

7 OCT 1966

TO: Director of Naval Intelligence  
Department of the Navy  
ATTN: OP-922HIE

FROM: Deputy Director for Plans

SUBJECT: SCHUCHMANN, Henreich  
aka: [SCHUCHMANN, Heinrich  
SCHROEDER  
SCHRODER  
SCHUCHMACHER, Captain  
SCHUCHMANN, Behrend  
SCHUCHMANN, Kaleu  
Henri  
Heini  
SCHUCHMANN, Kapitanleutnant (First Lieutenant)  
SCHUCHMANN, Korvettenkapitan (Lieutenant Commander)  
SCHUCHMANN, Hauptmann (Captain)]

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CENTRAL INTELLIGENCE AGENCY  
SOURCES METHODS EXEMPTION 3020  
NAZI WAR CRIMES DISCLOSURE ACT  
DATE 2002-2008

1. Reference is made to the request received 29 September 1966 from Miss Nile concerning Subject. The files of this office contain the following information.

2. According to information compiled during World War II, received from a source whose reliability is unknown (but which has been corroborated by reports received from Allied sources and sources who revealed information through interrogation in 1945), on Germans who had at various times been reported to be engaged in intelligence activities, one Kapitanleutnant Behrend or Heinrich (used interchangeably) SCHUCHMANN, aka SCHROEDER, aka Henri, who is identical with Subject, was a German, born circa 1898 who served in Fregattenkapitan (Commander) PFEIFFER's Einsatzkommando (Operation Force) in

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France in May and June 1940. Subject came to France with a mobile unit of the German Naval Intelligence at Bremen, Germany, which established posts all along the Channel coast and the Atlantic. In August, Subject was posted to Le Havre branch of the I. M. and in December of the same year, he became the leader or director of that branch. (I. M. -Marine Section of Department I which was the most important department of the Abwehr, the espionage organization of the German High Command; the I. M. had as its function espionage against foreign navies and a subsection that dealt strictly with technical matters.) Subject frequently visited Spain in 1941 and was interested in fitting out small craft, principally at Brest and Lorient, France, and even in Spain, with wireless transmitter sets and operators for observation in the Channel and possibly for landing agents in the United Kingdom. In this connection, an Allied source whose information was affirmed by a captured German who had been an Abwehr typist and a naval intelligence report translator, indicated that Subject had six ships or yachts under his control for the transportation of agents, surveillance of fishing boats, and the reporting of weather conditions.

3. Subject visited Vigo (seaport in Spain) frequently in 1942 also, in connection with fishing trawlers used by the Abwehr to collect weather reports and shipping intelligence. In June 1942, he was engaged in preparations for an undertaking to land agents in South Africa, and in November was believed to have visited Berlin in connection with a proposal to dispatch agents by sea to South America. He visited Dunkirk in February 1943 to report on sabotage questions and organized an undertaking to drop agents off of the Brazilian coast in May 1943. In June he visited Madrid regarding the dispatch of an agent to Spanish Guinea. In February, 1944, he was appointed leader of the Operation Force West, and in June and July, he journeyed to Le Havre and Bordeaux, France. In September, Subject went to Berlin to deal with the establishment of post-occupational agents in Holland, and in October, he was appointed leader KDM (civil service rank) with headquarters in Holland (near Osterbeek). In civil life, Subject was a partner in the shipping and salvage firm of Bugsier Reederi owned by Wilhelm and Hermann SCHUCHMANN of Hamburg, one of whose ships was smuggling arms into Ireland in 1932 while another was reported in 1937 to have been used by the Abwehr. Subject's physical description was given as follows: 5 feet 6 inches (168cm),

stocky build, round face, cropped fair hair, blue eyes, florid complexion, short thick neck, cleanshaven, energetic, important manner, efficient and self-confident. Subject reportedly spoke Flemish, poor French and some English and also was described as having several small scars on his face.

4. A report dated 1 December 1945 received from British Military Intelligence indicated that Kapitanleutnant SCHUCHMANN, Subject, was arrested by British Naval authorities in Hamburg on 5 July 1945 and was brought to the United Kingdom for interrogation. As a result of that interrogation the following was disclosed: Subject was a partner in the family firm Reederi Schuchmann in Hamburg, Germany. From 1919 onwards, Subject was closely associated with the sea and shipping. In 1939 he was posted to the Abwehr, and he served as an I.M. official throughout the war. During the initial stages of the interrogation, Subject adopted the attitude of a bluff sailorman and tried to create the impression that he knew little of the activities of the Abwehr-proper. But during further interrogation, he talked more freely and consequently, was not believed to have withheld any vital information; his story was considered reliable.

5. Subject was born 12 June 1898 in Geestemuende, Bremerhaven, Germany. His father was Wilhelm SCHUCHMANN (died 1944) and his mother was Marie SCHUCHMANN, nee ALTING (died July 1945). Subject listed his brothers as follows: Behrend, Director of Bugsier A.G. and partner in Reederi; Schuchmann, Hermann, age 57 and partner in Reederi Schuchmann; Johann, killed in World War I; Gerhard, living in Sweden for the last 22 years; and Willi, inspector in Bugsier A.G. and Reederi Schuchmann. Subject stated that he had five sister, all married, the eldest of whom died in about 1939. From 1905 until 1916, Subject attended Realgymnasium up to and including secondary school. From 1916 until 1919, he was a superior officer in the German Army in France and Flanders, Belgium. In 1918, Subject went to Doebertiz as an aspiring officer and from 1919 until 1922, he was a volunteer with Norddeutsche Lloyd and Schiffswerft (shipyard), at Teckelenburg, Wesermuende, Germany. From 1923 until 1924, Subject served at sea as ship's engineer for Reederi Schuchmann, making voyages in the North Sea and the Baltic, and to Clyde ports (river in Scotland). From 1925 until 1926, Subject worked for and obtained an Engineer's Ticket whereupon he joined Reederi Schuchmann as Technical Reederi Inspector in Bremerhaven, along with brother

Hermann until September 1939.

6. In September 1939, Subject was enrolled in the Abwehr and posted to the Bremen network. He remained with this section until June 1940. In about November 1939, he made his first journey to Italy accompanying Commander PHEIFFER and a Doctor BENSMANN to Genoa where they contacted Frau EITEL, a Bremen network agent. EITEL was in touch with individuals whose names Subject did not know, who were employed on the United States steamships WASHINGTON and MANHATTAN, and who acted as couriers for reports on shipping, cargos and assembly points in North American waters furnished by an agent or agents in America. Subject remained in Italy for five days and, according to him, he accompanied PHEIFFER and BENSMANN only for "companionship" and claimed to have taken no active part in the conversations. Subject did know, however, that the Bremen net had couriers on board the PRESIDENT HARDING, EXCAMBION, and EXETER (all United States Lines).

7. In June 1940, Subject joined PHEIFFER's Marine Command in its travels across the Low Countries into France, passing through Rotterdam, Dunkirk, Calais, and Nantes to Le Havre. In September, he was posted to the Sea Command at Le Havre as Abwehr representative, and while there, he formed the marine dispatch station at Le Havre. As an expert in salvage work and in the repair and equipment of vessels, Subject saw to it that a sixteen ton sailing yacht was properly equipped and dispatched in order that an Abwehr agent might be sent to the Belgian Congo. In the same year, Subject undertook the equipping of a meteorological ship for a voyage to Newfoundland on behalf of the Abwehr Marine Group West. The ship was also used to transmit weather reports by means of a wireless transmitter (which neither the French crew or owner knew of). Subject admitted dispatching Abwehr agents to Casablanca and Marseilles in 1941, who would report on movements of shipping to and from the United States and the Eastern approaches to the Gibraltar Straits. In March or April 1942, Subject went, under orders, from Paris to Vigo, Spain. There he contacted and recruited two Icelanders who agreed to transmit meteorological reports for the I. M. While in Vigo, Subject recruited a German who agreed to transmit weather reports from Vigo to Le Havre. Subject saw to it that wireless transmitters were established

on the German tank steamers ANTARKTIS and ATLANTIK, which had been lying in Vigo harbor since the outbreak of the war. Subject stayed at the Continental Hotel in Vigo during the visit for about a week. He eventually journeyed to Madrid clandestinely where he reported to the German Embassy.

8. Late in 1942, Subject carried out two missions to the English coast with orders to install wireless transmitters on a wreck which lay off Selsey Bill, and from there to observe and report on convoys. Some time later, Subject, under orders, took over a vessel named MOUETTE which actually was a Tunny fishing craft, for short-range reconnaissance in the Bay of Biscay (Spain). The ship was equipped in Le Havre and manned by navy personnel. A wireless transmitter set and operator were installed, and a Belgian named Piet BROUKE was put in command. The vessel's function was to report on anti-U-boat activities in the Bay. In May 1943, Subject made two journeys to San Sebastian (Spain) for the purpose of purchasing equipment and clothes for the crew of the PASSIM. In May or June 1943, Subject went to Berlin where he received orders to fly to Kavalla, Greece, to inspect and contact a commando unit; Subject remained in Kavalla for five days. In June 1943, Subject was ordered to Spain to establish wireless transmitter contacts through the cooperation of the Spanish fishing fleets in the Grande Jole area, in order to obtain further reports on the presence of British naval vessels engaged in anti-U-boat warfare in the Bay of Biscay. The operation fell through he claimed, when the ships involved were discovered to be in a "sorry plight". During 1943, Subject also maintained contact with agents throughout France. Toward the end of 1943, Subject went to Heiligenhafen for a three day visit in conjunction with the eventual take over of a section of the German Command Unit in case of an Allied invasion. These plans never reached fruition. Subject supervised the salvage of British vessels sunk after landing operations at Saint Nazaire and Dieppe, France. He made a journey to Cap d'Antifer in connection with the landing of British paratroops.

9. In 1944, Subject took over the pilot schooner PRINZ ADALBERT and sailed her to Flensburg. Subject ordered equipment for the vessel in Kiel and Hamburg, then returned to Goor (Holland). Sometime later, he returned to Flensburg (Germany) to complete preparations for the sailing of PASSIM IV (PRINZ ADALBERT). In

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1945, Subject received orders to organize an operation for the furnishing of funds to an agent in Ostend, Belgium, and consequently, had placed at his (Subject's) disposal an explosives craft with a good deal of speed and manned by a crew of two. At the end of March or beginning of April 1945, Subject disbanded the station at Groningen (Holland) and about four days later, set up a provisional headquarters at Regensburg (Germany) on board the PRINZ ADALBERT. Shortly afterwards the Allies arrived in the region and activities ceased. Subject admitted recruiting several agents while in Holland.

10. By order of the Royal Navy, Subject's firm Bugsier-Reederi und Bergungs AG., Hamburg, undertook salvage work on sunken U-boats, warships, and merchant ships in Kiel Harbor and Canal (North-west Germany) and, according to Subject, it was largely through his personal efforts that the work was successfully and speedily carried out. These operations were commenced in May 1945. Later, Subject reported to the Commander in Holtenau and received an English pass for the Kiel Canal and also, permits from British authorities allowing him to circulate in Rendsburg and Schleswig Holstein (Germany), and to drive a car. These permits were later surrendered in Kiel. It is important to note that Subject stated that between 1920 and 1944, he inspected and searched 85 stranded or sunken vessels (tank-steamers, tugs, U-boats, torpedo-boats, and freighters). He executed this work by orders of Marine Group West of the Abwehr, or Admiral FRANKREICH, and frequently made journeys to attend conferences and to obtain equipment for his salvage work.

11. According to information contained on a card record only, there was some indication that Subject had his own money invested in Spain during the war, in addition to a number of other Germans who were also doing the same.

12. According to a report dated 31 August 1944 from Rio de Janeiro Police which had conducted numerous interrogations of German agents in Rio de Janeiro, Subject, as Chief of Le Havre branch of the Abwehr, was in charge of the western coast of France and made arrangements for the departure of vessels effecting missions in various countries such as Brazil. Subject was responsible for the provisioning of the vessel, effecting repairs of its motor, communicating with the

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vessel during the early part of its voyage and similar arrangements. Subject was described as a millionaire in civilian life. Source stated that Subject was always accompanied by his mistress who came on board the SANTA BARBARA with him at Archachon, France, much to the resentment of the captain and crew members. Subsequent reports from a French official service indicated that Subject's mistress was one Miss BATHEN, aka Gabrielle BATHUN, aka BATHNEN, aka GARBI, aka BARTH, a German, 22 or 23 years old, very stylish, who spoke very good French, Spanish and Italian; further investigation indicated that this young lady was not only his mistress but also his secretary.

13. According to a March 1943 report received from British Military Intelligence, Subject's activities covered anything from sabotage against Britain to initiating naval operations (intelligence) in the North and South Atlantic. Subject was described as fond of good living, and enjoying as a recreation, sailing and duck hunting.

14. A card reference covering the period from September 1943 until May 1944 and based on information from British Military Intelligence indicates that Subject was a widespread organizer of espionage. He allegedly transported minerals from Spain and France. He ran his own steamers and had very high powers. He was in charge of operations of German supervision on the west coast of Africa and was in the German Secret Service, collecting information from Dakar, Conakry, the Ivory Coast, about Allied convoy movements before the invasion of Africa. Subject organized a group of small yachts, about twenty tons, confiscated from the French by the German Admiralty (I. M.). The boats were rebuilt, equipped like fishing boats, and had powerful Diesel engines and radios. They were manned by a crew of four who spoke fluent Spanish and Portuguese; they sailed under Spanish and Portuguese flags. In case they might be discovered, they also carried a German flag; these boats provided valuable information. Very few people knew or were informed about this undertaking, the German Admiralty included. Subject reportedly ran a small steamer also under the Portuguese flag along the South American coast and African coast. Valuable information on many of the ports located there was provided. In May 1943, the report said, Subject organized an undertaking to drop agents off the Brazilian coast.

15. The preceding information has been provided as a summary

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on Subject's activities during the World War II period and is not to be construed as a treatment in depth of Subject in that period. Voluminous information exists in this office that relate to Subject's activities "in toto", but which cannot be transmitted in a report of this type. No information exists on Subject in relation to current political attitudes or activities.

CSCI-316/05033-66

RID/CE: JMA/JFS/bcs

BASED ON: 200-005-11-1 German Primer  
EGQA 23165 18 August 1953 (Report from British CI  
1 December 1945)  
XARZ 15812 24 April 1945  
XX 6138j 3 March 1945 (microfilmed card record)  
Rio de Janeiro-CIA-INT-1, folder 10-208 II p.29  
British Primer March 1943 (microfilmed card record)  
BC 234-1516 Madrid 25 September 1943  
British Primer 15 May 1944 (both microfilmed card records)  
Numerous other reports exist on Subject (see 201- )

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