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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

15 May 1981

MEMORANDUM FOR: The Director of Central Intelligence
FROM : Max Hugel
Deputy Director for Operations
SUBJECT : USSR GENERAL STAFF ACADEMY LESSONS:
Engineer Support for the Front Troops'
Assault Crossing of Water Obstacles from
the March

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 describing the tasking and allocation of front and army engineer units for reconnaissance, route preparation, and assault crossing of the Rhine, Maas, and Ijssel rivers for an offensive drive into The Netherlands.

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.

Max Hugel

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Intelligence Information Special Report

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COUNTRY USSR

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SUBJECT

GENERAL STAFF ACADEMY LESSON No. 27b: Engineer Support
for the Front Troops' Assault Crossing of Water
Obstacles From the March

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 front chiefs of engineer troops in the engineer assessment and engineer troop tasking to support the assault crossing of the Rhine, Maas, and Ijssel rivers by front and army troops for an offensive drive into The Netherlands. The main engineer support tasks involve reconnaissance, route preparation, obstacle clearing, and bridging and ferrying. Of interest is the stress placed on the neutralization of NATO's radio control over nuclear land mine detonations by front radioelectronic warfare units and jamming helicopters. Also worthy of note is the measure to prepare 13 dummy bridges, indicative of the importance of deception.

End of Summary

Comment:

Although not specifically identified, the color Blue representing the NATO country in this lesson probably equates to Great Britain.

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Lesson No. 27b

1. Subject: Engineer support for the front troops' assault crossing of water obstacles from the march.
2. Contents: The organization of engineer support for the assault crossing of the IJSSEL, RHINE, and MAAS rivers by Coastal Front troops.
3. Time:

Group training period	Individual study	Total
3	3	6

4. Training objectives:

-- to give actual practice in the organization of engineer support for an assault crossing of water obstacles from the march in a front offensive operation;

-- to augment knowledge on the combat employment of pontoon bridge and assault crossing units and on the fulfilment of engineer-operational calculations when organizing the assault crossing of water obstacles.

5. Method: group training with maps.

6. Methodological recommendations:

In preparing for the lesson, students will be guided by the decision for the assault crossing (Lesson 27a), and the assignment for the training material of Lesson 27b. The students will individually arrive at conclusions from the engineer estimate of the water obstacles and of the enemy, work out proposals for engineer support of the assault crossing by 6th Army troops, make engineer-operational calculations, and draw up the schedule for the troop crossing of the RHINE River.

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7. Time allocation:

<u>Training topics</u>	<u>Time, minutes</u>
1. The initial data for the organization of engineer support of the assault crossing:	45
-- conclusions from the engineer estimate of the water obstacles and of the enemy	15
-- orders of the <u>front</u> commander	10
-- situation and capabilities of <u>front</u> engineer troops	15
-- main engineer support tasks for the assault crossing	5
2. The organization of the fulfilment of the main engineer support tasks for the assault crossing:	85
-- engineer reconnaissance	5
-- support for the forward movement and commitment to battle of the 6th Army	10
-- support for the arrival of troops at the water obstacles	10
-- support for the assault crossing of the RHINE and MAAS rivers	40
-- support for the assault crossing of the IJSSEL, NEDER RIJN, and MAAS rivers by the 6th Army	20
Conclusion	5
<hr/> TOTAL	<hr/> 135

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8. Variant of the report by the front chief of engineer troops.

1) In the zone of the Coastal front offensive the enemy may install 35 to 40 nuclear land mines, up to 150 km of minefields, and prepare for destruction up to 730 km of roads on 10 to 13 axes leading up to the IJSSEL and RHINE rivers. During combat actions the density of obstacles will be increased through the employment of remote mine-laying means.

The terrain is flat with a well-developed network of roads. The RUHR area is an extensive area of continuous urban-type buildings which is difficult to traverse under conditions of large-scale destruction.

To ensure high rates of advance, in the forward detachments and first-echelon battalions there must be obstacle-clearing detachments; and to thwart the enemy's employment of nuclear land mines, it is necessary to include in their complement ultra-shortwave subunits of ground intercept radioelectronic warfare battalions, and plan the actions of the jamming helicopters of the armies and the front.

The assault crossing of the RHINE and MAAS rivers is to be supported by the front and armies' means. The sectors for the assault crossing of the RHINE River by the first-echelon divisions are the following: MILLINGEN, REES; excluding REES, WESEL; excluding WESEL, WALSUM.

The assault crossing of the IJSSEL River is to be by decision of the 6th Army commander, and of the NEDER RIJN, WAAL, and MAAS rivers by also using front means.

2) The main engineer support tasks are as follows:

-- engineer reconnaissance of enemy obstacles, demolitions, and defenses; water obstacles, and the routes leading to them;

-- support for the movement forward and commitment to battle of the 6th Army;

-- support for the troops upon their arrival at the water obstacles;

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- preparation and maintenance of the crossings;
- support for the development of the offensive on the opposite bank.

3) Engineer reconnaissance is being carried out by 11 companies and 8 engineer reconnaissance platoons of the engineer troops of the divisions, armies, and front; by using helicopters of the armies and front; and by aerial photography of the water obstacles.

4) The 6th Army's movement forward to the line of commitment to battle is being done along five routes that are to be prepared by the morning of 15 September by the forces of the 1st Battalion of the 6th Engineer Road and Bridge Brigade and by the 6th Engineer Road and Bridge Regiment. To support the 6th Army's crossing of the EMS River in the event bridges are destroyed, the 23rd Pontoon Bridge Regiment is to be concentrated in the MOLLEN area by the close of 14 September. The army's flanks are to be covered by the front's Mobile Obstacle Detachment No. 1 together with the 4th Antitank Artillery Brigade and the 6th Army's Mobile Obstacle Detachment No. /missing/. By the close of 14 September the army is to be reinforced with the 4th and 23rd pontoon bridge regiments and the 12th Engineer Obstacle-Clearing Battalion.

5) To support the negotiation of obstacles and demolitions, obstacle-clearing detachments are being formed in the forward detachments and first-echelon battalions; they are being augmented by means from army ground intercept radioelectronic warfare battalions for the neutralization of explosion control radio links (neutralization range of 10 to 15 km), and by jamming helicopters (with a range of up to 60 km).

The routes for the advance of the second echelons of the armies, front reserve, and the ground echelon of the 1st Air Army to the crossings are to be prepared by the 6th Engineer Road and Bridge Brigade and by the 6th, 9th, and 10th engineer road and bridge regiments.

6) With regard to forces, the 10th Tank Army and 9th Army have six pontoon bridge battalions and three assault crossing battalions to support the assault crossing of the RHINE and MAAS rivers. In reserve the front has the 20th Pontoon Bridge

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Regiment (two pontoon bridge battalions). Each first-echelon division of the 10th Tank Army and the 9th Army can be reinforced by one pontoon bridge regiment and one assault crossing battalion. The first-echelon divisions are to cross the RHINE River on assault landing and ferry means; the army units and second-echelon divisions of the 10th Tank Army are to cross on ferries, and as of 2000 hours 16 September on floating bridges (one in the zone of each first-echelon division); by "H" plus 25 to 30 hours composite bridges are to be built at EMMERICH, GRIETH, XANTEN, WALLACH, and ORSOY by the forces of the 3rd Battalion of the 10th Engineer Road and Bridge Regiment, of the 4th, 5th, and 6th battalions of the 6th Engineer Road and Bridge Brigade, and of the 4th Battalion of the 9th Engineer Road and Bridge Regiment.

The assault crossing of the MAAS River by the forward detachments is to be carried out on means of the divisions which are proceeding together with the forward detachments. For the crossing of the first-echelon divisions, the 2nd Battalion of the 10th Pontoon Bridge Regiment and the 9th Pontoon Bridge Regiment are to advance to the MAAS River. After completing the construction of the composite bridges, the 20th Pontoon Bridge Regiment is to advance to the MAAS River.

The crossing times over the RHINE River are: 2.5 to 3 hours for the forward detachments, 18 to 20 hours for the first-echelon armies, and 2 to 3 days for the front troops.

7) The 6th Army's assault crossing of the IJSSEL, NEDER RIJN, WAAL, and MAAS rivers is to be supported by the 4th and 23rd pontoon bridge regiments. By "H" plus 10 to 12 hours the 6th Engineer Road and Bridge Regiment is to construct two bridges across the IJSSEL River, over which the crossing of the army units and rear services is to be carried out. The assault crossing of the NEDER RIJN River is to be supported by the 6th Pontoon Bridge Regiment, and /the assault crossing/ of the WAAL River by the 23rd Pontoon Bridge Regiment and 6th Assault Crossing Battalion. The 4th Pontoon Bridge Regiment and 6th Pontoon Bridge Regiment are to be used to support the assault crossing of the MAAS River after the 6th Engineer Road and Bridge Regiment completes construction of the bridges across the NEDER RIJN River.

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8) Protection of the crossings is to be organized by forces of the air defense troops and the radioelectronic warfare battalions of the armies and the front. Simultaneously with the preparation of the bridge crossings, five dummy bridges are to be prepared on the RHINE River by the forces of the 13th Engineer Camouflage Battalion, and four dummy bridges each for the NEDER RIJN and WAAL rivers are to be prepared by the forces of the 23rd Pontoon Bridge Regiment and the engineer camouflage company of the 6th Combat Engineer Regiment.

9) The development of the offensive on the opposite bank is to be supported according to the plans of the first-echelon armies. Front Mobile Obstacle Detachment No. 1, in cooperation with the 4th Antitank Artillery Brigade, is to be allocated for organizing the repulse of a possible counterthrust by the Blue 2nd Army Corps from the direction of APELDOORN, DOETINCHEM.

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