conclusions on the engineer assessment of the enemy and the terrain;

-- study of the materials and preparation of reports on organizing the fulfillment of the main engineer support tasks in the preparation and conduct of a front offensive operation (preparation of the front departure area, support for overcoming /enemy/ cover zones and breaking through the enemy's defense, for the advance and commitment to battle of the 6th Army and 10th Tank Army, for the combat actions of front rocket troops and surface-to-air missile /SAM/ troops, for the assault crossing of water obstacles, and for an amphibious landing operation), and the combat employment and grouping of front engineer troops;

-- development of instructions on engineer support for one of the front's first-echelon armies.

Materials for preparing for the lesson:*

1. The lesson assignment.
2. Engineer Support of Operations, textbook, accession No. 105044, chapters 10, 11, and 12.
3. "The organization and capabilities of engineer troops in fulfilling the main engineer support tasks," accession No. 105124.

* Translator's comment: The listed materials were not received.

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4. Engineer-Operational Calculations, training text, accession No. 106568.

5. Collection of the Combat Document Forms of the Staffs of Operational Formations (Front, Army), accession No. 81678, page 94.

VI. Procedure for conducting the lesson

Students in the role of the front commander are to issue orders on the organization of engineer support for the front offensive operation; and in the role of the Coastal Front chief of engineer troops they are to report their conclusions from an assessment of the enemy's engineer measures and an evaluation of the terrain, determine the engineer support tasks for the Coastal Front's offensive operation, and report the organization of the fulfillment of the main tasks according to sections of the engineer support plan for the operation.

Approximate time allotment:

Training topics	Time, min.
1. Initial data for planning the engineer support of the operation, including:	45
-- conclusions from an engineer assessment of the enemy and the terrain	15
-- the composition of front engineer troops, and the capabilities of the large units and units in the front complement	10
-- the orders of the front commander on engineer support for the operation	15
-- the main engineer support tasks for the front offensive operation	5
2. Organization of the fulfillment of the main engineer support tasks in the preparation of the operation, including:	45
-- engineer preparation of the departure areas for the 4th, 7th, and 9th armies	10

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-- preparation of the siting areas for the large units and units of <u>front</u> rocket troops and SAM troops, and of concentration (disposition) areas for the second-echelon armies, the large units of the <u>front</u> reserve, the special troops, and the rear services of the <u>front</u>	15
-- preparation of the routes for <u>front</u> troop maneuvering	10
-- engineer measures in electronic countermeasures	10
3. Organization of the fulfillment of the main engineer support tasks in the conduct of the operation, including:	65
-- support of the breakthrough of the defense lines by the 7th and 9th armies	15
-- support of the combat actions of large units of <u>front</u> rocket troops and SAM troops	10
-- support of the amphibious landing operation and the organization of defense against landing forces	10
-- support of the advance and commitment to battle of the <u>front</u> 's second echelon, the 6th Army and 10th Tank Army	10
-- support of the assault crossing of water obstacles	20
4. Critique of the instructions on engineer support	15
5. Grouping of engineer troops in the operation	5
6. Critique of the lesson	5
TOTAL	180

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During the reports the students will be checked by means of test questions on their knowledge of the functions and technical specifications of engineer equipment and of the organization and combat employment of engineer troop units.

For the first training topic

Variant of the orders of the Coastal Front commander on engineer support of the operation.

1. Under the guise of conducting exercises and preparing a defensive operation, the following are to be prepared in the front departure area from 1 September to 7 September:

-- routes for troop advance to the departure areas, with two to three routes per division from the permanent garrisons and three to four routes /per division/ from the departure areas to the state border. On the ELBE River it is planned that alternate crossings will be prepared for each route;

-- positions for the covering troops, two to five km from the state border;

-- departure areas for the divisions, siting areas for the rocket troops and SAM troops, waiting areas for the amphibious landing force, disposition areas for the second-echelon divisions and special troops units, and deployment areas for the rear services organs;

-- front control posts.

To prepare the front departure area, the following are to move out the night of 2 September: the covering large units and units, one to two battalions from the divisions' regiments and one-third of the personnel of the special troops units, the organic engineer equipment of the divisions, and the army and front engineer units. Upon the arrival of front troops at the designated areas, no less than 70 percent of the personnel are to be allocated for final preparation of the areas.

2. By the close of 5 September on the axes of the possible enemy invasion in the departure areas of the first-echelon army /sic -- armies/: mixed minefields are to be laid on the HAMBURG, HAGENOW axis with a density of 0.7 and on the UELZEN, STENDAL and BRAUNSCHWEIG, MAGDEBURG axes with a density of 0.8; obstacle assemblies are to be prepared, and the actions of

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the mobile obstacle detachments of the armies and front are to be planned. The obstacles in front of the forward edge of the covering units are to be in the first level of readiness, and /those/ in the depth in the second /level/.

3. To support high rates of advance with the negotiation of concentrated obstacles and demolition areas, first-echelon divisions are to have obstacle-clearing detachments in each first-echelon battalion.

4. Provision is to be made for actions by two front mobile obstacle detachments, one each on the coastal and RUHR axes.

5. Upon the arrival of the troops at the North Sea coast, engineer preparations for its defense are to be organized.

6. The front engineer reserve is to be in readiness to fulfill the tasks of eliminating the aftereffects of enemy nuclear strikes.

7. The plan of engineer support for the operation is to be reported for approval at 1900 hours 2 September.

Variant of the report of the chief of engineer troops
of the Coastal Front

1. Based on the grouping of enemy troops, the most probable axes of invasion may be HAMBURG, SZCZECIN and HANNOVER, BERLIN.

In the transition to defensive actions during the border engagement and while front troops are developing an offensive, the enemy may have a cover zone 15 to 50 km in depth and prepare a defense on the following lines: the forward line on the ELBE-LUBECK Canal, LUNEBURG, UELZEN, the OKER River, BRAUNSCHWEIG, GOTTINGEN; the intermediate line on the KIEL Canal and the WESER River, and on the EMS River and the DORTMUND-EMS Canal; and the strategic line on the RHINE River.

The enemy's engineer troop grouping may have 80 to 90 battalions and 70 to 80 naval forces teams in its composition at the start of the operation, including 40 to 50 battalions and 45 to 50 naval forces teams in the combat action zones of the first-echelon army corps. With these forces the enemy can prepare 700 to 800 kilometers of roads for demolition on 10 to 12 road axes during one day of combat actions, using remote minelaying means of up to 2.5 to 3.0 /words missing -- ?minefields per kilometer/.

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The terrain in the front zone is mainly level, of average ruggedness, with a well-developed road network, and will basically permit the conduct of highly mobile combat actions by all branch arms. The main natural obstacles are the ODER, ELBE, and HAVEL rivers in the front troops' departure area, the WESER with its tributaries the ALLER and the LEINE, the EMS, IJSSEL, RHINE, and MEUSE rivers, and the KIEL Canal in the enemy's territory.

The most convenient axes for the offensive of our troops are WOLFSBURG, HANNOVER, OSNABRUCK, BRUSSELS, and HAGENOW, NEUMUNSTER, SCHLESWIG.

2. Based on the orders of the front commander and on the engineer assessment of the enemy and the terrain, the main tasks of engineer preparation are as follows:

- preparation and maintenance of the routes and crossings for the advance and deployment of front troops in the departure area;
- preparation of the front departure area for the purpose of repulsing a possible enemy invasion;
- support of the first-echelon armies' combat actions during repulse of the enemy invasion and development of the offensive with a breakthrough of the enemy's defense lines;
- support of the advance and commitment to battle of the front's second echelon, the 6th Army (D3 to D4) and the 10th Tank Army (D5 to D6);
- support of the combat actions of the large units and units of the front's rocket troops and SAM troops;
- support of the preparation and conduct of an amphibious landing operation (D2) and of the organization of defense of the North Sea coast;
- fulfilment of engineer measures in operational camouflage, electronic countermeasures, and in the elimination of the aftereffects of enemy nuclear strikes;
- organization of troop supply with engineer equipment means.

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3. Front troops advancing to occupy the departure position for the offensive are to be supported over existing routes by the forces of the engineer troops of the armies and front. Two to four routes are to be allocated for each division. For the advance of the front's second-echelon armies (the 6th Army and 10th Tank Army), the large units and units of front subordination, the 1st Air Army's ground echelon, and the rear services of the front, nine axial and three lateral routes are to be maintained by the forces of the 6th Engineer Road and Bridge Brigade and three engineer road companies of the 20th Combat Engineer Regiment.

ELBE River crossings for the troops moving out to prepare the departure positions are to be provided on existing bridges, two in the 7th Army zone and two in the 9th Army zone.

By the beginning of the front troop advance to the departure position, six bridges over the ODER River will be maintained by forces of the 34th and 35th pontoon bridge regiments of the Reserve of the Supreme High Command /RVGK/; five bridges over the HAVEL River and eight bridges over the ELBE River will be maintained by forces of the 6th Engineer Road and Bridge Brigade and the 7th and 9th engineer road and bridge regiments. In case of enemy destruction of the main bridge crossings during the troop advance, alternate composite bridges are to be built on barges, to be ready three to five hours after receipt of the order. Front and army pontoon bridge sets will be in readiness for the laying of floating (composite) bridges, which are to be ready 30 to 50 minutes after receipt of the signal for laying them. Trestles for the alternate bridge crossings will be prepared by the close of 5 September.

4. The front departure area will be prepared during the period 2 September to 8 September. In it will be prepared:

-- the line for the covering troops, at a distance of two to five km from the state border, with a capacity for three divisions and eight regiments;

-- departure areas for the first-echelon armies, in which the areas for the first-echelon divisions will be prepared as defense zones and the areas for the second-echelon divisions /will be prepared/ as disposition areas;

-- disposition areas for the 6th Army, the front reserve, the large units and units of front subordination, and the rear services;

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- the departure area for the amphibious landing force;
- the main and alternate siting areas for the front and armies' large units and units of rocket and SAM troops;
- control posts for the front and armies.

Troop positions on the cover line will be prepared by forces of the large units and units assigned to cover the advance and deployment of the front troops; these units will move out to their assigned areas the night of 2 September. First-priority work will be accomplished by the close of 2 September and preparation of the line will be completed by 5 September.

To prepare the departure areas, front troop disposition areas, and siting areas for rocket troops and SAM troops, on the night of 2 September one-third of the personnel of the special troops' large units and units will be moved out in single battalions at the same time as the covering units, with the organic engineer equipment of the large units and units, and also part of the front and armies' engineer troops. Upon the arrival of the troops at the designated areas, 70 percent of all personnel of the large units and units will be allocated for final preparation of the areas.

Two engineer position preparation companies of the 20th Combat Engineer Regiment's 4th Battalion will be allocated to prepare the siting areas for the rocket and SAM troops.

Preparation of the areas to be occupied by the troops in the departure position will be fully completed by the close of 7 September. The primary siting areas for rocket and SAM troops will be prepared by the close of 5 September, and the alternate areas will be prepared in the scope of first-priority work on 6 September.

On the axes of probable enemy invasion, mixed minefields will be placed on the cover line by the close of 5 September, with a density on the main tank approaches of 0.7 in the 4th Army zone and 0.8 in the 7th and 9th army zones.

During repulse of the enemy invasion, the regimental, division, army, and front mobile obstacle detachments (front/ Mobile Obstacle Detachment No. 1 -- the 1st Battalion of the 20th Combat Engineer Regiment; No. 2 -- the 12th Engineer Obstacle Battalion) will increase the density of the antitank mixed minefields in the 4th Army zone to 1.2 and in the 7th and 9th army zones to 1.3.

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5. Obstacle-clearing detachments will be set up in the first-echelon divisions to support the negotiation of obstacles and demolition areas in the cover zone during breakthrough of the defense lines and development of the offensive in the depth, and also for reconnaissance and destruction of nuclear mines; one detachment will be set up for each first-echelon battalion. An obstacle-clearing detachment will comprise: a combat engineer platoon and an obstacle-clearing platoon, or a combat engineer platoon reinforced by tanks with BTU bulldozer blades and mineclearing attachments.

In overcoming the cover zone, three to four routes are to be prepared for each first-echelon division by the forces of the obstacle-clearing detachments and the engineer road subunits of the divisions and armies.

During the breakthrough of the defense lines, mixed minefields will be overcome by first-line tanks using individual mineclearing attachments, and lanes will be made in the minefields for the passage of the armored personnel carriers and infantry combat vehicles of the motorized rifle companies and close support artillery -- one lane for each first-echelon company (two to three for a motorized rifle battalion and 12 to 18 lanes for a division).

The armies will be reinforced for these purposes as follows: the 7th Army by the 12th Engineer Obstacle-Clearing Battalion and the 9th Army by the 11th Engineer Obstacle-Clearing Battalion.

6. The advance of the second-echelon armies (the 6th Army and 10th Tank Army) will be supported by the 6th Engineer Road and Bridge Brigade, with five routes for each army.

Bridge crossings over the ELBE and WESER rivers for the 6th Army will be prepared and maintained by the 6th Engineer Road and Bridge Brigade; alternate bridges, in case the main crossings are destroyed, will be laid by the forces of the 23rd Pontoon Bridge Regiment and the 6th Pontoon Bridge Regiment.

Crossings for the 10th Tank Army across the ODER River will be provided by the 34th and 35th /pontoon bridge regiments/ of the Reserve of the Supreme High Command, and across the ELBE River on bridges which will be maintained as of D2 by forces of the front road troops; the army reserve is the 10th Pontoon Bridge Regiment. A crossing for the army over the WESER River will be provided on bridges built by the 6th Engineer Road and Bridge Regiment; in case the main bridges are destroyed, alternate

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crossings will be prepared by the forces of the 22nd Pontoon Bridge Regiment.

During the forward move of the second-echelon armies, the concentration areas will be prepared by the forces of the armies, using structures put up by front troops in the departure area.

Cover for threatened flanks on the lines of deployment will be provided by front mobile obstacle detachments No. 1 and No. 2, in cooperation with the front antitank reserve.

Upon commitment to battle, the armies will be reinforced: the 6th Army by the 23rd Pontoon Bridge Regiment and the 12th Engineer Obstacle-Clearing Battalion, and the 10th Tank Army by the 22nd Pontoon Bridge Regiment and the 27th Assault Crossing Battalion.

The front's reserve divisions, special troops units, the 1st Air Army's ground echelon, and the front rear services will move forward on nine axial routes, which will be prepared during the operation as follows: in the zone of the 4th Army by the 4th Engineer Road and Bridge Regiment, and in the zones of the 7th and 9th armies by the 6th Engineer Road and Bridge Brigade and engineer road companies of the 20th Combat Engineer Regiment.

7. The relocation of large units and units of front rocket and SAM troops to new siting areas will be supported by the 6th Engineer Road and Bridge Brigade along routes Nos. 3 to 5 and Nos. 7 and 8.

Engineer preparation of new siting areas and mobile missile technical base deployment areas will be done during the operation by the organic engineer subunits and by two engineer position-preparation companies of the 20th Combat Engineer Regiment's 4th Battalion.

8. Assault crossing of rivers up to 100 meters wide will be provided by division means, and the WESER River crossing by the armies' means (there may be five to seven divisions in the armies' first echelon). The armies have four pontoon bridge battalions and two assault crossing battalions; this will enable them to reinforce the divisions, depending on the width of the river, with two companies of an assault crossing battalion and one pontoon company or with one pontoon bridge battalion, and will make it possible to have one bridge for each division. It will take 20 to 24 hours for an army's troops to cross the river, including 5 to 6 hours for the first-echelon divisions and 1.5 to 2 hours for the forward detachments.

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The subsequent assault crossing of the RHINE and MEUSE rivers will be supported through the reinforcement of the first-echelon armies with the 20th, 22nd, and 23rd pontoon bridge regiments. The 4th Pontoon Bridge Regiment is in the front reserve. During the assault crossing of the RHINE River the front may have four to five divisions in the first echelon. Ten pontoon bridge battalions and three assault crossing battalions will be used for the crossing; this will make it possible to reinforce each division with two companies from the assault crossing battalions or one assault crossing battalion and two to three pontoon bridge battalions. This will ensure that the first-echelon divisions can make the crossing via assault landing means and ferries within 8 to 10 hours (2.5 to 3 hours for the forward detachments), and that an army can cross in 35 to 40 hours. With the onset of darkness each army will construct two floating bridges and two front composite bridges.

The assault crossing of the MEUSE River will be supported by army means; for this purpose the divisional assault crossing battalions and part of the armies' assault crossing battalions and pontoon bridge regiments will be taken from the RHINE River after the first-echelon divisions have crossed.

To provide crossings across the RHINE River for the subsequent front troop echelons, four to five composite bridges will be used; these will be built by H plus 25 to 30 hours, by the forces of the 6th Engineer Road and Bridge Brigade and the armies' engineer road and bridge regiments. The 20th Pontoon Bridge Regiment will move to the MEUSE River to prepare and maintain front crossings.

9. Engineer support for the landing of the amphibious landing force will be provided by engineer troop forces of the fleet and front. In preparing the operation, reconnaissance of the enemy defense on the islands and of anti-landing obstacles will be done at the request of the front chief of engineer troops and the chief of naval engineer forces, on the order of three engineer reconnaissance patrols for each landing sector.

Preparation of the departure area and support of the embarkation of the landing force will be carried out by the landing troops and the 2nd Combat Engineer Battalion of the 2nd Army Corps.

Breaching of anti-landing obstacles in the water (to a depth of up to five meters) and on the shore, on the scale of 12 lanes for each landing sector, will be done by the fleet's 11th and 12th separate naval engineer battalions and 5th and 6th separate frogman companies. Debarkation of the

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landing force on the shore and development of the offensive will be supported by the engineer subunits of the 16th Motorized Rifle Division and the 704th and 64th naval infantry regiments.

The landing bases will be prepared by the fleet's 14th oibb /?Separate Engineer Base Battalion/, 1/17 omibpsb /?1st Company of the 17th Separate Naval Engineer Battalion, Supply Pier and Base/, 16th Engineer Road Battalion, and 12th Separate Naval Engineer Battalion.

Upon the troops' arrival at the coast, engineer support of the defense will be organized by forces of the 4th Army on the JUTLAND peninsula and of the 7th and 6th armies on the North Sea coast. As a first priority it is planned to install anti-landing obstacles in shallow water (to a depth of up to five meters) and on the shore, to prepare routes for troop movement on the sector of a possible enemy landing, and to prepare the following: firing lines and positions for the delivery of direct fire by artillery, antitank guided missiles and tanks at the shore, siting areas for rocket and SAM troops, and troop positions in the areas of possible enemy landings.

The armies will be reinforced for these purposes as follows: the 4th Army by the 2nd and 3rd battalions of the 21st Engineer Position-Preparation Regiment, and the 7th Army by the 1st Battalion of the 21st Engineer Position-Preparation Regiment. The armies will be issued anti-landing mines: 10,000 to the 4th Army, and 13,000 each to the 7th and 6th armies.

10. To fulfill engineer measures for operational camouflage, three engineer camouflage companies from the armies' combat engineer regiments will be allocated, plus the 1st Air Army's 13th and 18th engineer camouflage battalions and the fleet's 8th Engineer Camouflage Battalion; subunits of the 20th, 22nd, and 23rd pontoon bridge regiments and of the armies' pontoon bridge regiments will be allocated to prepare dummy crossings on the ODER and ELBE rivers, and on the WESER and RHINE rivers during the operation.

In preparing the dummy objects, mock-ups of combat equipment and a variety of dummy structures will be employed in combination with corner reflectors and infrared and sound simulators.

To counter the enemy's radar and to cover the advance and deployment of troops in the departure area, masks and jammers /maski-pomekhi/ will be established, using corner reflectors: by the 4th Army on the RATZEBURG,

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SCHWERIN and MOLLN, HAGENOW axes; by the 7th Army on the SALZWEDEL, KALBE axis; and by the 9th Army on the OEBISFELDE, CALVORDE and SCHONINGEN, SEEHAUSEN axes, the breakthrough sectors of the enemy's defense, and the second echelons' lines of commitment to battle.

Using CMU, SFERA /sphere/, UGOL /corner/ and other corner reflectors, masks and jammers and dummy landmarks will be set up to distort the especially high-contrast landmarks on the terrain in the areas where the most important installations are located (bridges, control posts, airfields, and others) in the departure area and during the operation.

On 6 and 7 September eight dummy landing sectors will be prepared in the amphibious landing departure area using dummy radar targets, and on D-day two dummy assault landing operation areas will be prepared.

11. To fulfill the engineer support tasks, the armies will be reinforced as follows:

Formations	In preparing the operation	During the operation, in fulfilling:	
		the immediate task	the follow-up task
1	2	3	4
4th Army	--	--	2nd and 3rd bns of 21st Engr Psn-Prep Rgt
7th Army	--	27th Aslt Crss Bn, 12th Engr Obstl-Clr Bn (to D4)	1st Bn of 21st Engr Psn-Prep Rgt
9th Army	--	11th Eng Obstl-Clr Bn	11th Eng Obstl-Clr Bn
6th Army	--	on commitment to battle:	12th Engr Obstl-Clr Bn, 23rd Pon Brdg Rgt

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1	2	3	4
10th Tank Army	--	on commitment to battle:	20th Pon Brdg Rgt, 27th Aslt Crss Bn
Rkt troops and SAM troops	4th Bn of 20th Cmbt Engr Rgt	4th Bn of 20th Cmbt Engr Rgt (minus cos)	4th Bn of 20th Cmbt Engr Rgt (minus cos)

Front mobile obstacle detachments: No. 1: 1st Bn of 21st Cmbt Engr Rgt;
No. 2: 12th Engr Obst-Clr Bn.

To fulfill front tasks: 6th Eng Rd & Brdg Bde, 14th Engr Cntrl Post Bn, 13th Engr Cmflg Bn, 16th Sep Fld Wtr Sup Bn, 13th Engr Cmflg Bn /sic -- 18th Engr Cmflg Bn/.

Engineer reserves: 26th Cmbt Engr Rgt (minus 1st Cmbt Engr Bn and 4th Engr Psn-Prep Bn), 20th Pon Brdg Rgt.

For the fourth training topic

To the 7th Army commander:

Instruction No. 01 on engineer support for the Coastal Front; Command post -- /in/ the forest 10 km north of NEURUPPIN, 1 September 1977. Map 1:500,000, issued 1975.

In support of the army, a composite bridge on barges is to be built across the ELBE River in the ARNEBURG area by 1900 hours 5 September by the forces of the 4th Engineer Bridge-Building Battalion and the 6th Engineer Road and Bridge Battalion. In case the main bridges are destroyed, alternate bridge crossings will be prepared by the forces of the 6th Engineer Road and Bridge Brigade's 4th and 5th engineer bridge-building battalions in the SANDAU and JERICHOW areas, to be ready three to five hours after issue of the order with the floating component on barges, and 20 to 50 minutes after issue of the order with the floating component from the pontoon set of the pontoon bridge regiment. Alternate bridges across the HAVEL River will be prepared by the close of 2 September in the VEHLGAST, MOGELIN, and PRITZERBE areas by the forces of the 6th Engineer Road and Bridge Brigade's 4th and 5th engineer bridge-building battalions.

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In repulsing an enemy invasion in the zone of the army it is planned that front Mobile Obstacle Detachment No. 1 will operate jointly with the 5th Antitank Artillery Brigade on the LUDWIGSLUST, NEUSTADT axis in the GROSS PANKOW, DEMERTHIN; BAD WILSNACK, NITZOW area, and on the SALZWEDEL, STENDAL axis in the SEEHAUSEN, OSTERBURG; BISMARCK, STENDAL area.

By the close of 3 September, front transport will supply the army's field supply depots in the area seven km south of SEEHAUSEN and three km east of KLOTZE with 15,000 antitank mines, 8,000 antipersommel mines, 15 tons of explosives, and 80 sets of light framework structures each.

The front commander has ordered:

1. During the army's advance to the departure areas, existing bridges in WITTENBERGE and TANGERMUNDE are to be used.

2. /The following/ will be prepared in the army's departure area, under the guise of exercises and preparation of a defensive operation:

-- per division, two to three routes for the advance to the departure areas and three to four routes from the departure areas to the line of the state border;

-- by 1900 hours 5 September trestles are to be prepared for an alternate bridge across the ELBE River in the WARENBERG area; in case the main bridges are destroyed, the forces of the 7th Engineer Road and Bridge Regiment and the 7th Pontoon Bridge Regiment are to be ready to put up a floating component in the WARENBERG area; and 7th Pontoon Bridge Regiment /forces/ in cooperation with the 4th Engineer Bridge-Building Battalion of the 6th Engineer Road and Bridge Brigade are to be ready /to put up/ bridges with a floating component in the GNEVDORF /?GNEVSDORF/ area within four to five hours after receipt of the command for their preparation; and bridges with a floating component from a pontoon bridge set /are to be ready/ within 30 to 50 minutes after receipt of the command for their preparation.*

* Translator's comment: The meaning of the original sentence is unclear; some essential word(s) may have been omitted.

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-- the line for the covering units is to be prepared with three to four positions for one motorized rifle division and two motorized rifle regiments by the close of 5 September;

-- by the close of 7 September the departure areas for the 4th Motorized Rifle Division and the 5th and 9th tank divisions are to be prepared as defensive areas, and the 11th Motorized Rifle Division's disposition area is to be prepared;

-- the main siting areas for the 7th Army Missile Brigade, the 7th SAM Brigade, and the 7th SAM Regiment /are to be prepared/ by the close of 5 September; alternate /sites/ by the close of 6 September.

The 1st Motorized Rifle Division and regiments of the 4th Motorized Rifle Division and 5th Tank Division will be moved out in full strength on the night of 2 September to prepare the cover line. Effective 2 September, one battalion from each regiment, plus one-third of the personnel of the special units, the organic engineer equipment of the divisions, and the army's engineer troop units will be allocated for preparation of the departure and disposition areas, as well as siting areas.

3. By the close of 5 September, mixed minefields will be laid on the SALZWEDEL, STENDAL axis on the cover line in the first level of readiness with a density of 0.7; and in the depth of the departure areas of the 1st and 4th motorized rifle divisions and 5th Tank Division, nine obstacle clusters will be prepared in the second level of readiness. Provision will be made for actions by the army's mobile obstacle detachment on the CELLE, KALBE axis.

4. As of D2 axial routes Nos. 3 to 5 from the ELBE River to the line of the state border are not to be occupied. After the army has passed, the ELBE River bridge in the WARENBERG area is to be transferred to the commander of the 6th Engineer Road and Bridge Brigade.

5. To support the negotiation of obstacles and demolition areas when crossing the cover zone, in breaking through the enemy's defense, and in developing the offensive in the depth, each first-echelon motorized rifle battalion will have an obstacle-clearing detachment, consisting of a combat engineer platoon and an obstacle-clearing platoon, or a combat engineer platoon reinforced by tanks with BTU bulldozer blades and mine-clearing attachments.

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6. The 12th Engineer Obstacle-Clearing Battalion is to be attached to the army as of 2100 hours 7 September in the FLATOW area.

7. Engineer equipment is to be obtained from Front Engineer Depot No. 1503 in the FELDBERG area effective 7 September, and in the area 12 km southwest of NIENBURG effective D5.

Reports are to be submitted by 1800 hours each day.

CHIEF OF STAFF OF THE COASTAL FRONT

CHIEF OF ENGINEER TROOPS OF THE FRONT



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